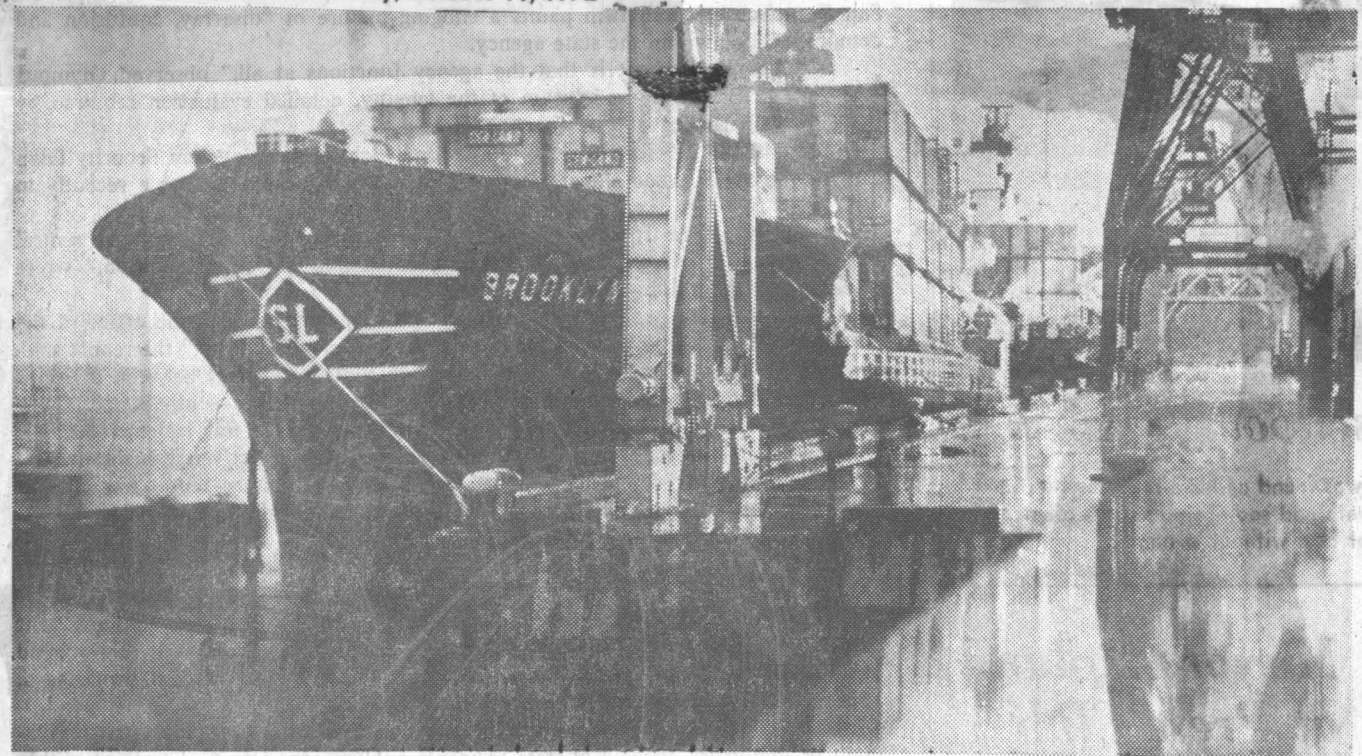


UNLOAD FOOD FOR STORES

Anchorage Daily News, Wednesday, October 11, 1972



Sea-Land's S.S. Brooklyn, which docked Tuesday, and the S.S. Mobile berthed behind her, were unloaded despite a new walkout by the Anchorage Independent Longshore-

men's Union (AILU), which is locked in a jurisdictional dispute with the Seafarers' International Union. The Teamsters refused to cross AILU picket lines.

A new dispute hits the docks

By HOWARD WEAVER
Daily News Staff Writer

Local longshoremen walked off the docks and back to the picket lines Wednesday, less than 24 hours after the announcement of a moratorium settlement designed to cool tensions on the Anchorage waterfront.

