

DEPARTMENT OF INDUSTRIAL RELATIONS  
Office of the Director – Research Unit  
455 Golden Gate Avenue, 9<sup>th</sup> Floor  
San Francisco, CA 94102

MAILING ADDRESS:  
P. O. Box 420603  
San Francisco, CA 94142-0603



## SCOPE OF WORK PROVISIONS

FOR

**CARPENTER**

**Engineering Construction**

IN

SAN DIEGO COUNTY

STATE OF CALIFORNIA

Arnold Schwarzenegger, *Governor*

DEPARTMENT OF INDUSTRIAL RELATIONS

Division of Labor Statistics and Research  
455 Golden Gate Avenue, 9<sup>th</sup> Floor  
San Francisco, CA 94102

MAILING ADDRESS:  
P. O. Box 420603  
San Francisco, CA 94142-0603



February 22, 2007

## ADVISORY SCOPE OF WORK

Please note that this advisory scope of work does not apply for metal roofing systems work in the counties where we have issued prevailing wage rates for the Metal Roofing Systems Installer. Please refer to the statewide general prevailing wage determinations for the Metal Roofing Systems Installer on pages 2J to 2J-15.

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Department of Industrial Relations

AUG 22 2016

Office of the Director-Research

**MEMORANDUM OF UNDERSTANDING  
SOUTHWEST REGIONAL COUNCIL OF CARPENTERS  
and  
ASSOCIATED GENERAL CONTRACTORS, SAN DIEGO CHAPTER, INC.**

It is agreed that the following provisions which reflect discussion between the parties will modify the 2012-2016 Master Engineering Contractors Labor Agreement between the SOUTHWEST REGIONAL COUNCIL OF CARPENTERS ("Union") and ASSOCIATED GENERAL CONTRACTORS, SAN DIEGO CHAPTER, INC. ("Contractor"):

1. Section 2 shall be revised to provide for a four year term commencing on July 1, 2016 and continuing through June 30, 2020. The parties also agree that throughout the Agreement, all dates shall be changed accordingly.

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2012 - 2016

**MASTER ENGINEERING CONTRACTORS  
LABOR AGREEMENT**

**BY AND BETWEEN**

**ASSOCIATED GENERAL CONTRACTORS, SAN DIEGO CHAPTER, INC.**

**AND**

**THE SOUTHWEST REGIONAL COUNCIL OF CARPENTERS**

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## **SECTION 4**

### **WORK COVERED**

A. Work covered by this Agreement shall include all jobsite work within the jurisdiction of the United Brotherhood of Carpenters performed by the Employer or its subcontractor for the construction, in whole or in part, or the improvement or modification thereof, of any project or other work and operations which are incidental thereto; and the operation, of all equipment, used in connection with the performance of the aforementioned jobsite work and services.

1. This Agreement covers jobsite construction work only. Jobsite is defined as an area within which construction work is being performed, the boundaries for which are the same as those boundaries delineated in the specifications for the job or project which may include such references as right-of-way, parcel, subdivision map, dedicated street or lot. In the case of subdivisions or planned unit development where construction phases are stipulated by construction contracts, jobsite will mean only that area covered by phases or units currently under construction and under the Employer's control.

#### **B. COVERAGE:**

The jobsite handling, rigging or transporting of all wood, wood products or other composition material by use of forklift, pettibone or other similar equipment directly related to the work over which the Carpenters have jurisdiction shall be the work of the United Brotherhood of Carpenters & Joiners of America.

The craft jurisdiction covered by this Agreement shall include the following work:

1. The erecting of structural parts of a structure made of wood or any substitute

such as plastic or composition materials.

2. The prefabrication or construction of forms for: footings, foundations, slabs, walls, suspended slabs or columns, for structures of all descriptions, whether made of wood, metal plastic, composition material or any other type of material including the erection thereof.

3. The fabrication and/or setting of all templates and the setting of bolts for structural members or machinery.

4. Setting of forms for sidewalk lights, edge forms and bulkheads.

5. Where power equipment is used for the setting or dismantling or hoisting of forms, wood parts, precast concrete or any other material erected by Carpenters, all handling and signaling.

