

Charges, court orders fly as barge nears

By ANN CONY
Daily News reporter

Responding to Teamsters' claims that a heavily armed crew is guiding a barge into port for strike-bound Anchorage Cold Storage, a Superior Court judge has ordered both the company and the union not to engage in violence when the barge arrives.

Judge Brian Shortell in Anchorage issued a temporary restraining order against Teamsters Local 959 and Anchorage Cold Storage late Wednesday afternoon and on Thursday evening denied a request by the local longshoremen's

union to prevent the barge from mooring at municipal docks.

Carrying more than 150 vans of food and beverage supplies for Anchorage Cold Storage, the chartered barge is expected to put into port by noon today.

The crew of the tug pulling the barge is heavily armed, the union charged Tuesday in starting a flurry of eleventh-hour court activity.

"I have reason to believe that the tug's crew has in their possession numerous firearms and ammunition for the firearms," Jimmy Streight, a Teamsters business agent, said in a sworn

affidavit. "The possession of firearms by the crew members of the tug places the peaceful (union) picketers in substantial fear of imminent and immediate physical danger."

Attorney Ron Bliss argued for the union that bringing an armed crew into a picketed work site constituted second- and third-degree assault, reckless endangerment, disorderly conduct and unlawful coercion.

Anchorage Cold Storage followed swiftly with a denial and a counterclaim that it was the union that was likely to incite violence.

Doug Riggs, attorney for Anchorage Cold

Storage, said in court papers that the tug crew is not manned by employees of the distributor and that the distributor "has never encouraged nor condoned the use of weapons" by the crew.

Charging that the union presented no credible evidence that there were weapons aboard the tug, Riggs called the union's motion for a restraining order "one of the most spurious actions to be filed in the recent annals of labor relations disputes."

"It is truly ironic," he said, "that the

See Back Page, JUDGE

Judge orders the Teamsters, Anchorage Cold Storage to refrain from violence

Continued from Page A-1

Teamsters is seeking protection from this court on the allegations that it will be the object of threats, intimidation, coercion from (Anchorage Cold Storage) and its employees."

John Odom, vice president and general manager of the company, submitted an affidavit alleging that union members have harassed and threatened replacement employees and sabotaged company property.

Saying that the union planned to have several hundred pickets greet the barge and block movement of the vans to the company's warehouses, Riggs requested the judge order the union to limit pickets to a "reasonable" number.

In his restraining order, Shortell ordered Anchorage Cold Storage to notify the owner and crew of the tug to keep any weapons — if they

exist — in a secure place and not carry them off the tug.

The judge ordered both the company and the union to refrain from any threats or acts of violence, intimidation or coercion and told the union not to obstruct the barge or its cargo in any manner.

The judge did not put any limitation on the number of pickets the union could have in the port area.

Teamsters spokesman Dean Berg said Thursday that he knew of no plans for a massive picketing effort. "I am told by the (union) business agent in charge of picketing out there that we'll have our normal picket force — whatever that means . . . I would speculate 20, 25 (pickets), something like that."

In the last few days, Anchorage Cold Storage obtained a routine permit to use municipal

docks.

Attorneys for the local longshoremen's union, which is affiliated with Teamsters Local 959, filed suit Thursday in an attempt to block the barge from the municipal docks.

After hearing arguments from the union's and municipality's attorneys for an hour and a half, Shortell denied the union's motion at 6 p.m.

According to several sources, the barge is equipped with a derrick and forklifts so it can be unloaded without longshoremen.

Although it now appears likely that the barge will moor and unload at the municipal dock area, there is a possibility it could put in at a temporary dock facility set up recently in the port area west of Ship Creek.

In an interview Thursday, Odom said the company in preparation for the barge's arrival has beefed up the private security force that has

guarded the distributor's plants since the strike began.

