

Longshore industry
(1940)

SUMMARY OF STOPPAGES OF WORK, VIOLATIONS
OF AGREEMENTS AND OTHER DISTURBANCES
AND GENERAL CAUSES

JUNE 30, 1939

FEBRUARY 5, 1937 to ~~XXXXXXXXXXXXXXXXXXXX~~

(San Francisco to Sept. 30, 1939)

PORTS OF

PUGET SOUND - COLUMBIA RIVER - NORTHERN CALIFORNIA - SOUTHERN CALIFORNIA

SUMMARY OF STOPPAGES OF WORK, VIOLATIONS OF AGREEMENTS
AND OTHER DISTURBANCES AND GENERAL CAUSES

FEBRUARY 5, 1937 to DECEMBER 31, 1938

In 1937 there was a total of 124 Stoppages in approximately 11 months, an average of over 11 per month or about 1 every $2\frac{1}{2}$ days.

This compares with a total of 64 in 1938, an average of 5 per month, or 1 every 6 days, a decrease of over 50%.

For the 23 months in 1937 and 1938, there was, on the average, one stoppage every 3.7 days.

1. Stoppages of Work, Violations of Agreements and other Disturbances that were results of grievances between the longshoremen and the employers:

| | |
|--|-----|
| (a) <u>Jurisdictional Disputes with</u> | |
| (1) Sailors | 21 |
| (2) Others | 6 |
| (b) <u>Standby Time</u> | 6 |
| (c) <u>Control of Working Conditions</u> | |
| (1) Loads | 7 |
| (2) More Men | 20 |
| (d) <u>Refusal to go thru picket line</u> | 2 |
| (e) <u>Concerning Hiring and Dispatching Practices</u> | 12 |
| (f) <u>Safety</u> | 2 |
| (g) <u>To Force Unionization</u> | 3 |
| (h) <u>Unclassified</u> | 48 |
| T O T A L | 127 |

2. Stoppages, etc. that were not the result of any grievance between the longshoremen and the employers but were the result of some outside influence.

| | |
|--|-----------|
| (a) <u>Hot Cargo</u> | 12 |
| (b) <u>Refusal to go thru picket lines</u> | 36 |
| (c) <u>Others</u> | <u>13</u> |
| T O T A L | 61 |

G R A N D T O T A L 188

| | Puget Sound | Col River |
|-----------------|-------------|-----------|
| 1937 | 47 | 17 |
| 1938 | 26 | 11 |
| first half 1939 | 36 | 13 |

TABULATION OF VIOLATIONS OF BASIC LONGSHORE AGREEMENTS

OF FEBRUARY 4, 1937 and OCTOBER 1, 1938

February 5, 1937 to December 31, 1938

| | :Puget Sound : | | : Columbia : | | : Northern : | | : Southern : | | : T O T A L : | |
|--------|----------------|---------|--------------|----------|--------------|----------|--------------|----------|---------------|---------|
| | :1937 : | :1938 : | : River : | : 1938 : | : Calif : | : 1938 : | : Calif : | : 1938 : | : 1937 : | :1938 : |
| Jan. | : * 0 : | : 3 : | : * 0 : | : 0 : | : * 0 : | : 1 : | : * 0 : | : 1 : | : * 0 : | : 5 : |
| Feb. | : 4 : | : 3 : | : 1 : | : 1 : | : 5 : | : 2 : | : 7 : | : 0 : | : 17 : | : 6 : |
| March | : 8 : | : 3 : | : 1 : | : 1 : | : 5 : | : 0 : | : 3 : | : 1 : | : 17 : | : 5 : |
| April | : 2 : | : 6 : | : 2 : | : 1 : | : 4 : | : 0 : | : 3 : | : 1 : | : 11 : | : 8 : |
| May | : 5 : | : 2 : | : 1 : | : 0 : | : 4 : | : 4 : | : 1 : | : 0 : | : 11 : | : 6 : |
| June | : 8 : | : 1 : | : 2 : | : 1 : | : 8 : | : 2 : | : 1 : | : 1 : | : 19 : | : 5 : |
| July | : 5 : | : 1 : | : 3 : | : 3 : | : 3 : | : 2 : | : 0 : | : 5 : | : 11 : | : 11 : |
| August | : 5 : | : 0 : | : 2 : | : 2 : | : 3 : | : 1 : | : 1 : | : 0 : | : 11 : | : 3 : |
| Sept. | : 4 : | : 2 : | : 0 : | : 2 : | : 4 : | : 0 : | : 0 : | : 0 : | : 8 : | : 4 : |
| Oct. | : 0 : | : 0 : | : 0 : | : 0 : | : 2 : | : 1 : | : 0 : | : 0 : | : 2 : | : 1 : |
| Nov. | : 1 : | : 1 : | : 4 : | : 0 : | : 0 : | : 2 : | : 4 : | : 1 : | : 9 : | : 4 : |
| Dec. | : 5 : | : 4 : | : 1 : | : 0 : | : 1 : | : 2 : | : 1 : | : 0 : | : 8 : | : 6 : |
| TOTALS | : 47 : | : 26 : | : 17 : | : 11 : | : 39 : | : 17 : | : 21 : | : 10 : | : 124 : | : 64 : |

* Strike Period - Work Resumed February 5, 1937.

Jan 30
1937

73
36
109

28
13
41

56
25
81
44
125

31
13
44

PUGET SOUND

STOPPAGES OF WORK, VIOLATIONS OF AGREEMENT
AND OTHER DISTURBANCES DURING PERIOD
FEBRUARY 4, 1937 to DECEMBER 31, 1938

LONGSHOREMEN OF THE PUGET SOUND DISTRICT

| | |
|---|-------------------------------|
| D | Duration |
| V | Section of Agreement violated |
| S | Settlement |

TOTAL VIOLATIONS 73

8. March 13, 1937 Aberdeen ⁰ SS Coya
 Refused to stow lumber as directed and when knocked off for supper at 5:00 P.M. and returned 6:00 P.M. refused to turn to for thirty minutes.
 D. $\frac{1}{2}$ hour V. 11 (b) S - Company acceded
 11 (e) to ILA's demands
9. March 17 & 18, 1937 Seattle ✓ SS Eastholm & SS Southholm
 Refusal to pass Inland Boatman's Union picket line.
 D. $3\frac{1}{2}$ days V. 11 (b) S - Pickets withdrawn
 11 (e)
10. April 1, 1937 Seattle ✓ McCormick Terminals
 Work stopped because of objection to superintendent employed because of his activities in 1934 strike.
 D. Two hours V. 11 (b) S - Men resumed work
 11 (e)
11. March 5, 1937 Seattle ✓ SS Munami
 Refused to work with sailor winchdriver in one hatch.
 D. None V. 11 (b) S - Cargo stowed in
 11 (e) another hatch.
12. March 6, 1937 Tacoma ✓ SS Harpoon
 Ship finished 11:30 A.M. Men ordered to report back at 12:30 P.M. Business Agent refused to allow them to go to work until 1 P.M.
 D. $\frac{1}{2}$ hour V. 11 (b) S - Returned to work
13. March 9, 1937 Everett SS Veda
 Refusal of dispatcher to place order for men.
 D - - - V. 11 (b) S - Gangs furnished at
 11 (e) pleasure of dispatcher.
14. April 26, 1937 Everett SS Katrina Luckenbach
 Two gangs refused to return in morning after working until 11:00 P.M. night before.
 D. None V. 11 (e) S - New gangs furnished

22. June 14, 1937 Port Gamble SS Point San Pablo
 Refused to work with sailor winchdriver.
 D. Short delay V. 11 (b) S - Employer hired ILA
 11 (e) protest
23. June 16, 1937 Tacoma ✓ SS San Diego
 Men refused to sling 30 sacks cement.
 D. Short delay V. 11 (b) S - Employer consented
 11 (e) to slinging 24 sacks
 to load.
24. June 16, 1937 Seattle ✓ MS Missourian
 Refused to handle loads as directed.
 D. One day V. 11 (b) S - Returned to work on
 11 (e) orders ILA offi-
 cials and worked as
 directed.
25. June 17, 1937 Seattle ✓ SS Cadaretta
SS Ousebridge
SS Buyo Maru
 Refused to work after 6:00 P.M. because of Union meeting.
 D. - - V. 11 (b) S - None
 11 (e)
26. June 26, 1937 Port Gamble SS Point San Pablo
 Refused to work with sailor winchdriver.
 D. Ship's stay V. 11 (b) S - One hatch remained
 11 (e) idle.
27. June 26, 1937 Aberdeen ✓ SS San Simeon
 Refused to stow cargo nearer than twenty-four inches of the
 hatch coaming.
 D. - - V. 11 (b) S - - -
 11 (e)
28. July 7, 8 & 9, 1937 Seattle ✓ SS Lapland
 Refused to load scrap iron with twelve men to each magnet.
 D. Short delay V. 11 (b) S - Company hired two
 11 (e) more men per gang.

41. September 17, 1937 Tacoma SS Yoneyama Maru

Longshoremen demanded that trucks be furnished in loading pulp forty-five feet. Supercargo objected and gang walked off.

D. Five hours V. 11 (b)
11 (e) S - Boards placed on pulp and trucks used.

42. December 20, 1937 Aberdeen SS Chincha

Dispatcher refused to dispatch winchdriver unless accompanied by two extra men for discharging sulphur.

D. None V. 11 (b)
11 (e) S - Employer complied

43. December 20, 1937 Aberdeen SS Massmar

Six dock men building loads of bundles of shingles slowed down to accommodate speed of ship's gear and Union business agent had stipulated that no less than six dock men would be dispatched for loading shingles. Usual custom had been four men unless more were needed.

D. None V. 11 (b)
11 (e) S - Employer complied.

44. December 18, 1937 Everett SS Selma City

Five gangs ordered but only three dispatched.

D. Four hours V. 11 (b)
11 (e) S - None

45. December 20, 1937 Everett SS Selma City

Five gangs ordered Saturday P.M. for Monday morning. Janitor relieving dispatcher, receives order but no gangs are obtained until 1:00 P.M. Monday.

D. Five hours V. 11 (b)
11 (e) S - Men finally dispatched.

46. December 31, 1937 Seattle SS Border Prince

Men refused to handle cargo discharged by sailor crew onto lift truck boards.

D. Fourteen Days V. 11 (b)
Port closed 11 (e) S - Ship sailed.

47. January 4, 1938 Seattle SS Coast Farmer

Men refused to discharge thirty-five cases of 60 lbs. in net slings. Demanded twenty-five cases to load.

D - Short delay V. 11 (b)
11 (e) S - Employer consented to operation

67. Sept. 2, 1938 Seattle ✓ SS A M Baxter

Longshoremen refused to furnish men for slinging up to work with mates as hatch tenders, sailor winch drivers and sailors in hold.

D. 1 day V. - S - On instructions of Mr. Bridges men resumed work next morning.

68. Sept. 15, 1938 Bellingham SS Isthmian

Pulp delivered along side vessel on skips taken from warehouse by longshoremen. Longshoremen demanded that pulp be rehandled from skips and would not work unless four extra men be employed to rebuild the loads, and lift job.

D. - - V. 11 (b) S - Stevedoring company
11 (e) acceded to longshoremen's demands next morning and the employers brought matter to arbitration.

69. November 14, 1938 Tacoma ✓ SS James Griffiths

While using one gang of sailors in discharging salt with clean shell, longshoremen demanded that one I L A man be employed on the dock. The work that they demanded had been done by an employee of the Hooker Chemical Company Dock. The ship's officer in charge refused to employ the man, and the I L A Business Agent induced the sailors to stop work.

