



TOTEM BOARD MEMBERS MEET IN ANCHORAGE

The board of directors of Totem Ocean Trailer Express met today with Mayor George Sullivan and Port of Anchorage officials in a get-acquainted session at the Captain Cook Hotel. It was the first time the shipping firm's board members had met in

Anchorage, and Tote President Robert McMillen said additional meetings are being scheduled here. The four board members are, from left, McMillen, William Maling, Dudley P. Cooke and William S. Woods.

Tote Is Cautious Of Alaska Economy

By STEVE HANSEN
Times Staff Writer

A board member of Totem Ocean Trailer Express said today the firm will look at the Alaska market with caution during the coming year due to uncertainty surrounding the local

economy. Speaking this morning at a press conference, Tote board member William Maling later added a more optimistic prediction, saying he felt the Alaska economic downward trend had bottomed out.

"We'll approach it with some caution," Maling said. "We did not anticipate the decrease . . . as was seen. We had felt 1978 would be somewhat flat. But there have been some indications that things have bottomed out."

However, Maling, a former Tote president, said despite those indications, "we will be extremely cautious and we don't see anything in the horizon which will change things that dramatically."

Maling and the three other Tote board members met with Mayor George Sullivan and municipal port officials this morning in what was termed a "get acquainted meeting." Today's board session marked the first time the company had met in Anchorage during its four years of Alaskan service.

"It went good, very good," Thomas Barry, Tote's Alaska marketing manager, said of the meeting. "There was no agenda for the meeting," Tote President Robert McMillen explained. "It was merely a get acquainted meeting because this was our first board meeting in Anchorage."

McMillen said no specific issues were discussed, but he termed the meeting "very worthwhile." He did say Sullivan had discussed the potential growth of the Anchorage port with the board.

McMillen later said the truckers' strike which has caused much concern in the Lower 48 has yet to substantially effect Alaska's markets.

"There has been no real serious effect up to this point in time," McMillen said. But he did warn that "if it becomes more severe it will have an adverse effect in (shipments) being delayed."

A freight rate increase scheduled to begin on July 15 is being reviewed by the Interstate Commerce Commission for approval. McMillen said the rate increase was requested due to increases experienced in trucking, stevedore and contractual labor contracts, which have led to an increase in shipping costs.

Also attending the morning conference were Tote board members Dudley P. Cooke and William S. Woods, municipal port director William McKinney, port commission chairman Arne Michaelson, port commissioners Bud Kowalski and Ralph Campbell, municipal transportation director Jim Dunn, and Tote officials Leighton Thetford, Dennis Westerlin and Ron Gumbaz.

Three of the board members — Maling, Cooke and Woods — are executive officials of Sun Shipbuilding and Dry Dock Co., headquartered in

Chester, Pa. Tote is a subsidiary of the Sun company and is the firm's first general cargo operation in the Pacific Northwest.

Tote currently has two barges — the S.S. Great Land and the S.S. Westward Venture — which bring loaded trailers into Anchorage twice weekly. The S.S. Great Land has been serving Anchorage since September 1975 while the S.S. Westward Venture began operation in May 1977. The company also has storage facilities and terminals in Fairbanks and Soldotna.

When asked if Tote had considered expanding its operations in Anchorage, McMillen responded that they were satisfied with the company's current operations in Alaska. He noted that according to Anchorage port statistics, Tote brought more tonnage into Anchorage than the other shipping firm — Sea-Land Service Co. A spokeswoman for the port said 641,211.5 tons of cargo had been imported into Anchorage this year from January to May.

"We have no planned expansion down in Kenai because we just opened there last September," McMillen said. "It should be sufficient for the next few years. In Anchorage we see no real need for expansion at this time."

Maling also added Tote has no immediate plans to expand the company's operations to other areas, such as the Japanese markets.

"We have have no planned activity beyond the present market we operate in," he said. "We're essentially a domestic shipping system of highway trailers. It would be impractical (to expand to the Orient) with the current two ships."

Tote's operations, he added, are "primarily between Puget Sound and Alaska." He termed the company's Northwest operations as "a short haul and a high turn-around" system.

Tote Slates First Meeting In Anchorage

The board of directors of Totem Ocean Trailer Express (Tote) has scheduled a June 26 meeting with Anchorage Mayor George Sullivan and municipal port director Bill McKinney, marking the board's first meeting in Alaska.

"This being the first time, I suppose it's kind of an indication of how they feel about Alaska," Tom Barry, Anchorage Tote manager, said Thursday. "We're an Alaskan company and I think the feeling was 'let's have our meeting in Alaska.'"

Barry said the board members are slated to meet with Sullivan and McKinney at a June 26 breakfast at the Captain Cook Hotel. Following the early meeting is a 9 a.m. press conference.

The meeting will be the second this year. The first board meeting for the four-year old freight firm was held in Radnor, Pa., Barry said.

