

No Talks Slated As Teamsters Strike Sea-Land For Higher Pay

By CECIL SMITH
Times Labor Writer

Although several labor and union contracts expired at midnight Sunday posing possible "walkout" conditions throughout Anchorage, the strike affecting Teamsters Union Local 959 and Sea-Land remained the only one reported today.

Ernest S. Webb, local manager for Sea-Land, said this morning, "We are looking for a reasonable settlement so we can go back to work." But no negotiations have been scheduled.

Webb said the main stumbling block between Sea-Land and the Teamsters Union is "the amount of money they want in the first year." Webb explained that although Sea-Land's contract expired this year, competitive trucking companies are on a contract that runs for another year.

"We want to be on an economic footing with our competition," said Webb, "and under their present contract a 20-cent an-hour raise is authorized." "We have asked the Teamsters Union to negotiate a one-year contract with us on the same conditions as our competitors. But at present we are more than 40 cents an hour apart," Webb said.

Webb said his company had signed a three-year contract several months before the other trucking companies signed a four-year contract. "We've asked why we were not given a four-year contract," said Webb, "and until recently we were led to believe that we would be granted an extension."

The other trucking and transportation firms mentioned by Webb include Consolidated Freightways, Weaver Brothers

Inc. and Peninsula Fast Freight. "If we could get the same contract for the year that they have," he said, "then we would be very happy and there would be no problem."

Webb indicated that he had talked to Sea-Land's Seattle office this morning and was waiting for further instructions from the company's main offices in Elizabeth, N.J.

Jesse L. Carr, secretary-treasurer of Teamsters Local 959, declined to elaborate on the strike. He said negotiations were halted after two brief sessions which left the two parties "far apart."

Carr said the big differences are in hours, wages and working conditions. The strike affects about 110 union members in Anchorage and Fairbanks and an undisclosed number of union members in Kodiak and Soldotna.

Carr indicated that the Federal Mediation and Conciliation Service was notified of the break in negotiations as a "routine matter." Both Webb and Carr said the "derelict service had not intervened and no action from it was expected immediately."

Webb said the Teamsters Union cooperated with the company over the weekend and finished unloading a Sea-Land vessel that had docked late Saturday. Webb said no additional vessels were scheduled to arrive in Anchorage.

Carr said this morning that other expired contracts include the local lumberyards, but no negotiations have been held.

"We will begin negotiations with them next week," he said. The Ironworkers Local 751 and the Pile Drivers Local 2520 are both negotiating for new contracts, but a spokesman for the Associated General Contractors of Alaska said today "no strikes are in effect, and negotiations are still under way."

Ben Humphries, business agent for the Painters Union Local 1140, which is negotiating an expired contract for the carpet and floor-tile installers, said, "I think we have a tentative agreement." The union was reportedly prepared to call a strike this morning if negotiations failed. Humphries added, "At this point we are hopeful."

Stanley R. Christensen, secretary-treasurer of the Retail Clerks Union Local 1496, said, "Our grocery store workers are still on the job."

A walkout at grocery markets by the union members has been pending since Friday.

5—Anchorage Daily News, Monday, July 1, 1968



IT WAS A BUSY DAY Sunday as workmen labored to unload Sea-Land cargo containers at left from the shipping company's vessel, the Anchorage, before a

Teamsters Union walkout began this morning. The Anchorage will probably be the last Sea-Land ship to dock here until the strike is resolved.

(Daily Newsphoto)

Anchorage Daily Times
Wednesday, July 3, 1968

Sea-Land Ship Held In Seattle As Talks Go On

Negotiations between labor and management officials continued today in several places as members of three unions carried picket signs and two other unions threatened to strike.

Representatives of Sea-Land and Teamsters Union Local 959 resumed negotiations at 7 a.m. today as Teamster pickets walked in front of the company's headquarters for the third day. A Sea-Land vessel which was loaded in Seattle Monday and was scheduled to depart for its trip north late Tuesday was reported held in Seattle today because of the strike.

Jesse L. Carr, secretary-treasurer of the Teamsters local, has declined to comment on the union demands. Ernest E. Webb

local manager for Sea-Land, says the dispute centers on the amount of money the union wants for the coming year.

Vince Staunton, Sea-Land Alaska Division manager, says his company had a three-year contract that paid the Teamsters \$5.06 an hour plus 48 cents in fringe benefits, and competing truck lines had a four-year contract that gives drivers a 20-cent raise this year. Teamsters have reportedly asked Sea-Land for raises of 90 cents an hour this year and \$1 next year.

Sea-Land contends that it cannot pay more than other truck lines this year and still compete. A year's extension of the expired contract, incorporating the same raises paid other truckers, is reported acceptable to Sea-Land.

