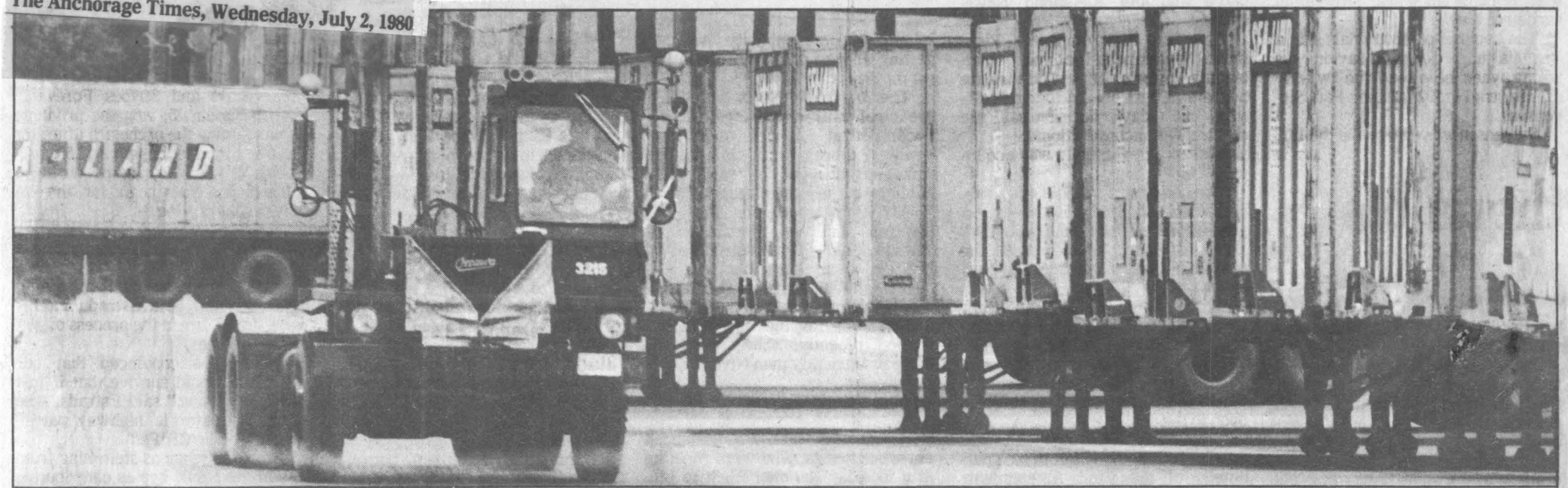




UNIVERSE CALLS AT PORT OF ANCHORAGE

The SS Universe, of World Explorer Cruises, docked in Anchorage last Sunday for a one-day layover. The Universe, the only passenger cruise ship to call at Anchorage this year,

came here via Vancouver and Prince Rupert, British Columbia; Sitka, Glacier Bay, Ketchikan and Juneau. The visit to Anchorage was the ship's seventh.



Sea-Land operations continue apace Tuesday following the company's decision to phase out its Alaska trucking in six months

## Sea-Land to phase out trucking service

by Dave Carpenter  
Times Writer

Sea-Land Freight Service Inc. has agreed to phase out its statewide trucking service over the next six months instead of shutting it down this month, officials of Sea-Land and Teamsters Local 959 said today.

The settlement, agreed to Monday, calls for a six-month transition period during which Sea-Land will divest itself of its trucking operation in Alaska — the only state where it runs a trucking service.

It saves, for the time being at least, the jobs of more than 120 Teamsters in Anchorage, Fairbanks and Kenai. Those employees faced being laid off as early as Tuesday — the day the old agreement expired — under the proposed shutdown.

Teamsters spokesman Dean Berg said this morning union officials are optimistic that the vast majority of the jobs will be saved. Without the agreement, he said, an abrupt shutdown would have made it "extremely chaotic" for trucking ser-

vices to be transferred.

