



Pickets brave the rain at the Port of Anchorage dispute.

## Unions battle for control of the waterfront

By HOWARD WEAVER  
Daily News Staff Writer

Interim settlements and a temporary court order have cooled the tension which halted work on the Anchorage waterfront in the past few weeks, but the basic issue is still unresolved.

The central question is deceptively simple: Who will control bargaining rights on the Anchorage docks? **TWO GROUPS** in Anchorage have been trying to say "We will" for the past three months. They have taken the question to the courts and the picket lines. The question is being raised in union halls and lawyers' offices. So far, there has been no concrete resolution.

The contestants are the Anchorage Independent Longshoremen Union and the Anchorage Longshore Unit of the United Industrial Workers of North America, a branch of the AFL-CIO affiliate Seafarers' International Union.

The battle for control has passed through hot and cold phases. At worst, it became a name-calling gut-fight. The international union branded the local independents as "mavericks;" AILU members responded by tagging the big union as "New York honchos."

**BOTH SIDES** claim clear authority for their position. The big union says that its members have an indisputable legal right to control bargaining rights at the dock. AILU claims that its local, Anchorage-based organization should be the rightful agent for the Anchorage waterfront.

While the technical legal questions will be resolved in court, there is some doubt about whether that decision will end the controversy. Perhaps the losing side will simply accept the resolution which comes from federal court, but there have been indications that neither side is willing to forfeit even part of its position.

**PART OF** the conflict has no doubt become personal, but the real stakes are greater. The Port of Anchorage is an important slice of the Alaska transportation package; the future of the facility seems to point toward increasing importance for the area.

Because of the part the docks are playing and will come to play in development, control of the union-men who work them has become the object of fierce competition.

There is more to the inter-union battle than simple issues like pension plans and retirement benefits.

**WHEN THE ACLU** members decided to break away from the big union, they cited many reasons, including benefits and options. "They just didn't do anything for us," one member said.

There were also personalities involved in the confrontation. Both sides agree that communication between the international union's are representative and the local members was not good.

AILU members contend that Leo Bonser — the area representative — didn't care about them. They claim that he was only concerned with the "empire" which the union he represents was building in Alaska.

**PARENTS UNION** officials have maintained that local independents didn't try to work with Bonser. They claim that the local stevedores held meetings without notifying Bonser; that problems were never aired in official meetings and that some of the AILU



Neal Menschel

Officials of the Anchorage Independent Longshore Union discuss strategy with members who are seeking to gain jurisdiction in bargaining at the Port of Anchorage.

officials were out to defeat the objectives of the parent union.

In addition, officials of the international union have quietly advanced the idea that the local union is nothing more than a screen behind which local Teamsters are operating to gain jurisdiction at the docks.

AILU members are beginning to feel the pinch of their work stoppage, which is entering its fourth week. For many union members, the issues which are being argued in court have little relevance. Without the hefty paychecks which longshoremen routinely bring home, bills and payments are coming up unpaid, and local stevedores want to go back to work.

**EVEN SO**, almost all of the members have supported the strike. According to AILU officials, just one of their members has cooperated with the international union in continuing to unload cargo at the docks.

Where did the other longshoremen come from? So far, that has been an unanswered question. AILU members claim that the big union imported workers from Seattle and other docks to "break the strike." Local stevedores say that they don't recognize any of the UIW workers, and call them "scabs."

But the UIW says the men are all union members, and are entitled to work the docks since the local men refuse to. The workers don't talk to outsiders about where they are from.

**THE SOLUTION** will almost surely come from U.S. District Court. That court will rule on legal, jurisdictional and other questions.

Whatever the solution, it will come too late to save tempers and feelings which have all ready been frayed and battered by the bitter fight. Relations on the Anchorage waterfront will not be back to normal for a long time.

## No Sea-Land cargo due here

A strike halting Sea-Land shipments to fray Alaska's supply lifeline Thursday as negotiators in San Francisco worked to settle differences and wholesalers in Anchorage scrambled to find alternative ways to ship their wares.

There was no word from San Francisco whether the Master, Mates and Pilots Union and the Pacific Maritime Association had made progress on a contract dispute which led to the walkout Wednesday.

**ERNEST E. WEBB**, Alaska operations manager for Sea-Land, said a vessel containing military supplies would leave Seattle for Anchorage Saturday but that no general cargo would be allowed aboard. If the strike continues through the weekend, he said, it would become necessary to start laying off freight haulers and office workers.

Sea-Land normally handles about 60 per cent of the cargo which enters

the state. During previous longshore strikes, shipments were taken over by Alaska Hydro Train, Alaska Trainship and Foss Alaska Lines ships that docked at Whittier and Seward, and truck companies and airlines.

Wholesalers said similar arrangements this time could keep retail shelves stocked with most items, although it would cause an imbalance in wholesale stocks. They said the strike would cause little trouble until late last week because of supplies already in stock.

**MEANWHILE AT** the Port of Anchorage, mates aboard the Galveston said they would not join the strike until the ship returns to Seattle, but that they were in agreement with union demands.

"We hope the union will stay with this and bring the companies around," said third officer Jim Haverfield. He listed the main issues as wages, working conditions and a rotation system for mates.

"We want a system which will spread the work around and give more members a chance," he said of the rotation plan. The plan would eliminate the present system where men always work on one ship.

"We don't really know what's going on," said Robert Eisentrager, also a third officer on the Galveston. "There are issues which are hard to pin down, but we want to open up the shipping."

William C. Kennedy, first engineer, belongs to a separate union, but feels his group will support the strike. "Most of our men have a lot of sympathy with these issues," he said.