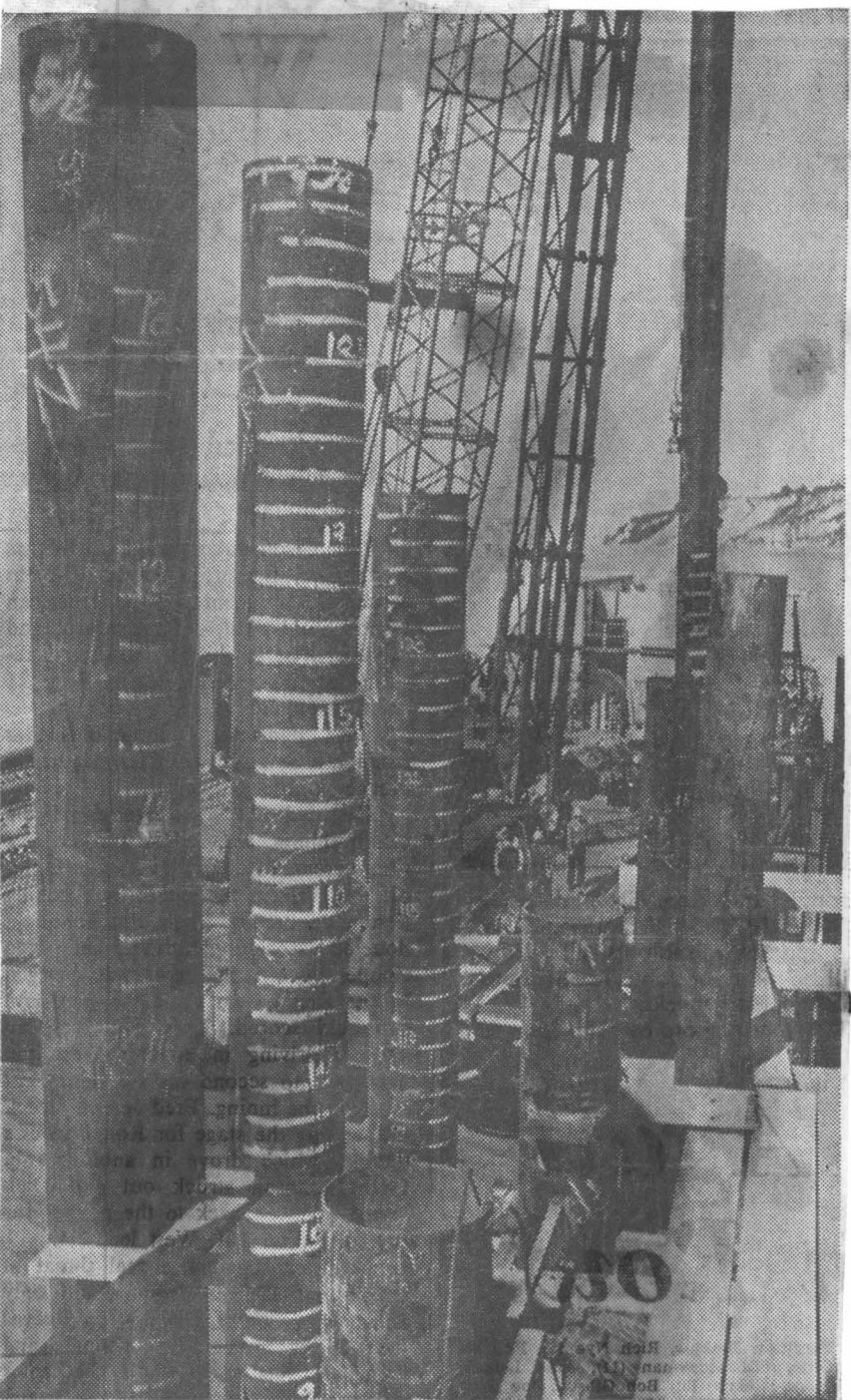
Mel Evans, business manager for Plumbers and Steamfitters Union Local 367, was reported in negotiations with officials of the Plumbing Contractors Association this morning.

The strike called by Local 367 last Friday does not affect union members employed for Chemco Construction Co. or Bechtel Corp., both of Kenai, which are operating under a national agreement.

Some 300 members of the Retail Clerks Union Local 1496 also continued to strike today. (See related story on page 1).

Members of Sheet Metal Workers International Local 23 voted to strike about 10 days ago, but according to Vince Spilman, business manager, the strike will not be called until after a negotiating session. Pile Drivers Local 2520, whose contract covering approximately 250 members expired March 15, is also reportedly prepared to strike. Union representatives have been meeting with Alaska General Contractors Assn., and talks are reportedly scheduled with federal mediators.

