

These entries in the author's time book and job log, while penned on-the-job when he was driving forklifts in the hold for a gang, were slightly expanded and edited when later typed at home. But what, then, is recorded in a docker's time book?

To insure that his weekly PMA issued check accurately reflects the hours he worked during each successive week (both straight and overtime hours and other income matters, e.g., travel time, skilled hours time, penalty cargo time), virtually every San Francisco docker has always somehow kept -- and to this day still keeps -- a record of the date and pier and employer of every job he works. And - as in the past - such records were and are most commonly kept in a shirt-pocket-sized and commercially sold "time book". And if such were involved, these books also allow a very brief recording of the name of the ship, the hatch(s) and deck(s) which were worked, the gang in which he worked, other dockers on the job, the cargo or cargoes worked, and the hoisting gear and bridle add-ons which were used. Upon completing each job, dockers being dispatched from the hiring hall will also "sign in at the hall" by writing in ((or having a friend write in) their employer and union "registration number" and then the total number of hours which they have worked over the course of the then current quarter. This permits the hiring hall dispatchers to correctly place each of them in the sequence of "low to high number of total hours worked thus far" which by a sound system will be called from the "dispatcher cage" at the next dispatch. *

JOBS -- GANG 51

* * *

Entries in time book and job log from Nove 26, 19765 to JUNE 7, 1976

<u>Date</u>	<u>Pier</u>	<u>Empolyer</u>	<u>Vessel</u>	<u>Hatch</u>	<u>Gear</u>	<u>Misc.</u>
11 - 26 - 75	80B	MTC **	De 'Rocco	5 -aft	Whirley	
discharge:	1 van on inshore weather deck / 50 drums - Spanish olive oil offshore weather deck - with jensen bridle. ^					
uncover:	hatch covers /hatch tender walk on					
discharge:	500 cartons cheese - locker in lower 'tween - with gravity rollers /:/steve. bd. and lift					
- "steve. bd. = a stevedore pallet board (things will thus be translated - HM).						
uncover:						

* In west coast longshoring this is the "low man out" system of rotational job dispatch. This is also why the docker who "chisels on his hours" by signing in for fewer hours than he actually worked is subject to "de-registration" from the waterfront, i. e., to losing his right to waterfront employment. It should also be noted that dockers are also thus dispatched in a number of voluntary, but seniority-based or injury-based job categories

** Marine Terminals Corporation.

^ See footnote on next page.

discharge: vans from square of lower hold - three high /some climbing to let go lashings

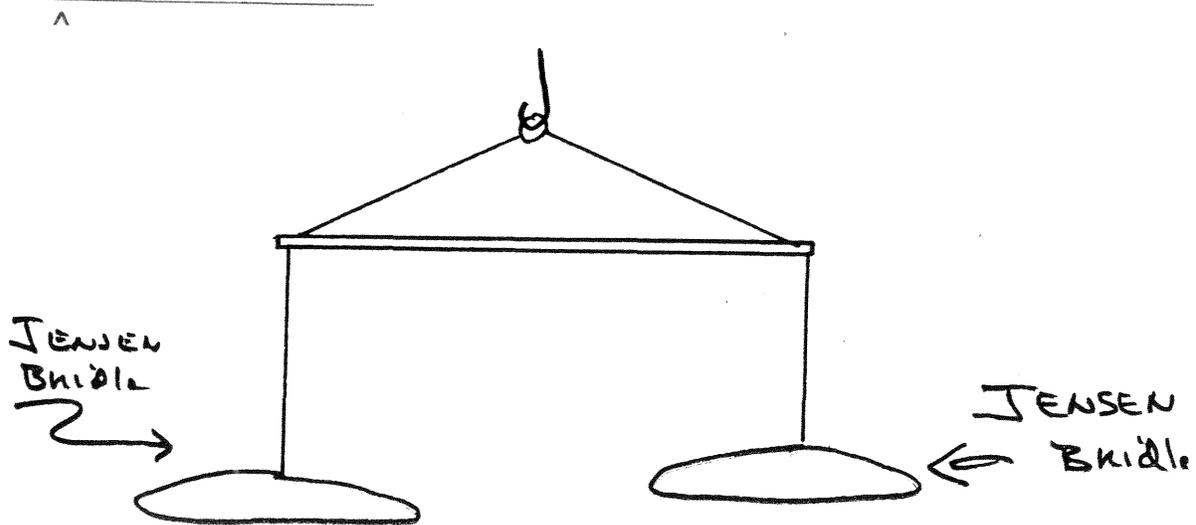
relieve Hatch 4 - 3 cells/work inshore /cargo badly shifted:

discharge: tractor parts - with running hook
crates - with stev, bd. - bar bridle
Xmas junk - with stev. bd. - bar bridle

