

STOPPAGES OF WORK, VIOLATIONS OF AWARD AND OTHER DISTURBANCES
DURING THE FIRST TERM OF THE ARBITRATORS' AWARD BY THE
NATIONAL LONGSHOREMEN'S BOARD UNDER DATE OF OCTOBER 12, 1934

OCTOBER 12, 1934 to OCTOBER 14, 1936

PORTS OF

PUGET SOUND - COLUMBIA RIVER - NORTHERN CALIFORNIA - SOUTHERN CALIFORNIA

SUMMARY OF STRIKES AND STOPPAGE OF WORK
CLASSIFIED BY DISTRICTS AND GENERAL CAUSES

1 - TO FORCE UNIONIZATION OF OTHER EMPLOYEES

Puget Sound	33	
Portland	34	
San Francisco	67	
Los Angeles	<u>39</u>	173

2 - HOT CARGO STRIKES

Puget Sound	10	
Portland	18	
San Francisco	37	
Los Angeles	<u>11</u>	76

3 - TO CONTROL WORKING CONDITIONS

(A) To reduce size of loads

Puget Sound	10	
Portland	37	
San Francisco	40	
Los Angeles	<u>3</u>	90

(B) To Increase Size of Gangs

Puget Sound	5	
Portland	10	
San Francisco	4	
Los Angeles	<u>0</u>	19

4 - TO INCREASE RATE OF COMPENSATION (PENALTY CARGO)

Puget Sound	8	
Portland	0	
San Francisco	3	
Los Angeles	<u>0</u>	11

5 - TO PREVENT APPLICATION OF 6 HOUR DAY

Puget Sound	2	
Portland	0	
San Francisco	0	
Los Angeles	<u>4</u>	6

6 - IN CONNECTION WITH HIRING HALL AND DISPATCHING PRACTICES

Puget Sound	63	
Portland	42	
San Francisco	26	
Los Angeles	<u>17</u>	148

7 - UNCLASSIFIED

Puget Sound	12	
Portland	8	
San Francisco	16	
Los Angeles	<u>2</u>	<u>38</u>

TOTAL		561
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NUMBER OF VIOLATIONS IN LISTS, ACCORDING TO CLASS

1 - TO FORCE UNIONIZATION OF OTHER EMPLOYEES

(PUGET SOUND) 5-6-13-14-15-16-17-18-20-22-23-24-25-29-32-33-34-36-37-38-40-50-54-65-69-72-77-84-86-94-98-107-121.

(PORTLAND) 1-2-3-4-6-8-10-13-14-18-22-24-26-27-30-31-34-42-43-44-56-84-90-94-100-101-102-106-115-127-131-140-141-147.

(SAN FRANCISCO) 7-12-18-20-21-23-24-25-26-29-31-32-34-35-36-40-42-43-44-45-47-49-55-59-60-65-67-69-72-73-75-76-79-80-83-87-88-92-93-95-99-101-102-103-105-106-111-115-116-125-126-127-148-150-152-158-163-167-168-170-172-177-178-185-186-190-191-.

(LOS ANGELES) 1-4-8-9-10-11-12-17-19-20-23-24-25-27-28-29-33-34-35-36-37-38-39-40-41-43-45-46-47-48-51-53-55-56-57-58-59-60-61.

2 - HOT CARGO STRIKES

(PUGET SOUND) 41-42-46-47-55-60-68-70-71-73.

(PORTLAND) 33-52-55-61-62-63-64-65-66-72-74-77-85-103-123-124-142-143.

(SAN FRANCISCO) 1-2-48-56-77-85-86-94-98-107-108-109-110-112-113-114-117-118-119-120-122-123-124-128-129-130-131-132-133-134-136-139-141-143-153-169-171.

(LOS ANGELES) 62-63-64-65-66-67-68-69-70-71-76.

3 - TO CONTROL WORKING CONDITIONS

(A) To Reduce Size of Loads

(PUGET SOUND) 10-78-79-80-81-82-85-128-138-140.

(PORTLAND) 23-28-32-37-38-40-41-47-49-50-51-58-60-67-69-71-75-80-81-82-83-86-87-88-89-96-99-107-109-113-117-119-120-121-134-135-149.

(SAN FRANCISCO) 11-15-16-17-19-37-46-51-52-53-54-58-61-62-63-64-70-71-74-82-89-100-104-121-146-147-149-155-160-161-162-166-173-174-175-176-179-180-182-183.

(LOS ANGELES) 72-74-75.

(B) To Increase Size of Gangs

(PUGET SOUND) 1-2-3-59-92.

(PORTLAND) 5-7-15-25-48-59-122-130-133-138.

(SAN FRANCISCO) 5-41-145-193.

4 - TO INCREASE RATE OF COMPENSATION (PENALTY CARGO)

(PUGET SOUND) 7-11-19-30-31-44-83-87.

(SAN FRANCISCO) 68-164-165.

5 - TO PREVENT APPLICATION OF 6 HOUR DAY

(PUGET SOUND) 12-103.

(LOS ANGELES) 2-3-5-7.

6 - IN CONNECTION WITH HIRING HALL AND DISPATCHING PRACTICES

(PUGET SOUND) 4-5-8-9-21-35-45-51-52-53-57-58-61-62-63-64-67-74-75-88-89-90-91-93-95-96-97-99-100-101-102-104-105-106-107-108-109-110-111-112-113-114-115-116-117-118-119-120-122-123-124-125-127-129-130-131-132-133-134-135-136-137-139.

(PORTLAND) 9-11-12-16-17-20-21-29-35-36-39-45-46-53-54-68-73-76-78-79-91-92-93-95-97-98-104-105-108-110-111-112-114-116-118-128-129-132-136-138-139-144.

(SAN FRANCISCO) 27-28-30-33-39-50-57-78-81-84-96-97-135-137-138-140-142-145-151-154-156-157-181-184-187-192.

(LOS ANGELES) 6-13-14-15-16-18-21-22-26-30-32-42-44-49-50-52-54.

7 - UNCLASSIFIED

(PUGET SOUND) 26-27-28-43-48-49-56-76-126-141-142-143.

(PORTLAND) 57-70-125-126-137-145-146-148.

(SAN FRANCISCO) 3-4-6-8-9-10-13-14-22-38-66-90-91-144-159-188-189.

(LOS ANGELES) 31-73.

PUGET SOUND

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DURING THE FIRST TERM OF THE ARBITRATORS' AWARD BY THE
NATIONAL LONGSHOREMEN'S BOARD UNDER DATE OF OCTOBER 12, 1934
OCTOBER 12, 1934 to ~~SEPTEMBER 30, 1935~~

LONGSHOREMEN OF THE PORTS OF PUGET SOUND

No. - Number of Men Involved.

D. - Duration.

V. - Section Award Violated.

S. - Settlement.

1. October 16, 1934. - Seattle. - S/S North Wind.

Size of loads. Ship delayed six days.

No. --- D. Six Days. V. 11(a) S. ---

2. October 19, 1934 - Seattle - S/S Sidney M. Hauptman.

Size of loads. Ship sailed without cargo.

No. --- D. --- V. 11(d) S. ---

3. October 19, 1934. - Seattle - S/S. Texas Planter

Size of loads. Ship sailed without cargo.

No. --- D. --- V. 11(d) S. ---

4. October 24, 1934 - Bellingham - S/S Texan

Employers refused right of selection of men.
Steamer left port without cargo.

No. --- D. --- V. 11(a) S. ---

5. November 2, 1934 - Everett - S/S H. F. Whiton

Non-union cook aboard ship.

No. --- D. One day. V. 10(f) S. ---

6. November 3, 1934 - Bellingham - S/S San Pablo

P A F refused to allow longshoremen to do warehouse
work which is not under award.

No. --- D. Three hours. V. 11 (b) S. ---

LONGSHOREMEN OF THE PORTS OF PUGET SOUND

7. November 7, 1934 - Everett - S/S Sommersby

Men refused to work, turning to at 3:00 P.M., unless paid overtime. All steamers working in Port of Everett since that date of Nov. 7 so affected.

No. --- D. --- V. 2 S. ---

8. November 9, 1934 - Everett - S/S Willhilo

No work after 3:00 P.M. due to fact no men were furnished by Union to carry on operation.

No. --- D. --- V. 8 S. ---

9. November 14, 1934 - Everett - S/S Kansan - S/S Bellingham

Question of ILA assuming all dispatching duties and employers right of selection of men. Both steamers leaving port without cargoes.

No. --- D. --- V. 5 S. ---

10. November 23, 1934 - Seattle - S/S Peter Helms

Size of loads.

No. --- D. Two hours delay. V. 11 (d) S. ---

11. November 30, 1934 - Bellingham - S/S Cape Ortegall
December 1, 1934 - " - S/S Danwood

Question of wages - men demanding 10¢ above base wage for hatchtenders and winchdrivers on commodity cargo. Ships delayed four days. This was a week and day over; had they been able to work ships would have been steaming over week end.

No. --- D. Four days. V. 3 (a) S. ---

12. December 13, 1934 - Seattle - S/S Schwaben

"Hours" - Gang refused to turn to when called for 3:00 P.M. to relieve other gangs.

No. --- D. --- V. 2 S. ---

13. December 2 to 3, 1934 - Seattle - S/S Robert Luckenbach

Seamen's strike. Longshoremen striking in sympathy.

No. --- D. Ship delayed 1:30 PM Dec. 3d to 1:00 PM Dec. 12th V. 11 (b) S. ---

LONGSHOREMEN OF THE PORTS OF PUGET SOUND

14. December 3, 1934 - Seattle - S/S Point Chico
Seamen's strike. Longshoremen refusing to work until crew trouble settled.
No. --- D. Two hours. V. 11 (b) S. ---
15. Dec. 5 to 12, 1934 - Tacoma - S/S Jacob Luckenbach
Seamen's strike. Longshoremen walked off in sympathy.
No. --- D. Delayed Dec. 5th to December 12th. V. 11 (b) S. ---
16. December 7 to 12, 1934 - Seattle - S/S Dorothy Luckenbach
seamen's strike. Longshoremen refusing work offered until seamen trouble cleared up.
No. --- D. Delayed from 8:00 PM Dec. 7th to 1:00 PM Dec. 12. V. 11 (b) S. ---
17. December 7 to 12, 1934 - Willapa Harbor - M/S Panama
Super cargo - "Non-union longshoremen struck 2:00 PM but came back following morning with same. Super cargo still at work.
No. --- D. --- V. 6 S. ---
18. January 2, 1935 - Seattle - S/S Pres. Grant - S/S Seattle
8 gangs of longshoremen walked off these two steamers refusing to work with non-union men qualified under the award.
No. --- D. From 9:30 AM 1/2 until following day. V. 6 S. ---
19. January 4, 1935 - Seattle - S/S Elbe
Hours and wages. Ship delayed two hours. Men wanted overtime - at 5:00 PM started to work at 10:00 AM
No. --- D. 5:00 PM to 10:00 AM V. 11 (b) S. ---
20. January 12, 1935 - Tacoma - S/S Anniston City
Seamen's strike; longshoremen walked off in sympathy. Ship delayed from 2:15 PM until 6:00 PM.
No. --- D. From 2:15 PM until 6:00 PM V. 11 (b) S. ---

LONGSHOREMEN OF THE PORTS OF PUGET SOUND

21. January 21, 1935 - Seattle - S/S Dretchdyk
Helen Whittier
Tilsington Court
Harry Luckenbach
California Express
Sutherland
-

Longshoremen sent to all these steamers and called off by ILA officials because they had not been dispatched thru Joint Hiring Hall. Dispute at Hall over personnel of hiring hall existed.

No. ---	D. Ships delayed full day. 23 gangs ordered for these ships.	V. 5	S. ---
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22. January 31, 1935 - Seattle - S/S Kansan

Longshoremen striking at 12:00 noon due to cargo being delivered from an Industrial Dock to ships tackle by employers of dock. Not under longshoremen's award - long established custom. Ship sailed without balance of cargo.

No. ---	D. ---	V. 1	S. ---
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23. February 1, 1935 - Seattle - S/S Columbian

Longshoremen striking at 8:30 PM due to fact checkers were non-union. Old time employers and not under ILA checker award for the Port. Work resumed at 1:00 PM.

No. ---	D. Half day.	V. 6	S. ---
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24. February 5, 1935 - Willapa Harbor - S/S Kensington Court

Longshoremen refusing to work with super cargo in charge who had criticised work done on a previous ship by some longshoremen.

No. ---	D. From 8:00 A.M. until 1:00 PM.	V. 6	S. ---
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25. March 9, 1935 - Seattle - S/S Olympia
Pacific Lighterage Corp.

Longshoremen refused to work vessel, company men taking cargo from ship's hook.

No. 39	D. Condition still exists at Ind. Docks	V. 11 (b)	S. Condition still exists; longshore- men refuse to load or discharge vessels at these docks.
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LONGSHOREMEN OF THE PORTS OF PUGET SOUND

26. March 20, 1935 - East Asiatic SS Co., - S/S Java
Seattle
-
- Longshoremen refusing to work ship after 6 PM.
- No. 16 D. --- V. 6 S. Work done by sailors
and outside men.
27. March 20, 1935 - Ainsworth & Dunn Dock Co. - S/S Tacoma
-
- Direction how to place cargo in pile.
- No. No data. D. No data. V. 6 S. ---
28. March 21, 1935 - East Asiatic SS Co., - S/S Java
Seattle
-
- Longshoremen refusing to work ship after 6 PM.
- No. No data. D. --- V. 6 S. Work done by sailors
and outside men.
29. March 22, 1935 - East Asiatic SS Co., - S/S Java
Seattle
-
- Delivery of cargo by non-union teamsters.
- No. 32 D. 4-1/2 hours. V. 6 S. After delay cargo
was released.
30. March 23, 1935 - B & H Stevedore Co., - S.S Arizoman
Seattle
-
- question of penalty rates.
- No. No data. D. No time V. 11 (c) S. No data.
lost.
31. March 24, 1935 - Nelson Steamship Co., - S/S Caddopeak
Seattle
-
- Refusal of men to work between 6 PM and 7 PM without
penalty.
- No. No data. D. 1 hour. V. 11 (c) S. Ship started to
work at 7:00 PM.
32. April 26, 1935 - Bellingham Contr. & Stev. Co., - S/S Lochgoil
Seattle
-
- Handling of Lumber.
- No. No data. D. No data. V. 11 (c) S. No data.

LONGSHOREMEN OF THE PORTS OF PUGET SOUND

33. May 4, 1935 - Grays Harbor Stevedore Co., - S/S Point Loma
Seattle
-

Handling of lumber on the dock.

No. No data. D. 1/2 hour. V. 11 (c) S. Adjusted by the
ILA delegate.

34. May 6, 1935 - All companies, Puget -
Sound Ports.
-

Sympathetic strike with timber workers.

No. --- D. Until 8/15. V. 11 (b) S. When lumber
strike was set-
tled men return-
ed to work.

35. May 8, 1935 - Washington Stevedoring Co., - S/S Otsego
Seattle
-

Refusal to work under direction of a certain
stevedore foreman.

No. No data. D. No data. V. 11 (c) S. Withdrawal of
the stevedore
foreman.

36. May 9, 1935 - Nelson Steamship Co., - S/S Griffdu
Seattle
-

Lumber pickets induced longshoremen to leave the ship.

No. No data. D. No data. V. 11 (c) S. 175,000 ft. of
lumber left behind.

37. May 9, 1935 - Washington Stevedoring Co., - S/S Otsego
Seattle
-

Refusal to handle lumber in response to demands of pickets
representing the saw-mill Workers Union.

No. 48. D. No data. V. 11 (c) S. Lumber was fin-
ally declared
fair and was
loaded.

38. May 12, 1935 - Washington Stevedoring Co., - S/S Drehtdyk
Seattle
-

Refusal to handle lumber.

No. No data. D. No data. V. 11 (c) S. No data.

LONGSHOREMEN OF THE PORTS OF PUGET SOUND

39. May 15, 1935 - B & H Stevedoring Co., - S/S Willhilo
Seattle
-

Refusal to work with a certain dock worker.

No. No data. D. No data. V. 6. S. Other men were
dispatched from
the hall and they
worked alongside
that certain
dock worker.

40. May 26, 1935 - Washington Stevedoring Co., - S/S Drechtdyk
Seattle
-

Refusal to handle lumber.

No. No data. D. No data. V. 11 (c) S. No data.

41. June 12, 1935 - Norton Lilly Co., - Memphis City
Seattle
-

Longshoremen refused to discharge Vancouver cargo.

No. 24. D. --- V. 11 (b) S. Steamer went on
to Vancouver and
discharged cargo.

42. June 17, 1935 - Pacific Lighterage Corp., - S/S Shelton
Seattle
-

Longshoremen struck in sympathy with sailors on
account Vancouver cargo aboard.

No. 72. D. 4 days. V. 11 (b) S. Ship was discharg-
ed at Vancouver.

43. June 24, 1935 - B & H Stevedoring Co., - S/S Dakotan
Tacoma
-

Longshoremen refused to work because the State Militia
was in the city.

No. 48. D. 1 day. V. 11 (b) S. Men returned to
work 6/25 under
identical con-
ditions.

44. June 25, 1935 - Arden salt Dock, Seattle - S/S Brookings
-

Dock gang refused to work because penalty on cargo
was not paid.

No. 6. D. 1/2 hour. V. 11 (b) S. Men returned
to work,

LONGSHOREMEN OF THE PORTS OF PUGET SOUND

45. June 26, 1935 - Pacific Steamship Co., - S/S H.F. Alexander
Seattle
-

Longshoremen refused to work after 10 PM or more than 12 hours in any given day.

No. Approximate - D. --- V. 11 (b) S. Men returned to work at 7 A.M.
June 27th.

46. June 27, 1935 - Norton Lilly Co., - S/S Inventor
Seattle
-

Longshoremen refused to load cargo consigned to Vancouver.

No. 24. D. --- V. 11 (b) S. Cargo forwarded by C.P.R.

47. July 1, 1935 - McCormick SS Co., - S/S Peter Helms
Seattle
-

Men refused to discharge Standard Oil cargo at Pt. Wells.

No. 30. D. 1 day. V. 11 (b) S. Cargo was discharged at Seattle

48. July 5, 1935 - All companies - All Ports
-

Celebration of "bloody" Thursday.

No. --- D. 1 day. V. 11 (b) S.

49. August 7, 1935 - East Waterway Dk. & W. Co., - Dock
Seattle
-

Men refused to work as foreman ordered.

No. 12. D. 2 hours. V. 11 (b) S. Men discharged and other men ordered.

50. August 10, 1935 - Pacific Lighterage Corp., - S/S Emma Alexander
Seattle
-

Longshoremen refused to work cargo because it was not delivered to the dock by union teamster.

No. 20. D. 2 hours. V 11 (b) S. Union truck drivers came to dock loading cargo on trucks, drove out the dock, came back and discharged it.