Anchorage Daily News, Monday, August 5, 1968—



WAITING TO BE driven down, piles stand in line on the Port of Anchorage's dock extension. By last Friday, 106 of the piles, measuring 20, 24 and 42 inches in diameter, had been driven. Altogether, 195 piles will be used in the extension, said Port Director Russell. Work on the 272-foot extension is coming along on schedule, he said, and the Phase I completion date is set for October.

(Daily Newsphoto)

Anchorage Daily News, Friday, July 5, 1968—

The Port Extension

The prime contractor of the 272-foot port terminal extension—Morrison-Knudsen—will begin around-the-clock pile driving on the extension today.

Ed Fila, resident engineer for Tippetts - Abbott - McCarthy - Stratton (TAMS), said the preliminary staging has been completed and the required number of test piles driven. TAMS New York offices reviewed the data from these tests and approved the full-scale driving.

Anchorage Daily News, Wednesday, July 10, 1968—

The Port Extension

Construction on the 272-foot port terminal extension went into high gear Tuesday when Morrison Knudsen (M-K), the prime contractor, began around-the-clock pile driving. The accelerated schedule was supposed to have begun last week but was temporarily delayed.

Ed Fila, resident engineer for TAMS (Tippetts, Abbott, McCarthy and Stratton), announced that preliminary staging has been completed.

40 Anchorage Daily Times
Thursday, June 27, 1968

City Tideland Issue To Go Before Court

By BOB MILLER
Times Staff Writer

A motion for summary judgment to settle once and for all just who owns about two miles of tidelands running along the inlet near Anchorage will come up for hearing Friday at 10:30 a.m. in U.S. District Court here.

Arguments for and against the motion, which was filed in October 1966, will be heard by Judge James A. von der Heydt. The motion, filed by the federal government, asks the judge to rule in favor of the U.S. government.

Defending the motion for the U.S. government will be Mary Nordale of the U.S. Attorney's office in Fairbanks and Martin Green, an attorney in the land and natural resources division of the Department of Justice in Washington, D.C.

Arguing against the move will be City Atty. Karl Walter Jr. The motion requests judgment in the case on grounds that neither the city nor government disagree on the material facts, only as to law and an interpretation of it.

"Factual differences could be worked out later if the judge rules in favor of the government," Mary Nordale said today.

The federal government in a suit filed in May 1965 has claimed it owns certain tidelands running along the shoreline from just south of the Port of Anchorage to Bootleggers Cove, at the west end of what would be 11th Avenue if the street extended to the shore.

The lands were given by the state by quit claim deed to the City of Anchorage following

Anchorage Daily Times
Wednesday, July 3, 1968

City Files \$2.5 Million Dock Suit

After a year of legal spade-work, the City of Anchorage today went into Superior Court with a \$2.5 million lawsuit in an effort to recover the money it lost when the partial dock extension built in 1966 had to be demolished a year later because of ice damage.

The suit was filed against Swalling - General, contractors on the job, and Lounsbury, Sleavin and Kelly, the design engineers. The suit also names four insurance companies, all of which represent Swalling - General, as defendants in the action.

Named were Travelers Indemnity Co., a performance and payment bond company; Lloyds of London; Signal Insurance Corp. and Harbor Insurance Co., all of which covered Swalling-General with builder's risk policies.

Basically, the city is suing \$2.5 million, the amount it says it lost when the dock extension had to be demolished. City Atty. Karl Walter Jr. said today the amount of money involved in the case may be decreased if the city is able to sell some of the surplus material it still has on hand.

Walter's office is being assisted by the local law firm of McCutcheon, Groh and Benkert, special counsel for the city since litigation proceedings have been in the planning stages.

The city is out to recover the money it lost on the partial dock extension that was damaged by ice in the winter of 1966-67. The damage was so extensive that the facility was demolished in the summer of 1967 and the city is going ahead with new construction.

The city has enough money remaining in its bond funds to complete the first phase of the construction, but phase two will have to wait for either federal funds or approval of another bond issue by the voters. The city plans to ask the federal Economic Development Administration for funds.

Lounsbury, Sleavin and Kelly actually comprises two firms that worked together on the ill-fated project. Hewitt V. Lounsbury and Associates, a local surveying and engineering firm, worked jointly with Sleavin and Kelly, an engineering firm with offices here and in Seattle.

Swalling-General also is two firms that were engaged in a joint venture — Swalling Construction Co. of Anchorage and General Construction Co. of Seattle.

The city first began plotting its legal steps over a year ago. Litigation may take up to two years to complete.

statehood. The federal government claims the lands were not the state's to give away.

The city, after receiving the land from the state, leased it to several private firms. The government's suit lists the city, state and several lease holders in the disputed areas as defendants in the case.