Both sides of the inter-union struggle claim they are keeping their part of the bargain worked out Tuesday in an effort to put a damper on the feud which brought work at the Port of Anchorage to a standstill.

"WE ARE READY, willing and able to go to work and withdraw the pickets from Sea-Land's dock, if SIU (the Seafarers' International Union) will live up to the agreement we made yesterday," Frank Grant, business agent for the Anchorage Independent Longshoremen's Union (AILU) said Wednesday afternoon.

Unloading of Sea-Land's S.S. Mobile continued Wednesday despite the walkout. Teamsters refused to cross the AILU picket lines, but did agree to handle the trucks after they

were driven past the line by management personnel. Sea-Land head Ernie Webb said that goods were being delivered to customers in Anchorage.

The S.S. Brooklyn, another Sea-Land vessel waiting in Cook Inlet for space at the dock, berthed Tuesday. The ship has slightly more cargo than the Mobile, Webb said, and workers would begin off-loading perishables from it even if the Mobile was not empty.

AILU MEMBERS have been picketing the docks in an attempt to gain recognition as the bargaining agent for Anchorage waterfront employees. They are battling the United Industrial Workers of North America's Anchorage Longshore Unit, which has jurisdiction at the docks.

The original dispute led to a walkout earlier this week and picket line by the local stevedores. When Anchorage Teamsters honored the strike and refused to pick up cargo at the docks, unloading of the Mobile came to a halt.

An agreement was reached to allow the unloading of perishables from the ship, and workers then continued to unload the ship. Sea-Land management personnel drove the trucks which carried the off-loaded vans.

WHEN THAT SITUATION led to increasing tensions, Assistant Commissioner of Labor Robert Smith called a meeting of all parties in his Anchorage office. Although details of the meeting were not made public, the groups apparently reached an agreement under which work at the docks could proceed while legal issues were thrashed out in U.S. District Court.

An unofficial report of the agreement indicated that a work call would be issued to the 34 senior members of the AILU, with other calls going alternately to AILU and international union members.

WHEN LEO BONSER, SIU representative in Alaska, refused to call

"casual" members of the AILU for jobs, the local members walked off the job, AILU spokesmen said. Casual members are men who have not reached full union status.

"They (local casual members) certainly have a right to work before some strike-breaker imported from Seattle by the SIU honchos in New York," Grant said. Local longshoremen claim that the international union has brought workers from other states to Anchorage in an attempt to negate the effect of the local strike.

THE PARENT UNION maintains that the longshoremen currently working the docks are not imported; spokesmen insist that all are union members who have a legitimate right to work the docks since local independents have refused to answer work calls.

"The issue from the beginning has been the same," Grant says, "whether Alaskans are going to work a dock belonging to the city where they live, or whether a bunch in New York are going to be able to call the shots."

Anchorage Daily News, Friday, October 13, 1972

Port dispute settlement?

Hints that at least part of the Anchorage waterfront dispute may be close to settlement surfaced in Superior Court Thursday, when attorneys representing Sea-Land Services and the Anchorage Independent Longshoremen's Union (AILU) asked that their case be taken off the court calendar.

No concrete evidence of a settlement emerged, but attorneys did inform Judge Edward Davis that the matter was under study and that they were "working on a solution."

THAT SUIT — filed earlier this week — lists the United Industrial Workers of North America's Anchorage Longshore Unit as one defendant. Also listed are Nelson Skinner and Frank Grant, two of the top officials in the AILU, and "John Doe's one through 25," indicating parties whose names are not presently known.

Meanwhile, the main court battle continued in U.S. District Court. Judge Davis told the attorneys Thursday that "this matter probably belongs in federal court." It is in federal court that the inter-union battle — the main issue of the dock fight — is being waged.

Counsel for the international union filed contempt of court charges against the local independents Thursday, as the AILU moved for dissolution of the temporary restraining order issued earlier.