LONGSHOREMEN OF THE PORTS OF PUGET SOUND

51. August 19, 1935 - East Waterway Dk. & W. Co., - Dock
Seattle
-

Men failed to show up for 1 A.M. start.

No. 12. D. 2 hours. V. 11 (b) S. Foreman called outside men by phone and work started at 3 A.M.

52. August 24, 1935 - East Waterway Dk. & W. Co., - Dock
Seattle
-

Men failed to show up.

No. 22. D. 1 hour. V. 11 (b) S. Other men were sent to the job.

53. August 28, 1935 - B. & H. Stevedoring Co., - S/S Panama
Bellingham
-

Men refused to report to ship at time ordered.

No. 24. D. 1 hour. V. 11 (b) S. Men were ordered for 12 noon but did not turn to until 1 P.M.

54. August 28, 1935 - East Waterway Dk. & W. Co., - Dock
Seattle
-

Jitney drivers refused to do dock work as ordered by the foreman.

No. 3. D. --- V. 11 (b) S. ---

55. September 20, 1935 - Seaboard Stevedoring Co., - S/S Mobile
Seattle City.
-

Longshoremen discharged part of cargo consigned to Vancouver and then refused to take out balance.

No. 12. D. --- V. 11 (b) S. What portion of this cargo was left on ship was later discharged at Tacoma.

LONGSHOREMEN OF THE PORTS OF PUGET SOUND

56. Sept. 21, 1935 - Luckenbach SS Co., Everett- S/S J.L.Luckenbach
Regular longshoremen would not work pulp. Inexperienced men sent to ship causing delay.
No. 24 men. D. 6 hours. V. --- S. Ship worked out with men furnished.
57. Sept. 27, 1935 - International, Everett- S/S Beranger
4-13 men gangs ordered for night work, only 2 gangs furnished, other men refused to go to work and I.L.A. would not allow other or outside men to work.
No. 26 Men. D. 6 hours. V. --- S. Worked with men furnished until next morning.
58. Oct. 2, 1935 - Dodwell Dock, Seattle - S/S Tyndareus
1 gang of men walked off ship because they did not get assigned to hatch they wanted.
No. 13 men. D. Hatch delayed until next day. V. --- S. Other men assigned to work following morning.
59. Oct. 6, 1935 - Grays Harbor Stev. Co. S/S Cuzco
Grays Harbor
Disputes as to size of gang.
No. 13 Men. D. 1 hour V. -- S. Business agent ordered men to return to work as ordered by employer.
60. Oct. 14, 1935 - International, Everett - S/S Point Reyes
Refused men to work ship because it was loading for the "Gulf".
No. 28 Men. D. 2 days V. --- S. Embargo lifted after 2 days and ship was worked.
Oct.
61. 18, 1935 - Rothschild Steve., Everett - S/S Koyei Maru
10 men gangs ordered-I.L.A. furnished 11 men gangs contrary to orders. Ship returned to port again on Nov. 26, same tactics employed.
No. 55 Men. D. No delay V. -- S. Forced ship to use more men than ordered.

62. Oct. 26, 1935 - Seaboard Steve., Everett - S/S Whitney Olson

ship arrived in Everett for 2 PM start, orders having been given for such. I.L.A. refused to send men until evening picking hour - 4 P.M.

No. 30 men	D. 2 hours	V.--	S. Ship worked after delay caused in getting men and had to work more overtime.
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63. Oct. 28, 1935 - podwell Dock, Everett - S/S Tyndareus

4 gangs men refused return to ship after evening meal hour claiming night gangs should have been furnished.

No. 52 men	D. 1 day	V. --	S. Ship finished next day when it could have been finished that evening.
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64. Oct. 28, 1935 - Northland, Seattle S/S North Sea

1 gang men reported for work under influence of liquor.

No. 12 men	D. 5 hrs. or until another gang could be secured	V.--	S. Gang discharged.
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65. Nov. 1, 1935 - Amer.Hawaiian, Luckenbach, Calmar, McCormick, Gulf Pacific, Nelson, Pacific Steam., Matson, Amer. Mail, Alaska Steam., Northland, Weyerhaeuser, Silver Java, Shepard Line, Pacific Ports. Dock operation of discharging cars of Fisher flour from car direct to Dock floor.

Longshoremen refused to work as directed by employer due to fact strike was on in plant of Fisher Flouring Mills.

No. Over 1500 men were ordered to discharge these cars of flour in gangs of 2 to 24 men.	D. Until strike was settled in plant of Fisher Flouring Mills - Jan. 22, 1936.	Fisher's eventually settled strike in their plant. Longshoremen then handled their product.
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66. Nov. 26, 1935 - Puget Sound Steve., Tacoma - S/S Witram

Longshoremen refused to work past 8:15 P.M.

No. 13 men.	D. 3 hours	V.---	S. Other men finished the ship.
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67. Nov. 28, 1935 - Rothschild, Tacoma - S.S. Willamette Valley

Men refused to work beyond 10 hour shift and would not wait for relief.

No. 10 Men D. Over night V. -- S. New men finished ship next day.

68. Dec. 6, 1935 - Puget Sound Stev., Tacoma S/S Wittell

Longshoremen refused to work due to Gulf situation.

No. 26 Men D. 1 day V. -- S. Ryan instructed I.L.A. on Pac.Coast to lift Boycott.

69. Dec. 13, 1935 - Olympia Steve. Olympia S/S Washington

Cargo of lumber picketed by timber workers.

No. 26 men D. Lumber later V.-- S. Some agreement made later to load lumber in Tacoma.

70. Dec. 18, 1935 - W. R. Grace, Willapa Harbor - S.S Copac

Longshoremen refused to go thru picket line after agitating crew to cut off steam Standard Oil products being aboard ship which sailors declared unfair.

No. 36 Men D. 1 day V. -- S. Operators agreed to remove barrels of Standard Oil products as soon as vessel reached Grays Harbor.

71. Dec. 18, 1935 - W. R. Grace, Raymond S/S Copac

Longshoremen refused to work ship account of Standard Oil products.

No. 26 Men. D. 1 day V.-- S. S.S.operator promised to get rid of Standard Oil products at first port they could be discharged at.

72. Dec. 19, 1935 - Puget Sound Stev., Tacoma - S/S Tacoma

Cargo of lumber picketed by timber workers.

No. 48 men D. Unloaded to dock V.-- S. Later unloaded. sometime later.

73. Dec. 20, 1935 - Nelson Steam., Tacoma - S/S Tacoma

Longshoremen branded it as "hot cargo".

No. 48 men. D. Discharged to dock V.-- S. Later loaded

74. Dec. 21, 1935 Everett Stev. Everett - S/S Admiral Cole
Dispatcher sent more men than ordered and compelled employer to work them.
No. 12 men D. No delay V. -- S. Employer was compelled to work men as sent.
75. Dec. 24, 1935 Puget Sound Stev. Everett - S/S Este
Dispatcher refused to distribute men in the port.
No. -- D. 1 day V. -- S. Employer concerned could not prevail on an equal distribution of men and had to work ship out as started.
76. Dec. 25, 1935 Puget Sound Stev. Everett - S/S Pacific Grove
Grove
Men refused to work Christmas Day.
No. 52 men D. 1 day V. -- S. Ship was worked following day.
77. Dec. 26, 1935 Jas. Griffiths & Son Tacoma
S/S Carisso
Longshoremen refused to go thru sailors picket line.
No. no data D. To end of V. -- S. No data
 sailors
 strike
78. Feb. 5, 1936 Rothschild Seattle S/S City of Vancouver
Longshoremen disputed size of sling loads.
No. 26 men D. Several hrs. V.-- S. Employer wanted 30 sack loads, longshoremen would only put on 24. SS operator directed stevedore to go ahead with 24 sacks

79. Feb. 6, 1936 Rothschild Seattle S/S City of Vancouver
Size of loads.
No. 26 men D. Half day V.-- S. Ship operator instructed stevedore to comply with men's demands.
80. Mar. 10, 1936 Pacific Lighterage - Seattle S/S Everett
Size of loads.
No. 26 men D. 4 days V.-- S. Joint Labor Relations Committee inspected work and complied with men's demands this particular ship
81. Mar. 10, 1936 Pacific Lighterage Seattle S/S Everett
Longshoremen disputed size of sling loads.
No. 26 men D. 3 days V.-- S. Joint L.R.C. inspected work and finally ruled for 24 sack loads instead of 30.
82. Mar. 13, 1936 Pacific Lighterage Tacoma S/S Everett
Longshoremen disputed size of sling loads
No. 12 men D. Cargo later discharged at Seattle V.-- S. Cargo discharged at Seattle.
83. Mar. 15, 1936 Nelson SS Port Townsend S/S Cadaretta
Longshoremen would not turn to because they wanted pay for 1 hour on a ship they worked a few days previous which was in dispute on stand-by time.
No. 30 men D. Half hr V.-- S. Labor Agent paid time from his own pocket to get men to go to work
84. Mar. 17, 1936 McCormick SS Co Everett S/S Peter Helms
Men would not work with mates of ship as hatch tenders.
No. 3 gangs D. 4 hours V.-- S. Men returned to work on the way it was started

85. Mar. 2, 1936 Shepard SS Co. Anacortes S/S Harpoon
Men refused to sling loads as ordered by stevedore foreman.
No. 2 gangs D. 1 hour V.-- S. Employer conceded to men's demands.
86. Apr. 6, 1936 McCormick SS Co. Bellingham S/S Silverado
Men refused to work with ship's winch driver.
No. 1 gang D. 1 day V.-- S. Ship worked short of men while in port.
87. Apr. 22, 1936 B & H Seattle S/S Wilkeno
One gang longshoremen refused to work with 1 particular man and quit the ship.
No. 1 gang D. 3 hrs. V.-- S. Another gang was furnished to replace the gang that quit.
88. Apr. 24, 1936 Dodwell & Co. Everett S/S Ixion
Men refused to work
No. 2 gangs D. 2 days V.-- S. Ship finished without having full supply of men.
89. Apr. 24, 1936 Western Steve. Everett S/S San Felipe
Men refused to work.
No. 2 gangs D. 1 day V.-- S. Ship finished working short.
90. Apr. 25, 1936 Rothschild Everett S/S H. F. Whitten
S/S Trondanger
S/S Gracia
Men refused to work, though many of them idle.
No. 2 gangs on each ship D. 1 day V.-- S. Ships caused to work overtime and finished with shortage of men.
91. Apr. 29, 1936 Rothschild Everett S/S Titanian
Men refused to work
No. 2 gangs D. 1 day V.-- S. I.L.A. never did furnish amount of men desired.

92. May 6, 1936 East Waterway Seattle
Dock & Whse.
Men refused to work unless additional men were added to gang.
No. 6 men D. 6 hrs. V.-- S. Men who refused to work were knocked off and new gang ordered. New men refused to work as ordered and at 4:30 PM ILA officials instructed them to work as ordered by the employer.
93. May 8, 1936 Seaboard Steve. Everett S/S Heffron
Men refusing to work with many men idle in port.
No. 5 gangs D. 24 hrs. V.-- S. With 17 gangs working in port, this steamer was forced to go 4 gangs short at morning picking. One new gang furnished at 11:30 AM, leaving them 3 day gangs and 2 nite gangs short. If all the men in the port had responded to the call for work, ship would not have been short.
94. May 14, 1936 McCormick Bellingham S/S Chas. L. Wheeler
First officer of the ship instructed 2 gangs to work with a sailor winch driver and hatch tender.
No. 2 gangs D. 1 day V.-- S. Ship finished without getting replacements, causing it to work overtime.
95. May 16, 1936 Western Steve. Everett S/S San Marcus
Men refused to work.
No. 1 gang D. 1 day V.-- S. With 17 gangs working in the port the ship was 1 gang short. Ordinarily the port should furnish 22 to 24 gangs.

96. May 23, 1936 Luckenbach Everett S/S Harry Luckenbach
Rothschild " S/S Lake Gorin
Western Steve. " S/S San Bernardino
Seaboard " " S/S Pomona
Men refused to work.
No. 1 gang each S. With 18 gangs working in the port the ILA should have been able to furnish a full supply of men
97. May 25, 1936 Rothschild Everett S/S Kastor
Men's unwillingness to work.
No. 2 gangs D. until ship finished S. With 12 gangs working in the port, men refused to work, claiming they were too tired.
98. May 28, 1936 Bervin SS Co. Tacoma S/S Bervin
Shingle Workers picketed ship. Longshoremen quit.
No. _____ D. 1 day V.-- S. Ship sailed without cargo.
99. June 2, 1936 McCormick Everett S/S Peter Helms
Shortage of men and their refusal to work.
No. 1 gang D. 1 day V.-- S. Unwillingness of longshoremen to answer call for work.
100. June 5, 1936 Everett Steve. Everett S/S W.R. Keever
Longshoremen refused to clean up sulphur.
No. 6 men D. 1 day V.-- S. No men were furnished for this particular job.
101. June 6, 1936 Rothschild Everett S/S Evelyn Berg
" " S/S Trevorian
Longshoremen refused to answer call for work.
No. 2 gangs ea. D. 1 day ea. V.-- S. With but 15 gangs working in port, balance of longshoremen refused to work.
102. June 6, 1936 Seaboard Everett S/S Hegira
Men refused to answer call for work
No. 2 gangs D. 1 day V.-- S. Ship worked until finished with shortage of men.

103. June 6, 1936 Rothschild's Everett S/S Koshin Maru
Men refused to work beyond 3 PM though the ship wanted to
finish that evening.
- No. 3 gangs D. _____ V.-- S. Ship delayed until next
day, when it finished
at 12 noon.
104. June 8, 1936 Western Steve. Everett S/S San Raefel
Longshoremen's refusal to answer call for work.
- No. 2 gangs D. 1 day V.-- S. Ship worked through
and finished with men
originally furnished,
causing it to work
overtime.
105. June 10, 1936 Northern Steve. Everett S/S American
Oriole
Men's refusal to answer call for work.
- No. 2 gangs D. 1-1/2 days V.-- S. With but 13 gangs em-
ployed when the port could
ordinarily furnish 22 to
25 gangs, the ship was
forced to work original
ordered men, which caused
much overtime.
106. June 10, 1936 Rothschild's Everett S/S W.R. Keever
Men refused to work as directed.
- No. 1 gang D. 20 min. V.-- S. Men refused to go on
the scow and build
sling loads of shingles.
Finally consented to
work as directed by
employer.
107. June 15, 1936 McCormick's Seattle S/S Hamlin F.
McCormick
Men in conjunction with teamsters refused to allow this
cargo to be delivered to owner.
- No. Indefinite D. Indefinite V.-- S. This shipment in-
volved McKales, wholesaler
in automobile tires, who was
on the unfair list of Team-
sters' Union. After some 2
weeks time the company recog-
nized the Teamsters' Union.
108. June 18, 1936 Rothschild Everett S/S Koyho Maru
S/S Koye Maru
Men's refusal to answer call for work.
- No. 2 gangs ea. D. 2 days ea. V.-- S. Ship forced to

work with men originally furnished until it finished.

109. June 18, 1936 Luckenbach Everett S/S Horace Luckenbach
Men refused to answer call for work.
No. 2 gangs D. 1 day V.-- S. Ship forced to work with original order of men until finished.
110. June 18, 1936 Rothschild Everett S/S Koyei Maru
Men refused to work as directed.
No. 4 men D. 4 hrs. V.-- S. These 4 men were discharged and other men ordered, who worked as directed.
111. June 18, 1936 Bellingham Bellingham S/S Point Palmas
Cont. & Steve.
Men refused to work after 11 PM
No. 1 gang D. 5 hrs. V.-- S. Ship was delayed until next day, causing delay in next berthing port
112. June 24, 1936 Luckenbach Everett S/S Lillian Luckenbach
Men refused to work as directed.
No. 2 gangs D. 3 hrs. V.-- S. Men refused to be transferred from one ship to another and would not turn to until 6 PM after finishing at 3 PM
113. June 25, 1936 Bellingham Bellingham Schooner
Cont. & Steve. Commodore
Men refused to work as directed.
No. 1 gang D. 3 hrs. V.-- S. Employer wanted to change gangs at 3 PM but men refused to turn to before 6 PM
114. June 25, 1936 McCormick Everett S/S Dorothy
Wintermote
Men refused to answer call for work.
No. 21 men D. Several hrs. V.-- S. With only 10 gangs of longshoremen working regular, men refused to answer call for this particular job.

115. July 1, 1936 Rothschild Everett S/S Shengho
Men refused to work due to fact that they had worked their
120 hrs. in this period. Dispatcher refused to furnish
full requirements to work ship.
- No. 2 gangs D. 2 days V.-- S. Ship forced to work
out with original order
as furnished by the ILA
116. July 5, 1936 Bellingham Bellingham S/S Georgian
Cont. & Steve.
Men refused to work
- No. 2 gangs D. full day V.-- S. ILA at Bellingham re-
cognized July 5 as holi-
day.
117. July 7, 1936 Kitsap
Lbr. Co. Everett S/S San Pedro
Men refused to work as directed
- No. 3 gangs D. 2 hrs. V.-- S. Men refused to turn to
because ship was to be
worked under certain
schooner conditions, using
some sailors. They were
instructed by district
officials to return to
work.
118. July 13, 1936 Everett Everett
Steve. Co.
Men refused to work as directed.
- No. _____ D. 1/2 day V.-- S. Men claimed dock must
use 4 men to a hatch. In-
structed by their offi-
cials to return to work.
119. July 15, 1936 B & H Seattle S/S Californian
Shortage of longshoremen
- No. 2 gangs D. 1-1/2 days V.-- S. Dispatcher would
not honor orders for
men due to a shortage,
and those furnished were
all outsiders.
120. July 16, 1936 McCormick Tacoma S/S Dorothy Wintermote
Men refused to work as directed.
- No. 24 men D. 3/4 hr. V.-- S. Men demanded that an
ILA winch driver be used
and company acceded to
their demands after delay.