12-1-75: 50 face Greseent "Prudential Seajet" Hatch 4-forward
-- "Crescent" = Crescent Wharf and Warehouse. 3 cells - work
midship cell

load: Lower hold / drums / arsenic compound- marked "POISON"
- black drum: use jensen bridle with five drums for
each (see below)

Relieve #5 after 11AM lunch - offshore locker in shelter deck /
ship had rolled - five gall. cans of motor oil damaged - removed to
square, but not discharged : clean up locker



12-4-75 Canal St. MTC "Union Pride" Hatch 2

Auto discharge - conventional gear / web slings and drive-on cage.

7 decks of autos - pontoons stowed on deck - finished 1530 second day

At Hatch 4, car toppled on dock when WD made hoist before car clear of cage / car turned over with man inside - to hospital under his own power

- WD = winch driver.

Crew load stores at after end with single swinging boom which NOT for cargo.

One gang fired for dropping wood through hatch/pontoons and walking on hoods of cars from hatch ladder - BA never showed - men stayed a couple of hours.

- "BA" = Business Agent.

12-12-75 48B CSB "Garcilaso" Hatch 2

-- "CSB" = California Stevedore and Ballast.

Loaded seed/ steel bar /flat steel: offshore wings of lower hold - on top of lumber - used aluminum plates and lift: some problem of breaking through flooring - one occasion used pad eye and ship's gear to get lift out of hole

shifted to Hatch L - ordered to take 5-ton load on 5-ton SWL gear: refused and hung hook - WB said "Please" "Trust me" - finally took it in Hatch 3 with jumbo = ship-mounted, heavy lift, single swinging boom).

- "SWL" = Safe Working Load - painted on cargo booms.

Finished at 1530

- "WB" = walking bosses 2 - walked the ship to direct the gang bosses.

12-17-75 80C CSB "Aegean Sea" Hatch 2 - Deep tank set-up

Chinese crew - very friendly /very observant / watched hold lifts at work - some conversation

Grated/packages pre-cut wood for Shanghai - part of nitrate plant - made floor of these units - excellent stow with lifts / carpenters did flooring that evening - came back in with alum. plates/lifts/ and then stowed units of plastic-fiberglass molded parts - a really beautiful stow by lift-drivers - crew very much impressed

1-2-76 48B CSB "Hobart Star" Hatch #3

Discharge freezer meat units - lower hold freezer - lifts - excellent flooring on skin;

3-forward midship was broke down - rigged 3-forward yard and 3-aft midship for gear

Load - chill units of apples into chill box - upper 'tween: lift to door of box and then use electric dolly

1-5-76 23 MTC "Hoagh Elan" Hatch 1

Discharge- lower hold: crates with lift / bagged stones / baled jute

Big deack load inshore / mobile asphalt plant for Saudi Arabia: before starting discharge noticed that yard fall ran against this steel frame - stopped until crew ~~constructed~~ wood frame for fall to run on

Load - general freight upper 'tween: pampers / canned goods - units loaded three high: also redwood and mahogany lumber units - a really beautiful stow by lift drivers : square finished with ~~really~~ heavy crated items

SEE PICTURE

While rigging gear in AM noticed offshore topping winch was creeping: told WD would inform mate - Young German mate's response was serious,

but:- "Everything on this ship creeps" (great response)

Had a good laugh * "O.K., we'll just keep an eye on it."

1-14-76 50face Cresecnt "Jalamajan" Hatch 3

typical hand-rigging of gear aboard an Indian vessel - heavy chain on end of preventer/ not enough pad eyes on deck/ heavily greased falls.

Hatch 3 - load five containers and road scrapper as deck load: jumbo gear - three legged job

Hatch 2 - floor off aft with tin plate / topped off with cedar pencil slats / then general freight - all in after end and with lift/ but general as topping off and lot of hand-stow : told to just get the cargo in - very haphazard

Hatch 1 - ended day covering up lower 'tween /hatch boards of metal and not fit - intricate layout and pattern - angled edge: must know pattern or this will take all day - did not finish by 1700 / nor did crew finish

Second day

Hatch - 3 machine stow of packaged lumber and pipe / upper 'tween

Hatch 2 - machine stow of canned goods - tomato and apple juice: go ~~too~~ high with units in after end - no shoring/ good stow, but not good seamanship

small deck load of red label.

2-2-76 9th Ave MTC

Ship delayed at sea - never did show up - sent home at 0900.