6. All work in connection with the handling, building, erecting and dismantling of any self supporting scaffold, including mast climber and swing stage, over 14 feet in height or any scaffold built for special purposes.

8. This Agreement shall cover and apply to all work falling within the recognized jurisdiction of the United Brotherhood of Carpenters. Where the Contractor performs building construction work in San Diego County, he shall perform said work under the terms and conditions of the AGC Building Contractors Agreement.

Covered under this Agreement is all Pile Driver classification of work and related construction, including demolition, fabrication, placement and construction of bridges, wharf's, docks, piers, breakwaters, caissons, rip-rap and stone structures, jetties, piledriving, and off shore construction, and marine deck hand work on related offshore construction. Also related work on deep foundation projects including the: drilling and placement of pile materials, placement of soldier beams, H beams, sheet pile, wood, plastic and concrete pile, structures with related lagging and shoring, underpinning, welding, cutting, burning, rigging and handling of work materials, equipment assembly, maintenance and operation for marine and land projects.

Also covered is all construction where divers are utilized and acting as Divers/Tenders on construction. Divers are identified as performing construction, maintenance and inspection work on new or existing projects, whether on land or marine environments. Construction requiring dive technology is defined in Section 36, J. and in Appendix G.

K. The work description of the Millwright By-Laws and Trade Rules as follows:

1. The term "MILLWRIGHT WORK" shall apply to the unloading, hoisting, rigging, erecting, assembling, aligning and adjusting of all machines used in the transmission of power, steam, electric, gas, gasoline, water or air as well as dismantling, crating and packing of such machinery and the maintenance after machinery has been put into operation as long as machinery is used during construction period. All maintenance shall be the work of the Millwrights.

2. Millwrights shall perform the moving, placing, setting, leveling, aligning and assembling of all machinery and auxiliary equipment.

FOR CLARIFICATION:

Some pieces of equipment and/or machinery which come under Millwrights jurisdiction, are called pumps, turbines, agitators, fans, air conditioning units, blowers, all machine tools, compressors, dryers, generators, grinders, hammers, mixers, presses, pulverizers, wash mills, tanks, vessels, washers, scales for weighing of all types, cranes, monorails, hoists, and baskets, all patent stokers, automatic feeding devices for handling machinery, either elevating or conveying; all motor operated valves, gear reducers, ice machines and/or any piece of equipment with moving parts; also amusement devices of all kinds, plating equipment, transmitters, dust collectors and covers, all classes of engines, motors, dynamos, generators, air blowers and vacuum systems, nuclear powered reactors and related equipment, all hydraulic, pneumatically powered actuated or controlled machinery.

3. Millwrights shall perform making of all connections direct to machines and equipment that may affect alignment, level or mechanical operation thereof.

#### FOR CLARIFICATION:

The first flange of any pipe, whether it be steam, air, water, oil, or chemicals of any kind, shall be made by Millwrights. The connection of all air ducts or pipes to fans or blowers, the making and installing of all braces, jacks or hangers on pipes directly adjoining equipment, shall be done by Millwrights.

4. Millwrights shall perform the installation of all piping pertaining to cooling or lubrication located directly on any machine that is prefabricated at the factory. All copper or plastic tubing or similar material will be installed by Millwrights whether prefabricated or not, as well as lubricators of any kind.

5. The removing and replacing of all motors of any horsepower, directly connected to gears or gear reducers, shall be done by Millwrights.

6. All rigging, hand or power, regardless of size, operation of all forklifts and similar equipment, regardless of size, pertaining to and directly to any Millwright job, shall be the work of the Millwright.

7. Fans, elevators, conveyors, dryers, ovens and similar equipment shall be assembled by Millwrights except where hot rivets are used.

8. The erection of all foundations, steel or cast iron legs, heads, boots and conveyor boxes, support framing casings, chains, buckets, guides and similar equipment, whether metal or metal substitutes, which are prefabricated at the factory or off the jobsite, shall be done by Millwrights.

