

CHAPTER 2: WORKING THE FIELD... you will be working with another field clerk behind your gang. When you get your paperwork and see who you are working with, discuss with him where each of you will start in the field. The top sheet is the GAME PLAN listing the order the SHIP BAYS will be worked. Set your RADIO on the CHANNEL indicated on the game plan or given by the QB in charge. If DISCHARGING containers first, check the SPACE SHEET for the assigned FIELD STACKS and BAYS for the different types; 20', 40', Loads, Empties, Tanks, Reefers, Over height/wide, etc. Subsequent chapters will give more detail to all the above.



When you are positioned at the stack, call your DOCKMAN on his radio channel to ask his name. Say your name and where you are located. He may call first asking who is in the field behind the ___ gang? The RTG (Rubber Tired Gantry) or EMPTY HANDLER should be waiting in the assigned stacks. Look for the grey metal box hanging between the RTG legs and call the GPA operator on the enclosed phone. Tell him who you are, what gang you are behind and your RADIO Channel. Write down his name and RTG # and call the other field clerk on your gang and get his RTG info. If you are using an Empty

Handler you may have been given a second radio to give the operator. RTG's have their own radio. Keep in radio contact with your field partner and the dockman; he needs to know where you are to send JOCKEY TRUCKS in a timely fashion and to inform you of what he needs.

When the 1414 LONGSHOREMEN drivers (usually 7 behind each gang) arrive, be positioned by your equipment FACING them so they see the FWD, MID, AFT etc. PLACARD you took from your paperwork and made visible in your front window. Make sure they have the SAME placard visible and WRITE each of their truck #'s down.



You may end up with a NEW driver and truck after a meal period so check the truck #'s. If a discharged container # is not on your SEQUENCE SHEET, it is probably for another gang. Ask the driver what end he is on; if still yours, call the dockman with the bad container #.

If several RTGs are working in the same stack and you need to go beyond where they are working, you will have to swap or BUMP RTGs. Ask the field clerk for the operator's name and to tell him to switch to your channel; you tell your guy to switch to their channel. If you need to go to another stack, ask your operator to "call out" to see if there is a piece of equipment there. If there is, ask your guy for his name and equipment # and to switch to your channel; then call him and tell him what you are going to do there (ex: receive 40' MOL MTYS, or send Reefers from bay 44) so he can line up while you travel there. If there is no equipment there ask your operator to call the GPA FIELD SUPPORT to place one...do this ahead of time!!!

Often both field clerks may be receiving boxes to the stack as when discharging a SHIP BAY's deck. After the LIDS are taken off the dockman may just discharge one vertical CELL in the hold and direct those trucks to go to the LOAD STK to pick up boxes after the discharge box is removed. This is called CYCLING and allows the ship crane to discharge a box and then swing to pick up one off another truck flatbed for load back, thus increasing production. Ask the dockman when he is going to "send for" load back and one of you "break away" early to set up. Also see **CYCLING** in the **SCHEMATIC CHAPTER**.

When the discharge is finished both clerks may be needed for load back. You will see on the LOAD SEQUENCE SHEET where the boxes will be in different bays of the same stack, or may be in different stacks. Keep in contact with your other field clerk with "who should be where" to avoid delays. Try to send the boxes as sequenced (as listed 1.2.3 etc.)

It is very DANGEROUS to be out of your vehicle, but at times it will be necessary. When loading, try to verify the container # and its location before it is loaded on the flatbed. Containers may have been moved in that bay from the location on

your sequence sheet. Write the new location on your paperwork in order to direct your operator in a timely fashion. Always verify the container # on the flatbed before you allow the truck to leave. You can learn about specific locations in a bay by studying the **STACKS CHAPTER**.