



Longshormen pickets protest at the Port of Anchorage Friday morning.

## Barge unloading continues as pickets protest

By GEORGE BRYSON  
Daily News reporter

Striking Teamsters and longshormen maintained a day-long vigil at the Port of Anchorage Friday, but failed to prevent Anchorage Cold Storage from unloading 4,000 tons of Alaska-bound food and beverages.

The shipment to the Anchorage distributorship, which has refused to agree to union contract demands for nearly a year, arrived by barge late Thursday.

But it wasn't until day-break Friday that the demonstration began in earnest, with about 50 picket-wielding union workers, most of them members of Teamsters Local 959, lined along the road leading out of the port.

As each truck departed, the protestors shouted at the company's strike-breaking drivers and hammered their cardboard pickets against the sides of the vans.

The night before, Anchorage Independent Longshore Union Local 1 had reached an agreement with the municipality to limit the demonstration to three pickets and two alternate pickets.

The pact was aimed at preventing the sort of violence that erupted last fall, when Anchorage police and longshormen clashed over a similar shipment to Anchorage Cold Storage. That incident concluded with the arrest of eight protestors.

As the demonstration began Friday morning, however, protesting Teamsters had not agreed to limit their picketing.

According to an Anchorage Cold Storage spokesman, the

morning protest resulted in a broken windshield on one of the company's tractors. In a meeting between union and company attorneys that followed, the Teamsters agreed to limit their demonstration to 20 pickets.

Anchorage Cold Storage attorney Doug Riggs said the agreement followed his ultimatum to Teamsters attorney Steve Porter.

"I simply said, 'Look, I'll give you 20 minutes to figure out what you want to do, whether you want to police yourselves or have a guy in a black robe do it for you,'" Riggs said.

He also suggested that half of the Teamsters pickets be women. But he received no response.

Riggs said he was prepared to go to court if there were any more problems.

But the union picketing proceeded peacefully into the evening.

Most of the Teamsters carried signs that read, "Please don't buy Coke, Tab, 7-Up or Dr Pepper" — products distributed by Anchorage Cold Storage.

Other signs took special jabs at Milt Odom, the company's multi-millionaire owner.

The Anchorage Times, Thursday, May 13, 1982



### SHIPS COME, SHIPS GO

Steel pipe, beams and girders for construction projects were brought into Anchorage early this month from Japan by the Blue Ocean, one of many vessels which has called at the Port of Anchorage since it started "bustling" about six weeks ago, according to Tyler Jones, assistant port director. Crowley barge

570 is now loading up here with cargo for rural Alaska. The National Oceanic and Atmospheric Administration research ship Rainier, which will be in Cook Inlet much of this summer, also in port. This summer, some \$3 million will be spent on two port projects, lateral stability and a crane turnout, Jones said.

Ludwig Loeb of The Times

Anchorage Daily News Thursday, June 24, 1982

## Assembly to review harbor plans

By ROBERTA GRAHAM  
Daily News reporter

The municipal assembly Tuesday night asked for a full review of plans for developing a small boat harbor after officials of York Steel Company claimed the city is reneging on its contract to build the pleasure boating dock.

The assembly asked the Anchorage Port Commission staff to gather all information regarding the development, including the master plan finished under city contract by York several months ago, in time for its meeting this Tuesday.

Last year the city paid Tetra Tech Inc. of Anchorage \$47,500 to determine if there is demand for a pleasure boat harbor, and paid another \$163,000 to York Steel for the

development of a master plan.

But the Anchorage Port Commission last month voted to amend the contract after York proposed a \$52-million harbor, a project the port commission considered too expensive for the city's taste.

"It was just a plan we couldn't follow because of the expense, and it seemed as if York Steel was looking to the city or to the state for that money," Port Director Bill McKinney told the assembly.

Instead of pursuing the third phase of the contract, worth about \$165,000, the port commission voted June 7 to adopt the master plan and to preserve the city's property options on 66 acres of prime harbor-front property now

leased to York from the Alaska Railroad.