121. July 17, 1936 McCormick Tacoma S/S Chas. L. Wheeler
Men demanded an ILA winch driver be used and both ship
and dock gangs refused to work.
- No. 32 men D. 1 day V.-- S. Demands were acceded
to and men returned to
work at 8 AM July 18
122. July 25, 1936 Bellingham Bellingham S/S Point
Cont. & Steve. Brava
Men refused to work as directed.
- No. 1 gang D. _____ V.-- S. Foreman desired to
split up a gang, using part
of gang on the dock for
slinging up purpose and
other to augment another
gang in the hold. Men quit
and dispatcher furnished
some extra men.
123. July 26, 1936 Deming, Bellingham S/S Willzipo
Roberg &
Williams
Men refused to work as directed.
- No. 3 men D. _____ V.-- S. This was dock work in
conjunction with ship;
men refusing to load pulp
over 2 high on boards
which would make a load
of 8 bales instead of the
customary 12. Men dis-
charged and others furn-
ished.
124. July 30, 1936 McCormick Port Townsend S/S Chas. L.
Wheeler
S/S Peter Helms
Men refused to work as directed by employer.
- No. 1 gang ea. D. Approx. V.-- S. This matter went
30 days ea. before local arbitrator
who ruled against the
men. They returned to
work the latter part
of the month.
125. July 31, 1936 Luckenbach Port Townsend S/S F. J.
Luckenbach
Men refused to work as directed by employer.
- No. 1 gang D. Approx. V.-- S. Same as above
30 days

126. Aug. 9, 1936 American-
Hawaiian Seattle S/S Pennsylvanian
PILFERAGE
No. 1 man D. _____ V.-- S. Longshoreman was caught with pilfered merchandise on his person. Members of local ILA Labor Relations Committee refused to take action.
127. Aug. 11, 1936 McCormick Everett S/S Hamlin F. McCormick
Men refused to work as directed by employer
No. 30 men D. _____ V.-- S. Men refused to turn to at 7 AM in morning, starting at 8 and would not work later than 9 PM. Employer acceded to men's demands.
128. Aug. 12, 1936 B & H Seattle S/S Wilkeno
Men refused to work as directed over size of loads.
No. 10 men D. _____ V.-- S. This was dock work in connection with the ship; the dock truckers refusing to load 48 cartons to a board. This on instructions from Windoffer, local Business Agent, in spite of local award on this question under date of 7/20/36.
129. Aug. 14, 1936 E.K. Wood
Lbr. Co. Tacoma S/S Cascade
Men refused to work as directed.
No. 2 gangs D. _____ V.-- S. ILA local rule prevented them from working over 10 hrs., with no men available for relief. Original gangs returned next day and finished vessel.
130. Aug. 14, 1936 Puget Sound
Steve. Co. Tacoma S/S Cascade
Men refused to work as directed.
No. 2 gangs D. _____ V.-- S. Men refused to work after 6 PM. Ship held up until next day.

131. Aug. 17, 1936 Olson SS Co. Everett S/S Whitney Olson
Men refused to work as directed.
- No. 3 men D. _____ V.-- S. 2 hatch tenders and winch drivers dispatched to ship which were not ordered. They replaced sailors. Company acceded to their demands.
132. Aug. 17, 1936 Olympia Steve.Co. Olympia S/S Magmeric
Men refused to work as directed
- No. 2 gangs D. 6 hrs. V.-- S. Labor Relations Committee instructed men to return to work.
133. Aug. 19, 1936 B & H Seattle
Men refused to work as directed.
- No. 40 men D. _____ V.-- S. This work in connection with dock wherein men refused to load board as directed by employer.
134. Aug. 25, 1936 Pac. Light- Seattle S/S Pres. McKinley
erage Corp.
Men refused to take employers orders upon shifting the ship.
- No. 2 gangs D. _____ V.-- S. This steamer in shifting from Fisher's to Pier 41 ordered the 4 gangs working at Fisher's to report at Pier 41. 2 gangs failed to show up.
135. Sept. 1, 1936 Deming, Roberg & Williams Bellingham S/S Sacramento
Men refused to work as directed.
- No. 1 gang D. _____ V.-- S. Employers asked a relief gang to work a long hatch, but due to fact it was meeting night no men were furnished.
136. Sept. 7, 1936 Pac. Light- Seattle S/S H.F. Alexander
erage Corp.
Men refused to work as directed.
- No. 11 gangs D. _____ V.-- S. This was Labor Day and men would only work nail & baggage. Ship had to lie idle from 10 AM Mon. Sept. 7 until Tues. 1 AM Sept. 8.

137. September 6, 1936 Tacoma S/S Pres. Grant
Ultimatum issued by ILA to Pacific Lighterage that unless alleged shortage in wages to men is paid the employer would be denied men for work.
No. -- D.-- V. 10(d) S.--
138. September 9, 1936 Stacy Street Dock
Longshoremen unloading flour from cars and placing it upon lift boards were ordered by ILA Business Agent to reduce the number of sacks placed on lift boards from 24 to 18.
No. 1 gang D.-- V. 11(c) S.--
139. September 18, 1936 Bellingham S/S Nizina
Hatch tenders and six dock men after having worked for four hours without meal left work going to eat without permission of walker.
No. 7 D.-- V. 11(c) S.--
140. September 26, 1936 Milwaukee Ocean Dock, M/S Moldanger
Seattle
Reduction of sling loads from 48 cases to 40 cases of fresh fruit ordered by ILA Business Agent.
No. 4 gangs D.-- V. 11(c) S.--
141. September 30, 1936 Stacy Street Dock S/S Missourian
Continuous dispatch of certain man found intoxicated while working.
No. 1 D. -- V. -- S.--
142. October 7, 1936 Everett S/S Windrush
Refusal of men to report for work as ordered by employer.
No. 2 gangs D. 1 hour V. 11(c) S.--
143. October 7, 1936 Bellingham S/S Carriso
Refusal of men to shift from one vessel to another of the same company after knocking off at 3:00 p.m. on the first vessel.
No. 2 gangs D.-- V. 11(c) S.--

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COLUMBIA RIVER

STOPPAGES OF WORK, VIOLATIONS OF AWARD AND OTHER DISTURBANCES
DURING THE FIRST TERM OF THE ARBITRATOR'S AWARD BY THE
NATIONAL LONGSHOREMEN'S BOARD UNDER DATE OF OCTOBER 12, 1934.
OCTOBER 12, 1934 TO AUGUST 31, 1935

LONGSHOREMEN OF THE PORT OF PORTLAND

No. - Number of Men Involved

D. - Duration

V. - Section Award Violated

S. - Settlement

1. October 30, 1934 East Asiatic Co. S/S Java
Non-union gang employed with sanction of ILA officials
No. 54 D. one-half day V. 6 S. Non-union men laid off
2. November 10, 1934 Pacific Cont. Gr. Co. S/S American Eagle
Non-union winch drivers employed. Qualified and registered.
No. 72 D. one day V. 6 S. Work completed with Non-union men despite threats of violence from ILA
3. November 20, 1934 Fruit Express Line S/S California Express
One Non-union man was employed who was qualified and registered
No. 36 D. - V. 6 S. Work completed with all Non-union gangs
4. November 21, 1934 McCormick SS Co. S/S Hollywood
Crew struck demanding increase of wages to 1929 Shipping Board scale plus overtime. Longshoremen could not work account of no steam.
No. - D. Four days. V. - S. Strikers agreed among themselves to return to work (excepting one oiler) at old scale of wages.

LONGSHOREMEN OF PORT OF PORTLAND

5. December 18, 1934 States S/S Co. S/S Jefferson Meyers
Gangs of thirteen men working ties reduced to nine men each
No. 26 D. Two hours V. 11 (a) S. ILA Labor Relations
Committee ordered
gang back to work
with number of men
required by employers.
6. December 18, 1934 American-Hawaiian S/S Montanan
Disputes between clerks and Checkers and the Company. Long-
shoremen refused to work account dispute.
No. No data D. Six days V. 10 (f) S. No data
7. December 23, 1934 Inman Poulsen Mill S/S Washington
Gangs of thirteen men working piling reduced to nine men each
No. 13 D. None V. 11 (a) S. Piling loaded by
another gang of 9
men after they had
finished work in
their hatch.
8. January 2, 1935 Pacific S.S. Co. S/S Adm. Halstead
Dock steward stopped work claiming dock men were doing longshore
work at dock men's wages
No. 90 D. One-half hour V. 11 (b) S. Gangs ordered back
by ILA Labor Rela-
tions Committee
9. January 19, 1935 Longview Steve. Co. S/S Mexican
Men ordered for 12:00 PM did not report until 12:30 PM. Unable
to finish job on schedule time
No. 64 D. Four hours V. - S. Men quit at 4:00 PM
as per day agreement,
this being Saturday.
Did not return until
6:00 PM. Ship delayed
until 7:30 PM

LONGSHOREMEN OF PORT OF PORTLAND

10. January 24, 1935 American Hawaiian S/S Oregonian

Dock picketed by members of ISU. Longshoremen would not go aboard ship while dock was picketed. Ohioan, Willsole and Nevadan also delayed.

No. 72	D. Seven days	V. 11 (b)	S. Four gangs were brought in from Vancouver, Wash., at expense of operators. Joint Hiring Hall at Portland being unable to supply labor
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11. February 2, 1935 Nakata's Dolphins S/S Cuba Maru
(Westport)

Four gangs dispatched for 4 days work. Ship did not work Sunday. Two gangs worked all night Sunday on another ship. Did not show up Monday.

No.	Two gangs	D. -	V. -	S. Ship compelled to finish work with other two gangs causing extra ex- pense
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|----------------------|---------------------------------|---------------|
| 12. February 5, 1935 | Nakata's Dolphins
(Westport) | S/S Cuba Maru |
|----------------------|---------------------------------|---------------|

Two gangs ordered from Rainier to replace Astoria gangs formerly working this ship so Astoria men could work SS Weiser in their home port

No. 4 Gangs D. -

V. -

S. IIA dispatcher insisted that Astoria men finish "Cuba Maru" and Rainier gangs go to Astoria, a distance of 50 mi. causing payment of travel time and fare. Astoria gang drew 30 Mi. Travel time and fare.

13. February 6, 1935 Hammond Lbr. Co. S/S San Pedro

Seamen quit and refused pay on basis of 2/2/35 Award. Unlicensed personnel and longshoremen struck in sympathy.

No. No data D. One day V.11 (b) S. No data

LONGSHOREMEN OF PORT OF PORTLAND

14. February 9, 1935 Luckenbach Line S/S Lewis Luckenbach
crew demanded dismissal of steward and struck. Longshoremen struck in sympathy.
No. No data D. No data V.11 (b) S. No data
15. February 17, 1935 Luckenbach Line S/S J.F. & Julia Luckenbach
ILA Labor Relations Committee arbitrarily added an extra man to each gang.
No. No data D. No data V.11 (a) S. No data
16. February 20, 1935 Pacific SS Co. S/S Admiral Cole
Hiring Hall could not or would not provide relief gangs for night work.
No. No data D. No data V.11 (b) S. No data
17. February 22, 1935 Hamburg-American S/S San Francisco
Men insisted they could not be ordered to another hatch and refused to work.
No. 18 D. No data V. 11 (b) S. No data
18. March 9, 1935 Isthmian Line S/S Steel Trader
Vessel picketed by ISU. Longshoremen refused to pass through picket line.
No. No data D. Seven days V. 11 (b) S. No data
19. March 9, 1935 Arrow Line S/S Charles Christenson.
ILA - LRC ordered a load of resin reduced from 6 to 4 barrels
No. No data D. No data V. 11 (d) S. No data
20. March 9, 1935 Pacific SS Co. S/S Admiral Williams
Gang quit because two intoxicated men reporting with them were not permitted to turn to
No. 18 D. Two Hours V. 11 (b) S. Fresh gang was obtained and work resumed

LONGSHOREMEN OF THE PORT OF PORTLAND

21. March 13, 1935 Calmar Line S/S Portmar
gang insisted they could not be ordered to another hatch and refused to work.
No. 18 D. No data V. 11 (b) S. No data
22. March 13, 1935 pacific S.S. Co. S/S Admiral Halstead
Crew struck demanding East Coast Scale. Longshoremen struck in sympathy.
No. No data D. One day V. 11 (b) S. Men resumed work after telegraphic orders from San Francisco
23. March 15, 1935 Fred Olsen Line S/S Nansenville
Men refused to discharge forty 100# sacks of foreign cement on lift truck board as had been the practice for years.
No. 18 D. four hours V. 11 (b) S. Emergency arbitration on the job by local Arbitrator Tull resulted in men returning to work.
24. March 16, 1935 Calmar Line S/S Portmar
Longshoremen knocked off on appearance of ISU pickets with strike banner
No. No data D. One day V. 11 (b) S. ISU pickets withdrawn
25. March 16, 1935 Albers Terminal S/S Bengalen
size of gangs handling "gunnies"
No. 33 D. No data V. No data S. Three gangs of nine men ordered. ILA and LRC would not agree to less than 11 men per gang. Forced to abide by ILA ruling to keep ship on passenger schedule.

LONGSHOREMEN OF PORT OF PORTLAND

26. March 17, 1935 Interocean SS Co. S/S Moldanger
Longshoremen refused to work account presence of checker who acted as special policeman during strike
No. No data D. None V.11 (b) S. Change in checkers was made and men returned to work
27. March 20, 1935 Schafer Bros. S/S Anna Schafer
Longshoremen refused to pass through line of tanker strike pickets
No. No data D. No data V.11 (b) S. No data
28. March 20, 1935 Hammond Lumber Co. S/S Watsonville
One gang reduced load of cement from 40 to 24 bags. Second gang followed suit.
No. 36 D. No data V.11 (d) S. It being night and hiring hall closed gangs were allowed to finish job with reduced loads
29. March 26, 1935 McCormick SS Co. S/S Texas Planter
Men demanded meal hour at 11 PM upon expiration of five hour period with less than one hour's work to finish ship
No. No data D. None V.11 (b) S. No data
30. April 3, 1935 McCormick SS Co. S/S Wallingford
ILA - LRC refused to permit grain handlers to deliver to ship's tackle
No. No data D. No data V.11 (b) S. No data
31. April 17, 1935 Weyerhaeuser Lbr Co. S/S Hanley
One man strike by radio operator. Longshoremen refused to pass picket.
No. No data D. 6½ days V.11 (b) S. No data

LONGSHOREMEN OR PORT OF PORTLAND

32. April 27, 1935 Transpacific Trans. Co. S/S Kota Inten
Four gangs discharged 15 sacks of sugar to sling loads; 5th gang slung 19 sacks
No. 90 D. No data V.11 (d) S. ILA - LRC intervened and all gangs slung 19 sacks, although customary load is 24 sacks
33. April 29, 1935 American-Hawaiian S/S Pennsylvanian
Steam was shut off by firemen to prevent discharge of bulk fuel oil. Longshoremen quit. Ordered back, they refused to turn to account pickets ISU.
No. No data S. No data V. No data S. No data
34. April 30, 1935 Chas. Nelson SS Co. S/S American Star
Mill workers struck and longshoremen struck in sympathy
No. No data D. No data V.11 (b) S. No data
35. May 1, 1935 States Line S/S Illinois
Intoxicated winch driver and hatchtender
No. 2 D. 3 hours V. - S. Supt. of Company ordered hatchtender to replace winchdriver for safety of men in hold. Hatchtender refused to do so. Both men then notified that pay stopped at 6:30 PM. Men abusive and insubordinate.
36. May 3, 1935 Quaker Line S/S San Clemente
Intoxicated gang foreman
No. 1 D. No data V.11 S. Foreman discharged for refusing to shift men when dispatcher sent one more dock man and one less shoveler than needed

LONGSHOREMEN OF PORT OF PORTLAND

37. May 11, 1935 States Line S/S General Lee
Gang steward reduced draft from 20 to 16 bags
No. 54 D. No data V.11 (d) S. Joint Labor Relations Committee visited job
Draft increased to 20 bags.
38. May 18, 1935 Hamburg- American S/S Los Angeles
Gang stewards reduced drafts of salt cake from 10 to 7 and 9 bags
No. No data D. No data V.11 (d) S. Joint Labor Relations Committee intervened. Draft increased to 10 bags
39. May 16, 1935 French Line S/S Wisconsin
Three gangs were ordered to report at 11:30 AM hiring period for orders and were then instructed to report at 1 PM for work. One gang failed to report at 11:30 AM for orders.
No. 18 D. No data V.11 (a) S. Union officials promised firm disciplinary action
40. May 17, 1935 Voice of Labor S/S ---
Broadcast over Station KWJJ
No. - D. - V. - S. Sec-Treas. of ILA Local 38-78 gave erroneous statement regarding information of Gang Steward size of loads, etc.
41. May 17, and 18, 1935 Java Pacific Line S/S Silver Ash
Longshoremen refused to sling more than 20 bags although 24 was the customary load.
No. No data D. No data V.11 (d) S. No data
42. May 17, 1935 American-Hawaiian S/S Minnesotan
Vessel picketed by MEBA. Longshoremen quit as soon as pickets appeared.
No. No data D. No data V.11 (b) S. MEBA admitted mistake-Pickets withdrawn.

LONGSHOREMEN OF PORT OF PORTLAND

48. May 18, 1935 Union Sulphur Co. S/S Herman Frasch
Crew struck demanding pacific Coast wage scale. Longshoremen struck in sympathy.
No. No data D. No data V.11 (b) S. No data
44. May 29, 1935 Luckenbach Line S/S Paul, William and Edward Luckenbach
Radio Operators struck and Longshoremen struck in sympathy
No. No data D. 13½ days V.11 (b) S. No data
45. May 29, 1935 Pacific SS Lines S/S Admiral Nulton
Failure of Dispatcher to send enough men
No. 29 D. 3 hours V. - S. Investigation developed that there was a misunderstanding and mistake in dispatching. Vessel delayed 3 hours.
46. June 6, 1935 International S/S Admiral
ILA sent additional winch driver in each of 5 gangs who were not put to work. Gangs refused to work after first hour unless relief winch drivers furnished. Ship resumed work at 12:30 using additional men sent.
No. 90 D. 3½ hours V.11 (b) S. Met ILA demands
47. June 18, 1935 W. J. Jones & Son S/S Benjamin Franklin
Gang steward reduced slingloads of cement from 32 to 24 bags
No. 17 D. 2 hours V.11 (b) S. Gang increased loads to size required by employer after ILA officials arrived and instructed to do so.
48. June 20, 1935 W. J. Jones & Son S/S Eidsvold
Gang steward demanded 14 men instead of 12 in piling gang using 2 gears of ship.
No. 12 D. 1/2 hour V.11 (b) S. Met ILA demands

LONGSHOREMEN OF PORT OF PORTLAND

49. June 20, 1935 Portland Stev. Co. S/S Pennsylvania
Gang steward reduced slingloads to 1500# from 2000# (sacked meal)
No. 17 D. 2 hours V.11 (b) S. Job completed working reduced loads before ILA Business Agent arrived.
50. June 20, 1935 International Stev. Co. S/S Bintang
Gangs handled 2000# sugar to slingload instead of 2400# as directed
No. 36 D. 1½ hours V.11 (b) S. Met employers demands after ILA Business Agent directed to do so.
51. June 22, 1935 Brady-Hamilton Stev. S/S Virginian
4 dock men refused to load canned goods 4-high on slingboards
No. 4 D. 1/2 hour V.11 (b) S. 4 men secured from Hall who worked as directed
52. June 24, 1935 portland Stev. Co. S/S Kentucky
3 gangs refused to work, claimed "hot" lumber
No. 39 D. 3 hours V. -- S. Resumed work after decided cargo was not "hot"
53. June 24, 1935 International Stev. Co. S/S Portmar
2 gangs refused to report to lumber job at SP siding, claiming work would not be in hatches previously worked by them.
No. 28 D. 7 hours V.11 (b) S. Ship delayed in starting -- midnight until 8:00 AM
54. June 25, 1935 No data (2 ships) No data
Special meeting of ILA members called for 9:00 AM Sunday, without sufficient notification to employers. Longshoremen ordered for two ships, did not report until afternoon.
No. No data D. 1/2 day V. -- S. Ships idle. Unnecessary expense incurred for checkers and other staff employers.