Berg said negotiations, led by union Secretary-Treasurer Jesse L. Carr and Sea-Land's outgoing General Manager M.M. Porter, were highly cooperative. Those two officials signed a "letter of understanding" on Monday.

"Never was there any anticipation of any kind of retaliatory action — it's been a total period of cooperation," he said.

Shipping experts had been reported as saying labor problems

were anticipated.

Sea-Land's new local general manager, Jim Davis, declined comment today on why the firm is dropping its trucking service here. But Berg cited the increasing cost of fuel and other price hikes that have raised expenses. He denied that it was because of the high cost of Teamster labor.

Jim Littlemark of Sea-Land's Seattle office said Tuesday that the company has been losing money for

years in Alaska.

The freight company's only comment, released through Davis by corporate headquarters in Menlo Park, N.J., was a brief statement that the two sides "have reached accord regarding the orderly transition of the trucking operation here."

"This agreement also should pave the way for uninterrupted containership service for Sea-Land customers during the ongoing Teamster contract negotiations."

Thursday, September 25, 1980, The Anchorage Times

## Port guards upset by proposal

by Steve Hansen  
Times Writer

A proposal which would allow private security services to patrol the municipal port has drawn the wrath of city guards now patrolling Anchorage's \$40 million dock.

They say the new system will downgrade the port's security and endanger equipment and cargo.

But the guards also admitted their concern is based on their layoff once the plan is approved.

"They're going to downgrade the security and that doesn't seem right," port security guard Frank Ellington said Tuesday. "We feel like we are doing a good job."

Municipal officials acknowledged the new policy will result in laying off five guards. But they disagreed with charges that the new patrols would be less efficient. They also stress that the proposal is still in the planning stages and has not yet received final administration approval.

Ellington, however, said the guards had been notified they would be laid off at the end of October.

The five guards are members of the Anchorage Municipal Employees Association. Ellington said union representatives told him nothing can be done on their behalf until they are actually laid off.

"So as far as I know, we're going to be out of a job by Nov. 1, which is a hell of a time to lose your job in this country," he said.

"We've tried to talk to the union, we've tried to talk to everybody, but this seems like it's something Mayor Sullivan wants to get through and you know how that is."

Ellington earns \$9.50 an hour. He called the municipal budget of \$150,000 for the five guards, transportation and uniforms "padded way out of sight. There's no way it costs that much."

Port director Bill McKinney said he couldn't discuss details of the controversy because of the sensitivity of union negotiations.

Jim Dunn, municipal transportation director, said the change is being considered because of scheduling problems. With only five guards, he said, two shifts each week are unfilled while six others resulted in double shifting. When you add sick leave and vacations, he said, the municipality ended up paying substantial overtime wages annually.