9. All fabrication of lagging, boxes, hangers, braces and miscellaneous work pertaining to the anchoring or covering of lagging, shall be the Millwright.

10. Any time any source of power is connected by a flexible coupling, gears, belts or pulleys and related power transmission equipment, the alignment and mounting shall be

done by Millwrights.

Setting all beams or foundations (except concrete) used in the reception of machinery, and drilling all holes necessary for foundations whether they be wood, steel, stone, concrete or any other material and whether ratchet or power drills are used, shall be the work of Millwrights; also all sole and sub sole plates or any classification of same will come under this jurisdiction.

11. Millwrights shall fabricate and erect all moving machinery guards, attachments or accessories for machinery of any description; machines, tools, molds, and equipment made of plastic, metal substitute on a construction job.

**FOR CLARIFICATION:**

The operation, fabrication and erection in the field on a construction site of any machine tool for the working metal or plastic such as shears, breaks, rolls, punches, drills, mills, lathes, etc., all hand tools such as acetylene torches, electric welders and inert atmosphere of all types, all forging and forming, using the tools alone, shall be the work of the Millwright.

12. All tanks with positive mounted machinery shall be set and leveled by Millwrights. "Positive mounted" means where no shimmying or wedging may be done between the machine and tank.

13. All meter and gauge boards, and control panels shall be installed, leveled and plumbed, and meters and gauges and control equipment mounted and leveled by the Millwrights whether the boards are wood, metal, or plastic.

14. Millwrights shall start up and run any piece of equipment which they install and make any adjustments deemed necessary to full production use.

15. Nuclear reactors and related equipment shall be set, aligned, leveled and repaired by the Millwrights.

**FOR CLARIFICATION:**

All sole and subsole plates, supports and anchor bolts, all dressing, stretching, modifying and measuring of all bolts and all moving parts, mechanical arms, precision rails and rifts, all precision machine work and the welding and forming of any part pertaining to the above done in the field on the construction site, shall be the work of Millwrights.

**APPENDIX A**  
**SPECIAL WORKING RULES FOR PILE DRIVERS**

1. The following Special Working Rules for Pile Drivers are in addition to those rules contained in the Carpenters Master Engineering Contractors Labor Agreement, except as modified by these Special Working Rules.

(a) In addition to the work identified above, the Pile Drivers claim the operation of the following types of equipment when the operation of same is incidental to that work which falls under the jurisdiction of the United Brotherhood of Carpenters and Joiners of America or Pile Drivers Local Union No. 2375; mechanical fork lifts of all types, boom trucks and any other mobile equipment as assigned by the employer necessary to complete the work. In addition, the operation of the power pack and vibratory hammer controls when driving or pulling, sheet pile, pile, soldier beams, cussions or casing.

**14. CLARIFICATION OF CARPENTER PILE DRIVER WORK**

This Agreement incorporates by reference the letters dated May 19, 1955, and February 18, 1970, from M. A. Hutcheson, General President, United Brotherhood of Carpenters and Joiners of America, as well as the questions submitted by Contractors on July 17, 1955, requesting clarification of the May 9, 1955, letter and the answers submitted by Subcommittee of the General Executive Board of the United Brotherhood of Carpenters.

## **CLARIFICATION OF CARPENTER PILE DRIVER WORK**

(Letter, dated May 9, 1955, from Mr. M.A. Hutcheson, General President, United Brotherhood of Carpenters and Joiners of America.)

I am herewith submitting the findings of the General Executive Board on the controversy between Carpenters and Pile Drivers classifications in the West Coast area.

The Subcommittee convened Wednesday, July 15, 1954, and Thursday, July 16, 1954, in the Empire Room of the Sir Francis Drake Hotel, San Francisco, California. Testimony was received from forty-seven (47) witnesses representing Local Unions, District Councils, and State Councils from the states of California, Oregon and Washington.