LONGSHOREMEN OF PORT OF PORTLAND

55. June 25, 1935 W. R. Chamberlin Co. S/S Phyllis
Longshoremen and Sailors claimed lumber "hot".
No. 7 D. $2\frac{1}{2}$ hours V.11 (b) S. Ship delayed 9:30 AM to 12 noon. Longshoremen then decided lumber OK.
56. July 1, 1935 W. J. Jones & Son S/S Sinnington Court
Dock picketed by Timber Workers Union. Longshoremen refused to turn to.
No. 56 D. 2 days V.11 (b) S. Timber Workers Union recognized by dock owner as collective bargaining agent for their 4 dock employees.
57. July 5, 1935 All Companies S/S ---
Memorializing "Bloody" Thursday
No. -- D. 1 day V.11 (b) S. All but three ships in district remained idle for day. Sinnington Court worked all day. San Incas and Hanley worked part day.
58. July 9, 1935 International Stev. Co. S/S Bellingham
Gang handled 2000# linseed to slingload instead of 2250# as ordered.
No. 17 D. $1\frac{1}{2}$ hours V.11 (b) S. ILA Business Agent ordered gang to work as directed.
59. July 11, 1935 International Stev. Co. S/S Admiral Day
Employer ordered 12 men gangs. Hall sent 13 men in each gang
No. 52 D. $1\frac{1}{2}$ hours V.11 (b) S. Met ILA demands
60. July 12, 1935 International Stev. Co. S/S Tosari
Gangs handled 2100# sugar to slingload instead of 2400# as directed.
No. 54 D. Continued V.11 (b) S. Met ILA demands reduced loads all day.

LONGSHOREMEN OF PORT OF PORTLAND

61. July 16, 1935 Portland Stev. Co. S/S Michigan
Refused to work "hot" lumber
No. 39 D. 3 hours V.11 (b) S. 3 hatches did not work
62. July 18, 1935 Portland Stev. Co. S/S Michingan
Refused to work "hot" lumber
No. 39 D. 3 hours V.11 (b) S. 3 hatches did not work.
64. July 19, 1935 portland Stev. Co. S/S Michigan
Refused to work "hot" lumber
No. 52 D. 6½ hours V.11 (b) S. Ship idle
65. July 20, 1935 Portland Stev. Co. S/S Michigan
Refused to work "hot" lumber
No. 52 D. 1 day V.11 (b) S. Ship idle
66. July 21, 1935 Portland Stev. Co. S/S Michigan
Refused to work "hot" lumber
No. 52 D. 1 day V.11 (b) S. Ship idle
67. July 22, 1935 Portland Stev. Co. S/S Michigan
Refused to work "hot" lumber
No. 52 D. 1 day V.11 (b) S. Ship idle
68. August 9, 1935 Portland Stev. Co. S/S San Anselmo
Gang claimed 1400# slingloads of toilet paper too large to handle
No. 15 D. 1 hour V.11 (b) S. Gang quit. Work done as ordered by gang from another hatch.

LONGSHOREMEN OF PORT OF PORTLAND

69. August 28, 1935 Christenson-Hammond S/S Eureka

ILA dispatched gangs instead of field men as ordered, including 2 foremen not required.

No. 32 D. 1/2 day V. 11 (b) S. Paid 2 extra men under protest and awaiting arbitration. Condition has continued to exist on subsequent vessels.

70. August 31, 1935 International Stev. Co. S/S Admiral Williams

gangs handled 1800# to 2000# sugar to slingload instead of 2100# as ordered.

No. 34 D. 2 hours V. 11 (b) S. Met ILA demands
Continued reduced
loads until through.

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STOP AGES OF WORK, VIOLATIONS OF AWARD AND OTHER DISTURBANCES (Cont)

OCTOBER 18, 1935 to MARCH 31, 1936, Inclusive

LONGSHOREMEN OF THE PORT OF PORTLAND

No. - Number of Men Involved.

D. - Duration.

V. - Section Award Violated.

S. - Settlement.

71. Oct. 18-19, 1935 - Oregon State. Co. S/S Gelline

Longshoremen refused to turn to because of Communist picket line in protest of Italy's "war of aggression".

No. 16 D. 3 1/2 hours V. 11 (b) S. I.L.A. officials personally organized and conducted gangs of longshoremen who would work.

72. Oct. 22, 1935 - Brady-Hamilton S/S Minnesotan

Gang refused to handle 26 56# sacks of flour to shingload claiming load too large.

No. 13 D. 5 hours V. 11 (d) S. Gang discharged. Fresh gang following morning worked as directed.

73. Oct. 28, 1935 - Oregon State. Co. S/S San Antonio

Longshoremen refused to handle a car of "hot" lumber from Stinson mill.

No. -- D.-- V. 11 (b) S. Car released by Sawmill & Lumber Workers Union and loaded to M. OREGON 8/6/36, after being on demurrage and storage for over 6 months.

74. Oct. 28, 1935 - Portland Steve. S/S Gelline

I.L.A. Stewards persuaded winchdriver, operating chainshell on copra discharge, to refuse to work without Hatchtender.

No. 1 D. -- V. 11 (a) S. Employer refused to hire unnecessary hatchtender. Balance of copra discharged by suction only.

LONGSHOREMEN OF THE PORT OF PORTLAND

75. Nov. 5, 1935 - International S/S Texmar
Longshoremen refused to load 4 cars of lumber placarded "unfair".
No. -- D. -- V. 11 (b) Lumber unloaded to barge
and loaded on SS YORKMAR
11/23/35.
76. Nov. 5, 1935 - International S/S Admiral Williams
2 gangs handled 2 500# bales of pulp to slingload instead of
3 as directed.
No. 26 D. -- V. 11 (d) S. I.L.A. officials re-
fused to direct men
to work as ordered.
Cargo worked in sling-
loads of 2 bales each.
77. Nov. 11, 1935 - Portland Steve. S/S Washington
dispatcher sent gang foreman, not ordered, in gang to discharge
bulk coal.
No. 1 D. -- V. 11 (a) S. Armistice day--gang
ordered before 9 AM.
Holiday Closing time
of Hall for 12:00
noon start. Worked
as dispatched to en-
able ship to meet
down-river berth fol-
lowing day.
78. Nov. 18, 1935 - International, Longview S/S Pt. Bonita
gangs refused to turn to claiming ship had "hot cargo" aboard.
No. 26 D. 1½ hours V. 11 (b) S. Labor Relations Com-
mittee convinced men
that rumor was untrue.
79. Nov. 29, 1935 - International S/S Admiral Cole
Gang ordered for night work at Term. 2. Ship delayed by fog,
gang refused to go to Interstate Term. and assemble freight for
this vessel and work 2 hours minimum time.
No. 15 D. 2 hours V. 11 (b) S. Men were not paid any
time upon refusal to
report at other dock.

LONGSHOREMEN OF THE PORT OF PORTLAND

80. Dec. 2, 1935 - Portland Stev. S/S Lawrence Phillips
I.L.A. insisted on gang foremen in 2 hatches and hatchtenders in 3 hatches, contrary to common practice on steam schooners.
No. 29 D. 2 hours V. 11 (a) S. 5 additional men used under protest after 2 hours delay in starting.
81. Dec. 5, 1935 - Brady-Hamilton S/S American
Gangs refused to handle standard slingloads of flour - 4 dumps, 6 high, 98# bags.
No. 38 D. 5½ hours V. 11 (d) S. Work finally resumed after Arbitrator Tull decided employees work as directed by employer.
82. Dec. 5, 1935 - Brady-Hamilton S/S Columbian
gangs loading paper quit in sympathy with gangs that refused to handle standard loads on AMERICAN.
No. 17 D. 5½ hours V. 11 (d) S. Same as above
83. Dec. 6, 1935 - Brady-Hamilton S/S American
Dock worker induced partners not to abide by Arbitrator's decision on size of slingloads.
No. 19 D. 1 hour V. 11 (d) S. New dock gang dispatched and worked.
84. Dec. 6, 1935 - Brady-Hamilton S/S Columbian
Gangs decided not to abide by Arbitrator's decision on size of flour slingload.
No. 38 D. 20-3/4 hrs. V. 11 (d) S. Replacement gangs secured following day, worked according to Arbitrator's decision.
85. Dec. 6, 1935 - Luckenbach SS Co. S/S Julia Luckenbach
Longshoremen in one gang refused to go aloft to rig ganglin for hatch tent, claiming it was sailors work.
No. -- D. No delay. V. 11 (d) S. Gang discharged. Cargo assigned to another hatch.

LONGSHOREMEN OF THE PORT OF PORTLAND

86. Dec. 10, 1935 - International S/S Admiral Chase
Longshoremen discontinued handling 5 cars of flour after discovering it to be "Fisher" product.
No. --- D. --- V. 11 (d) S. Ship sailed without loading the flour.
87. Dec. 27, 1935 - W. J. Jones & Son S/S Este
Longshoremen demanded slingloads of apples be reduced from standard load of 46 boxes to 34 boxes.
No. 38 D. $3\frac{1}{2}$ hours V. 11 (d) S. Work resumed after Arbitrator set a compromise of 41 boxes as slingload.
88. Dec. 27, 1935 - W. J. Jones & Son S/S Nansenville
Same as above.
No. 38 D. $3\frac{1}{2}$ hours V. 11 (d) S. Same as above
89. Dec. 27, 1935 - Oregon Steve. Co. S/S Narenta
Same as above
No. 38 D. $3\frac{1}{2}$ hours V. 11 (d) S. Same as above
- - -
90. Jan. 3 1936 - Brady-Hamilton S/S Hawaiian
Longshoremen refused to handle standard load of 46 cases canned goods, demanding reduction to 34 cases.
No. 34 D. 4 hours V. 11 (d) S. Work resumed as ordered by employer after agreement reached at Joint L.R.C. meeting.
91. Jan. 10, 1936 - Oregon Steve. (Astoria) S/S Kosei Maru
Sawmill at Wauna, Ore. closed and picketed. Longshoremen refused to pass through picket line.
No. 44 D. 24 hours V. 11 (b) S. Vessel shifted to Astoria, Oregon to finish loading.
92. Jan. 13, 1936 - Portland Steve. S/S San Simeon
No. 13 D. 4 hours V. 11 (b) S. Gang worked in protest ed hatch after promise made to consider their claim for 1 hour suspended time through Joint L.R.C.

LONGSHOREMEN OF THE PORT OF PORTLAND

93. Feb. 5, 1936 - W. J. Jones & Son (Astoria)S/S Timber Rush

gang refused to work in hatch previously worked in by another gang.

No. 13 D. 2 hrs. V. 11 (b) S. Worked by third gang after they had finished their hatch.

94. Feb. 8, 1936 - Hammond Shipping Co. S/S Watsonville

Gangs ordered 2:30 p.m. to start work 7 a.m. next day, no effort apparently made by ILA when definite order was given to dispatch gangs on day previous to start. Arrived 8:30 a.m.

No. 26 D. 1½ hrs. V. 13 (f) S. Protested to I.L.A. Working Rules

95. Feb. 19, 1936 Chamberlin SS Co., L.View- S/S Phyllis

Longshoremen refused to turn to without hiring of hatchtender instead of Mate usually assigned to that duty.

No. 1 D. --- V. 11 (a-b) S. Acceded to I.L.A. demand for dispatch of vessel.

96. Feb. 25, 1936 - Brady-Hamilton S/S Willsolo

dispatcher insisted on sending hatch foremanwith "field" gang working bulk phosphate.

No. 1 D. -- V. 11 (a) S. Accepted under protest because of necessity of night work to keep schedule.

97. Feb. 26, 1936 - W. J. Jones & Son S/S Pacific Ranger

Dock men built loads of 34 cases canned goods instead of 41 as directed by foreman.

No. 18 D. -- V. 11 (d) S. After retarding work at one hatch for 2 hrs. men resumed 41-case loads on orders from I.L.A.-L.R.C.

LONGSHOREMEN OF THE PORT OF PORTLAND

98. Feb. 27, 1936 - Chamberlin SS Co. S/S Barbara C.

Gang foremen, not ordered or needed, dispatched with steam schooner gangs.

No. 22 D. 1/2 hrs. V. 11 (a) S. Two gang foremen accepted under protest after 1/2 hr. delay.

99. Mar. 10, 1936 - W. J. Jones & Son(Astoria) S/S Harpoon

I.L.A. threatened not to dispatch men unless this employer paid one hour stand-by time to 4 gangs ordered to Hall 3/1/36 (Sunday) for SS. VERMAR and not used because ship delayed by fog. (Same stevedore but two vessels operated by different owners.

No. --- D. --- V. "Hiring Rule", Working Rules. S. Astoria I.L.A.-L.R. C. agreed to table claim, pending district interpretation of "Sunday Hiring" rule.

100. Mar. 18, 1936 International S/S Kota Agoeng

Dock gang demanded slingloads of 20 100# bags of sugar instead of usual 24-bag loads ordered by employer.

No. 60 D. 1 hour V. 11 (d) S. Temporary compromise of 21-bag loads ordered by Arbitrator.

101. Mar. 18, 1936 - W. J. Jones & Son S/S Beljeanne

Longshoremen refused to go through 2-men picket line established by checkers because of non-union supercargo.

No. 30 D. 5 hours. V. 11 (b) S. Work resumed following day after supercargo agreed to file application for union membership.

102. Mar. 20, 1936 - Brady-Hamilton S/S Dorothy Cahill

Longshoremen refused to follow usual custom of assisting to "mark off" lots of lumber as loaded, claiming this to be work for checkers to do.

No. --- D. --- V. 11 (b) S. Marking off done by ship's officers, assisted at times by longshoremen. Checkers agreed to withdraw their jurisdictional claim pending negotiation of agreement.

LONGSHOREMEN OF THE PORT OF PORTLAND

103. Mar. 38, 1936 - Portland Steve. Co. S/S Brand

Longshoremen refused to assist in rebuilding jitney loads of lumber as it was tallied at ship's side. First claimed that tally-men did not belong to A.F. of L union, then insisted work other than putting slings around loads should be done by S & T W members.

No. 28

D. 1 $\frac{1}{2}$

V. 11 (b) S. Work resumed as ordered after conference with representative from Sawmill & Timber Workers Union.

104. Apr. 2, 1936 W. J. Jones & Son S/S Florida Maru
 Lone picket from Sawmill & Timber Workers Union claimed
 two cars of rails were shipped by Stimson Mill and there-
 fore "hot".
- No. 22 D. 4-3/4 hrs. V. 11b S. Longshoremen
 worked cargo after ship-
 per satisfied picket
 that he was incorrect.
105. Apr. 2, 1936 Brady-Hamilton Steve. S/S Willhilo
 Dispatcher forced use of 1 additional man in bulk coal
 gang.
- No. 11. D. ___ V. 11b S. Extra man used rather
 than disturb ship's
 schedule.
106. Apr. 7, 1936 Brady-Hamilton Steve. M/S Tacoma
 Gang discharged for inefficiency. Other gangs refused
 to go in this hatch.
- No. 14 D. 4 hrs. V. 11b S. Cargo worked by gang
 in another hatch, delay-
 ing sailing 4 hrs. and
 increasing overtime.
107. Apr. 17, 1936 Crown Willamette Paper Co. S/S Anyox
 Canadian ship's crew discharged pulp to barge. ILA
 stopped members of Ferryboatmen's Union from discharging
 from barge to dock.
- No. ___ D. ___ V. ___ S. 175 tons pulp needed
 to fill intended order,
 shipped from Camas plant
 at extra cost of \$1.60
 per ton. Disputed pulp
 handled as ordered 8
 days later.
108. Apr. 20, 1936 Brady-Hamilton Steve. S/S Chas. Christenson
 Gang reduced slingload on oyster shell 2400# to 2000#.
 Arbitrator Tull ruled 2400# loads to continue.
- No. 15 D. 3/4 hr. V. 11b S. Started 2400# loads;
 after hall closed, re-
 duced again to 2000#.
 No replacement gang
 available.
109. Apr. 20, 1936 Brady-Hamilton Steve. S/S Chas. Christenson
 Gang slowed up work and refused to continue after mid-
 night. Relief gang not available.
- No. 15 D. 1 day V. 11b S. Gang came back 7 AM
 and finished job, delay-
 ing ship 1 day.

110. May 2, 1936 W. J. Jones & Son M/S Laurits Swenson
Gang refused to handle usual sized slingloads of cement.
- No. 18 D. ___ V. 11b S. Finished on basis demanded by men. Work retarded about 250 bags per hour.
111. May 5, 1936 Portland Steve. Co. S/S General Sherman
Three men discharged for drinking on job; three more failed to report for midnight work.
- No. 6 D. ___ V. 11b S. Work retarded by having to work short-handed.
112. May 14, 1936 Portland Steve. Co. S/S Jefferson Meyers
Extra men, first working aboard ship, refused to be transferred to dock work.
- No. 4 D. 1/2 hr. V. 11b S. Replacements secured from hall.
113. May 16, 1936 Portland Steve. Co. S/S Jefferson Meyers
Ship shifted, gangs ordered to hall. Gangs sent to hall replaced by other gangs.
- No. 39 D. ___ V. 10c S. Method of dispatching adjusted at LRC meeting.
114. May 16, 1936 W. J. Jones & Son S/S Knoxville City
Dock men refused to build customary slingloads of canned goods.
- No. 4 D. ___ V. 11b S. To dispatch vessel job continued at reduced loads. Retarding of work only delay.
115. May 16, 1936 Brady Hamilton Steve. S/S Ohioan
Jitney driver refused to pull 4 trailers.
- No. 1 D. ___ V. 11b S. Business agent directed driver to do as ordered.
116. May 22, 1936 W. J. Jones & Son S/S Steel Exporter
Longshoremen refused to work with lift truck operator not dispatched from hall.
- No. 12 D. 1/2 hr. V. 11b S. Operator replaced by ILA member.
117. May 22, 1936 W. J. Jones & Son S/S Steel Exporter
Two hold men refused to switch to another hatch when gang started working tin plate.
- No. 2 D. 1/4 hr. V. 11b S. Worked as directed on instructions of ILA dispatcher.

