

Longshore industry  
(1940)

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

OCTOBER 1, 1938 to JUNE 30, 1939 ✓

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IN PORTS OF

PUGET SOUND - COLUMBIA RIVER  
NORTHERN CALIFORNIA - SOUTHERN CALIFORNIA

TOTAL VIOLATIONS - 98 ✓

PROPERTY OF INSTITUTE  
OF INDUSTRIAL RELATIONS  
214 CALIFORNIA HALL

1937- 124  
1938 - 64

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

October 1, 1936 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 51

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

(a) Hot Cargo

Northern California	<u>3</u>	<u>3</u>	✓
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(b) Refusal to go through picket lines

(1) Labor picket lines.

Puget Sound	16		
Columbia River	3		✓
Northern California	4		
Southern California	<u>2</u>	<u>25</u>	

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

Puget Sound	7		
Columbia River	5		✓
Northern California	2		
Southern California	<u>3</u>	<u>17</u>	

(c) Others

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

TOTAL 47

GRAND TOTAL 98

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

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LONGSHOREMEN OF THE PUGET 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 BELPARIEL - 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 26, 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 HAUTMAN - 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 BARAMOFF - 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 COYA - 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., Bellingham.  
 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 "COLD BROOK" - 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 scarp 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 2d. 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

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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 SAFAROE A - 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 SAFAROE A 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 ANTI 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

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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 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 ✓

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 - Morton 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 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 2½ 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 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.

*A. D. ...*  
*...*



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

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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 SCHAFFER.  
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 MEIU 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 SAFAROE:

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.