As indicated in the matter supplied to the Subcommittee from the General Office, we found that the main points of difference existing between the branches of our membership on the West Coast were:

- (1) An interpretation of what constitutes the "girder capping the piles."
- (2) What classification of our membership shall apply in the placing and erection of false work.

Additional clarification of what work properly comes under the classification of Pile Driver would help in clarifying the issues involved between both branches of our Brotherhood on the West Coast:

- (1) In the construction of waterfront and marine facilities, such as docks, piers, wharves, bulkheads, jetties, and similar structures, the pile driver classification should continue to apply, up to and including the decking thereof.
- (2) On all pile driving and caisson work on both land and water, the Pile Driver classification should apply.
- (3) In the construction of wooden bridges whether over land or over water, when composed of heavy timber, the Pile Driver classification should apply.
- (4) In the construction of concrete or steel bridges over land, the Pile Driver classification shall apply to the driving of piles and/or caisson work including the forms required for the capping of the piles or caissons immediately top of the piles or caissons. The "capping of the piles" is herein interpreted as being that concrete, wood, or other material resting on the top of the piles where driven or placed and does not include any further form work above the capping.

In many instances it has been found that the capping is called "the girder." The above shall apply on such concrete or steel bridges constructed over land, highways, railroads, overpasses and include cloverleaves, interchanges,

etc.

- (5) In the construction of concrete or steel bridges over water, the Pile Driver classification shall apply up to and including all of the form work to the top of the column, piers, or abutments supporting the steel and/or any other superstructures.
- (6) In the erection of false work, when necessary for the support of work under the Pile Driver classification, then such false work shall fall within their classification. False work necessary for the support of work under the Carpenter classification shall be done within such Carpenter classification, with the exception that where pile driving or power equipment is used for heavy timber false work, then such work shall come under the Pile Driver classification. This would include all rigging, signaling and tagging incidental to the placing of the heavy timber.
- (7) In the construction of open-cut sewers, the Pile Driver classification shall apply on all piling including wood, steel or concrete sheet piling, all bracing timber and form work incidental to the construction thereof. In concluding this report, the General Executive Board believes that the defining of the words "girder capping the piles" herein outlined will tend to solve much of the misunderstanding that has existed between the two (2) classifications of our membership on the West Coast. All of the above shall be effective only in the West Coast area where the controversy occurred.

Signed M.A. Hutcheson  
General President

(Questions submitted by Contractors on July 17, 1955, requesting clarification of Mr. Hutcheson's letter of May 9, 1955, and Answers submitted by Subcommittee of the General Executive Board, United Brotherhood of Carpenters.)

Q. 1: What did you intend to constitute a "bridge over water" within the meaning of Paragraph (5) of your letter?

(a) For example, two (2) parallel concrete highway structures were constructed under a single contract over U.S. Highway 101, the railroad tracks of the Northwestern Pacific Railroad and Petaluma Creek. The overall length of the structures was approximately nine hundred (900) feet. The structures were erected in three (3) sections. The first section, which was approximately three hundred, sixty (360) feet long, was constructed over the highway and the railroad tracks and terminated at a cofferdam and piers at the south bank of the creek. The second section, which was approximately four hundred, fifteen (415) feet long, extended from a highway fill across agricultural land to a cofferdam and piers at the north bank of the creek. The third section, which was approximately one hundred, fifteen (115) feet long, consisted of sixteen (16) precast, seventy-five (75) ton concrete girders extending over Petaluma Creek which were put in place by a floating derrick.

Would you have intended that the one hundred, fifteen (115) feet section spanning the

creek, which constitutes less than 1/8 of the entire structure, would make the entire structure a "bridge over water?" Or would the term "bridge over water" be limited to the section which actually spanned the creek?

A: On "bridge over water" the columns or abutments in water and at the water's edge or the first column or abutment on land adjacent to water's edge, shall come under the Pile Driver classification.

Q. 2: (b) For another example, a concrete structure was constructed across the Salinas River. During the dry season, covering the entire construction period, the river bed was crossed by a road which carried heavy truck traffic. Would you intend this structure to be a "bridge over water?"