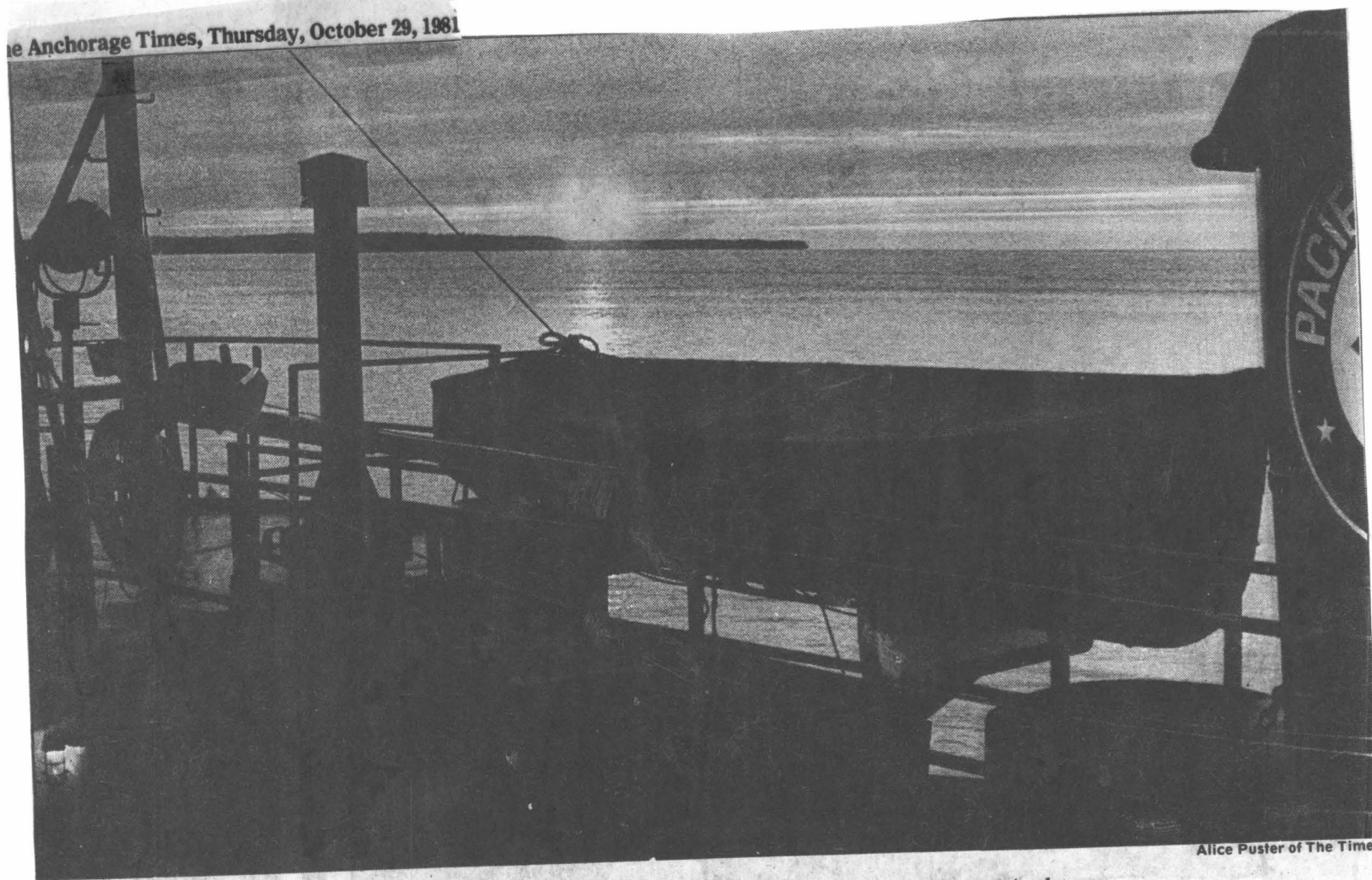
Anchorage police also will provide protection, according to a reliable source, but the department has declined to comment on the matter.

Anchorage Cold Storage has been unable to move freight to its warehouses via its normal ocean freight channels because of union picket lines honored by longshoremen in Seattle and Anchorage.

Odom said the permit to dock at the municipal port is valid for one year and indicated that the company will continue to bring freight in by chartered barge if it has to.

"We have gone through a lot of trouble to obtain the proper permits and comply with all local statutes," he said. "We're not trying to do anything illegal here . . . We just want to run our business."

The Anchorage Times, Thursday, October 29, 1981



The sun sets behind the upper structure of a tugboat tied up at the Port of Anchorage

Alice Puster of The Times

The Anchorage Times, Thursday, October 29, 1981



MORE EVIDENCE OF ANCHORAGE'S GROWTH

The cement barge Peter S. Hass had a full load when it docked at the Port of Anchorage this week. The top deck leased by Alaska Coastal Lines was packed with mobile homes and modu-

lar school buildings ordered by Husky Structures Inc. for Anchorage schools. After these were unloaded, 10,000 tons of cement for Kaiser Cement were to be taken off the barge.

Alice Puster of The Times

Anchorage Daily News Friday, October 30, 1981

Sea-Land plans to expand Alaska service

Sea-Land Service Inc., one of two major ocean-going carriers serving Alaska, announced Thursday it will expand its service between Anchorage and Seattle next year in response to growth in the state's economy.

"Business increased substantially in 1981 over 1980 and we anticipate that there will be continued growth in 1982," said Jim Hinchcliff, Sea-Land's vice president for marketing, in announcing the increase in service.

The company, a unit of R.J. Reynolds Industries, will expand its

Alaska support fleet from three to four vessels, increasing the number of stops here from two to three per week.

A spokesman for Totem Ocean Trailer Express, Sea-Land's primary competitor on the route, said Thursday the company has no immediate expansion plans of its own.

