§ 782.8 Special classes of carriers.

(a) The Interstate Commerce Commission consistently maintained that transportation with a State of consumable goods (such as food, coal, and ice) to railroad, docks, etc., for use of trains and steamships is not such transportation as is subject to its jurisdiction. (New Pittsburgh Coal Co. v. Hocking Valley Ry. Co., 24 I.C.C. 244; Corona Coal Co. v. Secretary of War, 69 I.C.C. 389; Bunker Coal from Alabama to Gulf Ports, 227 I.C.C. 485.) The intrastate delivery of chandleries, including cordage, canvas, repair parts, wire rope, etc., to ocean-going vessels for use and consumption aboard such vessels which move in interstate or foreign commerce falls within this category. Employees of carriers so engaged are considered to be engaged in commerce, as that term is used in the Fair Labor Standards Act. These employees may also be engaged in the "production of goods for commerce" within the meaning of section 3(j) of the Fair Labor Standards Act. See cases cited in §782.7(c), and see Mitchell v. Independent Ice Co., 294 F. 2d 186 (C.A. 5), certiorari denied 368 U.S. 952, and part 776 of this chapter. Since the Commission has disclaimed jurisdiction over this type of operation (see, in this connection §782.7(b)), it is the Division's opinion that drivers, driver's helpers, loaders, and mechanics of a motor carrier performing pickup and delivery service for a railroad, express company, or water carrier are to be regarded as within the 13(b)(1) exemption. (See Levinson v. Spector Motor Service, 330 U.S. 649 (footnote 10); cf. Cedarblade v. Parmelee Transp. Co. (C.A. 7), 166 F. (2d) 554, 14 Labor Cases, par. 64,340.) The same is true of drivers, driver's helpers, loaders, and mechanics employed directly by a railroad, a water carrier or a freight forwarder in pickup and delivery service. Section 202(c)(1) of the Motor Carrier Act, as amended on May 16, 1942, includes employees employed by railroads, water carriers, and freight forwarders, in transfer, collection, and delivery service in terminal areas by motor vehicles within the Interstate Commerce Commission's regulatory power under section 204 of the same act. See Morris v. McComb, 332 U.S. 422 and §782.2(a). (Such employees of a carrier subject to part I of the Interstate Commerce Act may come within the exemption from the overtime requirements provided by section 13(b)(2). Cf. Cedarblade v. Parmelee Transp. Co. (C.A. 7), 166 F. (2d) 554, 14
Labor Cases, par. 64,340. Thus, only employees of a railroad, water carrier, or freight forwarder outside of the scope of part I of the Interstate Commerce Act and of the 13(b)(2) exemption are affected by the above on and after the date of the amendment.) Both before and after the amendments referred to, it has been the Division’s position that the 13(b)(1) exemption is applicable to drivers, drivers’ helpers, loaders, and mechanics employed in pickup and delivery service to line-haul motor carrier depots or under contract with forwarding companies, since the Interstate Commerce Commission had determined that its regulatory power under section 204 of the Motor Carrier Act extended to such employees.

(d) The determinations of the Interstate Commerce Commission discussed in paragraphs (a), (b), and (c) of this section have not been amended or revoked by the Secretary of Transportation. These determinations will continue to guide the Administrator of the Wage and Hour Division in his enforcement of section 13(b)(1) of the Fair Labor Standards Act.


PART 783—APPLICATION OF THE FAIR LABOR STANDARDS ACT TO EMPLOYEES EMPLOYED AS SEAMEN

INTRODUCTORY

Sec.
783.0 Purpose of this part.
783.1 General scope of the Act.
783.2 Matters discussed in this part.
783.3 Significance of official interpretations.
783.4 Basic support for interpretations.
783.5 Interpretations made, continued, and superseded by this part.

SOME BASIC DEFINITIONS

783.6 Definitions of terms used in the Act.
783.7 “Employer”, “employee”, and “employment”.
783.8 “Person”.
783.9 “Enterprise”.
783.10 “Establishment”.
783.11 “Enterprise engaged in commerce or in the production of goods for commerce”.
783.12 “Commerce”.
783.13 “Production”.
783.14 “Goods”.
783.15 “State”.
783.16 “Wage”.
783.17 “American vessel”.

APPLICATION IN GENERAL OF THE ACT’S PROVISIONS

783.18 Commerce activities of employees.
783.19 Commerce activities of enterprises in which employee is employed.
783.20 Exemptions from the Act’s provisions.
783.21 Guiding principles for applying coverage and exemption provisions.
783.22 Pay standards for employees subject to “old” coverage of the Act.
783.23 Pay standards for “newly covered” employees.

THE STATUTORY PROVISIONS REGARDING SEAMEN

783.24 The section 13(a)(14) exemption.
783.25 The section 13(b)(6) exemption.
783.26 The section 6(b)(2) minimum wage requirement.
783.27 Scope of the provisions regarding “seamen”.

LEGISLATIVE HISTORY AND JUDICIAL CONSTRUCTION OF THE EXEMPTIONS

783.28 General legislative history.
783.29 Adoption of the exemption in the original 1938 Act.
783.30 The 1961 Amendments.

WHO IS “EMPLOYED AS A SEAMAN”

783.31 Criteria for employment “as a seaman”.
783.32 “Seaman” includes crew members.
783.33 Employment “as a seaman” depends on the work actually performed.
783.34 Employees aboard vessels who are not “seamen”.
783.35 Employees serving as “watchmen” aboard vessels in port.
783.36 Barge tenders.
783.37 Enforcement policy for nonseaman’s work.

WHAT IS AN “AMERICAN VESSEL”

783.38 Statutory definition of “American vessel”.
783.39 “Vessel” includes all means of water transportation.
783.40 “Documented” vessel.
783.41 “Numbered” vessel.
783.42 Vessels neither “documented” nor “numbered”.

COMPUTATION OF WAGES AND HOURS

783.43 Computation of seaman’s minimum wage.
783.44 Board and lodging as wages.
783.45 Deductions from wages.
783.46 Hours worked.