A: Still considered a "bridge over water" and covered by classification of Paragraph (5) in answer to question 1 (a).

Q. 3: (c) Did you intend the term "bridge over water" to include a structure being constructed over a dry bypass which is designed to carry water only during flood conditions, which occur only once in several years?

A: The answer is yes. Similar to clarification of question 1 (b) and is considered a "bridge over water."

Q. 4: (d) Did you intend the term "bridge over water" to include a structure over a ravine or other depression which carries water, if at all, only during the spring runoff and outside of the construction period?

A: The answer is yes. Same as answer to question 1 (b) and is considered as a "bridge over water" as qualified in clarification of question 1 (a).

Q. 5: (e) Did you intend the "bridge over water" to include a structure over a manmade canal or aqueduct?

A: Same answer as in 1 (a), 1 (b), 1 (c) and 1 (d). All clarifications of paragraph 5 of findings of the General Executive Board of May 13, 1955, and referring to "concrete or steel bridges over water" is based upon piles being driven, caissons sunk or cofferdams erected by Pile Drivers under Pile Driver classification on such concrete or steel bridge foundations.

Q. 6: Under Paragraph (6) of your letter dated May 9, 1955, did you intend the false work necessary for the support of the deck of a concrete or steel bridge over water to carry the Carpenter classification, except while pile driving or power equipment is used for heavy timber false work?

A: The answer is yes. False work necessary for the support of the decking of a concrete or steel bridge over water shall come under the Carpenter classification. False work for such decking is under the Carpenter classification excepting where pile driving or power equipment is used.

Q. 7: Did you intend the term "pile driving or power equipment," as used in Paragraph (6) of your letter; to mean pile driver, derrick or similar power equipment?

A: The Subcommittee feels that the words "pile driving or power equipment" are in themselves completely explanatory and feels that no further definition is required for anyone acquainted with the construction industry.

Q. 8: Do forms constructed on the ground out of 2"x4" and 2"x6" lumber and 5/8" plywood constitute "heavy timber false work," within the meaning of Paragraph (6) of your letter, merely for the reason that, when assembled, they must be put in place by power equipment?

A: The Subcommittee does not interpret "forms" to be "heavy timber false work" within the meaning of Paragraph (6). If any dimension forms are fabricated on the ground for work coming under the Carpenter classification, then such forms can be put in place by power equipment under the Carpenter classification. Forms coming under the Pile Driver classification as outlined in the findings of the General Executive Board shall be installed or placed under such Pile Driver classification. If heavy timber false work, consisting of supports for forms, installed under Carpenter classification and pile driving or power equipment is used, then such installation of "heavy timber false work" shall be done under the Pile Driver classification as plainly stated in Paragraph (6) of the General Executive Board's finding.

Q. 9: Does Paragraph (7) of your letter refer only to work within the recognized jurisdiction of the Pile Drivers Union?

A: The Subcommittee of the General Executive Board feels that Paragraph (7) is so plainly worded without any limitations that anybody familiar with the construction industry can clearly understand this paragraph without any interpretations being required. (Letter, dated December 12, 1967, to Mr. M. A. Hutcheson, General President United Brotherhood of Carpenters and Joiners of America.)

Re: Carpenter-Pile Driver matter in West Coast area.

In complying with your request, the Subcommittee of the General Executive Board, appointed by you to review the 1955 General Executive Board Decision on West Coast Carpenter-Pile Driver matter, have met several times to consider the new problems that have arisen since the 1955 Board decision.

Your Subcommittee held two (2) days of hearings at the Del Web Town House in San Francisco, California, on March 21 and March 22, 1967, at which sixty-three (63) Officers and Business Representatives of our subordinate Locals and District and State Councils testified on the subject matter. In addition, twelve (12) representatives of various Contractors Associations met with your subcommittee and presented their points of view on several issues relative to new methods and techniques developed in the years since the original 1955 decision. The transcript of the hearings consisted of several hundred pages and the General Office is in possession of a copy of same.