118. May 27, 1936 Brady-Hamilton Steve. S/S Barbara Cates
Men refused to work customary slingloads on oyster shell.
- No. 15 D. 2½ hrs. V. 11b S. Worked as directed on instructions of ILA Business Agent.
119. June 6, 1936 McCormick SS Co. (Prescott) S/S Everett
Longview gang slowed up work and instead of finishing at 5 PM still had three-fourths hour work. Went to meal at 5 PM, returned at 6 PM, worked three-fourths hour and left job before finishing lashing.
- No. 13 D. ____ V. 11b S. Paid one hour's time for work after meal. Lashing done by crew.
120. June 8, 1936 W. J. Jones & Son S/S Benjamin Franklin
Gangs slung 20 (94#) bags of cement to load instead of 30 as directed.
- No. 34 D. 1 hr. V. 11b S. 2 additional hold men ordered to each gang and work went ahead as directed, 30 bags to a load.
121. June 16, 1936 Brady-Hamilton S/S Willmoto
Dock gangs loaded 36 instead of 46 cases canned goods to load; dock gangs loaded 15 (140#) bags instead of 20 bags to load. Gang on lumber and gang on ply wood stopped their work in sympathy.
- No. 90 D. 72 hrs. V. 11b S. Arbitrator Tull ruled 41 cases canned goods and 20 (140#) bags flour should be handled to a load. Total of 637 men (393 different individuals) dispatched to this job over a period of 3 days; none of whom would work in accordance with Tull's ruling. Mass meeting held in hall June 19 and longshoremen decided to return and work in accordance with arbitrator's decision.
122. June 17, 1936 W. J. Jones & Son S/S Pacific Ranger
Longshoremen refused to handle 41 cases canned goods to a load in defiance of Arbitrator Tull's ruling.
- No. 17 D. 45 hrs. V. 11b S. Work as directed started 9:45 a.m. 6/19/36 after holding mass meeting at the hall.

123. June 17, 1936 Portland Steve. S/S Texas
 Gang of 9 men ordered to work piling. Men refused to work unless 11 man gang was used.
- No. 11 D. none V. 11a S. Vessel under mail contract. 11 man gang used to dispatch vessel.
124. June 17, 1936 Internatl. Steve. Co. S/S Adm. Grove
 Longshoremen refused to handle "hot" cargo of Crown Willamette Paper Co. picketed by Ferryboatmen's Union.
- No. ____ D. ____ V. 11b S. Ship sailed without "hot" cargo. No disputed Crown Willamette cargo handled by ILA until 7/1/36, after ruling had been made by Arbitrator Tull directing that cargo should be handled.
125. June 25, 1936 Internatl. Steve. Co. S/S Adm. Wood
 (same as above)
126. July 16, 1936 Supples Dock S/S Watsonville
 Dock forced to replace their non-union checkers with members of ILA 38-78-A to check cement.
- No. ____ D. ____ V. 6
127. July 18, 1936 Portland Steve. S/S Kentucky
 Gang No. 55 worked hatch No. 5 previous day; refused to turn to this day because gang at hatch No. 4 was held over that evening to work piling on after deck. Claimed discrimination.
- No. 11 D. ____ V. 11a S. Ship worked short one gang, involving unnecessary overtime. No replacement gang obtainable during the day. Gang No. 55 remained idle on busy day.
128. July 18, 1936 Portland Steve. S/S Sylva
 Longshoremen reported back after midnight meal in a drunken condition. Unable to secure replacements.
- No. ____ D. ____ V. 11c S. Man discharged. His action protested to ILA, with request that disciplinary measures be taken.

129. July 23, 1936 Internatl. Steve. Co. S/S Adm. Wood
Longshoremen ordered to Handle newsprint from barge along-
side; refused to work as directed, claiming operation un-
safe and also demanding four more men to break down loads,
in spite of the lift truck doing this work.
- No. 13 D. 5 hrs. V. 11b S. Relief gang (extra
men) secured after de-
lay of 5 hrs. Work then
continued without in-
terruption. Ruled by
Arbitrator Tull on Aug.
4 that ILA contention
was incorrect.
130. July 24, 1936 Oregon Steve. S/S Dinteldyk
Longshoremen respected one-man picket line from sawmill
and timber workers union and refused to load 26 M feet
logs, claimed to have come from Stimson Mill. Charge
denied by shipper.
- No. 12 D. ____ V. 11b S. Efforts to effect release
cargo were futile. Ship sail-
ed without logs. Logs were
tendered for shipment for
M.S. Derchtdyk on Aug. 6 and
were loaded without inter-
ruption.
131. July 29, 1936 ALL COMPANIES
Dispatchers inaugurated system of showing registration
number only on dispatching slip, leading to confusion on
time sheets.
- No. ____ D. ____ V. 11a S. Protested to ILA. System
at present not so generally
followed, but still used on
peak days.
132. July 30, 1936 Internatl. Steve. Co. S/S Adm. Gove
Same as Adm. Wood dispute on July 23, 1936
- No. 13 D. 1½ hrs. V. 11b S. "Extra" gang replaced
gang that quit, and
worked as directed.
133. July 31, 1936 W. J. Jones & Son S/S Nansenville
Two gangs discharging bags of cement attempted to reduce
size of sling load from agreed 30 bags to 20 bags.
- No. 34 D., slight V. 11b S. ILA business agent
came to vessel and direct-
ed men to work as ordered
by employer.

134. July 31, 1936 W.J. Jones & Son S/S Canada
 Gangs arbitrarily reduced sling loads of prunes from 84 (28#) boxes to 66 boxes.
- No. 34 D. slight V. 11b S. Work was practically completed and as ship was on passenger schedule, work was continued at reduced size of loads. Men's action protested to ILA-LRC.
135. Aug. 5, 1936 Brady-Hamilton S/S Iowan
 Gang 55, after being dispatched, refused to report for work, claiming they should have been paid 2 hrs. time for each trip to dock when gangs were refusing to work as directed on Willmoto 6/16/36 to 6/19/36. Their claim had previously been denied by Employers LRC.
- No. ___ D. ___ V. 11a S. Ship worked one gang short peak day. No other gang available, necessitating payment of considerable unnecessary overtime.
136. Aug. 14, 1936 Brady-Hamilton S/S Alaskan
 Belt sling cut in two and ruined by longshoreman, who claimed it unsafe. Supposedly weak section of sling held up under tensile strength test afterwards given it.
- No. ___ D. ___ V. 11b S. Value of sling deducted from man's pay. Matter reported to ILA-LRC
137. Aug. 27, 1936 Portland Steve. S/S Uyo Maru
 Dispatchers sent 4 - 11-men gangs to load rails, instead of ten-men gangs ordered.
- No. 44 D. ___ V. 11a S. Vessel on limited berth assignment. Eleven men gangs worked. Fully discussed at joint LRC meeting Aug. 31, 1936. ILA-LRC agreed to investigate and see that hereafter gangs are dispatched as ordered, on this commodity.
138. Aug. 29, 1936 W.J. Jones & Son S/S Loch Maddy
 ILA claimed magnet could not be used in replacement of gang that had loaded scrap metal in same hatch by hand at another dock.
- No. ___ D. ___ V. 11d S. Meeting of joint LRC called. ILA agreed to withdraw their contention during period of present agreement. Magnet used without interruption.

139. Aug. 29, 1936 W. J. Jones & Son
ILA Business Agent demanded that all lift truck operators be dispatched through hiring hall.
- No. ___ D. ___ V. 11a S. Agreed at Joint LRC to follow former practice of employer hiring operators direct, during life of present agreement.
140. Sept. 5, 1936 Portland Steve. (at Astoria) S/S San Angelo
Two gangs of longshoremen refused to pass through picket line of cereal workers at Port Dock plant of Pillsbury Flour Mills.
- No. 26 D. 6 hrs. V. 11b S. Unable to immediately reach ILA-LRC. Ship sailed without 350 tons of booked flour, after waiting 6 hrs. for settlement.
141. Sept. 5, 1936 McCormick SS (at Astoria) S/S Munami
Longshoremen handled general cargo and salmon at Port Dock, after passing through picket line of cereal workers, but refused to load 600 tons of Pillsbury flour at same dock.
- No. ___ D. ___ V. 11b S. Vessel sailed without flour after loading general cargo and salmon.
142. Sept. 8, 1936 Brady-Hamilton (at Astoria) S/S American
Longshoremen refused to load Pillsbury flour after passing picket line to load general cargo.
- No. ___ D. ___ V. 11b S. Vessel left without flour cargo after loading other general freight at same dock.

143. September 10, 1936 International Steve. Co S/S Adm. Gove
Gang foreman intoxicated.
No. 1 D. -- V. -- S. Matter reported to I.L.A.
LRC., for suitable penal-
ization.
144. September 25, 1936 Portland Steve. Co. S/S General Lee
Gang refused to work as ordered when directed to send two
hold men to help out on dock while rest of gang was stowing
newsprint paper.
No. 11 D. -- V. 11(d) S. Vessel worked short-handed
145. September 25, 1936 W. J. Jones & Son S/S Losmar
#3 gang refused to shift to #5 hatch which had been worked
the day before by another gang, released at five o'clock for
lack of cargo. Business Agent corrected condition before
there was actual stoppage, and work was continued as direct-
ed by the employer.
No. 11 D. -- V. 11(d) S. Business Agent corrected.
146. October 2, 1936 Brady-Hamilton S/S Stassfurt
Gang #55 (all stars) refused to turn to on this vessel when
they learned it was a Brady-Hamilton job unless Brady-Hamilton
agreed to recognize their claim for wages on the S/S Willmote
June 16th during which controversy some 637 men were dispatch-
ed to the job over a period of three days and refused to com-
ply with Tull's ruling regarding sling loads. Gang left
vessel and was replaced by another gang who turned to.
No. 11 D. -- V. 11(d) S. Gang replaced
147. October 7, 1936 Brady-Hamilton S/S Anyox
Gangs refused to travel between shore and ship in equipment
owned and operated by John G. White because of his alleged
employer sympathy during the 1934 strike. Other means of
transportation furnished.
No. -- D. -- V. 11(d) S. Other means of trans-
portation furnished.

148. October 14, 1936 Brady-Hamilton M/S Vancouver

Gang in #4 hatch that had worked four hours refused to shift into #3 hatch for one hour's work to sail vessel and permit employer avoid penalty to #3 gang which had already worked five hours.

No. 11 D. 1 hour V. 11(d) S. Vessel delayed.

149. October 15, 1936 International Steve Co S/S Pt. Ancha

Gangs refused to turn to handling sling loads of 41 cases . canned goods under standard set by P. D. Tull in arbitration June 16th. After four sling loads had been built and foreman contacted union officials, work was resumed on the basis directed by employers, i.e. 41 cases to a sling load. Lost time negligible.

--ooOoo--

NORTHERN CALIFORNIA

STOPPAGES OF WORK, VIOLATIONS OF AWARD AND OTHER DISTURBANCES
DURING THE FIRST TERM OF THE ARBITRATORS' AWARD BY THE NATIONAL
LONGSHOREMEN'S BOARD UNDER DATE OF OCTOBER 12, 1934.

October 12, 1934 to ~~September 30, 1935~~
October 14, 1936

LONGSHOREMEN OF THE PORT OF SAN FRANCISCO

No.	Number of men involved.
D	Duration
V	Section Award violated
S	Settlement

- Oct. 15, 1934 McCormick S.S. Co. S/S West Cactus

Non-union checkers being employed.

No. - 200 D - No data V. - 6 S - No data
- Oct. 15, 1934 Schirmer Stev. Co. S/S. Hokuman Maru

Non-union checkers being employed

No. - 60 D - 4 hours V - 6 S - Status quo antem
- Oct. 17, 1934 Pac. Lighterage Corp. Pier 44

Dispute over wage for car work

No. - No data D - No Data V - 1 S - Settled as per agreement entered into and dated 12-12-34
- Oct. 18, 1934 McCormick S.S. Co. Emergency Aid

Volume of work insufficient (2 hours)

No. - 64 D - 2-1/2 hrs. V - 2 S - Was not settled. Gangs at work continued on with overtime pay.
- Oct. 22, 1934 Associated Terminals S/S Texmar

Size of gangs.

No. - 64 D - 1-1/2 hr V - 11 (a) S - status quo antem. Size of gangs was not increased.

6. Oct. 23, 1934 Matson Terminals, Inc. S/S Maunalei
Golden Mountain
- Discharge of an employee by the Sugar Refinery where vessels were to unload sugar for alleged union activities.
- No. - 90 D - No data V - 11 (c) S - Discharged employee was reinstated in conformity with ruling of L.R.C. of the Port.
7. Oct. 23, 1934 Arrow Stevedore Co. S.S Helen Whittier
- Non-union crew aboard vessels
- No. - 48 D - 3-1/2 hrs V - 6 S - Status quo antem
8. Oct. 24, 1934 Matson Terminals, Inc. Pier 30/32
- dispute over wage rate for car work.
- No. - No data D - No data V - 1 S - Settled as per agreement entered into and dated 12-12-34
9. Oct. 25, 1934 Seaboard Steve. Corp. S/S Chas. H. Cramp
- Union delegate refused access to ship during absence of Captain
- No.- 52 D - 2-1/2 hrs V - 11 (c) S - Delegate permitted by Captain. Two seamen discharged.
10. Oct. 27, 1934 Matson Terminals, Inc. Pier 30/32
- Dispute over wage rate for car work
- No. - No data D - No data V - 1 S - Settled as per agreement entered into and dated 12-12-34
11. Oct. 30, 1934 Panama Mail SS Co. S/S Margaret Johnson
- Size of slingloads
- No. - 36 D - 2 hours V- 11 (d) S - IIA instructed men to slingloads as before i.e. 20 sacks of barley
12. Oct. 30, 1934 Luckenbach SS Co. S/S Andrew Luckenbach
- Non-union checkers being employed
- No. - 120 D - 9 hours V - 6 S - No data

LONGSHOREMEN OF THE PORT OF SAN FRANCISCO

13. Nov. 3, 1934 Matson Terminals, Inc. S/S Manukai
Dispute over travel time and meal money
No. - 48 D - No data V - 11 (c) S - No data
14. Nov. 5, 1934 McCormick SS Co. S/S Texas Shipper
Discharge of a sailor
No. - 30 D - 16 hours V - 11 (c) S - Reinstatement
of sailor
15. Nov. 10, 1934 San Francisco Steve. Co. S/S Silver Beach
Size of sling loads
No. - 64 D - No data V - 11 (d) S - No data
16. Nov. 11, 1934 Seaboard Steve. Co. S/S Ensley City
Size of sling loads
No. - 90 D - 2-1/2 days V - 11 (d) S - Gangs returned to
work 8 AM 11-14-34
and loaded sixty
cases to board
sling.
17. Nov. 14, 1934 Pac. Lighterage Corp. S/S Pres. Wilson
Size of sling loads (cocoanut)
No. - 32 D - No data V - 11 (d) S - Settled by the Ar-
bitrator. Size of
load as before.
18. Nov. 16, 1934 Schirmer Steve. Co. S/S Windrush
Labor troubles with the Warehousemen
No. - 60 D - No data V - 11 (c) S - No data
19. Nov. 22, 1934 Pac. Lighterage Corp. S/S Pres. Coolidge
Size of sling loads (cocoanut)
No. - No data D - No data V - 11 (d) S - Settled by the
Arbitrator. Size
of load as before.
20. Nov. 23, 1934 Associated Terminals S/S Calif. Express
Vessel having been worked with non-union labor in Portland
No. - No data D - 16 hours V - 6 S - After two days nego-
tiation strike called off.

LONGSHOREMEN OF THE PORT OF SAN FRANCISCO

21. Dec. 12, 1934 Calif. S. & B. Co. S/S Kentuckian
cargo had been handled by non-union labor
No. - 7 gangs D - V - 6 S - Ship sailed without
 loading cargo (750)
22. Dec. 14, 1934 Pac. Lighterage Corp S/S President Taft
University of California team aboard vessel
No. - No data D - 1 hour V - 11 (c) S - No data
23. Dec. 21, 1934 Encinal Terminal S/S Absaroka
Sympathetic strike
No. - 50 D - 3-1/2 days V - 11 (c) S - Company agreed to
 pay Terminal Labor
 on 60¢ and 90¢ ba-
 sis retroactive to
 11-1-34.
24. Dec. 21, 1934 Seaboard Steve. Co. S/S Santa Cecelia
Labor troubles with Engineer's Union
No. - 37 D - 1 day V - 11 (c) S - Non-union engineers
 joined Engineer's
 Union
25. Jan. 5, 1935 Nelson Steamship Co. S/S Caddopeak
Dispute over wage rates with sailors caused longshoremen to
strike in sympathy.
No. - No data D - No data V - 11 (c) S - No data
26. Jan. 8, 1935 San Francisco Steve. Co. S/S Pt. Clear
seamen's strike. Longshoremen striking in sympathy.
No. - 48 D - 4 days V - 11 (c) S - No data
27. Jan. 11, 1935 McCormick SS Co. S/S Brookings
Question of hours worked
No. - 16 D - 19 hours V - 2 S - No data
28. Jan. 14, 1935 McCormick SS Co. S/S Lake Frances, Pt.
 San Pablo,
 West Ira Munami
Discharge of gang by the employers
No. - 100 D - 24 hours V - 11 (c) S - No data

LONGSHOREMEN OF THE PORT OF SAN FRANCISCO

29. Jan. 21, 1935 Nelson S.S. Co. SS -
Employment of non-union clerk
No. - 64 D - 1/2 hour V - 6 S - No data
30. Jan. 22, 1935 McCormick SS Co. S/S West Cactus & Sidney Hauptmann
Question of gang assignment
No. - 120 D - 4 hours V - 11 (c) S - ILA directed regular gangs to work as demanded by employer
31. Jan. 25, 1935 McCormick SS Co. S/S Chas. L. Wheeler
Radio operator strike, longshoremen striking in sympathy
No. - No data D - No data V - 11 (c) S - No data
32. Jan. 26, 1935 McCormick SS Co. S/S Nabesna
Radio operator strike, longshoremen striking in sympathy
No. - No data D - No data V - 11 (c) S - No data
33. Feb. 5, 1935 Chas. Nelson SS Co. S/S Sacramento
Refused to haul three trucks at Howard terminal on Long Haul
No. - 55 D - No data V - 11 (b) S - ILA Hall previously advised 3 trucks OK on long haul, but men refused to do same at Howards.
34. Feb. 15, 1935 F. E. Boothe Co. S/S Crescent
Non-union crew on vessel
No. - No data D - No data V - 6 S - Ship returned to Pittsburg without discharging
35. Mar. 1, 1935 Seaboard Steve. Co. S/S Mobile City
Dispute over Radio Operator
No. - 38 D - 1/2 day V - 11 (c) S - Operator paid off by Capt. Protest over operators strike activities on East Coast altho a member of Radio Operators Union.