"We've been evaluating a number of options but we have no announcements to make at this time," said Ed Trout, TOTE's vice president for operations. TOTE currently has two calls per week in Anchorage.

Trout said Sea-Land's expansion brings the company back to the level of service it offered during the Alaska oil pipeline boom between 1975 and 1977. Sea-Land cut back its service from three calls to two calls per week following construction of the line.

"The market was probably a little constrained this summer and this is probably a good move for the trade," Trout said.

Hinchcliff, the Sea-Land spokesman, said the new vessel will be identical to the other carriers the company now operates on the route.

The vessels, known in the trade as C4X's, are capable of hauling 366 containers at one time.

Hinchcliff said the company has not determined yet which vessel will be brought here, but said it will probably be one now in operation in Europe or Asia. "We have these ships all over the world," he said.

Hinchcliff attributed the increase in activity on the Alaska route primarily to construction activity in the state. "The main increase has been in construction materials and support materials for construction," he said.

Anchorage Daily News Thursday, October 29, 1981

Cold Storage barge may arrive this morning

By ANN CONY
Daily News reporter

A barge carrying a major shipment for strike-bound Anchorage Cold Storage may arrive in port as early as this morning and is expected to put in no later than Friday.

Originally due to arrive more than a week ago, the barge reportedly was delayed by mechanical problems aboard an accompanying tug and stormy weather in the Gulf of Alaska. Sources said the barge tied up in Yakutat for several days.

Leased in Washington state, the barge is carrying about 140 trailers of food and beverages for Anchorage Cold Storage, according to sources in the transportation industry.

Freight deliveries are crucial to the company and, although the strike has been virtually free of violence so far, the Anchorage Police Department has made plans to provide security when the barge arrives, a source said Wednesday, although Police Chief Brian Porter declined comment on that.

The wholesale distributing company has had freight troubles since its 115 Teamsters workers walked off their jobs four months ago today. Because of the cause of the Teamsters picket lines on the docks in Seattle, the

company has been unable to move goods via Sea-Land Service Co. or Totem Ocean Trailer Express — normally its primary shippers.

Dean Berg, spokesman for Teamsters Local 959, said Wednesday the barge may arrive this morning and that the union expects it by Friday.

"Obviously, when it gets here will depend on the weather," he said.

Anchorage Cold Storage officials have declined to comment on the barge's progress or say where it will dock.

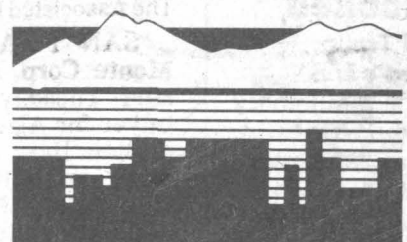
Although the barge could moor at one of the municipal wharfs, most observers say they are skeptical of that possibility because longshoremen affiliated with the Teamsters union work those docks.

Chris Gates, marketing director at the municipal port, said Wednesday he had not been contacted by Anchorage Cold Storage about mooring a barge at the municipal docks.

"They would have to give us notice," Gates said, adding that there is no set timetable the company would have to meet.

Sources have said the barge is equipped with a derrick that would allow it to be unloaded without longshoremen.

Some observers believe the barge will put in at a temporary dock facility erected re-



cently west of Ship Creek by York Steel.

It has constructed a solid earthen ramp out to a small barge that a larger barge could tie to.

Earlier this week Teamsters walked off their jobs at two trucking companies in Fairbanks.

Sources in the transportation industry expect the strikes to spread to at least two other trucking companies, but Berg declined to comment on that possibility.

Teamsters at Sourdough Trucking walked out at 8 a.m. Wednesday, according to Berg, who said he did not know details of the dispute there.

Picket lines went up Tuesday afternoon at K & W Trucking Co. Inc., and Berg said that dispute erupted when the company and the union reached an impasse on the hostlers' contract, which expired at the end of June 1980.

George Otterson, operations manager for the company, said none of the 60-odd Teamsters

truck drivers who haul freight to the North Slope for K & W were crossing the picket lines.

"We intend to stay in business, so we'll have to hire replacement help to continue to operate," Otterson said.

Drilling Mud Haulers, a trucking company that operates out of Fairbanks and Anchorage, has been the object of a Teamsters strike for three months.

The company petitioned the National Labor Relations Board to hold a union decertification election. Although that request was recently denied by the labor board, Sid Campbell, president of the company, said Wednesday one of his drivers intends to submit a new decertification petition next week.

"There are a lot of people who want to go to work who don't want anything to do with the union," Campbell said. "I don't think those companies are going to have any problem getting trucks to take their freight," he said in reference to K & W and Sourdough.

Doug Eyer, head of the Anchorage NLRB office, said this week that the Drilling Mud Haulers' decertification petition was rejected because "we couldn't determine that a sufficient number (of employees) expressed a desire to get rid of the union."