D. 2 hours V. - - - S - Labor Relations Committee upheld the contention of the men.

70. December 5, 1938 Seattle ✓ SS Border Prince

Business Agent of the Local on instructions from the District Secretary stopped work at 1:30 P M demanding that all work on ship be done by longshoremen instead of one hatch being worked by sailors.

D. - - V. 11 (b) S - Labor Relations Committee convened and the men complained that they did not know why work had been stopped and requested a recess. During the recess they contacted Mr.

COLUMBIA RIVER

STOPPAGES OF WORK, VIOLATIONS OF AGREEMENT
AND OTHER DISTURBANCES DURING PERIOD
FEBRUARY 5, 1937 to DECEMBER 31, 1938

LONGSHOREMEN OF THE COLUMBIA RIVER DISTRICT

| | |
|---|-------------------------------|
| D | Duration |
| V | Section of Agreement violated |
| S | Settlement |

TOTAL VIOLATIONS 28

6. July 3, 1937 SS Sage Brush
 Refused to go through Masters, Mates and Pilots picket line.
 D. 3 days V. 11 (b) S - Pickets withdrawn.
 11 (e)
7. July 5, 1937 SS Errington Court
SS Oregonian
SS Pacific
SS Pennsylvanian
SS Vermar
 Refused to work account "Bloody Thursday"
 D. 1 day V. 11 (b) S - Protested.
 11 (e)
8. July 19, 1937 SS Wind Rush
 Refused to work account Masters, Mates and Pilots picket line.
 D. 2 days V. 11 (b) S - Picket line
 11 (e) withdrawn.
9. May 8, 1937 (a) SS Stanwood
 (b) SS Essex Manor
 (c) SS Copac
 Longshoremen refused work SS Stanwood account "hook on" men supplied by mill, and established own picket line against Coos Bay Lumber Company.
 D. 2½ days (a) V. 11 (b) S - Arbitration - Work
 2 days (b) 11 (e) given to I.L.A. by
 None (c) Arbitrator.
10. June 24, 1937 SS Horda
 Refused to work unless union supercargoes employed.
 D. ½ day V. 11 (b) S - None
 11 (e)
11. August 12, 1937 SS Lillian Luckenbach
 Refused to pass Clerks picket line.
 D. 1 day V. 11 (b) S - Pickets withdrawn.
 11 (e)

20. April 13, 1938 SS Sea Thrush
 Refused to pass S U P picket line.
 D. 1 day V. 11 (b) S - Passed through
 11 (e) picket line April
 14, 1938.
21. June 29, 1938 SS Mobile City
 Refused sling two packages tin plates as directed.
 D. 12 hours V. 11 (b) S - Work resumed as
 11 (e) directed.
 Maximum Loads
 Agreement
22. July 3, 1938 SS Texmar
SS American Oriole
 Refused to start work 8 A.M. "Bloody Thursday"
 D. 4 hours V. 11 (b) S - None
 11 (e)
23. July 12, 1938 Portland SS George L. Olson
 Refused to pass I.L.W.U. picket line.
 D. 1 hour V. 11 (b) S - None
 11 (e)
24. July 19, 1938 SS W R Chamberlin Jr
 Longshoremen refused to pass I. W. A. picket line.
 D. 18 days V. 11 (b) S - Jurisdictional dispute
 11 (e) between C I O & A F L
 mill workers; compro-
 mised by both unions
 agreeing to withdrawal
 picket line. Vessel
 returned to work when
 C I O picket line with-
 drawn.
25. August 24, 1938 Longview SS West Cape
 Longshore gangs refused to work as assigned and directed.
 D. 1 day V. 11 (b) S - Union rescinded pre-
 11 (e) vious action and agreed
 accept assignment by
 employer.

26. August 24-25, 1938

SS Peter Kerr

Attempt to force shipper to employ lift truck driver at long-shore rate. (Employer not a member Waterfront Employers of Portland)

D. 2 days
(No delay to
vessel)

V. - -

S - Shipper forced to keep lift truck away from ship's side with cargo being delivered by Ross Carrier.

27. September 6, 1938

SS Este

Refusal to accept work or work as directed unless gang boss hired in addition to extra board men.

D. No delay.

V. 11 (b)
11 (e)

S - Employer agreed to hire gang boss without prejudice. Question is for settlement through Joint Labor Relations Committee as to gang organization.

28. September 6, 1938

SS Este

Two gangs quit account of third gang.

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

V. 11 (b)
11 (c)
11 (e)

S - All gangs returned to work after $1\frac{1}{2}$ hours' delay when gang leader replaced by substitute and grievance referred to Joint Labor Relations Committee.

NORTHERN CALIFORNIA

STOPPAGES OF WORK, VIOLATIONS OF AGREEMENT
AND OTHER DISTURBANCES DURING PERIOD
FEBRUARY 5, 1937 to DECEMBER 31,1938

LONGSHOREMEN OF THE COLUMBIA RIVER DISTRICT

| | |
|---|-------------------------------|
| D | Duration |
| V | Section of Agreement violated |
| S | Settlement |

TOTAL VIOLATIONS 28

6. July 3, 1937 SS Sage Brush
 Refused to go through Masters, Mates and Pilots picket line.
 D. 3 days V. 11 (b) S - Pickets withdrawn.
 11 (e)
7. July 5, 1937 SS Errington Court
SS Oregonian
SS Pacific
SS Pennsylvanian
SS Vermar
 Refused to work account "Bloody Thursday"
 D. 1 day V. 11 (b) S - Protested.
 11 (e)
8. July 19, 1937 SS Wind Rush
 Refused to work account Masters, Mates and Pilots picket line.
 D. 2 days V. 11 (b) S - Picket line
 11 (e) withdrawn.
9. May 8, 1937 (a) SS Stanwood
 (b) SS Essex Manor
 (c) SS Copac
 Longshoremen refused work SS Stanwood account "hook on" men supplied by mill, and established own picket line against Coos Bay Lumber Company.
 D. 2 $\frac{1}{2}$ days (a) V. 11 (b) S - Arbitration - Work
 2 days (b) 11 (e) given to I.L.A. by
 None (c) Arbitrator.
10. June 24, 1937 SS Horda
 Refused to work unless union supercargoes employed.
 D. $\frac{1}{2}$ day V. 11 (b) S - None
 11 (e)
11. August 12, 1937 SS Lillian Luckenbach
 Refused to pass Clerks picket line.
 D. 1 day V. 11 (b) S - Pickets withdrawn.
 11 (e)

20. April 13, 1938 SS Sea Thrush
 Refused to pass S U P picket line.
 D. 1 day V. 11 (b) S - Passed through
 11 (e) picket line April
 14, 1938.
21. June 29, 1938 SS Mobile City
 Refused sling two packages tin plates as directed.
 D. 12 hours V. 11 (b) S - Work resumed as
 11 (e) directed.
 Maximum Loads
 Agreement
22. July 3, 1938 SS Texmar
SS American Oriole
 Refused to start work 8 A.M. "Bloody Thursday"
 D. 4 hours V. 11 (b) S - None
 11 (e)
23. July 12, 1938 Portland SS George L. Olson
 Refused to pass I.L.W.U. picket line.
 D. 1 hour V. 11 (b) S - None
 11 (e)
24. July 19, 1938 SS W R Chamberlin Jr
 Longshoremen refused to pass I. W. A. picket line.
 D. 18 days V. 11 (b) S - Jurisdictional dispute
 11 (e) between C I O & A F L
 mill workers; compro-
 mised by both unions
 agreeing to withdrawal
 picket line. Vessel
 returned to work when
 C I O picket line with-
 drawn.
25. August 24, 1938 Longview SS West Cape
 Longshore gangs refused to work as assigned and directed.
 D. 1 day V. 11 (b) S - Union rescinded pre-
 11 (e) vious action and agreed
 accept assignment by
 employer.

26. August 24-25, 1938

SS Peter Kerr

Attempt to force shipper to employ lift truck driver at long-shore rate. (Employer not a member Waterfront Employers of Portland)

D. 2 days
(No delay to
vessel)

V. - -

S - Shipper forced to keep lift truck away from ship's side with cargo being delivered by Ross Carrier.

27. September 6, 1938

SS Este

Refusal to accept work or work as directed unless gang boss hired in addition to extra board men.

D. No delay.

V. 11 (b)
11 (e)

S - Employer agreed to hire gang boss without prejudice. Question is for settlement through Joint Labor Relations Committee as to gang organization.

28. September 6, 1938

SS Este

Two gangs quit account of third gang.

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

V. 11 (b)
11 (c)
11 (e)

S - All gangs returned to work after $1\frac{1}{2}$ hours' delay when gang leader replaced by substitute and grievance referred to Joint Labor Relations Committee.

SOUTHERN CALIFORNIA

STOPPAGES OF WORK, VIOLATIONS OF AGREEMENT
AND OTHER DISTURBANCES DURING PERIOD
FEBRUARY 5, 1937 to DECEMBER 31, 1938

LONGSHOREMEN OF THE NORTHERN CALIFORNIA DISTRICT

| No. | Number of men involved |
|-----|-------------------------------|
| D | Duration |
| V | Section of Agreement violated |
| S | Settlement |

TOTAL VIOLATIONS 56

STOPPAGES OF WORK, VIOLATIONS OF AGREEMENT
AND OTHER DISTURBANCES DURING PERIOD
FEBRUARY 5, 1937 to DECEMBER 31, 1938

SOUTHERN CALIFORNIA DISTRICT
(Los Angeles-Long Beach Harbor
San Diego - Santa Barbara Harbors)

| | |
|---|-------------------------------|
| D | Duration |
| V | Section of Agreement violated |
| S | Settlement |

TOTAL VIOLATIONS 31

9. March 10, 1937 - Luckenbach Steamship Co.-SS Dorothy Luckenbach
 Longshoremen refused to go through seamens' picket line.
 D. 23-1/2 hrs V. 11-B S - Picket line
 withdrawn
10. March 18, 1937 - Interocean SS Corp. - SS Lancaster
 Longshoremen refused to go through seamens' picket line.
 D. 4-1/2 days V. 11-B S - Picket line
 withdrawn
11. April 15, 1937 (San Diego) Union Lumber Company - SS Noyo
 Longshoremen refused to handle package lumber.
 D. Four hours V. 11-B S - Ship sailed for
 San Pedro
12. April 17, 1937 - Coos Bay Lumber Company - SS Lumberman
 Longshoremen refused to dispatch men as ordered by operator.
 D. Four Devs V. 11 S - Longshoremen dis-
 patched men in com-
 pliance with letter
 from Arbitrator Dodd.
13. April 17, 1937 - Union Lumber Company - SS Noyo
 Longshoremen refused to dispatch men as ordered by operator.
 D - Four days V. 11 S - Longshoremen dis-
 patched men in
 compliance with
 letter from Arbi-
 trator Dodd.
14. May 28, 1937 - General Port Tie-up
 Longshore Executive Committee ordered suspension of all work in
 protest against the fatal shooting of I.L.A. member by a Los
 Angeles policeman.
 D - Five hours V. 11-E S - - - -
15. June 2, 1937 - General Port Tie-up
 All business at Port suspended by longshore union to attend
 funeral of above member.
 D.- Five hours V. 11-E S - - - -

16. August 26, 1937 - Interocean Steamship Corp. - SS Jomar
 Longshoremen refused to work claiming that ships winches were too fast.
 D. Four hours V. 11-G S - Winches slowed down
17. November 2, 1937 - McCormick Steamship Co., - SS P. H. Myers
 Twelve longshoremen came aboard vessel at 8:00 A.M. and demanded standby time of two hours.
 D. Five hours V. 10-A of S - Claim not paid
 Local Working
 Rules
18. November 2, 1937 - McCormick Steamship Co. - SS Munami
 Longshoremen demanded six men to each gang, giving as reason that loads were too heavy and too dangerous to handle.
 D. 2-1/4 hours V. 11 S - Company granted demands against recommendation of Safety Engineer.
19. November 3, 1937 - Maersk Line - SS Marchen, Maersk
 Longshoremen refused to go through picket line established by Scandinavian sailors.
 D. Twenty hrs. V. 11-B S - Picket line withdrawn
20. November 5, 1937 - Maersk Line - SS Marchen Maersk
 Longshoremen refused to go through picket line of Scandinavian seamen.
 D. 3 Days
 13 1/2 hrs. V. 11-B S - Longshoremen returned to work after employers suspended relations with union.
21. December 23, 1937 - (Santa Barbara) - Schafer Bros-SS Margaret Schafer
 Longshoremen refused to go through picket line of teamsters and ILA longshoremen
 D - - V. 11-B S - Operator paid off longshoremen and sailed vessel to San Pedro.