The hearings brought out that the principal items of work where there were different opinions and interpretations amongst our membership, and also between the Employers and our membership, mainly consisted of the following:

- (A) Dry Aqueduct or Canal Structures
- (B) Building Foundations
- (C) Tank Foundations
- (D) Base Foundations for Machinery, Equipment and Stanchions
- (E) The Erection of False work, including Metal Tubular or "Tinker Toy" Material used as false work.

Your Committee, after careful review of the transcript of the March 21 and March 22, 1967, hearings, finds it necessary to further clarify the intentions of the General Executive Board decision of May 1955, and to modify where necessary consistent with the evidence presented to the Subcommittee at this March 1967 hearing, in order to guide our West Coast membership in their jurisdictional differences on work issues and to assist our employees in the correct and harmonious operations of their projects.

The work jurisdiction of our Carpenters and Pile Driving branches for our Brotherhood on the West Coast shall be as follows:

A. (1) In the construction of water front and marine facilities, such as docks, piers, wharves, bulkheads, jetties and similar structures, the Pile Driver classification shall continue to apply, up to and including the decking thereof.

A. (2) On all pile driving and caisson work, on both land and water, the Pile Driver classification shall apply.

A. (3) In the construction of heavy timber, wooden, bridges, whether over land or over water, the Pile Driver classification shall apply.

A. (4) In the construction of concrete or steel bridges over land, highways, railroads, overpasses, cloverleaves, interchanges, or bridges over manmade canals, aqueducts, spillways and manmade water retaining areas, the Pile Driver classification shall apply to the driving of the piles, caissons and "drilled-in-place" piling. The fabrication and erection of the forms for the capping of piles, caissons, or "drilled-in-place" piling shall come under the Pile Driver classification. This shall include the placing of wooden or steel capping or any substitute thereof.

Any other form work above the cap, pertaining to the construction operations herein noted above, shall be performed under the Carpenter classification. This shall also include bridges over manmade canals, aqueducts, spillways and manmade water retaining areas, if constructed prior to water being released or turned into the area.

A. (5) In the construction of concrete or steel bridges over water, the fabrication and erection of form work for the pier or piers in the water area, and the pier or abutment, on land, nearest to the water's edge, shall be under the Pile Driver classification. This shall include the fabrication and erection of the form work to the top of the pier, column and

abutment supporting the steel and/or any other superstructure.

The fabrication and erection of forms for the piers, columns or abutments for the approaches to the first pier or abutment on water's edge, shall be under the Carpenter classification. This shall apply also on a bridge over an area where the flow of water has been temporarily diverted.

**B. Building Foundations**

All form work required on building foundations shall be under the Carpenter classification, irrespective of the use of piles or caissons.

**C. Capping of Piles or Form Work on Tank Foundations**

The capping of piles and form work in connection therewith, when there is no other carpenter form work involved above the capping or floor base of tank, shall be under the Pile Driver classification. Where further carpenter work is required above the capping or tank base, then the Carpenter classification shall apply on entire operation, including the forms for pile capping and/or tank base.

**D. Base Foundations for Machinery, Equipment and Stanchions**

The fabrication and erection of all forms for machinery, bases, equipment or stanchions shall be under the Carpenter classification, irrespective of the use of piles or caissons.

**E. The Erection of false work, including Metal Tubular (or "Tinker Toy") Material used as false work.**

The erection of false work necessary for the support of work under the Pile Driver classification comes under their classification. False work necessary for the support of the work under the Carpenter classification shall be governed by their classification, except on a project where pile driving power equipment is used.

The rigging, signaling, tagging and other incidental work shall be under the classification for whom the work is designated by this paragraph.

With the exception of these revisions of the West Coast Carpenters-Pile Driver decision as rendered by the General Executive Board in May 1955, any other portions or clarifications of items contained in the 1955 decision of the General Executive Board shall remain in full force and effect.

Respectfully submitted,

Charles Johnson, Jr.  
Raleigh Rajoppi  
Charles E. Nichols  
Lyle J. Hiller

(Letter dated February 18, 1970, from Mr. M.A. Hutcheson, General President, United Brotherhood of Carpenters and Joiners of America.)