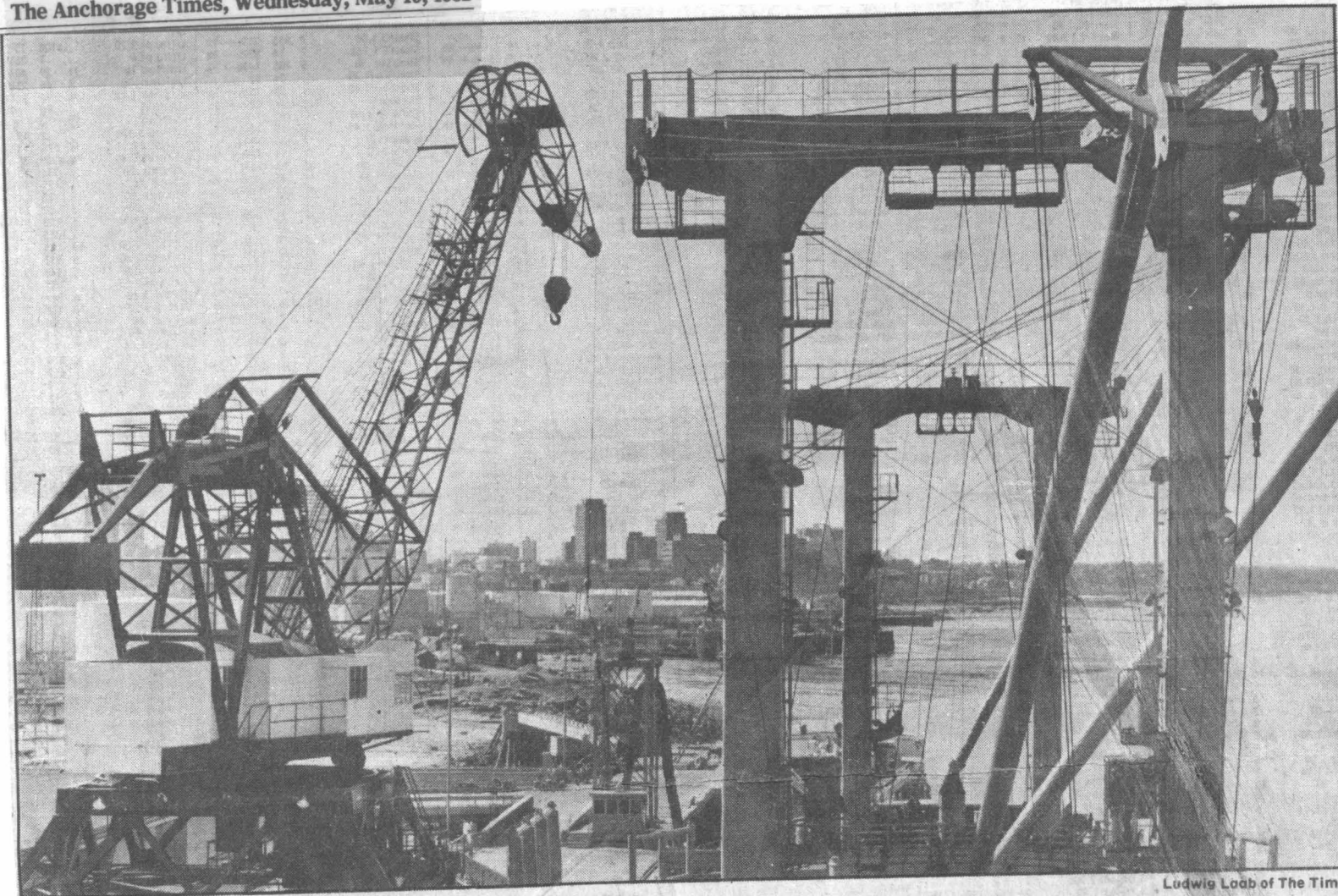
The city paid its bills, but decided to take the \$165,000 to try to develop a more feasible boat harbor.

Tyler Jones, executive director of the Anchorage Port Commission, said the commission staff will propose at Monday's meeting a compromise that will suggest spending the remaining \$165,000 on a cheaper alternative.

McKinney told assembly members Tuesday that a \$10 million expenditure would be more acceptable for the small boat harbor, since the port already has secured a \$2 million state grant for the purpose.

York Steel officials have said they are willing to pursue alternative measures.

The Anchorage Times, Wednesday, May 19, 1982



### ON THE WATERFRONT

The Port of Anchorage will see further changes this summer when some \$3 million is put into the two projects, lateral stability and a crane turnout. Most often at the port are the container

ships of Sea-Land Service Co., which makes three calls at the port each week, and Totem Trailer Ocean Express, which brings two vessels into Anchorage a week.

Ludwig Loeb of The Times