27. July 6, 1938 - McCormick Steamship Co. - SS West Shipper

Longshoremen refused to turn to unless operator agreed to pay shifting time.

| | | |
|---------------------------|---|--|
| D. 17 hours 15 minutes | V. Section 14 Local Working Rules | S - Operators re- fused to pay for shifting time and men ordered for 8:00 AM July 7 |
|---------------------------|---|--|

28. July 13, 1938 - Portland - SS Point Orford

Longshoremen refused to dispatch men as ordered by operator.

| | | |
|-----------|------------|---|
| D. 2 days | V. Sec. 11 | S - Operator worked vessel under pro- test. |
|-----------|------------|---|

29. July 19, 1938 - Coos Bay Lumber Co. - SS Lumbertown

Longshoremen refused to dispatch men as ordered.

| | | |
|-----------|------------|---|
| D. 2 days | V. Sec. 11 | S - Longshoremen dis- patched men as ordered. |
|-----------|------------|---|

30. July 27, 1938 - Schafer Bros SS Co - SS Hubert Schafer

Longshoremen refused to work as directed.

| | | |
|------------|--------------|-------------------------------|
| D. 2 hours | V. Sec. 11-B | S- Operator sailed vessel. |
|------------|--------------|-------------------------------|

31. November 15, 1938 - Schafer Bros SS Lines - SS Margaret Schafer

Longshore gang quit work and demanded that operators pay four hours time which sailors had previously worked in #4 hatch.

| | | |
|------------|--------|--|
| D. 2 hours | V. - - | S - Operators refused to pay and longshore- men returned to work under protest, stating they would file complaint with the Labor Relations Committee. |
|------------|--------|--|

STOPPAGES OF WORK, VIOLATIONS OF AGREEMENT
AND OTHER DISTURBANCES BY LONGSHOREMEN

OCTOBER 1, 1938 to JUNE 30, 1939

IN PORTS OF

PUGET SOUND - COLUMBIA RIVER
NORTHERN CALIFORNIA - SOUTHERN CALIFORNIA

TOTAL VIOLATIONS - 98

Summary of Stoppages of Work, Violations of Agreement and other Disturbances classified by Districts and General causes.

October 1, 1938 to June 30, 1939

1. Stoppages of work etc. that were the results of grievances between the Longshoremen and the Employers

(a) Jurisdictional Disputes with Sailors.

| | | |
|---------------------|----------|----------|
| Puget Sound | 1 | |
| Northern California | <u>1</u> | <u>2</u> |

(b) Control Working Conditions

(1) Loads

| | | |
|---------------------|----------|-----------|
| Puget Sound | 1 | |
| Northern California | 3 | |
| Southern California | <u>6</u> | <u>10</u> |

(2) More Men

| | | |
|---------------------|----------|-----------|
| Puget Sound | 3 | |
| Columbia River | 4 | |
| Northern California | 6 | |
| Southern California | <u>1</u> | <u>14</u> |

(c) Safety

| | | |
|---------------------|----------|----------|
| Puget Sound | 2 | |
| Southern California | <u>1</u> | <u>3</u> |

(d) Miscellaneous

| | | |
|---------------------|----------|-----------|
| Puget Sound | 10 | |
| Columbia River | 1 | |
| Northern California | 10 | |
| Southern California | <u>1</u> | <u>22</u> |

| | | |
|-------|--|-----------|
| TOTAL | | <u>51</u> |
|-------|--|-----------|

2. Stoppages, etc. that were not the results of any grievances between the Longshoremen and the Employer.

(a) Hot Cargo

Northern California 3 3

(b) Refusal to go through picket lines

(1) Labor picket lines.

Puget Sound 16
Columbia River 3
Northern California 4
Southern California 2 25

(2) Demonstration against foreign powers.
(Scrap Iron)

Puget Sound 7
Columbia River 5
Northern California 2
Southern California 3 17

(c) Others

Puget Sound 1
Northern California 1 2

TOTAL 47

GRAND TOTAL 98

STOPPAGES OF WORK, VIOLATIONS OF AGREEMENT
AND OTHER DISTURBANCES DURING PERIOD
OCTOBER 1, 1938 to JUNE 30, 1939

LONGSHOREMEN OF THE FUGET SOUND DISTRICT

TOTAL VIOLATIONS 41

1. November 14, 1938 SS JAMES GRIFFITHS
Tacoma, Washington

Cause: While using one gang of sailors in discharging salt with clam shell, longshoremen demanded that one I L A man be employed on the dock. The work that they demanded had been done by an employee of the Hooker Chemical Company Dock. The ship's officer in charge refused to employ the man, and the I L A Business Agent induced the sailors to stop work.

Settlement: Labor Relations Committee upheld contentions of the men.

Duration: Two hours.
2. December 5, 1938 SS BORDER PRINCE
Seattle, Washington

Cause: Business Agent of the Local on instructions from the District Secretary stopped work at 1:30 P M demanding that all work on ship be done by longshoremen instead of one hatch being worked by sailors.

Settlement: Labor Relations Committee convened and the men complained that they did not know why work had been stopped and requested a recess. During the recess they contacted Mr. Bridges and told him that this was a local matter and suggested they be allowed to negotiate the difficulty. In the meantime vessel moved to Tacoma and discharged her cargo.

 This matter was later taken to arbitration and arbitrator decided in favor of Longshoremen.
3. December 22 - 23, 1938 SS COAST MILLER
Bellingham, Washington

Cause: Longshoremen refused to go thru picket lines at Bloedel-Donovan Mill.

Settlement: Ship left port without being worked.
4. December 24, 1938 SS NEVADA
Bellingham, Washington

- Cause: Longshoremen refused to go thru picket lines at Bloedel-Donovan Mill.
- Settlement: Ship left port without cargo
5. December 28, 1938 SS COLUMBIAN
Bellingham, Washington
- Cause: Longshoremen refused to go thru picket line composed of a few W. P. A. workers at Bloedel-Donovan Mill.
- Settlement: Ship left port without cargo.
6. January 6, 1939 - SS MADOCERA - Silver Java Pacific
Seattle, Washington ✓
- Cause: Longshoremen refused to work after 6:00 P.M. Ship was expected to finish by midnight if longshoremen had worked.
- Settlement: Longshoremen came back next morning and finished ship approximately 3:00 P.M.
- Duration: Ship delayed 15 hours.
7. January 18, 1939 - SS BELFARIEL - Yamashita Shipping Co.
Everett, Washington
- Cause: Longshoremen observed demonstration line and refused to work vessel loading scrap iron.
- Settlement: Demonstration line was dissolved after 5 hours.
- Duration: Five (5) hours.
8. January 23, 1939 - SS A.M. BAXTER - Port Townsend,
Washington.
- Cause: Dispute over size of gang.
- Settlement: Ship worked five (5) hours and then longshoremen withdrew.
- Duration: Ship was held twenty-four (24) hours after longshoremen refused to work and left without cargo.
9. January 28, 1939 - SS BESHOLT - International Shipping Co.
Grays Harbor, Washington
- Cause: Longshoremen observed demonstration line and refused to work vessel loading scrap iron.

- Settlement: Demonstration line dissolved.
Duration: Twenty-four (24) hours.
10. January 30, 1939 - MS BESHALT - Quaker Line
Aberdeen, Washington
- Cause: Longshoremen observed picket line and refused to work vessel working scrap iron.
- Settlement: Demonstration line dissolved.
Duration: 1½ days.
11. January 30, 1939 - SS BROOKINGS - McCormick Steamship Co.
Seattle, Washington ✓
- Cause: Dispute between sailors and Steamship Company.
- Settlement: Mate taken off the ship at sailors' demand and grievance referred to San Francisco
- Duration: Two days.
12. February 7, 1939 - SS SIDNEY HAUFMAN - McCormick Steamship
Port Gamble, Washington Co.
- Cause: Longshoremen refused to work on account of dispute as to how near the hatch combing the lumber was to be stowed.
- Settlement: Labor Relations Committee meeting held. After the ship left the port, worked at Eagle Harbor, the men agreed to load the ship as directed, and it returned to take the balance of the cargo.
- Duration: One day.
13. February 14, 1939 - SS NORWAY MARU - Yamashita Shipping Co.
Bellingham, Washington
- Cause: Longshoremen observed demonstration line - ship loading scrap iron.
- Settlement: Demonstration line dissolved.
Duration: One day.
14. March 22, 1939 - SS INDIA MARU - Yamashita Shipping Co.
Seattle, Washington ✓
- Cause: Longshoremen observed Chinese demonstration line - ship loading scrap iron.

- Settlement: Demonstration line dissolved.
Duration: Six days.
15. March 29, 1939 - SS BARANOFF - Alaska Steamship Co.
Seattle, Washington ✓
- Cause: Cannery workers picketed dock and longshoremen refused to go through picket line.
- Settlement: Picket line dissolved.
Duration: Five hours.
16. March 29, 1939 - SS TONGASS - Alaska Transportation Co.
Seattle, Washington ✓
- Cause: Cannery workers' picket line.
- Settlement: Picket line dissolved.
Duration: Four hours.
17. April 5, 1939 - SS GYOKO - Yamashita Shipping Co.
Raymond, Washington
- Cause: Loggers set up picket line at Willapa Harbor Lumber Co. Dock. Longshoremen refused to pass the picket line.
- Settlement: Ship left about noon, or as soon as tide was favorable.
- Duration: This controversy lasted approximately week or ten days; and no ships called until the controversy was settled.
18. April 5, 1939 - SS GOYA - W. R. Grace & Co.
Raymond, Washington
- Cause: Same as above.
- Settlement: Ship left approximately same time.
Duration: Same time.

19. April 6, 1939 - SS WYOMING - French Line - East Waterway
Seattle, Washington ✓ Dock

Cause: Longshoremen refused to pile cement sacks, 94#, 15 sacks high as directed. Gangs were released in the middle of the afternoon and new dock gangs ordered for 7:00 P.M. These men also refused and these gangs, likewise, were released. The ship gang, however, worked until 9:00 P.M. that night.

Settlement: There was no ultimate settlement of this particular issue on this ship, as the remaining 270 sacks of cement left aboard the ship when the men refused to work were set out upon lift-boards on the docks and handled later.

20. April 6, 1939 - MS ABE LINCOLN - Fred Olsen Line
East Waterway Dock & Warehouse -- Seattle ✓

Cause: This controversy practically same as the one above. Two dock gangs refused to pile sacks of cement, 94#, 15 sacks high as directed. These gangs were ordered to start work at 8:00 P.M. and when they refused to work as directed they were released at once and new dock gangs ordered for 8:00 A.M. the morning of the 7th.