With further reference to communication distributed December 12, 1967, in the form of Special Report of General Executive Board Subcommittee relative to the Carpenter-Pile Driver matter in the West Coast area the following interpretation is submitted.

Because of repeated requests for clarification of the above-mentioned circular letter, specifically, Item Paragraph E: "The erection of false work, including metal tubular for 'tinker toy' material used as false work." The following is forwarded for your information and guidance.

As indicated above, it became necessary for the Committee to clarify the intent of this report which was developed from the special hearings conducted in San Francisco on March 21-22, 1967. Therefore, the following is the Committee's interpretation and clarification of Paragraph E dealing with the erection of false work.

"The erection of false work necessary for the support of work under the Pile Driver classification comes under their classification. False work necessary for the support of the work under the Carpenter classification shall be governed by their classification, except on a project where pile driving or power equipment is used."

"The rigging, signaling, tagging and other incidental work shall be under the classification for whom the work is designated by this paragraph."

### **Clarification**

It is intended by this interpretation to eliminate controversy and to insure the continuity of operations in work of this nature.

By insertion of the word or it should not be interpreted that the Committee has changed its original intent concerning this controversy. The rigging of heavy timber false work and metal tubular (tinker toy) materials shall be performed under the Pile Driver classification when such materials are placed by power. It is intended by this clarification to mean that the Carpenters may perform the rigging of false work, including metal tubular (tinker toy) materials as false work under the following circumstances.

"For the purpose of continuity of operation and to eliminate the necessity of a change in crews because Pile Drivers are not presently employed on the site by the responsible Contractor at the time of such rigging, or provided that such rigging by power is intermittent with that work which is, or would normally be performed by the Carpenter classification."

Therefore, the communication dated December 12, 1967, shall be herein amended and in full force and effect and all parties shall be governed accordingly.

**APPENDIX G**  
**SPECIAL WORKING RULES FOR DIVERS ON CONSTRUCTION WORK**

**ARTICLE I**

The following Special Working Rules for Divers on Construction Work are in addition to all the provisions of the Carpenters Master Labor Agreement and Appendix A, which govern the employment of divers and tenders on construction work, except as modified by these Special Working Rules.

It is understood that there may be other agreements affecting the employment of Divers under Appendix G. The terms and conditions of these agreements will be available to any Employer signatory to this Agreement. The terms of this Appendix G Diving Agreement are open to further negotiations when the Employer and Union agree that a specific project requires further evaluation.

**ARTICLE II**  
**DEFINITIONS:**

- (1) **DIVE MASTER:** A Dive Master is in charge and responsible for all aspects of the dive operation, supervising all personnel in dive crew/team. The Dive master will always be the D.P.I.C.
- (2) **DIVER:** A Diver is a person who wears a type of diving gear which directly supplies him compressed air or other gases for breathing purposes and who personally enters and descends below the surface of the water, or any liquid medium, to work at the ambient pressures encountered therein. For the purposes of this Agreement, a person working in a submerged one atmosphere bell/vehicle is considered a Diver.
- (3) **STANDBY DIVER:** A Stand-By Diver is a person required to be on duty for any day or part thereof, but who has not been required to descend below the surface of the water or any liquid medium or be put under pressure in a chamber. A Stand-By Diver is also a person, dressed in at the dive location, immediately available to assist a Diver in the water for safety purposes.
- (4) **TENDER:** A Tender is a person who, from above the surface of the water or liquid medium, aids and assists the Diver by coordinating topside activity; aids in dressing and undressing the Diver; maintains communications with the Diver; and generally maintains the diving equipment on the jobsite.
- (5) **ASSISTANT TENDER:** An Assistant Tender is an extra Tender available to assist the Diver's regular Tender by handling tools, equipment and diver's hose.
- (6) **MANIFOLD OPERATOR:** A technician qualified to operate a manifold and/or mixer of helium, oxygen or other gases for the purposes of providing the proper mixture of these breathing gases to the Diver or Divers
- (7) **FSW:** Feet of Sea Water or equivalent static pressure head.