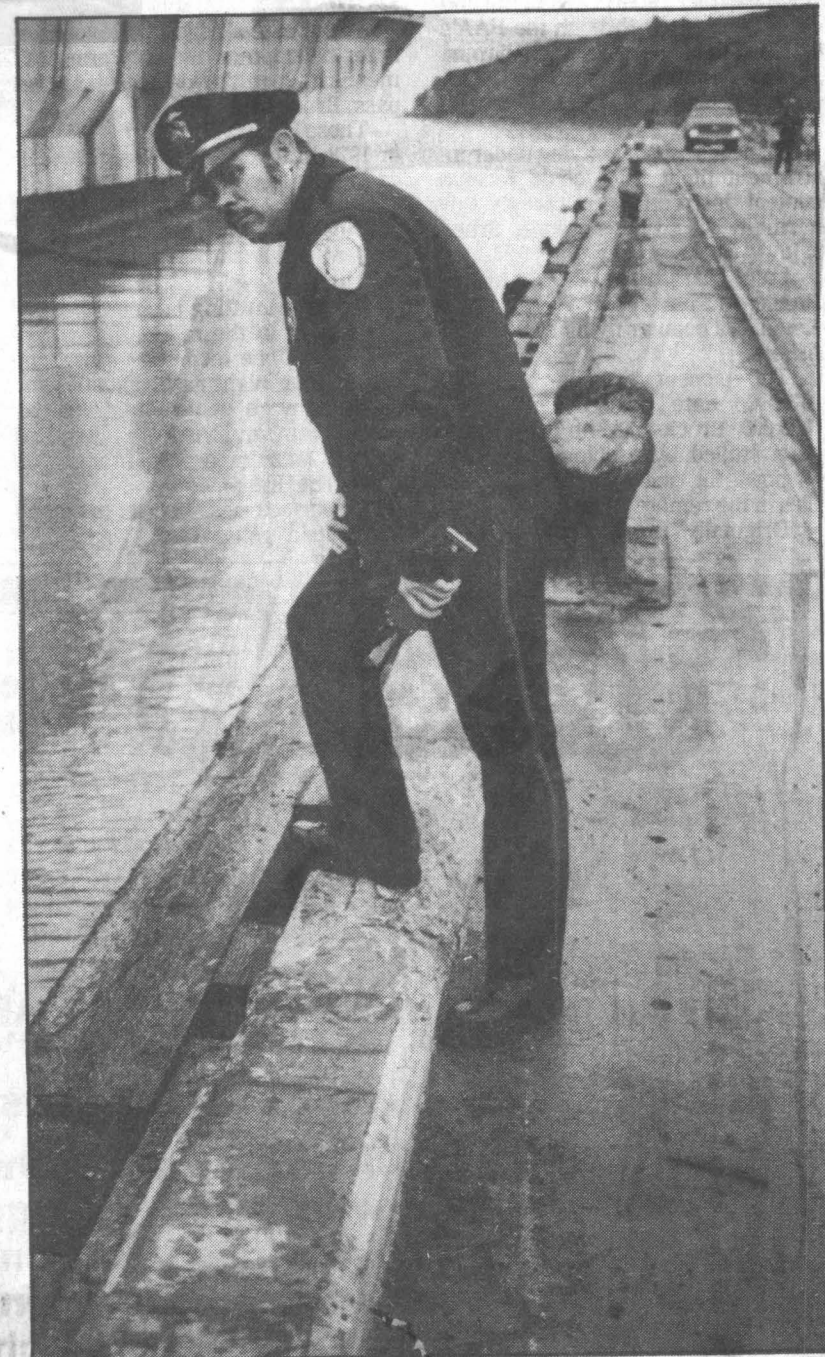
He said the proposal is an extension of Mayor George Sullivan's policy of trying to put municipal work into the hands of the private sector.

"It makes a lot of sense to do it on a contract basis," Dunn said. "We have done this at other places and it has worked out well."

But Ellington disagrees.

"We are commissioned peace officers . . . and as far as I know we have the same authority as police officers," Ellington said, adding that port guards were authorized to make arrests and issue citations until June of this year. "We didn't get APD (Anchorage Police Department) wages but we were like a little branch of them down there."

Guards now patrolling the port are authorized to carry guns. Under the new plan, the guards would have no arrest authority and would work unarmed, Ellington said.



Danny Daniels of The Times

Frank Ellington on patrol at the port

Thursday, September 25, 1980, The Anchorage Times



David Predeger of The Times

## BIGGEST BARGE IN THE WEST

Dockworkers Tommy McCoy, left, George Poehchacker and Willie Smith, left, tie up the Peter S. Hass, the largest concretecarrying barge on the Pacific Coast, as it arrived at the Port of Anchorage Wednesday afternoon. The Kaiser Cement Co. barge, top-loaded

with mobile homes for Coastal Alaska Lines, is on its maiden voyage. The 10,000-ton, 333-foot-long vessel was built in Oakland and is named after a past president of the cement company.

# TAMS

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