

# SEA-LAND GOES TO COURT

## Others May Join Walkout

BY BILL WILSON  
Times Staff Writer

The fate of the two-day-old Teamster strike against Sea-Land Freight Service Co. lies in the hands of U.S. District Court Judge James M. Fitzgerald — at least for now.

If Fitzgerald grants the temporary restraining order sought by Sea-Land attorneys this morning, the strike will stop pending a hearing to sort through a stack of legal issues.

If the order is denied, members of Teamsters Local 959 in Kenai, Kodiak and Fairbanks, who have been warned to dig in for walkouts of their own, will join the picket lines.

Sea-Land, the firm whose massive barge-truck operation delivers more than half of Anchorage's general commodities, filed a motion for a temporary restraining order against the state's strongest union this morning. Fitzgerald was considering the matter at press time.

Thirty-five line haul drivers here were idled by the strike as were office workers, local delivery drivers and longshoremen.

Sea-Land management personnel are filling in for the striking workers.

Despite Sea-Land's large market share, Anchorage residents need not worry about empty grocery shelves and vacant racks at clothing stores, at least for now. Totem Ocean Trailer Express, also a barge-truck firm, has watched its profits take a neat jump since the Sea-Land labor problem began five months ago.

Through the use of subcontractors for much of the trucking end of its operation, Tote has been able to accommodate Sea-Land customers inconvenienced by the previous strikes — a situation that Sea-Land has used in court to stop the strikes.

Tote, a non-union shop itself, offers the van use policy that Teamster Secretary-Treasurer Jesse Carr blames for the strike.

Teamster members have been warned that this strike, the fourth since August over Sea-Land's policy of letting its customers use its trucks whether or not they are driven by members of Local 959, may be a long one.

Sea-Land management says flatly that will never happen.

Although Teamster spokesmen

say that the issue of the strike is an unfair labor practice complaint the union has filed with the National Labor Relations Board, the old issue of Sea-Land's van use policy is to blame for the walk out as well as the unfair labor practice complaint.

That complaint centers around a \$1.40 per hour raise paid to office clerks since November. The raise is illegal, Local 959 argues, because no contract providing for the raise exists.



MANAGEMENT PERSONNEL WORK ON SEA-LAND DOCKS

Sea-Land employees normally more comfortable with pocket calculators and profit-loss statements unloaded a Sea-Land barge here yesterday. The men and women usually responsible for such work are members of Teamsters Local 959, who went on strike yesterday over a long-standing dispute involving the

driving of Sea-Land vans by non-union drivers. Dick Howell, Anchorage sales representative, is in foreground. In background is Richard Hasenoerhl, left, of Sea-Land's Seattle executive division, and assistant Anchorage marine manager Mike Redman. (Times photo by Alice Puster)

10 The Anchorage Times, Tuesday, May 10, 1977.



SUPERSHIP JOINS THE TOTE FLEET

Safely tied to the dock after her maiden voyage from Tacoma, Tote's Westward Venture awaits unloading of a full cargo. The 790-foot roll on-roll off freighter, was built by the Sun Shipbuilding Co. in Philadelphia. At the helm was Capt. Al B. Schirmer, who also brought the Venture's sister ship, the Great Land, to

Anchorage on her first trip up. Port time for the two ships runs between 12 and 15 hours. The Westward Venture was unloaded and headed out to sea at 12:30 a.m. today. She's due back in town next Monday.

## Westward Venture Makes First Trip

By HELEN GILLETTE  
Times Staff Writer

The brand new Totem Ocean Trailer Express ship Westward Venture steamed into the Anchorage Port yesterday and docked without incident with company and port officials waiting at portside.

The seven-deck-high, 790-foot steel vessel, carrying a full load of cargo, was unloaded and headed back to Tacoma in 15½ hours, close to the 12 to 14 hours Tote ships are usually here. The two ships will dock here once a week.

Bringing her in was Capt. Al B. Schirmer of Houston, who was also in command when the Great Land made its maiden voyage here.

The Westward Venture was built at Philadelphia by Sun Ship Building Company, and three of its engineers were on hand yesterday to note performance. Guarantee engineer Ted Chabanuk said the ship went through the Panama Canal and thence to Tacoma.

The trip from Tacoma to Anchorage takes two and a half days.

Tote's El Taino, which for some months was

making weekly freight calls here, has been renamed The Gulf Bear and carries freight between Baltimore and Newport News and the Middle East.

Yesterday's cargo included the first load of steel for the new federal building here.

The 24-knot Venture is the newest trailership in the world, said Alaska general manager Howard Acton, especially designed for the Alaska trade as a roll-on-roll-off vessel. All its cargo is on wheels and pulled off by tractors.

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Daily News photo by Rob Stapleton

## 'Venture' docks

"Westward Venture," new addition to the Totem Ocean Trailer Express Inc. fleet, docks at the Port of Anchorage for the first time Monday. The 790-foot vessel, a sister ship to the "Great Land," will add TOTE's Tacoma to Anchorage schedule to twice a week.