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36. Mar. 4, 1935 Matson Terminals S/S Iowa
Non-union bus driver on Pacific Greyhound Bus going to Avon
No. - 34 D - 4-1/2 hours V - 6 S - Grey Line Bus with
Union driver secured.
37. Mar. 5, 1935 Pac. Lighterage Corp. S/S Admiral Wood
Size of sling loads
No. - 18 D - 2 hours V - 11 (a) S - Refused to load and
walked off job.
38. Mar. 6, 1935 All Employers All Vessels
"Protest Strike" - against the German Government upon arrival
of cruiser "Karlsruhe"
No. - 2390 D - 1/2 hour V - 11 (c) S -
39. Mar. 8, 1935 Chas. Nelson SS Co. S/S Cadaretta
Refused to load beans at Encinal a/c flats (carload)
No. - 18 D - 1/2 hour V - 11 (b) S - Barged to Pier 7
at cost of \$16.15
40. Mar. 13, 1935 Matson Navigation Co. S/S - No data
Warehousemen's strike; longshoremen striking in sympathy
No. - 54 D - No data V - 11 (c) S - No data
41. Mar. 14, 1935 Schirmer Steve. Corp. S/S - No data
Size of gangs
No. - 128 D - 4 hours V - 11 (a) S - Status quo antem.
42. Mar. 14, 1935 Calif. Steve. & B. Co. S/S Virginian
Ship Scalers strike. Longshoremen struck in sympathy.
No. - 90 D - 1 day V - 6 S - All non-union men
except five scalers
discharged.
43. Mar. 16, 1935 Chas. Nelson Co. S/S Chas. Nelson
Refused to proceed to Point Richmond in bus because of non-union
driver. Bus had been ordered by walking boss.
No. - 37 D - 3/4 hour V - 11 (b) S - Had to hire another
bus with union
driver.

LONGSHOREMEN OF THE PORT OF SAN FRANCISCO

44. Mar. 18, 1935 Calif. Steve. & B. Co. SS 5 Vessels
Ship Scalpers strike Longshoremen striking in sympathy
No. - 520 D - 1 day V - 11 (c) S - All scalpers knocked
off by Mr. Plant.
Told work would be
done elsewhere.
45. Mar. 16, 1935 Pac. Lighterage Corp. SS Pier 16
Question of piling sugar on pier from California-Hawaiian
Sugar Refinery.
No. - 18 D - 1 hour V - 11 (c) S - Ordered back to
work by ILA offi-
cials.
46. Mar. 21, 1935 Panama Mail SS Co. S/S Santa Paula
Size of sling loads
No. - 18 D - 1/2 hour V - 11 (d) S - Status quo antem
47. Mar. 22, 1935 Pac. Lighterage Corp. S/S Admiral Wiley
Question of handling cargo from railroad cars
No. - 36 D - No data V - 1 S - Ship sailed leaving
2 1/2 cars of freight.
48. Mar. 23, 1935 Chas. Nelson SS Co. S/S Jacox
Part oil shipment left at Richmond Inner Har. ILA Hall advised
stevedores to discontinue loading after I.S.U. pickets had
threatened to have steam turned off.
No. - 51 D - 1/2 hour V - 11 (b) S -
49. Mar. 25, 1935 McCormick SS Co. S/s Felix Tausig
seamen's Strike. Longshoremen refusing to go through picket line.
No. - No data D - No data V - 11 (c) S - No data
50. Mar. 29, 1935 Matson Terminals S/S Manulani
Dispute over meal hour. Part of gang intoxicated.
No. - 13 D - V - 11 (c) S - Allowed one hour
for meal - 1:00 to
2:00 PM at Crockett.
51. Apr. 3, 1935 Schirmer Steve. Co. S/S No data
Size of sling loads
No. - No data D - No data V - 11 (d) S - No data

LONGSHOREMEN OF THE PORT OF SAN FRANCISCO

52. Apr. 3, 1935 Pac. Lighterage Corp. S/S No data
Size of sling loads
No. - 18 D - 2 hours V - 11 (d) S - Status quo antem
53. Apr. 5, 1935 Pac. Lighterage Corp. S/S Admiral Halstead
Question of 21 sacks of potatoes on board slings
No. - 16 D - 1/2 hour V - 11 (c) S - Status quo antem
54. April 6, 1935 Pacific Lighterage Corp. S/S Admiral Day
Question of 19 or 18 sacks to load canvas sling.
No. - 180 D - 2 hours V - 11 (c) S - Status quo antem
(16 3-1/2 hrs
55. Apr. 10, 1935 East Bay Terminals S/S No data
Employment of non-union truck drivers under police protection
No. - No data D - No data V - 11 (c) S - Unsettled conditions still prevail altho longshoremen handling any and all cargo.
56. Apr. 15, 1935 Seaboard Steve. Corp. S/S Maine
Size of sling loads. Men refused to handle "hot" salmon.
No. - 57 D - No data V - 11 (d) S - Vessel shifted to other terminal leaving cargo on dock. Ship sailed next day leaving shipment drayed from other dock.
57. Apr. 17, 1935 San Francisco Steve. Co. S/S Pacific Pioneer
Allocation of gang members
No. - 16 D - No data V - 11 (d) S - No data
58. Apr. 17, 1935 Schirmer Steve. Corp. S/S Koyei Maru & Sagebrush
size of sling loads
No. - 150 D - No data V - 11 (d) S - No data
59. April. 17, 1935 All Employers All vessels
warehousemen's strike Calif. Pacific Corp. - longshoremen boycotting
No. - No data D - No data V - 11 (c) S - No data

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60. Apr. 18, 1935 Howard Terminals S/S San Rafael
Employment of Non-union clerk
No. - 20 D - 1 hour V - 6 S - Union clerk employed
61. Apr. 20, 1935 Seaboard Steve. Co. S/S Atlantic City
Size of sling loads
No. - 39 D - No data V - 11 (d) S - Inasmuch as shipment involved was small it was left on dock.
62. Apr. 23, 1935 California S. & B. Co. S/S Loch Monar
Size of sling loads
No. - 36 D - 5-1/2 hrs V - 11 (d) S - No data
63. Apr. 24, 1935 Marine Terminals, Inc. S/S Pennsylvania
Size of sling loads
No. - No data D - 1 hour V - 11 (d) S - No data
64. Apr. 24, 1935 Matson Terminals S/S - No data
Handling of empty rope slings
No. - No data D - No data V - 11 (d) S - No data
65. Apr. 26, 1935 Matson Terminals S/S Yale
Employment of non-union longshoremen
No. - No data D - No data V - 6 S - No data
66. Apr. 26, 1935 Matson Terminals S/S No data
Refusal to go through gate of Refinery until after the whistle
No. - No data D - No data V - 11 (c) S - No data
67. Apr. 30, 1935 Matson Terminals S/S Makawao
Non-union men in ship's crew
No. - 57 D - Several days V - 6 S - Ship replaced by another vessel. Makawao returned several days later and was discharged at Crockett after part ship's crew taken off.

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68. May 2, 1935 Marine Terminals S/S Magmeric
Claimed penalty rate on Fuller's Earth
No. - 18 D - 1/2 hour V - 11 (c) S - L.R.C. ruled penalty rate applicable.
69. May 3, 1935 Pac. Lighterage Corp. S/S Admiral Cole
Question of men turning to at Encinal Terminals account warehouse pickets.
No. - 60 D - 1-1/2 hrs. V - 11 (c) S - Status quo antem
70. May 13, 1935 Schirmer Steve. Corp. S/S San Francisco
Size of sling loads
No. - 36 D - No data V - 11 (d) S - No data
71. May 13, 1935 San Francisco Steve. Co. S/S -
Size of sling loads
No. - No data D - No data V - 11 (d) S - No data
72. May 15, 1935 Encinal Terminal S/S - 6 vessels
Employment of non-union clerks
No. - 175 D - 1-1/2 days V - 6 S - Teamsters Union and ILA withdrew demands and returned to work under conditions prevailing prior strike.
73. May 15, 1935 Calif. S.& B. Co. S/S Willsolo
Employment of non-union quartermaster
No. - No data D - V - 6 S - No data
74. May 16, 1935 Matson Terminals S/S Manukai
Refusal to handle more than 40 cases pineapple to the load
No. - 81 D - 1 day V - 11 (d) S - Longshoremen returned to work and handled 60 cases as formerly.
75. May 20, 1935 Luckenbach SS Co. S/S Andrea F. Edgar F.
Sympathetic strike with ships. Radio Operators
No. - 80 D - 8 hours V - 6 S - No data
140 2-1/2 hours V - 6

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76. May 21, 1935 Associated Terminals S/S Texmar
Employment of clerk
No. - No data D - No data V - 6 S - No data
77. May 25, 1935 Chas. Nelson Co. S/S Vanguard
Refused to load Standard Oil Cargo for point Arena a/c action of sailors in refusing to handle cargo.
No. - 7 D - 1/2 hour V - 11 (b) S - Returned to work and handled cargo under orders from ILA, VP - Mr. Creary
78. May 28, 1935 Chas. Nelson Co. S/S Sutherland
Stopped one lumber gang claimed could not split regular gang and use extra men in another gang.
No. - 18 D - 3/4 hour V - 11 (b) S -
79. May 28, 1935 Luckenbach SS Co. S/S Mathew & Dorthy
Sympathetic strike with ships. Radio Operators
No. - 80 D - 4-1/2 hrs V - 6 S - No data
8 hours
80. May 29, 1935 Luckenbach SS Co. S/S Mathews, Dorothy F.J.
Radio Operators
No. - 140 D - 8 hours V - 6 S - No data
80 8 hours
40 12 hours
81. May, 29, 1935 Matson Terminals S/S Monterey
Refused to finish ship after time extension had been granted.
No. 51 D - 2 hours V - 11 (c) S - Delayed sailing of mailing lines
82. June 4, 1935 pac. Lighterage Corp. S/S Emma Alexander
Gang refused to pile flour 10 sacks high on dock and quit.
No. - 18 D - 2 hours V - 11 B S - Forced back by ILA Agent
83. June 5, 1935 Matson Nav. Co. Dock
One gang refused to work with monthly walking boss - non-I.L.A.
No. - 18 D - 1 hour V - 11 B S - Straightened out by Hiring Hall

LONGSHOREMEN OF THE PORT OF SAN FRANCISCO

84. June 6, 1935 Pac. Lighterage Corp. Piers 18 & 20

Two gangs refused to haul 3 trailers per tractor

No. - 36 D - 4 hours V - 11 B S - Ship sailed without cargo. Gang resumed work next day and worked as ordered.

85. June 19, 1935 General Steve. Fernhill Corp. S/S -

Two gangs walked out when Standard Oil barge came alongside to fuel ship.

No. - 36 D - 1 1/2 hour V - 11B S - Barge removed and men resumed work.

86. June 20, 1935 Calif. Steve. & B. Co. S/S Seattle

Four gangs refused to handle cargo shipped from Germany and billed to Vancouver, B.C.

No. 72 D - 5 hours V - 11 B S - Ship sailed with cargo in hold

87. June 22, 1935 San Francisco Steve. Co. S/S Point Clear

Four gangs refused to go through picket line of M.E.B.A.

No. - 180 D - V - 11 B S -

88. June 23, 1935 Calif. Steve. & B. Co. S/S Golden Star

Three gangs refused to turn to because of picket line of firemen

No. - 54 D - 48 hours V - 11 B S - Men returned to work 6 PM June 24

89. June 28, 1935 pac. Lighterage Corp. S/S Dorothy Alexander

gang refused to handle four small rolls of newspaper print.

No. - 18 D - 1/2 hour V - 11 B S - Men ordered back by business Agent

90. July 2, 1935 Swayne & Hoyt S/S Point Salinas

One attempt made to prevent shifting of cargo by truck from Pier 54 to 50 A

No. - 51 D - 4 hours V - 10 F S -

91. July 5, 1935 All Companies All but three ships in Harbor

Celebration of "Bloody Thursday"

No. - D - 1 day V - 11 B S -

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92. July 5, 1935 Schirmer Steve. Co. S/S Kosei Maru
Longshoremen stopped by pickets of Maritime Federation
No. - 126 D - 1 day V - 11 B S -
93. July 6, 1935 McCormick SS Co. S/S Pt. San Pablo, West Shipper, H.F. McCormick, C. L. Wheeler

Controversy over transfer of Ship Masters, Longshoremen struck in sympathy with seamen.
No. - 180 D - 4 days V - 11 B S -
94. July 9, 1935 Pac. Lighterage Corp. S/S Emma Alexander
Longshoremen refused to load 2 car loads of scrap paper billed Vancouver, B. C.
No. - 18 D - 1/2 V - 11 B S - Ship sailed without cargo.
95. July 16, 1935 Schirmer Steve. Co. S/S Timber Rush
Longshoremen struck in sympathy with crew which quit account wage scale.
No. - 34 D - 2 hours V - 11 B S - Company met demands of crew.
96. July 19, 1935 Schirmer Steve. Co.
Two gangs refused to work extension of time granted
No. - 34 D - 1 day V - 11 B S - Settled by Dispatcher
97. July 20, 1935 Pac. Lighterage Corp. S/S Pres. Harrison
Business Agent MacLalan ordered one gang to quit when extension of time up.
No. - D - V - 11 B S -
98. July 23, 1935 North German Lloyd S/S Elbe
Longshoremen refused to handle 300 bags of peanuts loaded in Vancouver, B.C.
No. - 90 D - V - 11B S - Ship sailed with peanuts in hold.
99. July 25, 1935 American-Hawaiian SS Co. S/S Kentuckian
Longshoremen struck in sympathy with crew which demanded discharge of Filipino cook.
No. - 90 D - V - 11 B S -

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100. July 27, 1935 North German Lloyd S/S Elbe
Longshoremen refused to sling more than 15 sacks of barley when loading.
No. - 108 D - V - 11 B S -
101. July 31, 1935 Kingsley Nav. Co. S/S Kingsley
Longshoremen refused to discharge, claiming crew unfair
No. - 36 D - 14 days V - 11 B S - Ship sent to British Columbia
102. Aug. 2, 1935 Swayne & Hoyt S/S Pt. Arena
Longshoremen struck in sympathy with crew which refused to sign for Powell River and return.
No. - 54 D - V - 11 B S -
103. Aug. 7, 1935 Matson Nav. Company S/S Manukai
Filipino crew objected to by I.S.U. Ship picketed. Longshoremen refused to pass picket line.
No. - 54 D - V - 11 B
104. Aug. 17, 1935 Calif. Steve. & B. Co. S/S Seattle
Longshoremen cut load of coffee from 11 to 9 sacks
No. - 90 D - V - 11 B S -
105. Aug. 20, 1935 Furness-Pacific Line S/S Borgestad
Longshoremen struck in sympathy with striking smelter employees
No. - 54 D - S - Sailed Aug. 23 with cargo still aboard.
106. Aug. 21, 1935 Norton-Lilly Co. S/S Anderson City
Longshoremen struck in sympathy with sailors, who were demanding discharge of 3 seamen.
No. - 36 D - 3½ hours V - 11 B S - Three seamen were discharged.
107. Aug. 23, 1935 Furness-Pacific Line S/S Pacific President
Longshoremen refused to handle canned goods labelled Santa Cruz Fruit Packing Co.
No. - 90 D - V - 11 B S -

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108. Aug. 28-30, 1935 Encinal Terminal S/S -
 Longshoremen refused to handle 593 cases
 No. -- D. -- V. -- S. --
109. Aug. 27, 1935 Quaker Line S/S California
 Longshoremen refused to handle 725 cases discharged to Encinal Terminal
 No. -- D. -- V. -- S. --
110. Aug. 29, 1935 American-Hawaiian S/S Pier 26
 Longshoremen refused to handle cartons of coffee marked for Vancouver, B. C.
 No. 90 D. -- V. 11 (b) S - Shipper re-marked shipment
111. Aug. 29, 1935 River Lines S/S Sutter
 Longshoremen refused to handle cargo account sympathy with Bargemen's strike.
 No. -- D. -- V. -- S - No cargo discharged to pier.
112. Aug. 31 to Sept. 4, 1935 - Furness (Pacific S/S Pacific Grove
 Longshoremen refused to handle 3395 cases of cargo
 No. -- D. -- V. -- S. --
113. Sept. -, 1935 Encinal Terminal S/S --
 Mixed lot for Chamberlin SS Co., American-Hawaiian SS Co., and other ships. 142 cases refused handling.
 No. -- D. -- V. -- S. --
114. Sept. 3, 1935 Holland-America Pier 15
 Longshoremen refused to discharge car load from Santa Cruz Packing Co.
 No. 28 D. -- V. -- S. --
115. Sept. 4, 1935 Dollar SS Co. S/S Pres. Pierce
 Longshoremen struck in sympathy with crew which struck, demanding discharge of Chief Steward.
 No. 90 D. 2 days V. 11 (b) S - Crew returned 10 AM Sept. 6th.

LONGSHOREMEN OF THE PORT OF SAN FRANCISCO

116. Sept. 5, 1935 Dollar SS Co. S/S Pres. Collidge
Longshoremen struck account situation on President Pierce
No. 180 D. 2 days V. 11 (b) S. Crew returned 10 AM
 Sept. 6th.
117. Sept. 6, 1935 Nelson SS Co. S/S Jacox
Longshoremen refused to load car of Santa Cruz Fruit Packing Co.
No. 18 D. -- V. 11 (b) S. Part shipped at San
 Francisco on SS Cada-
 retta. Balance re-
 fused.
118. Sept. 7, 1935 Seaboard Steve. Co. S/S Pier 36
Longshoremen refused to handle cargo delivered by River Lines
trucks.
No. 54 D. -- V. 11 (b) S. --
119. Sept. 9, 1935 Encinal Terminals Dock
Longshoremen refused to handle products of Santa Cruz Packing Co.
No. 50 D. -- V. 11 (b) S. --
120. Sept. 9, 1935 Norton, Lilly & Co. S/S Chickasaw City
Longshoremen refused to handle 100 cases Santa Cruz Fruit
Packing Co. products.
No. -- D. -- V. 11 (b) S. --
121. Sept. 13, 1935 Johnson Line S/S Canada
Longshoremen cut slingloads of barley from 20 to 15 sacks
No. -- D. -- V. 11 (b) S. --
122. Sept. 16, 1935 McCormick SS Co. S/S Sydney M. Hauptman
Longshoremen refused to handle car of Santa Cruz Fruit Packing
Co. products.
No. -- D. -- V. 11 (b) S. --
123. Sept. 16, 1935 McCormick SS Co. Pier 40
Longshoremen refused to handle cargo destined for Vancouver, B.C.
No. -- D. -- V. 11 (b) S. --

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124. Sept. 18, 1935 Furness (Pacific) S/S Pacific Pioneer
Longshoremen thought cargo from California Conserving Co. was from Santa Cruz Fruit Packing Co., and refused to handle.
No. -- D. 1 day V. 11 (b) S. ILA agreed to handle next day.
125. sept. 21, 1935 River Lines S/S Sutter
Longshoremen refused to handle account sympathy with Barge-men's strike.
No. -- D. -- V. 11 (b) S. --
126. Sept. 21, 1935 American Hawaiian S/S Pennsylvanian
Longshoremen quit because of presence of police, and claimed River Lines men had "guns strapped on them".
No. 108 D. -- V. 11 (b) S. --
127. sept. 21, 1935 American-Hawaiian S/S Willhilo
Longshoremen refused to turn to because of picket line; also because of certain cargo on dock.
No. 54 D. -- V. 11 (b) S. --
128. Sept. 21, 1935 McCormick SS Co. S/S Dorothy Wintermote
Longshoremen refused to handle cargo because of final destination - Vancouver, B.C.
No. 18 D. -- V. 11 (b) S. --
129. Sept. 22, 1935 McCormick SS Co. S/S West Ira
Longshoremen refused to handle cargo from Santa Cruz Fruit Packing Co.
No. 36 D. -- V. 11 (b) S. --
130. Sept. 22, 1935 Holland America S/S Lochgoil
Longshoremen refused to handle cargo from Santa Cruz Fruit Packing Co.
No. 36 D. -- V. 11 (b) S. --
131. Sept. 23, 1935 Encinal Terminal S/S --
Men refused to handle products of Santa Cruz Fruit Packing Co.
No. 42 D. -- V. 11 (b) S. --

LONGSHOREMEN OF THE PORT OF SAN FRANCISCO

132. Sept. 23, 1935 Howard Terminal S/S --
Men refused to handle products of Santa Cruz Fruit Packing Co.
No. 30 D. -- V. 11 (b) S. --
133. Sept. 23, 1935 Port of Oakland S/S --
Men refused to handle products of Santa Cruz Fruit Packing Co.
No. 24 D. -- V. 11 (b) S. --
134. Sept. 23, 1935 Luckenbach SS Co. S/S Julia Luckenbach
Longshoremen refused to handle cargo delivered by River Lines
No. 90 D. -- V. 11 (b) S. --
135. Sept. 25, 1935 Matson Nav. Co. S/S Manulani
Longshoremen refused to turn to
No. 126 D. -- V. 11 (b) S. --
136. Sept. 25, 1935 American-Hawaiian S/S Willhilo
Longshoremen refused to handle cargo from Santa Cruz Fruit Packing Co.
No. 54 D. -- V. 11 (b) S. --
137. Sept. 25, 1935 Swayne & Hoyt S/S Pt. Clear
Longshoremen did not report. Went home.
No. 18 D. -- V. 11 (b) S. --
138. Sept. 25, 1935 McCormick SS Co. S/S Charles R. McCormick
No. 54 D. -- V. 11 (b) S. --
Three of four gangs ordered from Dispatching Hall did not report.