When the men who were ordered for 8:00 A.M. on the 7th also refused to pile cement as directed, they were released. New gangs were ordered and came to the dock at 9:00 A.M. They also refused and were released. The ship gangs covered up and were sent home.

Settlement: Joint Labor Relations Committee met and went to the dock to observe the operation. The committee agreed that the men should handle sacks 15 high, with the understanding they would "bench" them, using the same number of men per gang, and agreed to keep the work going.

Duration: The ship had gangs ordered at Tacoma, and after the controversy lasted eight (8) hours had to sail with 6000 sacks of cement still aboard, and when it returned to Seattle the particular terminal which had been handling the cement lost the operation, as the ship went to a different terminal and discharged the cement.

21. April 7, 1939 - MS DELFDYKE - Royal Mail Line - Seattle ✓
- Cause: Longshoremen refused to handle two (2) truck loads of dunnage brought under the ship's hook, claiming that it must be thrown off on the dock and then rehandled to the ship's hook.
- Settlement: Two (2) truck loads of dunnage were sent back to the mill without being used.
- Duration: There was no delay to the ship.
22. April 7, 1939 - SS TEXMAR - Calmar Line - Seattle ✓
- Cause: Men refused to turn to account longshoreman losing his jacket aboard ship.
- Settlement: Men returned to work after the company refused to pay the cost of the jacket.
- Duration: Thirty (30) minutes' delay.
23. April 11, 1939 - SS BARANOFF - Alaska SS Co., - Seattle ✓
and SS LATOUCHE - Alaska SS Co., - Seattle
- Cause: Two (2) gangs of longshoremen went to work on the SS BARANOFF at 9:00 A.M.; one gang of longshoremen going to work on the LATOUCHE at noon. At approximately 2:15 P.M. the Cannery Workers Union formed a picket line in front of the Company's dock at Pier 2, and at approximately the same time officials of the I.L.&W.U., Local 1-19, went through the picket line and ordered gangs from both ships to cease work and leave the pier. New gangs were ordered for 7:00 P.M. of the 11th but the men would not pass the picket line.
- Settlement: April 12, Labor Relations Committee called special meeting with the threat of using injunction and arbitration, whereupon the I.L.&W.U. officials immediately contacted Cannery Workers Union and had picket line removed.
- Duration: Time lost: 2:30 P.M. April 11, to 7:00 P.M. April 13.
24. April 27, 1939 - SS MASSMAR - Calmar Line - Seattle ✓
- Cause: Longshoremen were working aboard this steamer; when they returned from lunch they found a picket line set up by an affiliate Local, claiming they should do the hold cleaning and handling of dunnage instead of the sailors.

24. Contd.
 Settlement: Ship left the port at 3:30 P.M.
 Duration: Ship lost approximately four (4) hours' time.
25. May 2, 1939 - SS MASSMAR - Calmar Line - Seattle ✓
 Cause: This is same ship as above. Returned to Seattle to load lumber; four (4) gangs of longshoremen were ordered to report at West Waterway Mill at 8:00 A.M. and found a picket line set up by the same sister Local, and the men refused to pass the picket line.
 Settlement: Ship left the port at 11:00 P.M. without the cargo.
 Duration: Fifteen (15) hours.
26. May 3, 1939 - SS ASTORIA - Hammond Shipping Co. - Seattle ✓
 Cause: Ship gang refused to work over twelve (12) hours when finishing ship.
 Settlement: Ship sailed without taking on all her cargo.
 Duration: No delay.
27. May 3, 1939 - SS YORKMAR - Calmar Line - Seattle ✓
 Cause: Four (4) gangs of longshoremen worked on the 2nd of May, but on the morning of the 3d a picket line had been set up by I.L.&W.U., Local 1-9, claiming cleaning of holds and the handling of dunnage, and the longshoremen refused to pass the line. Gangs of longshoremen were ordered at each hiring period for this particular ship from the 3d of May until the 9th of May.
 Settlement: Calmar Line officials made some mutually satisfactory agreement and the picket line was dissolved.
 Duration: May 3d to May 9th.
28. May 3, 1939 - SS "SELMA CITY" - Norton-Lilly & Co., Belling-
ham. ✓
 Cause: Four (4) gangs of longshoremen were ordered for work on this ship at Puget Sound Pulp & Timber Co. dock at 8:00 A.M. Men refused to turn to unless the Pulp & Timber Co. employed six (6) extra men on the dock.

28. Contd.

Settlement: Men returned to work at 1:00 P.M. without the Company meeting their demand.

Duration: Ship delayed five (5) hours.

29. May 4, 1939 - SS DOROTHY PHILLIPS - Saginaw Shingle Mill
Grays Harbor, Washington Dock.

Cause: Forty-six (46) longshoremen ordered for 12:00 o'clock noon start, demanded two (2) extra men per gear to help shove loads of shingles to ship's side. This the Company refused and the men would not turn to.

Settlement: Mill Company agreed to pay for these extra men.

Duration: Ship was delayed from 12:00 o'clock until 6:00 P.M.

30. May 5, 1939 - MS "SAN PEDRO" - French Line
East Waterway Dock - Seattle ✓

Cause: Dock gang taking cargo from the ship's hook refused to handle 140# sacks onto liftboards unless the Dock Company agreed to pay ten (10¢) per sack penalty. Outcome of this was that the ship gang was handling the sacks on a one-man per sack basis, thereby making the payment for the dockmen compulsory.

Settlement: Company agreed to pay the penalty.

Duration: Time lost: one-half hour.

31. May 10, 1939 - MS "SAHALI" - Matthewson Shipping Co. Charter
Everett, Washington ✓

Cause: Ten (10) longshoremen were ordered for cleaning up sulphur and reported to the ship and then turned back as they refused to do clean-up work, saying the work should be given to the Ship Scalers Union, I.L.&W.U. Local 1-9. An additional ten (10) men were ordered and they were not even dispatched.

Settlement: Ship operator finally in order to get his ship under way, ordered ten (10) men from the Ship Scalers Union at Seattle, paying transportation and fare, and a meal for the men.

Duration: Ship was delayed six (6) hours.

32. May 12, 1939 - SS BORDER PRINCE - Border Line - Tacoma
- Cause: Two (2) ship gangs and two (2) dock gangs refused to pass a one-man shingle weaver picket line.
- Settlement: Longshore officials persuaded the picket to leave.
- Duration: The ship was delayed one and one-half (1-1/2) hours.
33. May 10, 1939 - SS GEN. GORGAS - Libby, McNeil & Libby - Seattle. ✓
- Cause: Two (2) ship gangs had worked this ship beginning at 8:00 A.M. up to 5:00 P.M. and had approximately 6000 cases of cans still to load and were being sent to dinner and ordered to come back and finish the job. When they returned they found a picket line set up by a sister Local of the I.L.&W.U. #1-9, and the longshoremen refused to pass the picket line.
- Settlement: Ship moved from this particular dock the next day and the cases of cans were sent by rail car to the other dock.
- Duration: Ship was delayed twelve (12) hours.
34. June 1, 1939 - SS "COLDBROOK" - Pacific Northwest Oriental Bellingham, Washington Line.
- Cause: Four (4) gangs longshoremen were dispatched for an 8:00 A.M. start and reported to ship's side and would not turn to due to picket line set up by Sailors Union of Pacific, as well as by the Maritime Federation.
- Settlement: Ship left port.
- Duration: Ship delayed twenty-four (24) hours.
35. June 1, 1939 - SS "OGONTZ" - International Packing Co. - Seattle. ✓
- Cause: One (1) ship gang ordered to take off beams and hatches #1 hold but refused to do so claiming it was unsafe as the tween decks had been built up with cannery workers' sleeping bunks, leaving only about six (6) inches of footage on three sides. The after part of the hatch was O.K. in their opinion, however.

35. Contd.
- Settlement: Gang quit the job.
- Duration: Hiring hall supplied another gang within an hour.
36. June 2, 1939 - SS YUKON - Alaska Steamship Co. - Seattle ✓
- Cause: One (1) ship gang insisted upon loading on each sling board only fifteen (15) sacks of cement per sling load. The Load Agreement provides for twenty-two (22) sacks. When the foreman insisted upon standard loads they stopped work.
- Settlement: Representatives of the employers and the Union came to the job and instructed them to take the loads as the Agreement provides.
- Duration: Delay of one-half hour.
37. June 7, 1939 - SS "COLDBROOK" - Pacific Northwest Oriental Seattle, Washington Line. ✓
- Cause: Three (3) gangs of longshoremen were ordered for 1:00 P.M. and were met at the ship's side by a picket line from the Maritime Federation, as well as the Sailors Union of Pacific.
- Settlement: No settlement made.
38. June 12, 1939 - SS "KINROSS" - Anglo-Canadian Shipping Co. Everett
- Cause: This ship was working at the Sound View Pulp Co. and finished her cargo and was shifting to Weyerhaeuser, the shift occurring between 2:00 and 3:00 P.M. The longshoremen refused to turn to at 3:00 o'clock unless the employer guaranteed payment of the hour used for shifting.
- Settlement: Ship was a time charter, and the ship did promise to pay for the hour shifting time in order to get the men to return to work. This matter will be taken before the Labor Relations Committee.
- Duration: 3:00 P.M. until 8:00 A.M. following morning.

39. June 24, 1939 - SS BONNINGTON COURT - Salen Line
Coastwise Steamship Co. Agents - Tacoma, Washington

Cause: This ship was berthed at Shaffer #2 Terminal, and had 3 gangs of longshoremen working general cargo. The ship had some scrap metal to load and the previous evening a demonstration line was formed. The gang working general cargo had to be released because the scrap metal had not been switched in. After the scrap metal had been switched in, gangs were ordered to handle it but they refused to pass through the demonstration line.

Settlement: There was no direct settlement on this stoppage of work due to the fact that the ship was on a time charter basis and had a considerable amount of lumber to load at Seattle and further scrap metal. Therefore, the ship left Tacoma immediately on the refusal of the longshoremen to work and came to Seattle.

Duration: From 2:00 P.M. to 3:30 P.M.

40. June 26, 1939 - MS BONNINGTON COURT - Salen Line
Coastwise Steamship Co. Agents - Seattle, Washington

Cause: This is the same vessel referred to in item #39 Ship arrived at Seattle; worked two days and two nights on lumber and started to load scrap metal the afternoon of June 26. A demonstration line was formed at Pier 41 at approximately 6:00 P.M. However, the longshoremen continued to work until 11:00 P.M., at which time they were knocked off for their midnight meal hour. When they returned at 12 midnight they refused to pass through the demonstration line.

Settlement: Joint Labor Relations Committee met at 1:00 P.M. on June 27, and disagreement was reached. In the meantime, a temporary restraining order was applied for in Federal court and was issued on the 28th, returnable on Monday, July 3d. However, the demonstrators ignored the restraining order and arbitration proceedings were held before Arbitrator Van C. Griffin on Saturday, July 1, and he ruled that the longshoremen were in violation of the contract.

We were not successful in getting the picket line removed until 6:00 P.M. Sunday, July 2, and the longshoremen returned to work Monday, July 3, at 8:00 A.M.

40. Contd.

Duration: Midnight June 26th to 8:00 A.M. July 3d.

41. June 27, 1939 - MS NORDBO - Charter to General Steamship
Seattle, Washington Co. Agents. ✓

Cause: This ship started loading scrap metal on the morning of June 27, and loaded without trouble until the demonstration line was formed at Pier 41 in front of the BONNINGTON COURT, picket line being extended to the MS NORDBO due to the fact that both ships were at the same pier.

Four (4) gangs of longshoremen refused to pass through the demonstration line the morning of June 27th.

Settlement: The same as in the above BONNINGTON COURT incident.