Named in the suit were Alaska Aggregate Corp., Tidewater Packing Co., Cook Inlet Tug and Barge Co., Alaska Fish and Farm Products Inc., Union Oil Co. of California and Kaiser Cement and Gypsum Corp.

Late last year Walter drafted a proposal he hoped would settle the tidelands title suit but his compromise was acceptable only to the state. It died without any official action.

The federal government maintains that under provisions of the submerged lands act, the government retains patent of developed tidelands or at least to portions of revenue accruing from the lands, regardless of the fact the lands were developed while the government still owned them is the crux of the issue, the government contends.

Anchorage Daily Times 3
Thursday, August 22, 1968

Port Dredge Project OK'd

The Army Corps of Engineers has given the go ahead for an \$89,000 maintenance dredging project at the Port of Anchorage.

The contract was granted to the Northern State Construction Company of Homer, owned by C. W. Mitchell.

Mitchell's job is to clear the tanker-berth area to a depth of 35 feet, including the south flare where the tankers swing around. This is located adjacent to the Port of Anchorage's new petroleum facility.

The dredging is merely a clean-up job. Paul Dupell of the Engineers explained. It is being done to comply with a tanker requirement that the port must have a depth of at least 35 feet at low tide.

Anchorage Daily Times
Tuesday, July 2, 1968

Port Board Questions Sharp Okay

City Manager Robert E. Sharp's approval of the first change order in the contract for the construction of the dock extension at the port has upset the port commissioners who don't feel the city should have to pay for it.

The matter came up Monday noon at the regular meeting of the Port Commission which at the same time approved a revised tariff for military petroleum shipments and discussed the eventual need for an autonomous Port Authority.

At the request of Tippetts, Abbott, McCarthy and Stratton (TAMS), design engineers for the extension, the city manager has approved the change order which calls for a modified fender system, stronger than the one originally planned. Cost of the change is \$10,950, or \$1,095 for 10 fender piles designed to increase the capacity of the dock to absorb shock when ships bump against it.

Commissioners objected to the change order because it was made before construction started on the extension. They said TAMS should bear the cost because it could have included the new fender ideas in the original bid specifications. They also objected because Sharp did not consult them before approving the change.

Chairman Anne Michaelsen was instructed to meet soon with Sharp to discuss the change. Also, Michaelsen will invite the city manager and the City Council to meet with the commission to discuss all aspects of the port operation.

"If the Port Commission is to act as a watchdog over construction of this dock extension, then the city manager and the City Council shouldn't take arbitrary action without the Port Commission's approval," Commissioner William O'Neill said.

Commissioner Robert Baum, who announced his resignation earlier Monday, did not attend the meeting.

Today, Sharp said he approved the change after an engineering review by the Public Works Department. He said the new fendering system could not have been in the original specifications because the first design was made before exact width of the extension was known.

Sharp said he knew how the Port Commission felt, but he added, "As long as I have the responsibility for administering the contract that's what I'll do."

TAMS' contract for the design of the dock extension is with the City of Anchorage. It designates the city manager as the spokesman for the city and all dealings of the engineering firm are to be with the manager and the City Council. The first change order did not have to be approved by the City Council because its cost is under the limit imposed by the contract.

The extension is being built by Morrison-Knudsen. Original contract price was \$1,339,500.

In other action, the commission approved a new tariff for military petroleum shipments over the Port of Anchorage. The new tariff sets the charge at 6-cents-a-barrel for the first 500,000 barrels, 4-cents-a-barrel for over 500,000 and up to a million barrels and 3-cents-a-barrel for everything over a million barrels.

The old contract, which expires this month, called for a flat 6-cents-a-barrel charge. The revision was unanimously approved with Chairman Michaelsen, an employee in the transportation division of U.S. Army, Alaska, abstaining.

Towards the end of the meeting, the discussion turned to the possibility of establishing an autonomous Port Authority independent of city control.

Commissioners generally agreed that eventually there will have to be a Port Authority, but they disagreed on how to go about getting it.

Commissioner Wallace E. Martens, longtime proponent of the idea, said, "All we do is sit here and talk." He urged the naming of a special committee and meetings with the City Council and Borough Assembly.

"You're too impatient," said Commissioner William O'Neill. "What we've got to do is start laying the basis. Let's start developing the picture as to why we've got to have a Port Authority for the port and possibly for the airfields. Let's not go off half-cocked."

Commissioner Bob Logan agreed with O'Neill. "It'll take some hard thinking and good planning," Logan said. "We've got to build up public interest and public backing. We have to show the public what we need."

More than 300,000 miles of overhead power transmission lines cross the U.S. Corridors required by the lines cover an estimated 7 million acres.