

Unloading of barge for Anchorage firm continues peacefully

Continued from Page A-1

If Anchorage Cold Storage's non-union workers are not off the docks by then, the municipality would have to decide whether to let the union longshoremen past police lines and risk a confrontation on the wharf or delay unloading of the Sea-Land ship.

Ten union pickets demonstrated peacefully Saturday while a slightly larger number of police officers looked on.

Several pickets carried a home-made sign that said, "Welcome to the Port of Odom," a reference to Anchorage Cold Storage owner Milt Odom or his son and general manager, John Odom.

The mood on the docks Saturday contrasted with the scene Friday when between 60 and 80 longshoremen picketed behind police lines at the port entrance.

Both unions voluntarily reduced their picket lines drastically late Friday after tempers flared near the end of the day.

Jesse Carr, Teamsters Local 959 secretary-treasurer, said Saturday he was confident there would be no more violence.

Carr was widely credited with quelling the disturbance that broke out shortly before 4:30 p.m. Friday.

Carr, who went to the scene after hearing of television reports of the confrontation, successfully coaxed the rank and file to quiet down, according to numerous witnesses.

"He calmed it down by himself, that's for sure," said a longshoreman who did not get involved in the scuffling between some of his fellow pickets and police. "Otherwise, things would have been much worse. Jesse Carr stopped a lot of problems."

Before Carr's arrival, police turned a fire hose on pickets after



Anchorage Daily News/Monte Paulsen

Anchorage police were plentiful at the Port of Anchorage.

having trouble all day preventing the pickets from crowding the road used by the company's trucks to enter and leave the dock loading area.

Longshoremen griped continuously Friday and Saturday about "scab" workers performing their jobs and charged that the non-union workers hired by Anchorage Cold Storage were committing numerous safety violations, including stacking vans in fire lanes on the docks.

A longshoreman who asked not to be identified said Saturday that union officials twice contacted federal Occupational Safety and Health Administration (OSHA) representatives Friday, asking them to inspect the unloading operations,

but that OSHA never showed up.

"I know they were contacted," John Bradbury, a lawyer for the longshoremen, said of OSHA officials, "but I don't know what their response was."

OSHA representatives could not be reached Saturday.

Longshoremen at the port Friday also were angered by heavy police presence, which included more than a dozen squad cars, vans, a mobile crime lab unit and three German shepherds.

Police Chief Brian Porter said there were as many as 50 to 55 police officers at the port.

Longshoremen claimed that police overreacted to the situation and that hosing down pickets was un-

called for and served to provoke more violent reactions.

Porter acknowledged Saturday that his department was aware of widespread rumors that Teamsters would have 700 to 1,000 pickets on hand to meet the barge. He said police put together protection plans with a worst-case scenario in mind.

Asked if the strong show of force by his department was a good idea, Porter said yes without hesitation.

"I think they did a tremendous job," he said of his officers.

Friday's disturbance broke out shortly after Anchorage Superior Court Judge Brian Shortell ordered the longshoremen's union not to engage in acts of violence or intimidation.

Shortell had directed an identical order at both the Teamsters Union and Anchorage Cold Storage late Wednesday, after the union charged that workers bringing the barge into port for Anchorage Cold Storage were heavily armed and Anchorage Cold Storage charged that the Teamsters strike against the company had been marked already by numerous incidents of violence, vandalism and intimidation.

At 2:45 p.m. Friday, Shortell gave copies of his no-violence order to the attorneys representing the longshoremen's union and Anchorage Cold Storage.

But Anchorage Cold Storage attorneys were not satisfied with the wording of one of the order's provisions, and it took slightly more than an hour for the order to be revised.

Bradbury said Teamsters in-house counsel Jim Witt was on his way to the port to tell pickets of Shortell's order when the violence began.

"It was already going on when he got there," Bradbury said.

Unloading of barge continues peacefully

By ANN CONY
Daily News reporter

Unloading of a barge for Anchorage Cold Storage proceeded peacefully Saturday after Friday's violent clash between police and picketing longshoremen at the Port of Anchorage.

A company lawyer said the barge, carrying 150 vans of goods bound for Anchorage Cold Storage, could be unloaded by late Saturday night. The company was anxious to complete unloading before a Sea-

Land Cold Storage digs in for a battle with the Teamsters. Page A-3.

Land Service containership, due at the port at 6:30 a.m. today, arrives.

Non-union dock workers on two 12-hour shifts have been working around the clock to unload the Anchorage Cold Storage chartered barge that docked early Friday.