Duration: Morning of June 27th to the morning of July 3d.

STOPPAGES OF WORK VIOLATIONS OF AGREEMENT

AND OTHER DISTURBANCES DURING PERIOD

OCTOBER 1, 1938 to JUNE 30, 1939

LONGSHOREMEN OF THE COLUMBIA RIVER DISTRICT

TOTAL VIOLATIONS 13

1. January 4, 1939 - SS SEA THRUSH - Westport, Oregon.

Cause: Cooks and Stewards picket line account crew grievance. Longshoremen refused to pass to work cargo.

Settlement: Picket line withdrawn.

Duration: One and one-half hours.
2. January 16, 1939, MS SAPAROEIA - Portland, Oregon.

Cause: 2 Men ordered to dock refused work except in hold. 2 Gangs quit after refusal (at 3p.m.). Third gang same at 4 p.m. Gunny operation.

Settlement: Labor Relations Committee meeting at 10 A.M. and 2:30 January 17th. Arbitration hearings at 10 a.m. January 18th and 10 a.m. January 19th. Preliminary Award dated January 20th.

Duration: Three and one-half days.
3. February 19, 1939 - MS SILVERGUAVA - Portland, Oregon.

Cause: Employer walking boss ordered 2 men to dock from #1 hold. Men refused to work as directed. Gang boss asserted gang would not work unless six men in hold continued. Gunny operation.

Settlement: Arbitration continued (See MS SAPAROEIA case above.)

Duration: Work not stopped - continued with six men in hold in violation of orders.
4. February 21, 1939 - MS SILVERGUAVA - Portland, Oregon.

Cause: Slingmen ordered into hold to assist in restowing cargo (gunnies) refused orders, stood by on dock. No work from 8 a.m. to 3 p.m.

Settlement: Protested to Labor Relations Committee and requested arbitration.

Duration: No stoppage.
5. February 25, 1939, - SS KOSTIS - Marshfield, Oregon.

Cause: Longshoremen observed picket line (Church of God demonstrators) and refused to load scrap iron.

Settlement: Demonstration picket line withdrawn and men worked before arbitration, but after disagreement by Labor Relations Committee

Duration: February 25th to March 5th - 9 days.

6. February 25th - SS NORWAY MARU - Astoria, Oregon.

Cause: Longshoremen observe Chinese demonstration line and refused to work vessel loading scrap iron.

Settlement: Chinese withdrew demonstration line and vessel worked after Arbitrator found men in violation.

Duration: February 25th to March 4th.

7. March 6, 1939 - SS ARDANGORM - Portland, Oregon

Cause: Men went through Chinese picket line against scrap iron shipments but refused to work behind alleged police guards.

Settlement: Police withdrawn. Another gang ordered 9:30 a.m. refused pass pickets. First gang returned at 10:15 a.m. and worked.

Duration: Two and one-half hours.

8. March 6, 1939 - SS ANN STATHATOS - Portland, Oregon.

Cause: Longshoremen observed Chinese demonstrators' picket line at entrance to Terminal #4 and refused to load scrap iron, account alleged unsafe conditions.

Settlement: Disagreement in Labor Relations Committee. Arbitrator called in. Arbitrator's Award received March 11th, stating men in violation.

Duration: 10 days.

9. March 13, 1939 - SS FOSTIS - Portland, Oregon.

Cause: Longshoremen refused pass Chinese demonstration picket line to load scrap iron.

Settlement: Pickets withdrawn.

Duration: Three days.

10. April 24, 1939 - SS SELMA CITY - Portland, Oregon
- Cause: In discharging rails (new) two men ordered to dock from 2 holds to assist landing loads. Men refused and an additional man was forced on each hatch.
- Settlement: Worked under protest. Steamship Operator insisted on working.
- Duration: No Stoppage.
11. April 27, 1939 - SS VERMAR - Portland, Oregon
- Cause: Lumber shipped by Engle and Worth, Carlton, Oregon, by S. P. railroad cars picketed by I.W.A. Local #3. Longshoremen stopped work at 9:15 a.m. and thereafter refused to pass picket line.
- Settlement: None. Engle and Worth finally signed with a union. Picket line withdrawn after 22 arrested under Oregon Anti-picketing Law.
- Duration: 5 Days.
12. May 1, 1939 - SS WM. LUCKENBACH - Portland, Oregon.
- Cause: Three discharged clerks picketed dock alleging unfair labor practices. Case now in N.L.R.B. and Courts. Longshoremen refused pass picket line.
- Settlement: Pickets removed May 4th by injunction (State) - one arrested. Arbitration demanded after suspension of relations with longshoremen on May 11th. Returned to work May 17th.
- Duration: May 1 to May 17, 1939.
13. May 6th 1939 (and later) - SS ALABAMAN - Longview, Wash.
- Cause: Gangs refused to turn to after shift unless ship guaranteed payment of standby time while shifting which was in violation of Columbia River Working Rules - Sec. 12.
- Settlement: Owners guaranteed payment and later, on threat of arbitration, Local agreed to refund coerced payment and that ship had right to shift on free time.
- Duration: 4:15 p.m. May 5th to Noon May 6th. 1939.

STOPPAGES OF WORK, VIOLATIONS OF AGREEMENT
AND OTHER DISTURBANCES DURING PERIOD
OCTOBER 1, 1938, to JUNE 30, 1939

LONGSHOREMEN OF THE NORTHERN CALIFORNIA DISTRICT

TOTAL VIOLATIONS 30

1. October 2, 1938 - ASSOCIATED BANNING CO. SS MAINE
Cause: Four gangs of longshoremen demanded \$2.10 per hour for work over 12 hours and refused to finish ship to sail.
Settlement: None
Duration: 10 hours.
2. November 11, 1938 - Luckenbach SS Co. - SS LEWIS LUCKENBACH
Cause: One gang walked off ship at end of 10 hours leaving $1\frac{1}{2}$ hours work in hatch.
Settlement: Another gang finished hatch.
3. November 18, 1938 San Francisco Steve. Co. SS PT. CALETA
Cause: Three gangs refused to clean up and re-lay dunnage, although ordered to do so by union.
Settlement: Work done later by other gangs after shifting vessel. Cargo handling delayed until dunnage laid.
Duration: 4 hours.
4. December 16, 1938 Associated Banning Co. SS SPYROS
Cause: Five gangs refused to work ship, loading scrap metal for Japan, when Chinese and others started an anti-Japanese demonstration by forming picket line at dock.
Settlement: Longshoremen returned to work after demonstration called off.
Duration: Four and one-half days.
5. December 21, 1938 Associated Banning Co. SS BECKENHAM
Cause: Four gangs refused to work ship, loading scrap for Japan, because of anti-Japanese picket line.
Settlement: Longshoremen returned to work after demonstration called off.
Duration: One day.
6. January 8, 1939 - SS ARATAMA MARU - Schirmer Stevedoring Co.
Cause: Stopped work because American flag was not

6. Contd.
- flying from foremast of vessel.
- Settlement: American Flag hoisted.
- Duration: One-half hour.
7. February 9, 1939 -- SS ANTEN - Schirmer Stevedoring Co.
- Cause: The ship was being worked by 18 man gangs, Business agent demanded that an additional jitney driver be employed and on refusal of company to employ additional jitney driver, knocked 4 gangs off.
- Settlement: Union officials finally decided to permit gangs to return to work.
- Duration: Nine hours.
8. February 14, 1939 - SS BIRMINGHAM CITY - Norton Lilly
- Cause: Longshoremen refused to reduce gangs from 17 to 16 men.
- Settlement: Dispute taken to arbitrator and the gangs were ordered to work as ordered - with 16 men to the gang -
- Duration: Ship tied up 4 days.
9. February 14, 1939 - Encinal Terminals
- Cause: Longshoremen refused to pass Marine Clerks Picket line.
- Settlement: Picket Line removed.
- Duration: 13 days.
10. February 23, 1939 - Panama Pacific Line
- Cause: "Hot car" from D. Schiro, San Jose, - Longshoremen notified stevedoring superintendent that men would not handle contents of car.
- Settlement: Car removed from dock.
- Duration: No stoppage.
11. February 27, 1939 - SS ERNEST H. MEYER
- Cause: Longshoremen refused to work hatch, work on which had caused a disagreement between company and sailors over demand of sailors for 8 men in hold.

11. Contd.

Settlement: Ship had room in other hatches for the cargo and sailed.

12. February 27, 1939 - SS SAN PABLO

Cause: Longshoremen refused to work hatch, work on which had caused a disagreement between company and sailors over demand of sailors for 8 men in hold. Ship was dry docked on discharge and the sailors put on ship work on March 1st. Four gangs of longshoremen worked ship on March 1st. When a **fifth** gang was ordered to work March 2nd the gang refused to turn to on the ground that this was sailors hatch and the sailors had objected and would picket the ship and resort to violence if necessary to keep the longshoremen from working it. Union officials backed the stand of the longshoremen.

Settlement: Pending.

13. March 1, 1939 - WEST PLANTER

Cause: One gang of longshoremen refused to work hatch, work on which had caused a disagreement between company and sailors over demand of sailors for 8 men in hold.

Settlement: Pending.

14. March 2, 1939 - SS POINT SAN PABLO

Cause: One gang of longshoremen refused to turn to on the ground that hatch was the sailors hatch.

Settlement: Pending.

15. March 13, 1939 - SS STANLEY GRIFFITHS - Selby

Cause: 2 men in sailor gang and one gang of longshoremen refused to work because sailors were working in more than one hatch.

Settlement: Union officials ordered work resumed.

Duration: One-half hour.

16. March 18, 1939 - Grace Line Pier 35

Cause: Six carloaders refused to handle "hot car" from D. Schiro, San Jose.

Settlement: Union officials dispatched 6 warehousemen to dock with instructions to work car.

16. Contd.

Duration: Two days.

17. March 21, 1939 - SS NEBRASKAN

Cause: Car gang refused to unload "hot car" from D. Schiro, San Jose.

Settlement: Union officials instructed men to work as directed.

Duration: One-half day.

18. March 24, 1939 - Matson Company Piers 30 and 32.

Cause: Longshoremen refused to pass Seamen's picket line.

Settlement: Picket Line removed.

Duration: 5 days.

19. April 12, 1939 - SS SYDLAND - Madrigal Line

Cause: Longshoremen refused to work ship because of picket line of Swedish Sailors.

Settlement: Picket line removed and after lengthy negotiations longshoremen went to work.

Duration 5 days.

20. April 18, 1939 - SS FELIX TAUSSIG - McCormick

Cause: Gang refused to turn to until 6 men were employed in railroad car into which bulk nitrate was being discharged from ship to car, using a mechanical belt loader.

Settlement: After consultation with union official, it was agreed to use the additional men and submit matter to arbitration.

Duration: 20 minutes

21. April 19, 1939 - SS PRESIDENT PIERCE - American President Lines.

Cause: Longshoremen refused to pass Scaler's picket line.

Settlement: Picket line removed.

Duration: 1 hour.