139. Oct. 1, 1935 Donaldson Line S/S Modavia

Five truck loads of table grapes stopped at State Terminal
by pickets of Teamsters' Union

No. -- D. -- V-11 (b) S. --

140. Oct. 2, 1935 Schirmer Stevedoring Co S/S Wyoming

Gang refused to report to ship at Islais Creek

No. 18 D. -- V. 11(b) S. --

141. Oct. 4, 1935 McCormick SS Co S/S Lake Frances
Hamlin F. McCormick
Nabesna

River Lines M.S. Fort Sutter docked at Pier 38. Sailors walked off and longshoremen quit with them.

No. --	D. --	V. 11 (b)	S. Longshoremen ordered back by I.L.A. Business Agent. Seamen also returned.
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142.Oct. 4, 1935 Matson Nav. Co. S/S Manoa

Gang ordered for mail and baggage failed to report.

No. 18 D. -- V. -- S. --

143. Oct. 23, 1935 Schirmer Stevedoring Co. S/S Cellini

Longshoremen walked off because of copra claimed "contraband of war."

No. 36	D. 1 Day	V.11 (b)	S. Secretary of State wired copra not included in Presi- dent's Proclamation of Oct. 5. Ship sailed Oct.25,1935.
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144. Oct. 24, 1935. American-Hawaiian SS Co S/S Nevadan
Nebraskan
Golden Tide

Company took up dock pass of C. Cates, delegate of Sailors' Union. Crews struck and longshoremen refused to work ships.

No. 270	D. 8 days	V. 11 (b)	S. Adjusted by Labor Relations Committee.
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- 19 -

145. Nov. 6, 1935 California S. & B. Co. S/S Delftdyk

Foreman Medford refused to allow gang to proceed u

- | | | | |
|------|--|--|---|
| 145. | <u>Nov. 6, 1935</u> | <u>California S & B Co. S/S Delftdyk</u> | |
| | Foreman Medford refused to allow gang to proceed until 2 additional men secured. | | |
| | No. 15 | D. 2 Hours | V. 11 (b) S. Ordered to return to work by Union, and Company ordered additional men. |
| 146. | <u>Nov. 16, 1935</u> | <u>Matson Nav. Co.</u> | <u>S/S Manukai</u> |
| | Casual gang refused to load more than 15 sacks to sling load of cement. | | |
| | No. 18 | D. -- | V. 11 (b) S. -- |
| 147. | <u>Nov. 25, 1935</u> | <u>Schirmer Stevedoring Co</u> | <u>S/S Yngaran</u> |
| | (Point San Pablo) | | |
| | Longshoremen refused to hoist four barrels of petroleum products. | | |
| | No. -- | D. -- | V. 11 (b) S. Agents unwilling to have ship tied up. Men continued to hoist 3 barrels. |
| 148. | <u>Nov. 30, 1935</u> | <u>Associated Terminals</u> | <u>S/S --</u> |
| | (Oakland) | | |
| | Five sets of gear and tractors aboard Bay Cities Transportation Company barge. Striking bargemen would not allow them removed. | | |
| | No. -- | D. -- | V. 11 (b) S. Mr. Dietrich of I.L.A. ordered bargemen to release gear. |
| 149. | <u>Dec. 16, 1935</u> | <u>San Francisco Stev. Co.</u> | <u>S/S Corrientes</u> |
| | Casual gang refused to load more than 30 cases of fresh fruit. | | |
| | No. 18 | D. -- | V. 11 (b) S. -- |
| 150. | <u>Dec. 20, 1935</u> | <u>Seaboard Stevedore Corp.</u> | <u>S/S --</u> |
| | (Alameda) | | |
| | Gangs participating in sympathy strike. | | |
| | No. -- | D. 1/2 hour | V. 11 (b) S. Gangs turned to at end of half hour, but claimed time not worked should be paid for. |

151. Dec. 31, 1935 California S & B Co. S, S, Este
(Oakland)

Men reported 9 A.M. Gear arrived 10:05 A.M. Men refused to turn to unless paid from 9 A. M.

No. 90 D. 1/2 hour V. 11 (b) S. Company will pay
men from 10:30 AM,
time they turned to
Decision of L.R.C.

152. Dec. 31, 1935 Dollar Line S/S --
(Oakland)

Cargo arriving on Dollar Line ships and barged to Oakland could not be delivered because of Bargemens' picket line.

No. -- D. -- V. -- S. This cargo held
until end of Feb-
ruary 1936.

153. Jan. 4, 1936 Schirmer Stevedoring Co Pier 41

Jitney drivers refused to operate tractors because Company uses Standard Oil Company gasoline.

No. 90 D. 3 hours V. 11 (b) S. Union officials
finally told men to
resume work but in-
formed Company that
if further supplies
purchased from S.O.
Company, strike
would be called.

154. Jan. 26, 1936 California S & B Co S/S Golden Sun
(Oakland)

Men went to supper at 5 P.M. and refused to turn to at 6 P.M. claiming insufficient light by which to work.

No. 54 D. 14 hours V. 11 (b) S. Resumed at 8 A.M.
next day.

155. Feb. 8, 1936 Dollar Lines S/S Pres. Cleveland

One gang refused to hoist 15 cases of cocoanuts.

No. 64 D. 2 days V. 11 (b) S. Settled by Labor
Relations Committee

156. Feb. 15, 1936 California S & B Co. S/S Columbian

Men refused to work when Company ordered them to haul three flat trucks with a tractor on light cargo.

No. 108 D. 2 days V. 11 (b) S. --

157. Feb. 25, 1935 Oliver J. Olson Co S/S George Olson
 Company refused to pay a longshoreman gang-boss rate, claiming no gang boss needed.
 No. 21 D. 4 hours V.11 (b) S. Company paid under protest.
158. Feb. 29, 1936 Matson Nav. Co. S/S Manoa
 (Crockett)
 One gang objected to a new weigher, member of Union, but said to have worked during last strike.
 No. 18 D. 1 hour V. 11 (b) S. California & Hawaiian Company substituted a weigher who was not objectionable.
159. Feb. 29, 1936 Schirmer Stevedoring Co S/S Roxen
 Three men attacked by 8 or 10 longshoremen in cafe across Embarcadero from Pier 41.
 No. 18 D. 18 hours V. -- S. Gang replaced by I. L. A.
160. March 5, 1936 Pacific Lighterage Corp S/S President Taft
 Longshoremen refused to hoist customary loads of 35 cases of #2½ tall canned goods.
 No. 72 D. 3 days V.11 (b) S. Controversy settled by Labor Relations Board
161. March 6, 1936 San Francisco Stev. Co. S/S Modavia
 Longshoremen refused to hoist 35 cases of #2½ cans.
 No. 54 D. 1 hour V. 11 (b) S. Bridges ordered 35 cases hoisted.

162. March 7, 1936 Dollar Steamship Lines S/S Pres. Taft
 Gang refused to hoist 35 case loads of #2 $\frac{1}{2}$ cans.
 No. -- D. 1 day V.11(b) S. Labor Relations
 agreed 35 case load
 reasonable. Bridges
 ordered gangs to
 load 35 case loads
163. March 26, 1936 S.S. Freeman Shipping Co S/S Daisy Gray
 American Radio Telegraphists demanded installation of
 radio. Company refused. Picket line formed by A.R.T.A.
 Longshoremen quit.
 No. --- D. --- V.11 (b) S. --
164. March 26, 1936 Matson Nav. Co. S/S Golden Bear
 On March 25th Company planned to shift vessel at 5 P.M.
 to make room for Lurline arriving today, after ordering
 2 gangs for 8 A.M. today. Crew refused unless guaranteed
 cash overtime.
 No. 2 gangs D. 6 hours V.11 (b) S. I.L.A. agreed that
 Company was en-
 titled to free
 standby time.
165. March 28, 1936 Matson Nav. Co. S/S Maliko
 Longshoremen refused to standby because of failure of gear
 to arrive, demanding pay from 8 A.M., at which time they
 reported.
 No. 6 gangs D. 2 days V.11 (b) S. --
166. March 30, 1936 Matson Nav. Co. S/S Maliko
 Gangs refused to handle more than 35 cases of pineapples.
 No. 6 gangs D. 1 hour V.11 (b) S. Harry Bridges or-
 dered men to
 handle 40 cases
167. March 31, 1936 Pacific Lighterage Corp. S/S Shelton
 Longshoremen reporting for work could not turn to account
 crew of Tacoma Oriental Line claiming they had not been
 paid wages due, and they would not get up steam until they
 had been paid.
 No. 1 gang D. 7 $\frac{1}{2}$ hours V.11 (b) S. Steam furnished
 at 3:30 and work
 started at once.

168. April 1, 1936 Seaboard Stev. Co S/S Chattanooga City
Men quit work account sailor trouble.
No. 4 gangs D. 1/2 hour V. -- S. --
169. April 2, 1936 Schirmer Stev. Co S/S Fella
Longshoremen refused to work on order from H. Bridges, President I.L.A. Local 38-79, claiming cargo of scrap metal contraband of war.
No. 4 gangs D. 3 $\frac{1}{2}$ hours V.11 (b) S. Cargo cleared at 11:30 A.M.
170. April 6, 1936 American-Hawaiian SS Co S/S Willzipo
Dock crew demanded installation of running water facilities and longshoremen struck in sympathy.
No. 4 gangs D. 1 $\frac{1}{2}$ days V.-- S. Crew returned on board and longshoremen again started work.
171. May 1, 1936 Libera Line S/S Feltre
Vessel loading scrap metal. Longshoremen refused to turn to, claiming cargo contraband of war
No. -- D. 7 $\frac{1}{2}$ hours V.11 (b) S. Cargo loaded after hearing before Arbitrator Sloss
172. May 18, 1936 Pacific Steamship Lines Pier 18
 San Francisco Stev. Co S/S American Star
Striking Alaska Salmon Workers' pickets would not allow men to load cargo, as they were striking against working with Japanese employees who were non-union
No. -- D. About 6 hours V.-- S. Skipper decided to load cargo with crew and there was no need for longshoremen

173. May 24, 1936 Grace Line S/S Condor
 Gangs refused to sling customary 10 sacks of coffee
 No. 18 men D. 1 day V. 11b S. ILA officials and members of LRC refuse action. Company continued work with 8 sack load in preference to tie up.
174. May 27, 1936 Schirmer S/S Keisho Maru
Steve. Co.
 Gangs refused to hoist regular 4 bale load of oriental rags.
 No. 36 men D. 1 day V. 11b S. Men returned to work handling 4 bales.
175. May 30, 1936 Matson Nav. Co. (at Crockett)
 Gangs refused to handle sugar, claiming cargo hook too stiff and heavy
 No. 72 men D. 1 day V. 11b S. Men returned to work Sunday evening and cargo hook about which complaint was made was removed.
176. June 3, 1936 Matson Nav. Co. S/S Manukai
 Gang refused to put more than 7 rolls of mulch paper to board per load.
 No. 18 men D. _____ V. 11b
177. June 14, 1936 California Steve. & Ballast Co. (at Alameda) S/S Weser
 Gangs refused to allow dock men to supplement hold gang loading baled scrap copper wire.
 No. 38 men D. 1-1/2 days V. 11b S. ILA officials ordered men to work as directed.
178. June 14, 1936 California Steve. & Ballast Co. (at Oakland) S/S Portland
 Gangs refused to allow dock men to supplement hold gang loading baled scrap copper wire
 No. 51 men D. 1 day V. 11b S. Two dock men were sent into hold and worked with hold men, as desired by company.

179. June 14, 1936 California
Steve. &
Ballast Co. (at Alameda) S/S Weser
Gangs cut down customary loads of paper from 5 bales to
4.
No. 36 men D. $1\frac{1}{2}$ days V. 11b S. Gangs resumed hoist-
ing 5 bales to sling
load
180. June 16, 1936 Pacific
Light. Co. S/S Emma Alexander
Gangs refused to hoist loaded lift truck boards from
hatch, insisting on breaking up loads before handling.
No. 32 men D. 1 day V. 11b S. Company submitted to
splitting loads rather
than stop work on ship
181. June 23, 1936 McCormick
SS Co (at Oakland) S/S Peter Helms
Gangs refused to go into another hatch after supper to
finish work
No. 18 men D. 1 day V. 11b S. Taken up with LRC
which decided men should
do so if ordered
182. July 8, 1936 Grace Line S/S Annie Johnson
Gang refused to hoist more than one roll of newsprint
at a load
No. 18 men D. $1\frac{1}{2}$ day V. 11b S. Gang ordered by ILA
to hoist 2 rolls
183. July 14, 1936 Grace Line (at Alameda) S/S Buenos
Aires
Gang refused to load more than 3 bales of pulp to sling
load.
No. 18 men D. ____ V. 11b S. Gang boss ordered by
ILA to work loads as
desired by Grace Line
184. July 20, 1936 Seaboard
Steve. Co. S/S Steel Trader
Gangs refused to trim gear and other work while vessel
was being shifted.
No. 36 men D. ____ V. 11b
185. July 21, 1936 California
Steve. &
Ballast S/S Golden Peak
Two dock men instructed to take cargo directly from car
unloaders, and two men from pile on dock, refused; claim-
ing it was "splitting the gang".
No. 4 men D. ____ V. 11b

186. July 25, 1936 Consolidated SS Co. S/S Horace Baxter
Company attempting to use ship's winchdriver as hatch-
tender, were informed by McLellan that unless an ILA
hatch tender was used, the men would not work.
- No. ____ D. ____ V. 11b S. Company put on an ex-
tra man as hatchtender
187. July 25, 1936 Sudden & Christenson S/S Sanitam
One gang failed to report. Number of men in other gangs
drunk.
- No. 54 men D. 6 hrs. V. 11b S. Ship sailed 6 hrs.
late and left some cargo
behind. Gang disbanded.
188. July 31, 1936 Kingsley Nav. Co. S/S Rosebank
Gang refused to cross bay on ship, but would go only by
ferry.
- No. 18 men D. 1/2 hr. V. 11b S. Ordered to travel on
ship by union.
189. Aug. 11, 1936 Matson Nav. Co. S/S Western Sugar Re-
finery
Assault on general foreman, Louis Pope, by members of
Frank Hendricks' gang.
- No. 2 men D. No stop- V. -- S. ILA members of LRC
page of work refused to take any action.
Company refused further
employment to gang
190. Sept. 3, 1936 Dollar SS Co. (at Berkeley) S/S Admiral
Nulton
Longshoremen refused to pass picket line of ILA Local
38-44 at El Dorado Oil Co. plant about a block from dock
- No. 16 men D. 4 days V. 11b S. Picket line removed
by Local 38-44 after
negotiations.
191. Sept. 14, 1936 Sudden & Christenson S/S Barbara Cates
Gangs refused to pass picket line of Misc. Dock Workers
Union 38-124; checkers & monthly clerks kept out by
pickets. Company had substituted Morse Patrolmen for
watchmen.
- No. 72 men D. 1½ days V. 11b S. Referred to LRC.
Picket line removed. Sailors
went back to work. 1 long-
shore and 1 sailor gang furn-
ished at 1 PM on 15th; 4
gangs on 16th.

192. Oct. 13, 1936 McCormick SS Co. S/S West Camargo

Dispatcher sent an unordered gang boss, with an order for two winch drivers and a dump man to discharge bones. When company refused work to gang boss he pulled other men off the job. Dispatcher said he acted on I.L.A. instructions.

No. 3 men D. 1/4 day V. 11 (a) S. Men re-dispatched
as ordered.

193. Oct. 14, 1936 Grace Line S/S Nordstjerner

Gangs refused to handle customary two rolls of newsprint, acting on a resolution passed by the Union to handle but one roll.

No. 32 men D. 1/2 day V. 11 (d) S. President of
Local ordered
men handle
customary loads.

SOUTHERN CALIFORNIA

STOPPAGES OF WORK, VIOLATIONS OF AWARD AND OTHER DISTURBANCES
DURING THE FIRST TERM OF THE ARBITRATORS' AWARD BY THE
NATIONAL LONGSHOREMEN'S BOARD UNDER DATE OF OCTOBER 12, 1934.

OCTOBER 12, 1934 to ~~SEPTEMBER 30, 1935~~

April 13, 1936

LONGSHOREMEN OF THE PORT OF LOS ANGELES (SAN PEDRO)

No. - Number of Men Involved.