IN SEATTLE, the International Longshoremen's and Warehousemen's Union went to court Thursday in a continuing dispute over operations at Sea-Land Service Co. docks.

The union twice has been ordered by U.S. District Court Judge Morrell Sharp to end a slowdown at Sea-Land terminals. But union officials say the company has made the procedures and arrangements so confusing that dockworkers get mixed up trying to carry them out.



Sea-Land Takes Perishables Off; Pickets Remain

Sea-Land van trucks filled with perishables began rolling off the Anchorage city dock this morning as picket lines set up by striking Alaska Independent Longshore Union were relaxed to let them through.

Under an agreement worked out by the parties last night, Sea-Land trucks were driven to the docks by regular Teamsters Union drivers, then taken through the picket lines by Sea-Land management personnel.

Once on the dock, they were loaded with vans from Sea-Land's S.S. Mobile, and driven back past the picket lines where the Teamsters drivers again took over.

The operation continued smoothly through the morning, though it was expected that a possible confrontation might develop early this afternoon.

Ernest Webb, Alaska operations manager for Sea-Land, who was driving one of the company's rigs, said this morning in a dockside interview that Sea-Land's plan was to continue unloading the ship even after all the perishables had been removed.

The next move would then be up to the picketers.

In all, 37 reefers — refrigerated vans — containing perishables were due to be taken through the picket lines today, along with about 20 more vans that had to be removed from the ship to get at all the reefers. About 330 vans in all are aboard the ship.

Webb said all the perishables should have been offloaded by noon, and that any picket line confrontation could arise after that time as the offloading continued.

He noted that in Sea-Land's agreement with the striking

independent union local, the firm has specified that "at least" those vans containing perishable goods would be unloaded. No actual number of vans was specified.

Webb added that once the agreement was reached, the longshoremen dispatcher was advised to round up the necessary workmen. A call went out to the striking union local, but they refused to take part in the operation, Webb said.

The dockside unloading today was being supervised by members of the Seafarers International Union — the organization firm which the Anchorage local has declared itself independent. It is the intra-union struggle between these two groups that caused the strike against Sea-Land in the first place.

It was not clear whether the rank-and-file dock workers themselves were SIU members, or whether they were, as charged by one picketer, "just picked up off the street."

Webb said that he expected the National Labor Relations Board to take some action on the dispute over the independence of the Anchorage local next Tuesday. He added that if the strike continues much longer, Sea-Land ships scheduled to dock in Anchorage would be re-routed to Seward.

There they would be unloaded by the International Longshoremen's Union, which is not involved in the squabble here.

Meanwhile, the focus at the Anchorage waterfront continues to center on the picket line at the dock entrance.

Observed one striker manning that line today: "We all like to be friendly — to a point."

OFF COME THE PERISHABLES

One of the first refrigerated vans carrying perishable goods destined for area supermarkets is loaded off the S.S. Mobile and onto a waiting Sea-Land truck at the city dock. Driven onto the dock by Sea-Land management officials, the rigs

were handed over to regular Teamsters Union drivers outside the picket lines which block the port entrance. The lines were relaxed today by striking longshoremen to allow the perishables to be delivered.

Wednesday, October 11, 1972, Anchorage Daily Times

Anchorage Daily Times, Thursday, October 12, 1972

Judge Ends Picketing At Port

A second temporary restraining order ended picketing of the Port of Anchorage yesterday.

The restraining order signed by Superior Court Judge Eben Lewis late Tuesday enjoined any work stoppage or strike activities by members of the Anchorage Longshoremen's Unit of the United Industrial Workers — Seafarers International Union.

The longshoremen removed their pickets from the dock yesterday and teamsters, drivers for Sea-Land, began assisting in unloading the S.S. Mobile. The container vessel was scheduled to leave Anchorage at noon today.

The S.S. Brooklyn was unloaded earlier of perishables and then moved back out into the Inlet. It was scheduled to return to the dock later to continue unloading operations.