22. April 29, 1939 - SS OHIOAN - C. S. & B. Co.
Cause: Gang refused to work with a regular monthly checker, who was not a member of Ship Clerks Association.
Settlement: Union Business Agent ordered gang to work.
Duration: 1 hour.
23. May 1, 1939 - SS CARNEVILLE - C. S. & B. Co.
Cause: 3 gangs refused to work after 6:00 P.M., because of Union Meeting.
24. May 1, 1939 - SS HAWAIIAN - C. S. & B. Co.
Cause: Gang refused to discharge cargo, for trans-shipment, unless 2 additional men were employed in the hold during operation.
Settlement: Gang was discharged after working 4 hours.
25. May 8, 1939 - MS EVANGER- Schirmer Steve. Co.
Cause: Gang of longshoremen cut loads of babasu nuts from 14 to 12 sacks to the sling load.
Settlement: Arbitrator Morse went to ship and gave decision that the gang should load 14 sacks.
26. May 24, 1939 - MS. SILVERPALM - S. F. Steve. Co.
Cause: Gang refused to handle customary loads of 12 bags of Wax, cutting loads to 11.
Settlement: Union Business Agent ordered gang to handle 12 bags per load.
27. June 2, 1939 - SS MATSONIA - Matson Navigation Co.
Cause: 1 gang knocked themselves off, because a clerk was not employed to supervise gang loading potatoes with a conveyor.
Settlement: Because of shortage of gangs another gang was not obtained immediately to finish hatch.
Duration: Ship lost $2\frac{1}{2}$ hours on hatch.

28. June 12, 1939 - SS SAN JOSE - Schirmer Steve. Co.
Cause: Demand that a clerk be employed with each gang.
Settlement: In order that ship might sail on time, employer acceded to Union's demand and employed 2 additional clerks.
Duration: No stoppage.
29. June 14, 1939 - SS MAPLE - Western Sugar Refinery
Cause: Longshoremen refused to handle customary load of 18 sacks of sugar, only handling 16.
Settlement: After considerable discussion with the men and the business agent the men handled 18 sacks.
Duration: No stoppage.
30. June 17 - 27, 1939 - Entire S. F. Bay Area
Cause: Because of checkers dispute no checkers were working and longshoremen refused to turn to and work cargo that ordinarily involved the use of checkers.
Settlement: Checkers went back to work.
Duration: 10 days.

That the working rules in each port shall provide that men may be shifted on the job as needed; and that unnecessary men shall not be continued on the job, except that regular members of a regular gang shall be continued at work until the gang is released.

That the dispatching rules in the several ports shall specifically provide that the employer may order the numbers of men needed for ship or dock, and that men not ordered will not be dispatched.

It is our understanding that you will give consideration to the foregoing and that we shall discuss these proposals tomorrow, September 26th, at 9:00 a.m.

Very truly yours,

F. P. Foisie
President

Enclosure

STOPPAGES OF WORK, VIOLATIONS OF AGREEMENT
AND OTHER DISTURBANCES DURING PERIOD
OCTOBER 1, 1938 to JUNE 30, 1939

SOUTHERN CALIFORNIA DISTRICT

(Los Angeles-Long Beach Harbor
San Diego - Santa Barbara Harbors)

TOTAL VIOLATIONS 1.4

1. November 15, 1938 - Schafer Bros. SS Lines - SS MARGARET
SCHAFER.

Cause: Longshore gang quit work and demanded that operators pay four hours time which sailors had previously worked in #4 hatch.

Settlement: Operators refused to pay and longshoremen returned to work under protest, stating they would file complaint with the Labor Relations Committee.

Duration: 2 hours.

2. January 3, 1939 - Port Tie-Up:

Cause: Longshore gangs started leaving all ships in port at 9:30 A.M., January 3rd, when Marine Clerks Association picketed docks.

Settlement: Marine Clerks withdrew picket lines.

Duration: Forty-six and one-half (46½) hours.

3. January 8, 1939 - SS ABSAROKA:

Cause: Longshoremen cut down on sling loads of pipe, curtailing operations approximately 33%.

Settlement: Still pending.

4. January 16, 1939 - SS KANSAN:

Cause: Longshoremen cut down on sling loads of pipe, causing delay of 24 hours in sailing of vessel.

Settlement: Still pending.

5. January 20, 1939 - SS ARATAMA MARU:

Cause: Longshoremen refused to walk through picket line placed about dock of ship in protest against loading scrap iron for Japan.

Settlement: Picket line withdrawn.

Duration: Twenty-four hours.

6. January 20, 1939 - SS ST JERNBORG:

Cause: Longshoremen refused to walk through picket line placed about dock of ship in protest against loading scrap iron for Japan.

Settlement: Picket line withdrawn.

Duration: Twenty-four hours.

7. February 4, 1939 - SS KNOXVILLE CITY:
Cause: Longshoremen cut down on sling loads of tin plate.
Settlement: Still pending.
8. February 7, 1939 - SS PETER HELMS:
Cause: Longshoremen refused to work under two gears in a hold.
Settlement: Still pending.
9. February 9, 1939 - SS BIRMINGHAM CITY:
Cause: Longshoremen cut down on sling loads of pipe.
Settlement: Still pending.
10. February 11, 1939 - SS CHARLES H. CRAMP:
Cause: Longshoremen cut down on sling loads of pipe.
Settlement: Still pending.
11. February 12, 1939 - SS WILDWOOD:
Cause: Longshoremen cut down on sling loads of pipe.
Settlement: Still pending.
12. April 21, 1939 - SS CLAREMONT:
Cause: Vessel finished discharging lumber with eight men to the gear at 12 noon. Vessel shifted to another dock and Captain ordered four men to each gear as four men were all that could be used on piling. Longshore lumber gangs refused to accept the Captain's order unless he took the entire eight men to the gear. The Captain refused to take 8 men to the gear, and longshoremen later in the day agreed to dispatch two four-men gangs for 8 a.m. April 22nd.

12 Contd.

Settlement: Longshoremen agreed to dispatch two four-men gangs for 8 a.m. April 22nd.

Duration: Four hours.

13. May 5, 1939 - SS METU MARU:

Cause: Longshoremen refused to walk through demonstration line placed at dock by Chinese sympathizers in protest against loading scrap iron for Japan.

Settlement: Picket line withdrawn.

Duration: Eight hours.

14. May 26, 1939 - SS SAPARORA:

Cause: Longshoremen knocked off work when members of Vegetable Oil Works Union picketed ship.

Settlement: Picket line withdrawn. Longshore officials cooperated in having pickets withdrawn.

Duration: Three hours.

STOPPAGES OF WORK, VIOLATIONS OF AGREEMENT
AND OTHER DISTURBANCES DURING PERIOD
OCTOBER 1, 1938 to SEPT. 30, 1939

LONGSHOREMEN OF THE NORTHERN CALIFORNIA DISTRICT

TOTAL VIOLATIONS 38

Southon in front of the

1. October 2, 1938 - Associated Banning Co. - SS MAINE
Cause: Four gangs of longshoremen demanded \$2.10 per hour for work over 12 hours and refused to finish ship to sail.
Settlement: None
Duration: 10 hours.
2. November 11, 1938 - Luckenbach SS Co. - SS LEWIS LUCKENBACH
Cause: One gang walked off ship at end of 10 hours leaving 1½ hours work in hatch.
Settlement: Another gang finished hatch.
3. November 18, 1938 - San Francisco Steve. Co.-SS PT. CALETA
Cause: Three gangs refused to clean up and re-lay dunnage, although ordered to do so by union.
Settlement: Work done later by other gangs after shifting vessel. Cargo handling delayed until dunnage laid.
Duration: 4 hours.
4. December 16, 1938 - Associated Banning Co. - SS SPYROS
Cause: Five gangs refused to work ship loading scrap metal for Japan, when Chinese and others started an anti-Japanese demonstration by forming picket line at dock.
Settlement: Longshoremen returned to work after demonstration called off.
Duration: Four and one-half days.
5. December 21, 1938 - Associated Banning Co. - SS BECKENHAM
Cause: Four gangs refused to work ship loading scrap for Japan, because of anti-Japanese picket line.
Settlement: Longshoremen returned to work after demonstration called off.
Duration: One day.
6. January 8, 1939 - SS ARATAMA MARU - Schirmer Stevedoring Co.
Cause: Stopped work because American flag was not flying from foremast of vessel.
Settlement: American Flag hoisted.
Duration: One-half hour.

7. February 9, 1939 - SS ANTEN - Schirmer Stevedoring Co.
Cause: The ship was being worked by 18 man gangs. Business agent demanded that an additional jitney driver be employed and on refusal of company to employ additional jitney driver, knocked 4 gangs off.
Settlement: Union officials finally decided to permit gangs to return to work.
Duration: Nine hours.
8. February 14, 1939 - SS BIRMINGHAM CITY - Norton Lilly
Cause: Longshoremen refused to reduce gangs from 17 to 16 men.
Settlement: Dispute taken to arbitrator and the gangs were ordered to work as ordered - with 16 men to the gang.
Duration: Ship tied up 4 days.
9. February 14, 1939 - Encinal Terminals
Cause: Longshoremen refused to pass Marine Clerks Picket line.
Settlement: Picket Line removed
Duration: 13 days.
10. February 23, 1939 - Panama Pacific Line
Cause: "Hot Car" from D. Schiro, San Jose, - Longshoremen notified stevedoring superintendent that men would not handle contents of car.
Settlement: Car removed from dock.
Duration: No stoppage.
11. February 27, 1939 - SS ERNEST H. MEYER
Cause: Longshoremen refused to work hatch, work on which had caused a disagreement between company and sailors over demand of sailors for 8 men in hold.
Settlement: Ship had room in other hatches for the cargo and sailed.

12. February 27, 1939 - SS SAN PABLO

Cause: Longshoremen refused to work hatch, work on which had caused a disagreement between company and sailors over demand of sailors for 8 men in hold. Ship was dry docked on discharge and the sailors put on ship work on March 1st. Four gangs of longshoremen worked ship on March 1st. When a fifth gang was ordered to work March 2nd the gang refused to turn to on the ground that this was sailors hatch and the sailors had objected and would picket the ship and resort to violence if necessary to keep the longshoremen from working it. Union officials backed the stand of the longshoremen.

13. March 1, 1939 - WEST PLANTER

Cause: One gang of longshoremen refused to work hatch, work on which had caused a disagreement between company and sailors over demand of sailors for 8 men in hold.

14. March 2, 1939 - SS POINT SAN PABLO

Cause: One gang of longshoremen refused to turn to on the ground that hatch was the sailors hatch.

15. March 13, 1939 - SS STANLEY GRIFFITHS - Selby

Cause: 2 men in sailor gang and one gang of longshoremen refused to work because sailors were working in more than one hatch.

Settlement: Union officials ordered work resumed.

Duration: One-half hour.

16. March 18, 1939 - Grace Line - Pier 35

Cause: Six carloaders refused to handle "Hot Car" from D. Schiro, San Jose.

Settlement: Union officials dispatched 6 warehousemen to dock with instructions to work car.

Duration: Two days.

17. March 21, 1939 - SS NEBRASKAN

Cause: Car gang refused to unload "Hot Car" from D. Schiro, San Jose.

Settlement: Union officials instructed men to work as directed.

Duration: One-half day.

18. March 24, 1939 - Matson Company - Piers 30 and 32.

Cause: Longshoremen refused to pass Seamen's picket line.

Settlement: Picket Line removed.

Duration: 5 days.

19. April 12, 1939 - SS SYDLAND - Madrigal Line

Cause: Longshoremen refused to work ship because of picket line of Swedish Sailors.

Settlement: Picket line removed and after lengthy negotiations longshoremen went to work.

Duration: 5 days.

20. April 18, 1939 - SS FELIX TAUSSIG - McCormick

Cause: Gang refused to turn to until 6 men were employed in railroad car into which bulk nitrate was being discharged from ship to car, using a mechanical belt loader.

Settlement: After consultation with union official, it was agreed to use the additional men and submit matter to arbitration.

Duration: 20 minutes.

21. April 19, 1939 - SS PRESIDENT PIERCE - American President Lines

Cause: Longshoremen refused to pass Scaler's picket line.

Settlement: Picket line removed.

Duration: 1 hour.