The local food and beverage distributorship — object of a 4-month-old Teamsters strike —

raised the ire of Teamsters-affiliated Anchorage Independent Longshore Union Local 1 by hiring non-union workers to transfer freight from the barge onto trucks bound for the distributor's warehouses.

Mike Dundy, a lawyer for Anchorage Cold Storage, said Saturday afternoon that unloading was going smoothly.

"The unloading is going very quickly now," he said. "There's a possibility if everything goes well that it will be finished by late

tonight (Saturday)."

In addition to a desire to avoid a recurrence of Friday's violence, which resulted in damage to the company's trucks and the arrest of eight pickets, the company wanted its freight off the municipal docks as quickly as possible because of the impending arrival of the Sea-Land vessel. Sea-Land has a contract with the union longshoremen for off-loading.

See Back Page, UNLOADING

Anchorage Daily News Friday, November 6, 1981

Ship cargo from Seattle-Tacoma is up 17%

The Associated Press

SEATTLE — Shipping of cargo between Seattle-Tacoma and Anchorage has increased 17 percent during the first nine months of this year compared with the first nine months of 1980, two steamship companies report.

Sea-Land Service plans to add a 523-foot containerized cargo ship on its Alaska run,

bringing to four the number of ships serving the nation's 49th state.

Sea-Land also plans to increase the frequency of vessel calls from two to three a week in Anchorage and Kodiak.

Jack Baker, Sea-Land executive vice president, said the fourth ship will be added in April.

Totem Ocean Trailer Ex-

press, which serves Anchorage from Tacoma, says it looks for the present high level of cargo volume to continue into winter — longer than usual.

"We expect the high curve to hold," said Robert McMillen, TOTE president.

McMillen said the optimism stemmed from extensive construction in Alaska communities and demand for consumer

household items. New car shipments are up.

"There's a lot of Alaska oil revenue channeling into community construction which seems to be spurring retail sales, and the state income tax has been discontinued."

TOTE and Sea-Land are the only year-round steamship services from the Lower 48 into Anchorage through Cook Inlet.

Anchorage Daily News Thursday, November 12, 1981

Anchorage outgrows port area, study says

By ROBERTA GRAHAM
Daily News reporter

Unless the Port of Anchorage develops immediate expansion plans, its position as the state's major docking facility could erode within three to four years, according to a draft strategic marketing plan done for the municipality.

"The two carriers currently serving Anchorage estimate that they will need 20 to 30 additional acres of back-up land to support their operations during (the next two to three years)," says the study by management consultants Booz,

Allen & Hamilton Inc. of Bethesda, Md.

The study projects the port will have exhausted its available space in that period and will need more room and facilities.

"The bottom line is really the economic impact that the port has on Anchorage," said Port Director Bill McKinney. "The study found that for every ton of cargo unloaded here, \$54 of economic activity is created within the municipality."

"We're talking about every-

See Back Page, ANCHORAGE

Anchorage is growing out of its port facility, study says

Continued from Page A-1

body's cost of living," he said.

McKinney said that if the port's efficiency can be increased — mainly through expansion — freight rates would stabilize or drop and the cost of importing goods could follow suit.

The study is the first of a two-phase look at the port. The second phase will be an engineering blueprint for long-range development of port facilities.

The port now handles about 75 percent of the general cargo trade to and from Alaska or about 1.2 million tons per year, the study said.

McKinney said the municipality already has initiated negotiations with Elmendorf Air Force Base for leasing 15 acres adjacent to the port. That land would be used to construct a holding area for cargo containers.

McKinney said the city is also eyeing another 100 acres owned by the Alaska Railroad and leased to businesses. Because it extends south of Ship Creek to Second Avenue, that area could be used for both expanding docking and cargo-holding capacities.

The port also has several parcels of land at the north and south end of the port that could be developed into docks, Mc-

Kinney said.

The report said Fire Island or Point McKenzie could be developed as a staging area for transferring cargo to the port.

The study recommended that because of the limited waterfront space of the harbor, its use should be limited to cargo handling only. "Non-cargo useage, such as recreational boating or cruise ships, should be discouraged," it said.

The draft study also recommended:

- Expanding the port commission from five to seven people and making it more representative of the city's make-up.
- The study suggested adding representatives from a Native

corporation and from the inland and water carriers association.

- Expanding the role of the port commission.

- Strengthening the marketing program of the port by developing an industrial and trade program, evaluating what future businesses could use the port and initiating a new promotion program.

- Establishing an industrial trade development task force that would strengthen the working relationship between the port and municipal officials.

McKinney said that a technical committee would review the recommendations before a final marketing strategy is adopted.