2-3-76 27A MTC "Ascendant" Hatch 2

Single swinging boom / weather deck rails - log ship arrangement - big hatches.

Uncovered 4 tarps / let-go two 40' vans in upper 'tween

Hatch 1 - two 20' vans atop two others (vans three high in square) SF vans under coaming quite a ways (6') - to let-go the vans a lot of climbing - had a lot of wire on them:

forward of vans - broken Spanish furniture crates and crated marble / very poor stow because marble stowed atop sacked goods - difficult to hook-on: cargo a real mess due to shifting in heavy seas.

2-5-76 Encinel Crescent "Fanganger" Hatch 2 aft

This day it snowed -

SEE PICTURE

semi-auto gear - topping lift auto, but wing gear out with wheel

Discharge - coffee units: use special lift attachment to lift pre-slung coffee units: stowed three high with ply between. 20 bags per load - 169 loads-3380 bags in about 6 hours use a four hook/light bridge on ships's gear

coffee shored to beams by ~~rip~~ rope

Relieved Hatch 3 at 1200 (we had 1100 lunch)

finished Hatch 2 at 1610

2-9-76 50face Crescent "Martha Baake" Hatch 3

Whirly bird - not much clearance between crane and vans stowed atop hatch covers at #2 - vans two high

Hatch 3 - a freezer hatch : stowed rolls of newsprint in lower hold: 8-9 foot head room: use lifts from square to aft end of hold - come across face

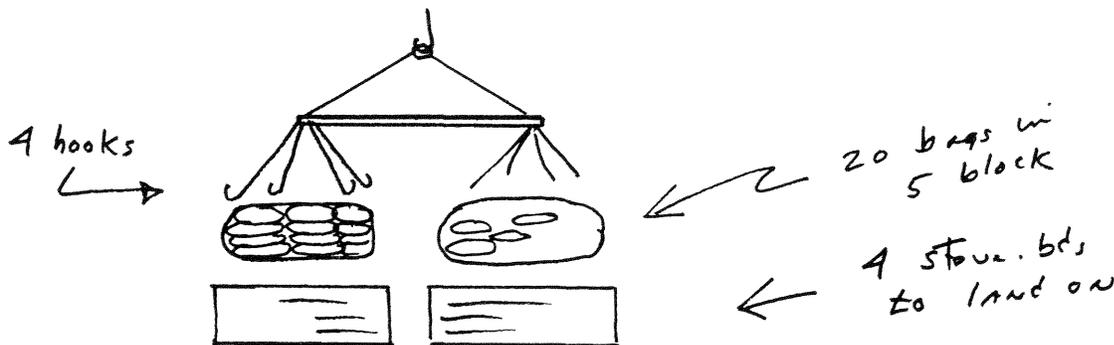
had Carbon monoxide problem: shut down 'til got ship's blowers on

on dock: refused to hoist 1350 lbs of frozen meat on a bad four-way board: big argument with Sup't. _____.
- "Sup't" = a stevedore company superintendent.

"That why we're losing out to the containers."

"Longshoremen don't want to work" etc. - this was response of Sup't. when W/B _____ doing longshore work

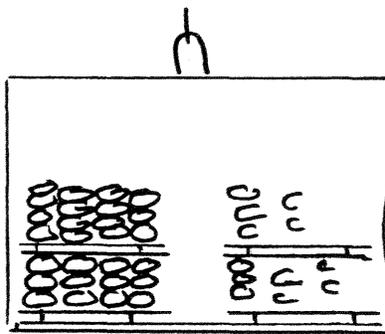
Coffee discharge - same sling-load as on 2-9-76, but with a bridle that takes two such pre-slung loads:



ship has whirly birds and conventional gear: a peculiar problem -i.e., when line of travel of conventional gear is being crossed by whirly bird - happened with conventional gear having large cage attached and bird with lift being hoisted.

Some of this operation involved cage with four pallet boards (strapped for each hoist - 80 bags ↓

sent home at noon due to rain: returned following day - nite gangs finished.



auto discharge/ conventional gear - finger or shoe bridle and cage - a "shoe" bridle has one 4-foot wide fork. discharged 12 cars and asked for save-all:

- 1) trouble with mid-ship winch - two men abreast of hook and between car and bull rail in order to land: winches had been down for about 20 minutes - coming back too quickly and not respond immediately - also topping lift evidently not holding - a problem also because booms fairly short. Dock men only three of four feet, if that, from rail
- 2) current very strong - maybe 8 knots
- 3) earlier arbitration on save-all for auto had been lost - but Kagel had spoken otherwise during 1974 arbitrators' conference. - "Kagel" = Sam Kagel - the coastwide arbitrator jointly appointed by the parties. stopped work at 0930 when MTC superintendent _____ said nothing doing - W/B _____ said gang was fired at 1000.

told Gang Bobs _____ to make out time /

(We sent three men home and rest stayed - several phone calls / then conference call with Mills/PMA / arbitrator / Sup't.