Neal Menschel

Jim Haverfield, left, and Robert Eisentrager, third officers aboard Sea-Land's S. S. Galveston, discuss a strike by members of their Union, the Masters, Mates and Pilots Union, at West Coast ports. The vessel was to leave the Port of Anchorage late Thursday night for Seattle where ship officers were to take part in the strike.

2 Anchorage Daily Times, Thursday, November 2, 1972

### Proud Name In Alaska History

## Cutter Jarvis Here Tomorrow

By PAUL EDCORN  
Times Staff Writer

Bearing a proud name in Alaskan history, the Coast Guard Cutter Jarvis will visit Anchorage tomorrow through Sunday during its 44-day patrol of Alaskan water.

The home port for the 378-foot cutter is at Honolulu, Hawaii, but is one of seven cutters assigned to the Alaskan fisheries patrol in addition to the Alaskan-based vessels.

Commissioned only three months ago, the cutter is equipped with the latest in helicopter and other surveillance equipment and has a crew of 155 men and 18 officers. The cutter is under the command of Capt. Frederick O. Wooley.

The cutter is expected to dock at the Port of Anchorage tomorrow afternoon and a public open house will be held Saturday and Sunday from 3 p.m. to 6 p.m. Public transportation will be provided from the Buttress area parking lot between 2:30 p.m. and 6:30 p.m. each day.

Special tours will also be conducted for ROTC cadets and Naval Sea Cadets on Sunday.

A special brunch will be served on board the Jarvis Sunday morning with Gen. James Sherrill, commander in Chief Alaskan Command; Admiral James A. Palmer, commander of the 17th Coast Guard District Juneau, and Borough Mayor Jack Roderick as special guests.

Since 1830 Coast Guard cutters have been named in honor of former Secretaries of the Treasury. But in departing from this tradition the three latest cutters to be commissioned into the service have been named for heroes of Coast Guard service. The Jarvis was christened in honor of Lt. David H. Jarvis of the Revenue Cutter Bear.

Lt. Jarvis led the "Overland Relief Expedition of 1897" that drove a herd of over 400 reindeer to 275 whalers trapped in the ice near Point Barrow. It was a mid-winter 1,600 mile trek by dog team and deer sled which veteran Arctic explorers said would be impossible.

But the impossible was done in even less time than that set by Lt. Jarvis himself. The relief expedition was ordered by President William McKinley when the plight of



### COAST GUARD CUTTER JARVIS TO VISIT HERE THIS WEEKEND

The U.S. Coast Guard Cutter Jarvis, a 378-foot cutter assigned to the Alaskan Patrol from Hawaii will visit Anchorage this weekend. Public open house will be held from 3 p.m. to 6 p.m. Saturday and Sunday to allow visits by the public. The cutter is one of the most recent addi-

tions to the Coast Guard fleet and is named in honor of a Coast Guard lieutenant cited for heroism. Lt. David H. Jarvis led a 1,600 mile relief expedition across Alaska during the winter of 1897-98 to take food to whalers stranded near Point Barrow.

ashore. They acquired dog teams and forced their way north.

They were Coast Guardsmen who had spent their duty at sea during the summer months. Now they were alone on shore in mid winter. But Lt. Jarvis could speak the Eskimo languages and persuaded the owners of two recently acquired reindeer herds to give up the herds. This was on nothing more than Lt. Jarvis's promise they would be reimbursed by the U.S. Government.

For the last 800 miles the three Coast Guardsmen, a missionary and Eskimo guides, the small party struggled against the elements. Nowhere in their duties had the Coast Guardsmen been required to be cowboys. Nor had any cattle drive of the past face such obstacles. But in April the desperately needed fresh meat was finally herded to the crowded settlement of Barrow. Survival for the whalers and Eskimos of that village was assured until the break up of the ice pack and the arrival of the Revenue Cutter Bear.



FREDERICK O. WOOLEY

the whalers was learned.

The entire crew of the Bear volunteered for the relief trip. But the cutter could get no further north than the village of Tununak north of the Kuskokwim River. There Lt. Jarvis and two others were set

Anchorage Daily Times, Wednesday, November 1, 1972

## Contractor Gets Praise For Rescuing City Dock

Some people save babies, and others save puppies.

But a Seattle contractor has won plaudits from the City of Anchorage for rescuing a dock.

The contractor, Frank Coluccio Construction Co., was racing against time and the powerful Cook Inlet tides on a project that could only happen in Alaska.

Coluccio had but a few hours in the middle of the night for five days to dig a 400-foot-long, nine-foot deep trench beneath the city dock at the Port of Anchorage.

The hole was to receive a 60-inch pipe to carry outfall from the Elmendorf Air Force Base airfield beyond the dock into the inlet.

The outfall had been emptying into the tideflats above the dock, causing a gradually-worsening gully that endangered the structure, Wartelle said.

The work had to be done at zero tides, and if Coluccio

hadn't completed the job last week, "We wouldn't have had good tides again until next spring, and the wash would have continued all winter," Wartelle said.

"I know of no instance where this sort of work was ever done before."

The \$60,000 project was accomplished from about 11 p.m. or midnight until the tides came in each night last week.

Wartelle and Bill Bunselmeyer of Tippetts, Abbott, McCarthy and Stratton, designers of the storm sewer, spent one whole night on the tideflats observing the operation.

"It was damn cold," Wartelle said. "You don't know until you get down there what you will find. It was a lot of money spent in a few hours."

But, he said, "The contractor did a remarkable job."

Not only was a healthy chunk of city money involved, but Coluccio had about a quarter of a million dollars worth of

equipment on the flats at the mercy of the tides.

The contractor dug the trench with a backhoe, squeezing the machine into a narrow area beneath the trestles of the dock.

The trench extends from the normal shoreline at high tide 400 feet out.

"It was a rush job," Wartelle says. "It's a matter of judgment how long you can let something like that continue."