The board members are expected to fly to Anchorage in a company jet from Philadelphia with a brief stop scheduled in Seattle. Barry said the officials will also stop in Kenai and Fairbanks if time allows.

"They'll meet with various business and community people," Barry said. He would not say what the board members would discuss with Sullivan or McKinney.

Subpoena asks port records

By DON HUNTER
and BRIANA A. HUNTLEY
Daily News reporters

A massive list of Port of Anchorage records has been subpoenaed in a three-year-old antitrust suit between the two largest marine freight haulers serving Alaska.

The records, subpoenaed by Sea-Land Service Inc., stretch back more than six years to Jan. 1, 1973, federal court records here indicate.

Sea-Land is the defendant and cross-claim plaintiff in the litigation, filed in U.S. District Court in Seattle by Totem Ocean Trailer Express, Inc. in April 1976.

The port is not a party to the litigation.

The antitrust case reportedly has generated renewed federal interest in the activities of the two major marine carriers. Sources close to the antitrust case indicate that recent Interstate Commerce Commission probes into possible fair trade practices violations were intensified during recent phases of the antitrust litigation.

Seattle-based attorneys for Tote and Sea-Land were in Anchorage June 11 to take depositions for the Seattle case and question officials about the extent of the records provided under the subpoena, said Assistant Municipal Attorney Julie Garfield.

Richard Alcorn, a Seattle attorney whose firm represents Sea-Land, said there are "several allegations" made in the litigation, among them violations of a section of the Sherman Anti-Trust Act.

Part of the original lawsuit — a dispute over berthing agreements at the port — has been resolved in separate action before the Federal Maritime Commission, Alcorn said.

Alcorn said the parties are "still positioning for a court date" in the three-year-old case, and offered no predictions of when the suit may come to trial.

Seattle attorneys for Tote could not be contacted by press time Thursday. Leonard Shapiro, Tote vice president of pricing, declined comment on current aspects of the case. "We are in the midst of continuing litigation and I just can't discuss any of the particulars of the case at this time," he said. Shapiro also noted he hadn't received details of the ICC investigation.

they're going to be out of luck," he said. "I can assure you there is no basis for any such (innuendo). The record is totally clear."

Davis said Maling, the author of the 1975 letter, was then president of Tote.

Documents pertaining to berthing agreements between Anchorage and the two shipping companies.

All communications between the Port and Tote or its parent company, Sun Shipbuilding, that "contain the name of or refer to Sea-Land . . ." and all communications between the Port and Sea-Land that mention or refer to Tote. "All documents that refer to the Port giving information to Tote about cargo moving through the Port or which constitute or refer to communications between the Port and Tote about any aspect of Sea-Land's operations."

Documents of meetings of the Anchorage borough, city or municipal assembly or any other legislative body which include the names of Tote, Sun or Sea-Land, and communications between the Port and any legislative body that name the same parties.

Mark Ashburn, an assistant attorney general for Alaska, said the state is interested in part of the case — an investigation into alleged labor violations by the Teamsters and Sea-Land. It has been alleged that Sea-Land and the Teamsters agreed to reduce the use of railroad transit in Alaska in return for favorable treatment from the trucking industry.

But Ashburn noted Alaska antitrust law doesn't apply to shippers. "Tote, Sea-Land, and Hydrotrain (the Alaska Railroad's marine freight service) have a broad exemption from state anti-trust statutes, but — if there are violations — the U.S. Department of Justice or the ICC could take legal action."

According to court records on file here, Teamsters Local 959 Secretary-Treasurer Jesse Carr was subpoenaed by Tote for a deposition late last year. Records indicate the deposition was to be taken in January.

Among the records under subpoena:

All copies of a June 24, 1975 letter from William B. Maling to former Anchorage Transportation Director Erwin Davis, all documents that refer to the letter, and all documents "that describe or refer to any action taken or proposed with respect to the subject matter of the letter . . ."

Davis' resignation as Transportation Director was effective May 15, 1977, Anchorage officials said. According to Sea-Land court documents on file here, Davis was hired by Tote sometime in early September of that year.

Sea-Land also subpoenaed "all documents that refer to the hiring of Erwin Davis by Tote, or the reasons for Mr. Davis leaving the employ of the Port," and "copies of all documents that have been given to Tote/Sun's attorneys since March 30, 1976 (at about the time the suit was filed), or to Erwin Davis since his employment by Tote . . ."

Contacted Thursday, Davis said he gave a deposition in the case several months ago. However, Davis said he has not seen the list of Port records now under subpoena. Davis said there was nothing improper about his resignation from the municipality or subsequent employment by Tote.

"It sounds like they're on a fishing expedition, but I'm afraid



Truck flips at port

A tractor trailer owned by Totem Ocean Trailer Express flipped yesterday while attempting to turn around on

Ocean Dock Road. The driver was treated for injuries and released.

Anchorage Daily News/Rob Stapleton