-- arbitrator here refer to the Northern California Regional Arbitrator. read earlier arbitration and found it not automatic that you get one on auto ship - this meant that you could get one, depending on the circumstances.

explained above mentioned circumstances - also said that there were safety nets that could be used and that we had earlier proposed just that

Arbitrator had lunch date at Golden Gate and did not want to come out
PMA did not want to come out

Agreed to provide net / agreed that three men illegally fired - this done by 1150 - at 1200 GB told to order three men from hall

at 1300 gang stood by by MTC to await three men - phoned hall and they had been dispatched - gang told to go home at 1330 (bad mistake)

we told docker to take a hike when we saw the three replacements in the parking lot - this was about 2 minutes after GB told gang to go home - three men came to dock and told Sup't. they had arrived, but now one other man had gone when told to go home

--"GB" = gang boss.
offered to have Mills and GB work as hook on until yet another man come from hall - this offer also relayed to PMA, but not accepted by MTC

went home with total of 12 cars - 12/13/14 mln involved - next day was Sat - time and a half - plus travel/ fare/meal

ONE Picture

2-26-76 Parr 3 ~~XXX~~ Crescent "Regal Scout" Hatch 1

Auto discharge: conventional gear - finger bridle and cage - pontoons stowed on deck

Crew using gear to take stores aboard at noon time - stopped this and discussed with Capt. - small wirey man - Italian - polite : explained men would make hoist or crew could pack up gangway - answered that the people chartering vessel did not want to pay for long. to do that/ that crew had to do it - said that there must be "a human right" involved in making them pack stores up the gangway when gear is available. By golly, maybe you're right, but there's the contract, too.

4-1-76 50A Crescent "Manuel Mejia"

coffee discharge / dock-in-hold: docker and I relieve two men for day due to one having a bad back

2 day job

4-13-76 35 CSB "Monterey" stores side port(s)

0800 start - vessel~~x~~ berthed at 1430 - discharge luggage via conveyor - discharge laundry, bedding, etc.

finished by 1515

4-15-76 48B CSB "Patroclus" Hatch 4

General carg discharge

Hatch 6 - deck load : cabin cruiser discharged directly into water

PICTURE

4-19-76 35 CSB "Monterey" stores

sent home with four hours - vessels still in dry dock - 0830

4-20-76 80B MTC "Ravanger" Hatch 2 - forward

2000 loose coffee bags / then cage and lifts into hold

4-22-76 29 MTC "Goranka"

general cargo discharge

4-29-76 27 MTC "Nedlloyd Kingston"

coffee discharge: same gear as 2/16/76 - 3 day job:

start as lift driver: 5-22-76

5-24-76 50B Crescent "Mohawk"

THIS WAS A RICE JOB, but vessel went aground in the Sacramento River and never arrived on berth: sent home at 0830

5-26-76 9th Ave. MTC "Sincere Three" Hatch 1

"envelopes" - packaged steel -- wire slings
-- "envelopes" = flat steel loads strapped to wood blocks.
coils - braded slings

drove Taylor: dock stow with no stick men
-- "Taylor" = a larger machine - with larger lift capacity - than usually used in hold.*
the other driver against hook was 9.43 - he didn't seem to do
anything very special

5-28-76 48B CSB "Traviata" Hatch 5

general load out - steve. boards and units - some crates slung
with wire: short day of 1530

6-1-76 Enc. face (4) CSB "Pacific Rainbow" Hatch 3

Steel discharge: for the most part , I-beams: quite a lot were
60 footers: 18" deep - 2 day job
One really excellent stick man
gang used ship board travelling crane:
PICTURE

6-7-76 Enc. 5 Crescent "Goldstone" Hatch 4

general discharge; steve. bds. - few units
corks for bottles / cork board (portugal) - wine/port/
anchovie:
Picture - old Matson Crane

* On occasion, a hold lift driver for a gang could also be "swung" to the dock to drive a lift, but initially, he was not to do "productive work" Thus, the Coast Labor Relations Committee:

CLRC No. 21, November 3, 1967 (Item 2)

The Committee again discussed the issues in this case and agreed that if there are no lift drivers available, meaning if no lift drivers are employed by the employer in the dock or terminal area, skilled holdmen may operate the lift on the dock for the purpose of bringing or removing gear or other necessary equipment to or from the hatch when no productive work is being performed.