22. April 29, 1939 - SS OHIOAN - C. S. & B. Co.

Cause: Gang refused to work with a regular monthly checker, who was not a member of Ship Clerks Association.

Settlement: Union Business Agent ordered gang to work.

Duration: 1 hour. - 4 -

23. May 1, 1939 - SS CARNEVILLE - C. S. & B. Co.
Cause: 3 gangs refused to work after 6:00 P.M., because of Union Meeting.
24. May 1, 1939 - SS HAWAIIAN - C. S. & B. Co.
Cause: Gang refused to discharge cargo, for transshipment, unless 2 additional men were employed in the hold during operation.
Settlement: Gang was discharged after working 4 hours.
25. May 8, 1939 - MS EVANGER - Schirmer Steve. Co.
Cause: Gang of longshoremen cut loads of babasu nuts from 14 to 12 sacks to the sling load.
Settlement: Arbitrator Morse went to ship and gave decision that the gang should load 14 sacks.
26. May 24, 1939 - MS SILVERPALM - S. F. Steve. Co.
Cause: Gang refused to handle customary loads of 12 bags of Wax, cutting loads to 11.
Settlement: Union Business Agent ordered gang to handle 12 bags per load.
27. June 2, 1939 - SS MATSONIA - Matson Navigation Co.
Cause: 1 gang knocked themselves off, because a clerk was not employed to supervise gang loading potatoes with a conveyor.
Settlement: Because of shortage of gangs another gang was not obtained immediately to finish hatch.
Duration: Ship lost $2\frac{1}{2}$ hours on hatch.
28. June 12, 1939 - SS SAN JOSE - Schirmer Steve. Co.
Cause: Demand that a clerk be employed with each gang.
Settlement: In order that ship might sail on time, employer acceded to Union's demand and employed 2 additional clerks.
Duration: No stoppage.
29. June 14, 1939 - SS MAPELE - Western Sugar Refinery
Cause: Longshoremen refused to handle customary load of 18 sacks of sugar, only handling 16.
Settlement: After considerable discussion with the men and the business agent the men handled 18 sacks.
Duration: No stoppage.

30. June 17 - 27, 1939 - Entire San Francisco Bay Area

Cause: Because of checkers dispute no checkers were working and longshoremen refused to turn to and work cargo that ordinarily involved the use of checkers.

Settlement: Checkers went back to work.

Duration: 10 days.

31. July 8, 1939 - SS MEXICAN - Pier 26

Cause: Because of shortage of union checkers two non-union monthly junior checkers worked in hatch. After working 3/4ths of an hour 2 gangs stopped work and 15 minutes later 5 more gangs stopped work.

Settlement: Union officials ordered longshoremen to return to work.

Duration: 2 hours.

32. July 17, 1939 - SS STEEL WORKER - Encinal Terminals

Cause: 1 gang of longshoremen ordered for 8:00 A.M. start. Gang refused to stand by until 8:30 A.M. and walked off the job and as a result the ship worked short handed.

Settlement: None - Complaint not acted upon by Union.

33. July 17, 1939 - SS PARAKOOLA - Eureka, California

Cause: Longshoremen refused to pass picket line of sister local Union, and load lumber.

Settlement: Taken to arbitration and arbitrator found that picket line was an illegal one. Injunction obtained in Mendocino County Court. Picket line removed and men went to work.

Duration: 4 days.

34. July 18, 1939 - SS VERMAR - Pier 48-B

Cause: Five gangs refused to pass picket line set up by Maritime Unions.

Settlement: Picket line removed and, on instructions of Business Agent, longshoremen returned to work.

Duration: 1/2 hour.

35. July 24, 1939 - SS COLUMBIA STAR - Outer Harbor - Oakland

Cause: 3 gangs longshoremen refused to load canned salmon which had been in storage and was stacked on pallet boards. Longshoremen demanded that cargo be put on floor of dock.

Settlement: Ship obliged to shift and cargo was barged across Bay to San Francisco and loaded on ship there at cost of approximately \$120.00.

36. July 24, 1939 - SS MEXICAN - Pier 28

Cause: 1 gang of longshoremen were handling loads of 7 rolls of linoleum. When there were only 15 rolls left the dock gang made up one load of 8 rolls and one of 7. When the load of 8 rolls was hoisted aboard ship, the hold men refused to handle it and after about a half hour's argument the whole gang walked off.

Settlement: The long hatch was not worked the rest of the night and when the day gang came in the hold men handled the 8 roll load without question. The Union informed the Employers later that two swing men had been responsible and that the men had been "cautioned not to use those tactics in the future".

37. August 22, 1939 - SS WEST KYSKA - Pier 15

Cause: Longshoremen refused to pass picket line, set up by Marine Unions, demanding discharge of East Coast A F of L crew and employment of West Coast C I O men.

Settlement: Taken to arbitration and restraining order obtained in San Francisco Superior Court. Picket line removed and men went to work.

Duration: 3 days.

38. August 29, 1939 - MS CALIFORNIA EXPRESS - State Terminal

Cause: Longshoremen refuse to load "Hot" pears, account warehousemen's strike in San Jose.

Settlement: Taken to arbitration. Men returned to work after arbitrator ruled longshoremen were in violation.

Duration: 3 days.

May 3, 1939

Results of Arbitration

| | | |
|-------------------------------------|----|---|
| Number of Arbitrations | 51 | ✓ |
| Number of issues | 82 | ✓ |
| Number of awards favoring Union | 20 | ✓ |
| Number of awards favoring employers | 60 | ✓ |
| Number of agreements or compromises | 2 | ✓ |

Observance of awards

| | | |
|-------------------------------|----|---|
| Of the 60 the Union lost, | | |
| the Union partially observed | 4 | ✓ |
| observed | 8 | ✓ |
| disregarded | 44 | ✓ |
| further negotiations on | 4 | ✓ |
| Of the 20 the employers lost, | | |
| they observed | 20 | ✓ |

"Arbitrations" vs. "Interpretations"

Of the foregoing 82 issues
 Only 5 were true arbitrations,
 namely where the issues were new;
 77 were interpretations of the
 language of the longshore agreement.

In addition to the foregoing, there have been 10 arbitrations

(true) under the steam schooner agreement in 10 ports
 on the division of cargo-handling work between sailors
 and longshoremen, all of them compromises except those
 which retained the full right to use sailors in all
 cargo-handling.

None of these have been observed by the longshoremen.

RESULTS OF ARBITRATION OF LONGSHORE CONTRACTS

October 12, 1934 to April 15, 1939

COASTWIDE

| Date | Section of Award or Agreement in Dispute | Substance of Award or Interpretation | In Favor of | Result * Observed by Union ? |
|---------------|--|---|---------------------------------|------------------------------|
| Jan. 18, 1935 | 4 | The method of dispatching to be followed in any port may be determined by the Labor Relations Committee for that port, or in the event that such Labor Relations Committee fails to agree, by the Arbitrator for that port. | Employer | Partially |
| Feb. 16, 1935 | 3 | Any of the following methods of dispatching would be in accordance with the Award of the National Longshoremen's Board: (a) Dispatching through physical appearance at the halls; (b) Dispatching without physical appearance at the halls; (c) A combination of the two methods, certain men being required and others not being required to physically appear. | Stipulated by Union & Employers | No |
| Feb. 28, 1935 | 1 | Wage differentials are to be determined in each port and negotiated through the Labor Relations Committee | Employer | No |
| Mar. 7, 1935 | 10(b) | Longshore work defined. Labor Relations Committee decides issues of registration but is governed by provisions of Award. | Employer | No |
| Mar. 19, 1935 | 9 & 10 | Stoppage of work is violation of Award. | Employer | No |

COASTWIDE

| Date | Section of Award of Agreement in Dispute | Substance of Award or Interpretation | In Favor of | Result * Observed by Union ? |
|------------------|--|---|-------------|------------------------------|
| Mar. 27, 1935 | 2 | Work continuing after 8 A.M. not overtime. | Employer | Yes |
| May 6, 1935 | 2, 3(a) & 3 (f) | Overtime hours declared retroactive from July 31, 1934. * * | Union | |
| ✓ Sept. 27, 1935 | 10(b), 11(c) "Hot Cargo" | Neither individual longshoremen nor Union have right to sympathetic strike over "Hot Cargo". | Employer | No |
| | | Arbitrator recommends mutual penalties for violation. *** | Employer | No |
| | | The employer is authorized to employ anybody he sees fit to if there is no one on registered list who is qualified, ready and willing to do the work. | Employer | |
| Sept. 30, 1936 | Termination of Award | An agreement under which notice of desire has been served terminates unless agreement is extended or modified before expiration date. | Employer | Yes |
| Feb. 10, 1939 | (Sec. 9 (Sec. 10 f | The use of liftboards in an indirect movement of cargo is an arbitrable dispute. | Employer | No |

COASTWIDE

| | Section of Award or Agreement in Dispute | Substance of Award or Interpretation | In Favor of | Result * Observed by Union ? |
|----------------|--|--|-------------|------------------------------|
| March 8, 1939 | Sec. 9 Sec. 10 f | The liftboard issue is a Coastwide one. | Union | Awaiting Final Arbitration |
| April 3, 1939 | Sec. 11 (h) | The size of sling loads of commodities not listed in Section 11 (h) are subject to the jurisdiction of local Labor Relations Committees. | Union | Not yet negotiated |
| April 6, 1939 | Sec. 1 Sec. 9 | The unions dispute with the Alaska S. S. Co. over the hiring of hatch bosses must be referred under the agreement of October 1, 1938 to the Coast arbitrator if, and when it is submitted to arbitration. | Employers | Awaiting Final Arbitration |
| April 11, 1939 | Sections 4, 5 & 8 | The I.L.W.U. does not have the right to select the dispatcher in the ports of Tacoma, Port Angeles, and Anacortes under the agreement of Oct. 1, 1938. | Employers | Awaiting Certification |
| | Sections 4, 8, & 9 | Under the agreement of Oct. 1, 1938 it was not intended by the parties that there should be established in the Port of Tacoma a Labor Relations Committee consisting of three representatives designated by the employers and three representatives designated by the I.L.W.U. | Employers | " " |

COASTWIDE

| Section of Award or Agreement in Dispute | Substance of Award or Interpretation | In Favor of | Result * Observed by Union ? |
|--|--|-------------|------------------------------|
| Supplemen- tary Memo- randum | The employers' offer to meet with the district officers of the union at any time for the purpose of hearing "Tacoma grievances" is entirely reasonable, and in keeping with the spirit, meaning, and intent of the agreement of Oct. 1, 1938. However, it does not follow such meeting must be held in Tacoma. | Employers | Awaiting Complaint |

* Employers have observed all Awards.

** \$250,000 retroactive payroll paid by Employers.

*** Never adopted.

All of the Coast Awards are interpretations, none were arbitrations.