- (8) **D.P.I.C:** Designated person in charge (per OSHA regulations). All dive crew members are qualified to be D.P I.C.

**ARTICLE VII  
DEEP WATER, BELL/VEHICLE SYSTEM TOTAL SATURATION  
DIVING COVERAGE**

- A.** The Employer and the Union agree that the work covered under this Agreement or using diving apparatus will be performed by employees represented by the United Brotherhood of Carpenters and Joiners of America. The Diving Contractor and the Union agree that the strong intent of this Agreement is that only experienced and highly qualified Journeyman will be employed
- B.** This Agreement shall apply to and cover the following Classifications:  
Foreman, Divers, Tenders, Operators, Remote Controlled Vehicle (RCV),  
Remote Operated Vehicle (ROV).

- C. Work covered by this Labor Agreement, and these Special Working Rules for Divers on Construction Work, shall include construction work (except as excluded below) and work performed from oceanographic and/or research vessels, seismographic and/or other vessels operating either temporarily or permanently out of ports in Southern California, and in all areas located the distance one-half way from Local 2375 to the nearest Pile Drivers Local affiliated with the United Brotherhood of Carpenters and Joiners of America, and shall include work concerning fisheries research and all other types of oceanographic and marine research and/or experimental bell diving work requiring the use of deck decompression chambers with submersible diving chambers.
- D. The work covered by this Agreement and this Appendix shall include all work under the jurisdiction of the Union and the United Brotherhood of Carpenters and Joiners of America, and shall include, but not be limited to, such work as described as follows:
- E. Commercial diving in all its branches and phases, such as the salvage of all ships, vessels and barges, etc., the underwater repair, removing, dismantling, demolition, burning and welding in all marine salvage operations; all underwater construction and reconstruction, and the salvage and removing of all underwater structures; underwater inspections and repair of hulls, docks, bridges and dams, underwater pipelines, sewage and water systems, underwater suction and discharge lines such as those used at chemical plants, pulp mills, and desalinization plants; inspecting, surveying, removing, rescuing and recovering of all objects below water surface; all underwater work necessary on offshore oil platforms, permanent or temporary, including all floating drill rigs and jack-up platforms; all underwater well completion; all underwater work on pipelines and hookups including petroleum, gas, water and sewage systems; the laying of underwater power and/or communications cables where diving is necessary; all offshore marine mining and dredging operations using Divers in any phase of their work seeking minerals and/or precious metals, etc.; all petroleum, fisheries, oceanographic research and experimental work where the use of Divers are necessary; all underwater demolition and blasting work requiring the use of Divers; the term underwater structures shall include beached or sunken vessels and other marine equipment.
- F. This Agreement and the Special Working Rules for Divers on Construction and the Trust Agreements shall apply to all areas within the jurisdiction of Local 2375 and the areas shall include the 12 Southern California Counties; Los Angeles, Orange, San Bernardino, Riverside, Imperial, Ventura, Santa Barbara, San Luis Obispo, Kern, Inyo, Mono, San Diego Counties and the areas described as Richardson Rock, Santa Cruz Island, Arch Rock, San Nicholas Island, San Clemente Island, Santa Catalina Island, San Miguel Island, Santa Rosa Island, Anacapa Island (Channel Island Monument), Santa Barbara Island, including all offshore waters and waters of the continental shelf seaward from the boundaries of the southern half of the State of California; and including all inland waters, rivers and lakes, natural and/or man-made, within the boundaries of the Counties of Southern

California, the five southern counties of Nevada: Clark, Lincoln, Nye, Esmeralda and Mineral, and the State of Arizona.

- G. Bell/Vehicle Diving or Total Saturation Systems specifically including, but not limited to, all underwater and deck work in support of same when using surface supplied air or mixed gas.
- H. The work covered by this Agreement shall include all work under the jurisdiction of the Southern California Master Labor Agreement.