D. - Duration.

V. - Section Award Violated.

S. - Settlement.

1. October 15, 1934 - Metropolitan Stevedoring Co. - S/S Oregonian
Refused to work with eligible non-union men.
No. 13 D. --- V. 6 S. Gang was relieved.
2. October 26, 1934 - Crescent Wharf & Whse. Co. - ---
refused to relieve gang who worked less than six hours.
No. 8. X. --- V. 11 (b) S. Order cancelled by
Crescent Wharf &
Whse. Co.
3. October 27, 1934 - Freeman S S Co. - S/S Daisy Matthews
Refused to relieve gang who worked less than six hours.
No. 8. D. 1 hour V. 11 (b) S. Order filled at 3 PM
by dispatchers.
4. October 29, 1934 - Banning Company - S/S President Hoover
Refused to work with eligible non-union men.
No. 9. D. --- V. 6 S. Gang sent home.
5. October 29, 1934 - Hammond Lumber Co. - S.S Eureka
Refused to relieve gang who worked less than six hours.
No. 36 D. 5 hours V. 11 (b) S. Men refused to work
ship until 8 AM next
morning.

LONGSHOREMEN OF THE PORT OF LOS ANGELES (SAN PEDRO)

6. October 30, 1934 - Banning Company - S/S Talamanca

Demonstration against orders for men being placed for
"about" time.

No. 48. D. 35 minutes V. 11 (b) S. Order placed for
about 8 AM. Ship
was ready for work at
8:25 AM. Men started
to work at 9 AM.

7. October 30, 1934 - Hammond Lumber Co. S/S Eureka

Refused to relieve gang who worked less than six hours.

No. 36. D. 5 hours V. 11 (b) S. Men refused to work
ship until 8 AM
next morning.

8. October 31, 1934 - Hammond Lumber Co. - S/S Eureka

Refused to work with eligible non-union men.

No. 36 D. 1/2 hour. V. 6 S. Compelled to dis-
charge non-union men.

9. November 3, 1934 - Hammond Lumber Co. - S/S Watsonville

Refused to work with eligible non-union men.

No. 40 D. 1 hour. V. 6 S. Union men returned
to work after one
hour delay.

10. November 5, 1934 - Outer Harbor Dock & Wharf Co. S/S Buenos Aires.

Refused to relieve non-union gang.

No. 9 D. 1 hour V. 6 S. New gang dispatched
from Hiring Hall.

11. November 5, 1934 - Outer Harbor Dock & Wharf Co. S/S Buenos Aires.

Refused to relieve non-union gang.

No. 18 D. 1/2 hour. V. 6 S. Three new gangs
ordered.

LONGSHOREMEN OF THE PORT OF LOS ANGELES (SAN PEDRO)

12. November 6, 1934 - Outer Harbor Dock & Wharf Co.--S/S Raby Castle
Non-union men attacked by 8 men who were not working.
4 Union gangs refused to work with non-union gang.
No. 72. D. 3-1/2 hrs. V. 6 S. Four of the 8 longshoremen who attacked non-union men placed in jail. New gangs started to work at 5 PM.
13. November 2, 1934 - Outer Harbor Dock & Wharf Co. S/S Amerika
Under influence of liquor.
No. 6 D. --- V. 11 (c) S. After finishing job they became abusive and argumentive.
14. November 8, 1934 - Outer Harbor Dock & Wharf Co. S/S Raby Castle
Influence of liquor and smoking while working.
No. 5. D. --- V. 11 (c) S. Complaint made to Mr. Bruce, Pres. of ILA.
15. November 9, 1934 - Outer Harbor Dock & Wharf Co. ----
Continual agitation while working.
No. 6. D. --- V. 11 (c) S. Complaint made to ILA.
16. November 9, 1934 - Outer Harbor Dock & Wharf Co. S/S Raby Castle
Maliciousness.
No. 1. D. 45 Minutes V. 11 (c) S. Complaint made to ILA.
17. November 5, 1934 - Outer Harbor Dock & Wharf Co. - S/S Buenos Aires.
Refused to relieve non-union gang.
No. 8 D. 1 hour. V. 6 S. New gang ordered from Hiring Hall.
18. November 18, 1934 - Swayne & Hoyt - S/S Pt. Salinas
No. 8. D. --- V. 11 (c) S. Replaced by new gang.
Cause: drinking during working hours, also insubordination.

LONGSHOREMEN OF THE PORT OF LOS ANGELES (SAN PEDRO)

19. November 22, 1934 - Hammond Lumber Co. - S/S Eureka
Refused to work with eligible non-union men.
No. 40 D. 3 hours. V. 6 S. Compelled to discharge non-union men.
20. November 26, 1934 - U. S. Government - U.S.S. Vega
Union longshoremen attached non-union men.
No. 9. D. --- V. 6 S. Captain of U.S.S. Vega cleared the dock with Marine Patrol.
21. November 26, 1934 - Outer Harbor Dock & Wharf Co. S/S Cuzco
Drunk on job.
No. 1. D. --- V. 11 (c) S. The hatchtender who was drunk was fired.
22. December 1, 1934 - Swayne & Hoyt - S/S Point Reyes
Walked off job.
No. 1 D. --- V. 11 (b) S. His gang was transferred to another hatch, without saying word to foreman, men walked off job.
23. December 3, 1934 - Hammond Lumber Co. - S/S Watsonville
Refused to work with non-union eligible men.
No. 25. D. 4-3/4 hours. V. 6 S. Men finally went to work at 2:15 PM with eligible non-union men.
24. December 3, 1934 - Outer Harbor Dock & Wharf Co. S/S Thurland Castle
Refused to relieve non-union gang.
No. 9 D. 9 hours. V. 6 S. Eligible non-union gang placed in hatch at 1 AM to finish job.
25. December 4, 1934 - Japanese Tanker - S/S Sato
Refused to work with eligible non-union men.
No. 3 D. --- V. 6 S. quit at 12 noon. Were replaced by 1 PM.

LONGSHOREMEN OF THE PORT OF LOS ANGELES (SAN PEDRO)

26. December 3, 1934 - Outer Harbor Dock & Wharf Co. S/S Corrientes
Poor performance of work.
No. 16 D. --- V. 11 (c) S. A complaint was made to ILA.
27. December 7, 1934 - Grace Line S/S Nosa Chief
Seamen walked off ship. Longshoremen would not go through picket line.
No. -- D. Ship several hours late in sailing. V. 11 (b) S. The walk-off was on account of 7 non-union seamen. Compelled to discharge seamen. Longshoremen could not account no steam.
28. December 10, 1934 - Hammond Lbr. Co. S/S San Pedro
Refused to work with eligible non-union men.
No. 26 D. 4-1/2 hours. V. 6 S. Men later decided to work ship.
29. December 6, 1934 - SWayne & Hoyt - S/S Point Reyes
150 unemployed union seamen stopped all work on account of certain members of crew non-union.
No. 16. D. 15 Minutes. V. 6 S. It was necessary to call police to avoid a riot.
30. December 8, 1934 - Outer Harbor Dock & Wharf Co. ----
Drunk on job.
No. 1. D. 2-1/4 hours. V. 11 (c) S. N. Brogaard, winch-driver, was discharged.
31. December 16, 1934 - Matson Navigation Co. - S/S Yale
Pilfering.
No. 1. D. --- V. 11 (c) S. The man was discharged.
32. December 24, 1934 - Outer Harbor Dock & Wharf Co. -S/S Annie Johnson
Gang failed to show for work.
No. 9. D. 1 hour. V. 11 S. Another gang was sent by dispatchers.

LONGSHOREMEN OF THE PORT OF LOS ANGELES (SAN PEDRO)

33. December 31, 1934 - Hammond Lumber Co. - S/S Eureka
Refused to work with eligible men.
No.2 D. 6 hours. V. 6 S. Hatch finally worked
at 3 PM
34. December 31, 1934, - Pacific Steamship Co. S/S Admiral Gove
Refused to work with eligible non-union men.
No.4. D. 1 hour. V. 6 S. New gang ordered.
35. January 4, 1935 - Pacific Steamship Dock
75 union men attached 34 eligible non-union men working
the Emma Alexander.
No. 45 D. 1 hour V. 6 S. 75 union men working
the Pres. Pierce were
on lunch hour. One
hour lost on ship.
Necessary to call riot
squad. Several men
injured.
36. January 15, 1935 - Outer Harbor Dock & Wharf.Co. S/S Phemius
refused to work with eligible non-union men.
No. 102 D. 1-1/4 hrs. V. 6 S. Men finally returned to
work with non-union men
37. January 14, 1935 - Hammond Lumber Co. - S/S Samoa
Refused to work with eligible non-union men.
No. 40 D. 2-1/2 days. V. 6 S. It was necessary to dis-
charge non-union men.
38. January 14, 1935 - Hammond Lumber Co. - S/S Astoria
Refused to work with eligible non-union men.
No. 40 D. 6-1/2 hrs. V. 6 S. It was necessary to dis-
charge non-union men.
39. January 11, 1935 - Swayne & Hoyt- S/S Pt. Ancha - S/S Pt. Clear
Seamen went on strike. Longshoremen refused to work ships for
that reason.
No. Pt. Ancha 36 D. 3-1/2 days. V. 11 (b) S. Seamen & longshore-
Pt. Clear 24 men finally consent-
ed to return to
work on Jan. 15,
1935. at 8 AM.

LONGSHOREMEN OF THE PORT OF LOS ANGELES (SAN PEDRO)

40. January 24, 1935 - Hammond Lumber Co. - S/S San Pedro
Refused to work with eligible non-union men.
No. 32 D. 20 Minutes V. 6 S. After arguing among themselves for 20 Min. men returned to work.
41. January 28, 1935 - Hammond Lumber Co. - S/S Samoa
refused to work with eligible non-union men.
No. 32 D. 1-1/2 days. V. 6 S. It was necessary to discharge non-union longshoremen who have worked for Hammond Lbr Co. for 10 to 20 years.
42. January 26, 1935 - Swayne & Hoyt - S/S Point Caleta
Walked off job. Refused to take orders from foreman.
No. 8. D. 3 hours. V 11 (b) S. New gang ordered from Hiring Hall.
43. February 6, 1935 - Freeman Steamship Co. - S/S Daisy Matthews
Longshoremen and crew refused to work with non-union crane driver.
No. 12. D. 4 hours. V. 6 S. It was necessary to discharge non-union crane-driver.
44. February 5, 1935 - Metropolitan Stev. Co. - S/S Golden Star
Refused to take orders from foreman. Walked off job.
No. 6 D. --- V. 11 (b) S. The gang walked off at 12 noon and were replaced at 1:00 PM.
45. February 6, 1935 - Wood Lbr. Co., E. K. - S/S Cascade
Refused to work with non-union crane-driver.
No. 32 D. 5-1/2 hrs. V. 6 S. It was necessary to move ship to McCormick dock to discharge cargo.
46. February 9, 1935 - Wood Lbr. Co., K. E. - S/S Timberman
Same as above.
No. 8 D. 3 hours. V. 6 S. Same as above.

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47. February 9, 1935 - Wood Lbr. Co., E.K. S/S El Capitan
Refused to work with non-union crane-driver.
No. 32 D. 2-1/2 hours. V. 6 S. It was necessary to move ship to McCormick dock to discharge cargo.
48. February 15, 1935 - P & O Dock, L.B. - S/S Jas. Griffiths
13 ILA men refused to work with 12 non-union men. Fight was started and police called.
No. 25 D. Worked 50% short-handed for 2 1/2 hrs. V. 6 S. Necessary to discharge non-union men and work shorthanded until they could be replaced by Hiring Hall.
49. February 27, 1935 - Matson Company - S/S Yale
2 men refused to take orders from Foreman.
No. 2. D. About 1 hr. V. 11 (b) S. Foreman was knocked down and kicked by two men.
50. March 6, 1935 - Banning & Co. - S/S Schwaben
Poor performance of work. Also men quitting job at a time when they could not be replaced.
No. 22 D. 12 hrs. V. 11 S. Ship was delayed 12 hours and at a loss of about \$800.00.
51. March 6, 1935 - American-Hawaiian SS Co. - S/S Minnesotan
Longshoremen refused to work ship because seamen were on strike.
No. --- D. 7-3/4 hrs. V. 6 S. Seamen and longshoremen returned to work following morning. The seamen were on strike because of 2 non-union officers.
52. March 9, 1935 - P. F. Soto SS Co. - M/S Ben. Franklin
Refused to take orders from foreman.
No. 8. D. --- V. 11 (b) S. Immediately discharged. New gang ordered.

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53. March 8-9, 1935 - Metropolitan Stevedore Co.- S/S Golden Peak

Trouble on this ship by union seamen a/c five members of crew not belonging to union.

No. ----	D. About one and one- half day.	V. 6	S. Longshoremen refused to penetrate picket line established by seamen.
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54. May 6, 1935 - Banning & Co. - S/S Pres. Monroe

Longshoremen refused to load. This contrary to agreement made at LRC meeting.

No. ---	D. ---	V. 11 (b)	S. Longshoremen finally agreed to load cotton on ship.
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55. May 6, 1935 - Dollar Line - S/S Stanley Dollar

Seamen established picket line. Longshoremen refused to work ship.

No. ---	D. ---	V. 11 (b)	S. Union men put aboard; ship sailed.
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56. May 27, 1935 - American-Hawaiian SS Co. - S/S Hawaiian

Crew walked off ship on account of two non-union Filipino messmen.

No. ---	D. ---	V. ---	S. Union delegates in- structed crew to re- turn to ship. All re- turned except 2 quar- termasters, 2 A.B. seamen, and one fire- man.
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57. August 27, 1935 - S/S Golden Hind

Longshoremen refused to work because of picket line by seamen. Ship's crew struck demanding discharge of three Filipinos.

No. 66	D. Ship idle 27th & 28th Resumed work Aug. 29th.	V. 11 (b)	S. ---
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LONGSHOREMEN OF THE PORT OF LOS ANGELES (SAN PEDRO)

58. September 5, 1935

S/S Condor

Firemen struck demanding tarpaulins on fore and aft decks, also demanding discharge of chief cook claiming him lazy and not giving proper food. Longshoremen would not work because of firemen strike. Firemen refused to return to work while controversy could be investigated.

No. --	D. ship idle one hour & 15 Min.	V. 11-b	S. Tarpaulins erected as demanded and cook discharged.
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59. September 9, 1935 -

S/S Willzipo

At 11 A.M. on September 9th delegate firemen's union demanded six Filipinos in engine room be discharged. After conference with delegates oilers agreed to go back to work; but only for safety of ship. Longshoremen worked until noon, but no steam for winches at 1 P.M., also picket line by seamen.

No. --	D. Delay 11 A.M. to 5 P.M. on Sept. 9th.	V. 11-b	S. Ship started work at 8 A.M. Sept. 9th with necessary longshoremen. Firemen started at 8 A.M. Seamen back to work 3:15 P.M. Ship worked all day.
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60. September 17, 1935 -

S/S Chiriqui

Arrived 8:10 A.M. from Balboa. Wireless operator struck and longshoremen refused to pass picket line.

No. Entire crew out idle.	D. Cargo was not worked until Sunday Sept. 22nd at 8:00 AM.	V. ---	S. ---
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61. September 19, 1935 -

S/S Point Gorda

Black gang shut off steam while vessel was loading with three gangs longshoremen. The ship's crew stated reason for turning off steam, they wanted steward discharged. There was much evidence of drinking among the crew. Company unable to get them to turn on steam until Sailors' Union delegate arrived on scene.

No. ---	D. 1 hour	V. --	S. After delay of one hour steam was turned on and longshoremen returned to work.
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62. Nov. 1, 1935. Luckenbach SS Co. SS Kathrina Luckenbach
HOT GULF CARGO. Longshoremen refused to pass picket lines
and crew refused to furnish steam for working cargo, be-
cause of strike in Gulf ports.
- Vessel tied up 28 days. Sailed Dec. 1, 1935
63. Nov. 6, 1935 Swayne & Hoyt SS Point Montara
HOT GULF CARGO. Longshoremen refused to pass picket lines
and crew refused to furnish steam for working cargo, be-
cause of strike in Gulf ports.
- Vessel tied up 22-1/2 days. Sailed Dec. 1, 1935
64. Nov. 11, 1935 Luckenbach SS Co. SS Mathew Luckenbach
HOT GULF CARGO - (see above)
- Vessel tied up 27-1/2 days. Sailed Dec. 9, 1935
65. Nov. 16, 1935 States SS Co. SS Oregon
Cargo destined to war zone.
- Vessel tied up 4 days. Sailed Nov. 22, 1935
66. Nov. 24, 1935 Luckenbach SS Co. SS Jacob Luckenbach
HOT GULF CARGO - (see above)
- Vessel tied up 13 days, 5 hours. Sailed Dec. 10, 1935
67. Nov. 16, 1935 Swayne & Hoyt SS Point Palmas
HOT GULF CARGO - (see above)
- Vessel tied up 26 days. Sailed Dec. 13, 1935
68. Nov. 28, 1935 Swayne & Hoyt SS Point Lobos
HOT GULF CARGO - (see above)
- Vessel tied up 16 days. Sailed Dec. 16, 1935
69. Dec. 2, 1935 Swayne & Hoyt SS Point Gorda
HOT GULF CARGO - (see above)
- Vessel tied up 7 days. Sailed Dec. 9, 1935
70. Dec. 7, 1935 Luckenbach SS Co. SS Florence Luckenbach
HOT GULF CARGO - (see above)
- Vessel tied up 4 days, 10 hrs. Sailed Dec. 11, 1935
71. Dec. 5, 1935 Swayne & Hoyt SS Point Bonita
HOT GULF CARGO - (see above)
- Vessel tied up 5 days. Sailed Dec. 11, 1935

72. Mar. 9, 1936 General SS Corp. SS Kota Agoeng
SLING LOAD CONTROVERSY
- No stoppage of work. Gangs arbitrarily cut loads from 10 to 8 bales of rubber. Refused to obey ILA officials' orders to increase loads to 10 bales. Safety Engineer ruled loads of 10 bales safe.
73. Mar. 16, 1936 McCormick SS Co. SS West Planter
LONGSHOREMEN DEMANDED CAPTAIN PAY OFF ABOARD VESSEL.
- Company to meet demands and pay off aboard vessel this trip, referring matter to L.R.C.
- Delay 1/2 hour, for which men demanded pay. Company agreed under protest. Arbitrator ruled payment at central pay office reasonable.
74. Mar. 26, 1936 Matson Nav. Co. SS Manulani
SLING LOAD CONTROVERSY
- Employers ordered 21 sacks potash per load and 30 sacks cement. Men demanded loads of 14 sacks potash and 22 sacks cement. Company granted demands under protest.
- Delay 6 hours.
75. Apr. 3, 1936 Swayne & Hoyt SS Point Caleta
SLING LOAD CONTROVERSY
- Employers ordered 6 bbls. whiskey to load. Load reduced to 4 bbls.
- Delay 1 hr., 45 min. Gang continued to discharge only 4 bbls.
76. Apr. 13, 1936 Grace Line SS Santa Rosa
DECLARED "UNFAIR"
- Docked at 8:35 a.m.; discharged passengers and mail without difficulty and sailed for San Francisco at 10:15 a.m. About 1818 tons S.P. cargo carried north. About 300 pickets met vessel. No disturbance.