RESULTS OF ARBITRATION OF LONGSHORE CONTRACTS

October 12, 1934 to April 15, 1939

SAN FRANCISCO

| Section of Award or Agreement in Dispute | Substance of Award or Interpretation | In Favor of | Result * Observed by Union ? |
|--|---|-------------------|------------------------------|
| Jan. 4, 1935 San Francisco | 11 (b) & 11 (d) The men required to continue work in the manner directed by the employer until any complaint regarding such work is adjudicated as provided in the Award. | Employer | Partially |
| Mar. 28, 1935 San Francisco | 1 Walking Boss not under Award. | Employer | Yes |
| Apr. 1, 1935 Humboldt Bay | 1 Timekeeper does not fall within definition of longshoremen. | Employer | Yes |
| #May 8, 1935 San Francisco | 1 Work on Industrial Dock of California Hawaiian Sugar Refinery not longshore work | Employer | Yes |
| Oct. 5, 1935 San Francisco | 11 (a) & 11 (c) Individual employer may discharge but Association may not. Rules and regulations for dispatching men established by Award and Labor Relations Committee are binding. ** Union under obligation to handle cargo regardless of its being "hot". Union is obligated to furnish men who will work "hot cargo". | Union Employer | No No |

SAN FRANCISCO

-2-

| Section of Award or Agreement in Dispute | Substance of Award or Interpretation | In Favor of | Result Observed by Union ? |
|--|---|-------------|----------------------------|
| Sept. 17, 1938 | The brasses and plugs of the long-shoremen involved shall be returned to them and they shall be dispatched in accordance with the terms of the agreement. | Employers | Partially |
| Sec. 10 | Henceforth brasses and plugs shall not be taken away from longshoremen except by action of the joint Labor Relations Committee. | Employers | No |
| Sec. 6 | "Preference of Employment" means not only preference in registration, but also preference in dispatching union members to job assignments. | Union | |
| Sec. 10 b | Henceforth the dispatchers shall not dispatch anyone other than registered longshoremen or men holding regular permits granted by the Labor Relations Committee to longshore jobs without first securing the approval of the Labor Relations Committee of the port. | Employers | No |
| Sec. 4 & 5 | Neither the union nor the Employers are entitled under the agreement to demand as a matter of right that they be allowed to place independent representatives in the hall, or participate in, or interfere in any way with the operation of the hall which by terms of the agreement is to be maintained and operated jointly by the Labor Relations Committee of the port. | Union | No. |

SAN FRANCISCO

| Section of Award or Agreement in Dispute | Substance of Award or Interpretation | In Favor of | Result * Observed by Union ? |
|---|---|------------------|------------------------------|
| <p>April 7, 1939</p> <p>11 (a) 11 b 11 f</p> <p>Sections 3, 5, 6, & 7 of dispatching rules.</p> | <p>The Seaboard Stevedoring Company has shown by a preponderance of the evidence that it did not violate the agreement of Oct. 1, 1938 and the dispatching rules of Feb. 18, 1935, when on Feb. 15, 1939 it ordered 16 men gangs to unload steel from the Steamer Birmingham City at the 20th Street Dock in San Francisco.</p> | <p>Employers</p> | <p>Yes</p> |

All are interpretations except as noted by # which is a true arbitration.

* Employers have observed all awards.

** No objections made by Union to the Employers pooling orders". (Noted by Arbitrator)

RESULTS OF ARBITRATION OF LONGSHORE CONTRACTS

October 12, 1934 to April 15, 1939

SOUTHERN CALIFORNIA
DISTRICT

| Section of Award or Agreement in Dispute | Substance of Award or Interpretation | In Favor of | Result * Observed by Union ? |
|--|--|-------------|------------------------------|
| Nov. 26, 1934 Los Angeles | 2 Six hours shall constitute a day's work if work is available. | Union | |
| Mar. 11, 1935 Los Angeles | 9, 10 & 11 Stoppage of work a direct violation of Award. | Employer | No |
| | 4 Physical appearance at hall not required. | Employer | No |
| | 6 Discrimination against non-union men a violation. | Employer | No |
| | 11 Neither union or employers are empowered to make an eligibility list. This is function of the Labor Relations Committee. | Employer | No |
| April 17, 1935 San Diego | 9, 10 & 11 Stoppage of work illegal. | Employer | No |
| | Employer has right to hire foreman. | Employer | Yes |
| May 26, 1936 Los Angeles | 1 & 11 Longshore work does not include find stacking of cargoes, on private properties away from dock. | Employer | No |
| | Refusal to submit disputed issues to Labor Relations Committee a violation of Award. | Employer | No |

SOUTHERN CALIFORNIA
DISTRICT

| Section of Award or Agreement in Dispute | Substance of Award or Interpretation | In Favor of | Result * Observed by Union ? |
|--|--|-------------------|------------------------------|
| May 26, 1936 (Cont'd) | Agreement reached to pay off men immediately at end of job on steam schooners. | <u>Compromise</u> | |
| April 15, 1938 Los Angeles | Liftboard controversy is subject to arbitration. | Employer | No |
| | Warehousemen have no right to lift-board work. | Union | Yes |
| | Wages, hours and working conditions for this work subject for negotiation. | Employer | No |
| Aug. 26, 1938 | The dispute is one which is subject to arbitration under the agreement | Employers | No |
| Sept. 21, 1938 | The issue is an arbitrable one. | Employers | No |
| #Sec. 10 f | The contention of the union that this arbitrator should have referred this dispute in the first instance to the office of a coastwide arbitrator said office being in fact non-existent, is untenable. | Employers | No |
| | The implied contract which Arbitrator | Employers | No |

SOUTHERN CALIFORNIA
DISTRICT

| Section of Award or Agreement in Dispute | Substance of Award or Interpretation | In Favor of | Result * Observed by Union ? |
|--|---|-------------|------------------------------|
| #Sec 10 f (Cont'd) | Rosenshine found to exist between the parties was not subject to termination prior to September 30, 1938. The union was obligated to perform the work in question in accordance with the conditions of the implied contract until September 30, 1938. | | |
| # 10 (f) | The work shall be performed by the union in accordance with longshore hours, conditions of employment etc. | Employers | No |

* Employers have observed all awards.

All of the above are interpretations except one which is designated Compromise and two marked # which are true arbitrations.

RESULTS OF ARBITRATION OF LONGSHORE CONTRACTS

October 12, 1934 to April 15, 1939

PUGET SOUND DISTRICT

| Dec. 1, 1934 # Seattle | Section of Award or Agreement in Dispute | Substance of Award or Interpretation | In Favor of | Result * Observed by Union ? |
|----------------------------|--|---|----------------|------------------------------|
| Dec. 1, 1934 # Seattle | 4 | Joint hiring hall selected at Union's request by Arbitrator. | Union | |
| Dec. 1, 1934 Bellingham | 3(a) & 11 | Men ordered back to work pending settlement of controversy. | Employer | No |
| Apr. 15, 1935 Seattle | 10 (b) | Arbitration certified list of men in dispute, in accordance with decision of Coast Arbitrator. | Employer | No |
| Nov. 12, 1935 Seattle | 11 (a) | Refusal to handle "hot cargo" a violation of Coast Arbitrator's decision. Place of tendering cargo for shipment is not a matter subject to control of the longshoremen. | Employer | No |
| July 20, 1936 Seattle | 11 (b) | Employees must work as directed; failure to do so is a violation. | Employer | No |
| Aug. 25, 1936 Seattle | 11 (b) | Refusal to load ships (Stoppages of Work) is a violation of Award. | Employer | No |
| Apr. 26, 1938 Tacoma | Picket Line | Union failed to justify position in not passing picket line and violated agreement in refusing to attend hearing before Arbitrator. | Employer | No |
| June 3, 1938 Seattle | Liftboard Controversy | I.L.W.U. recognized. The Union should arbitrate. | Union Employer | No |

PUGET SOUND DISTRICT

| Section of Award or Agreement in Dispute | Substance of Award or Interpretation | In Favor of | Result * Observed by Union ? |
|--|--|-----------------------|------------------------------|
| July 26, 1938 Seattle | It is not necessary to unload cargo from liftboard onto floor of dock in movement of cargo. | Employer | No |
| Augus 23, 1938 (Everett) | Longshoremen violated Agreements. The Union has failed to prove that additional men are needed to safeguard the safety and health of the workers - sulphur operation. | Employer Employers | No Yes |
| 11 b | The longshoremen did not fail and did not refuset to work as directed Section 11 b does not cover this case. | Union | — |
| Indebtedness to Everett Stevedoring Co. by the Union | Claim denied. | Union | — |
| Section I (Pulp) | The refusal of the longshoremen to sling up the cargo by two hook tenders was a violation of the controlling contract. | Employers | No |
| 11 (b) (Picket Line) | The men had reasonable grounds to be, and were, apprehensive over prevailing conditions at 7 o'clock on the morning of December 20th, and that they did not wilfully violate their contract by refusing to go to work. | Union | — |

PUGET SOUND DISTRICT

| Section of Award or Agreement in Dispute | Substance of Award or Interpretation | In Favor of | Result * Observed by Union ? |
|--|--|-------------|------------------------------|
| March 8, 1938 Sec. 1 | The failure of the Employers to employ the Union to perform longshore work upon their several vessels in the several ports of Puget Sound since Oct. 1st, 1938 was a violation of the agreement. | Union | Yes |

* Employers have observed all Awards.

All are interpretations except one indicated by #, which is true Arbitration

RESULTS OF ARBITRATION OF LONGSHORE CONTRACTS

October 12, 1934 to April 15, 1939

COLUMBIA RIVER DISTRICT

| Section of Award or Agreement in Dispute | Substance of Award or Interpretation | In Favor of | Result * Observed by Union ? |
|--|--|-------------|------------------------------|
| Dec. 15, 1934 Portland | Certified some, barred others from registration. | Union | Partially |
| July 3, 1936 Portland | Pledge given Arbitrator by Union that there would be no further stoppages of work. | Employer | No |
| Aug. 4, 1936 Portland | Charge of unsafe condition by Union denied by Arbitrator. | Employer | No |
| Jan. 20, 1939 Portland | The practice largely followed in the discharging of cargo of gunnies prior to the time when the dispute arose was with six men in the hold. | Union | |
| March 4, 1939 Astoria | The employees were not justified in refusing to continue with the work as directed and ordered by the employer. It was their duty to continue with the work as directed and to have submitted the matter to the Labor Relations Committee for adjustment or to the arbiter for a decision on the merits of the entire dispute. | Employers | No |
| March 4, 1939 Astoria | In failing to load the cargo of scrap iron upon the SS Norway Maru under the conditions prevailing at Pier No. 2 in the Port of Astoria constituted a violation of the contract of | Employers | No |

COLUMBIA RIVER DISTRICT

| Section of Award or Agreement in Dispute | Substance of Award or Interpretation | In Favor of | Result Observed by Union ? |
|--|--|-------------|----------------------------|
| March 4, 1939 (Cont'd) | Oct. 1, 1938, by local 1-50 I.L.W.U. | Employers | No |
| March 11, 1939 | The continued refusal of some 350 men of Local 1 - 8 I.L.W.U. to load the cargo of scrap iron on the SS Ann Stathatos constituted a collective stoppage. That in failing to load the cargo of scrap iron upon the SS Ann Stathatos under conditions prevailing is in violation of the provisions, spirit, and intent of the contract of Oct. 1st, 1938. | Employers | No |
| April 15, 1939 | Sec. 11 f and Portland Working Rules Sec. 11 F Rules 526 and 205 of the Pacific Marine Safety code are in effect in the Port of Portland under the terms of the agreement of October 1st, 1938 and these rules require that the employers have a hatch teners on deck and at all times where a hatch or a set of winches is being operated. | Union | Union |

COLUMBIA RIVER DISTRICT

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| Section of Award or Agreement in Dispute | Substance of Award or Interpretation | In Favor of | Result * Observed by Union ? |
|---|---|-------------|------------------------------|
| Sec. 11 (b) 11 (d) Rule 1 Rule (2) of Portland Working Rules | Longshoremen hired and dispatched from the hiring hall in the port of Portland are not required to work only according to the classification for which they were hired or dispatched. | Employers | No |
| Sec. 11 (h) | Hereafter, with reference to the discharge of gunnies the employers can use four men in the square of the hatch if in his judgment he deems best, and six men in the wings or other portions of the hatch outside of the square. In discharging gunnies from the square of the hatch, hooks shall be used rather than rope slings. | Employers | Partially |

* Employers have observed all Awards.

All of the above are interpretations