A third Sea-Land container vessel, the S.S. Galveston, also is expected to arrive shortly.

Once the pickets were lifted yesterday unloading hit another snag with a breakdown in one of the two unloading cranes on the dock. It was repaired and back in operation this morning, according to Port of Anchorage officials.

The latest restraining order was obtained when Sea-Land filed suit against the longshoremen charging them with violation of a 1966 agreement. This agreement pledged no work stoppage or strike activities by the Anchorage Longshoremen's unit.

A further hearing and a request for a preliminary injunction was scheduled to be heard before Superior Court Judge Edward V. Davis later today.

The issue is not strike activities directed at Sea-Land, but disaffiliation efforts by the Anchorage longshoremen. They are seeking to break away from the international and establish an independent longshore union.

Unpacking Perishables In Dispute

Despite a dock tieup here, Sea-Land Service Co. officials say perishable goods will be loaded off ships and allowed to pass through picket lines.

Meanwhile, picket lines remain up on the waterfront as the jurisdictional dispute between the Anchorage Independent Longshoremen's Union and the Seafarers' International Union continues.

The Alaska Sales manager for Sea-Land, Ralph Crofts, said the S.S. Mobile, which has been tied up in the dispute since last Thursday, has been unloaded and a second ship, the S.S. Brooklyn, would be brought into the docks for unloading.

He said supervisory personnel were doing the work, driving trucks past pickets set up by the independent union. After the trucks are through the picket line, which affects only the marine operation of Sea-Land, they are driven to their destinations by the Teamsters Union.

Under an agreement reached last Friday, Sea-Land officials can drive the trucks through the picket line to unload perishable goods, such as fresh milk and produce, and teamsters will pick up the vehicles outside the line.

A partial agreement was reached Monday between the two opposing factions for an alternative method of hiring men to work.

However, the business manager of the independent union, Frank Grant, said that when they reached the docks, outsiders were working "and our men were just spotted here and there."

He said his union then walked off the job and put the picket line back up.

Crofts said the Brooklyn already has been delayed en route, stopping in Kodiak to unload some cargo and then continuing on to Anchorage. In addition, the S.S. Summit also has been diverted to Kodiak and will then make the run to Anchorage with perishable goods.

At the center of the labor dispute is a move by the AILU to split away from the national union and attempt to gain recognition as the bargaining agent on the Anchorage docks.

The national union, however, is fighting this move and the result has been a picket line by the AILU and the partial work stoppage.

Anchorage Daily News, Thursday, October 26, 1972

Strike will halt Sea-Land ships

Sea-Land's S.S. Galveston was to sail from the Port of Anchorage today and officials doubted that another cargo ship would dock here until a strike by ship officers is settled.

Members of the Masters, Mates and Pilots Union Wednesday walked off ships belonging to lines affiliated with the Pacific Maritime Association in a dispute over wages and working conditions. Sea-Land normally carries just over half of the cargo entering Alaska.

Ernest E. Webb, head of Alaska operations for Sea-Land, said most of the cargo from the Galveston will be distributed by Friday. The company will have to start laying off about 115 Teamsters, who deliver the cargo from

the dock by Sunday and about 85 office personnel by the middle of next week unless the strike is settled, he said.

It was the third time in a year and a half that Sea-Land ships have been idled by strikes. The International Longshoremen's and Warehousemen's Union struck at West Coast ports in the summer of 1971 and again last winter.

Alaska wholesalers were checking for clues as to how long the strike would last and searching for alternate ways to ship goods Wednesday. Barges and trainships, which took over the bulk of Sea-Land shipments during the earlier strikes, could be used if this strike is prolonged, they said.

Webb said the S.S. Mobile, which was scheduled to leave Seattle for Anchorage today, probably would be delayed by the strike, but said Sea-Land officials in Seattle were confident differences could be settled by the early part of next week.

Wholesalers said perishables on grocery shelves could start vanishing within a week but that most effects of a prolonged strike would not be felt for at least a month.