



Anchorage Daily News/Paul Brown

A gunnery enlisted man stands at his post on the Japanese training ship Katori.

Two Japanese ships arrive for visit

By STONA FITCH
Daily News reporter

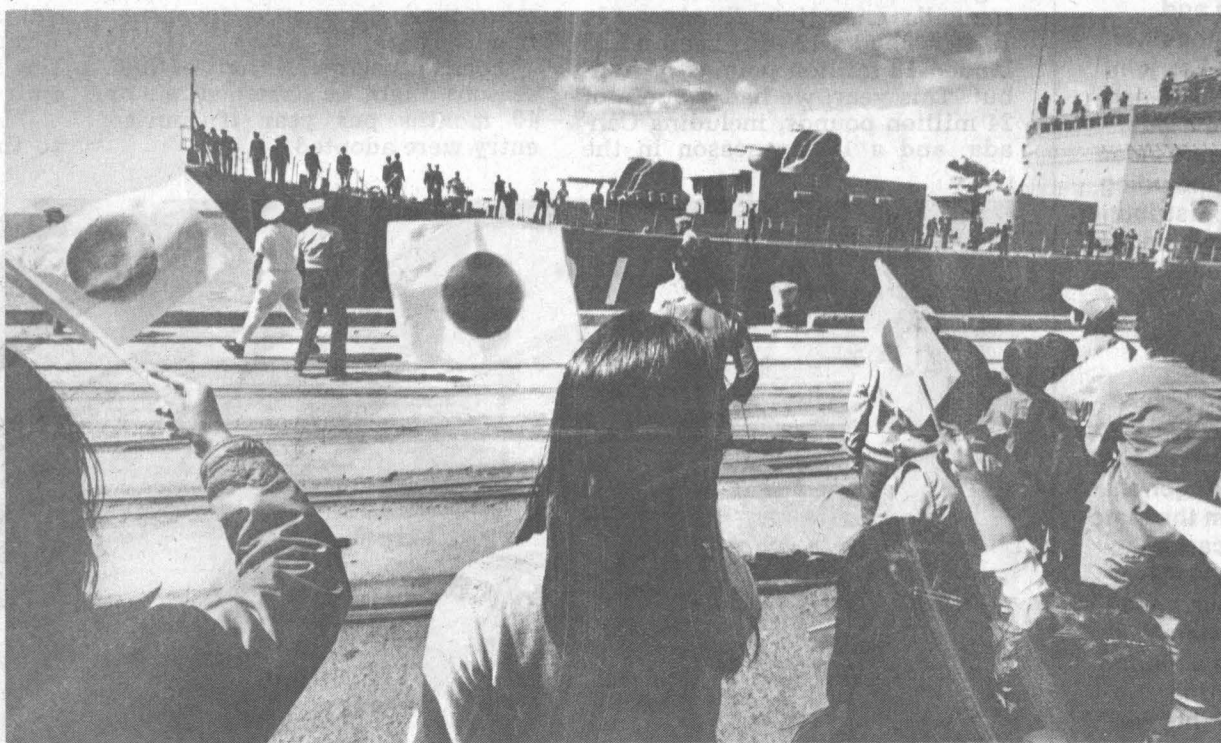
Two Japanese ships fired shots in the Anchorage harbor Tuesday. There were no casualties reported, and U.S. naval forces are not expected to retaliate.

The Japanese ships Katori and Asaguma are on a friendly mission and, although they weren't here to capture the port, they did succeed in capturing the imagination of a large crowd of children who waved red and white Japanese flags as the ships approached.

Anchorage is the first stop of a five-month cruise by the Japanese Maritime Self-Defense Force Training Squadron, which trains Japanese naval cadets.

This is the squadron's first visit to Anchorage in a dozen years, and from here they will travel to Vancouver, through the Panama Canal to New York, then to South America, Pearl Harbor and finally back to Japan in early November.

The assembled crowd of children, Japanese-Americans, military personnel, and others looked on as the Japanese



Anchorage Daily News/Jim Lavrakas

Onlookers wave Japanese flags as the Katori docks in Anchorage Thursday.

nese crew, in gold-buttoned black uniforms and white gloves, quickly docked the ships.

The crew was carefully organized, standing at attention

along the side of the light gray ship.

"I'm glad they're on our side," said one bystander.

A military band played as Rear Admiral Genki Tanabe

walked down the gangplank and was greeted by American officers.

Tanabe, who had been practicing his pronunciation during the 12-day trip from

the Japanese port of Yokosuka, gave a short speech in thickly accented English.

The purpose of the trip, Tanabe said, was to train 140 recent graduates of the Officer Candidate School, the Japanese Annapolis, and to promote friendly relations between the countries visited.

The crew clearly wanted to make a good impression on their American visitors, and cleanliness was the word of the hour.

"We must keep everything very, very clean," said Shinichi Tokumaru, 23, one of the officer trainees on the Katori. Tokumaru and most of the other ensigns were up all night scrubbing the decks and polishing brass fittings.

The gray decks and dark green walkways of the ship's interior were spotless.

"You must excuse my room. It is very dirty," Tokumaru said while giving a tour of the living quarters that he shares with 11 other ensigns. The room was immaculate.

The ships will be in Anchorage until Sunday, and will be open to the public on Friday and Saturday.

Anchorage Daily News Tuesday, July 13, 1982

D-6

Insiders purchase Alaska shipping firm

By STAN JONES
Daily News reporter

One of the largest ocean-going freight companies operating between Washington and Alaska has been sold off by its parent company, but the rates, schedules, and staffing of Totem Ocean Traller Express (TOTE) will not be affected, officials of the firm said Monday.

"There will be no changes at all. Period," said Tom Barry, Tote's Alaska marketing manager.

Sun Co., the Pennsylvania-based oil giant which owns TOTE, announced Monday it had agreed to sell a controlling interest in its freight subsidiary to a group of investors headed by Robert McMillen, TOTE's president since 1977. The sale price was not disclosed.

Sun will retain a "substantial" but unspecified interest in TOTE.

TOTE operates two 790-foot trailer ships between Tacoma and Anchorage. The Great Land and the Westward Venture each make two round trips per week, carrying about 385 40-foot highway-type trailers and about 125 automobiles.

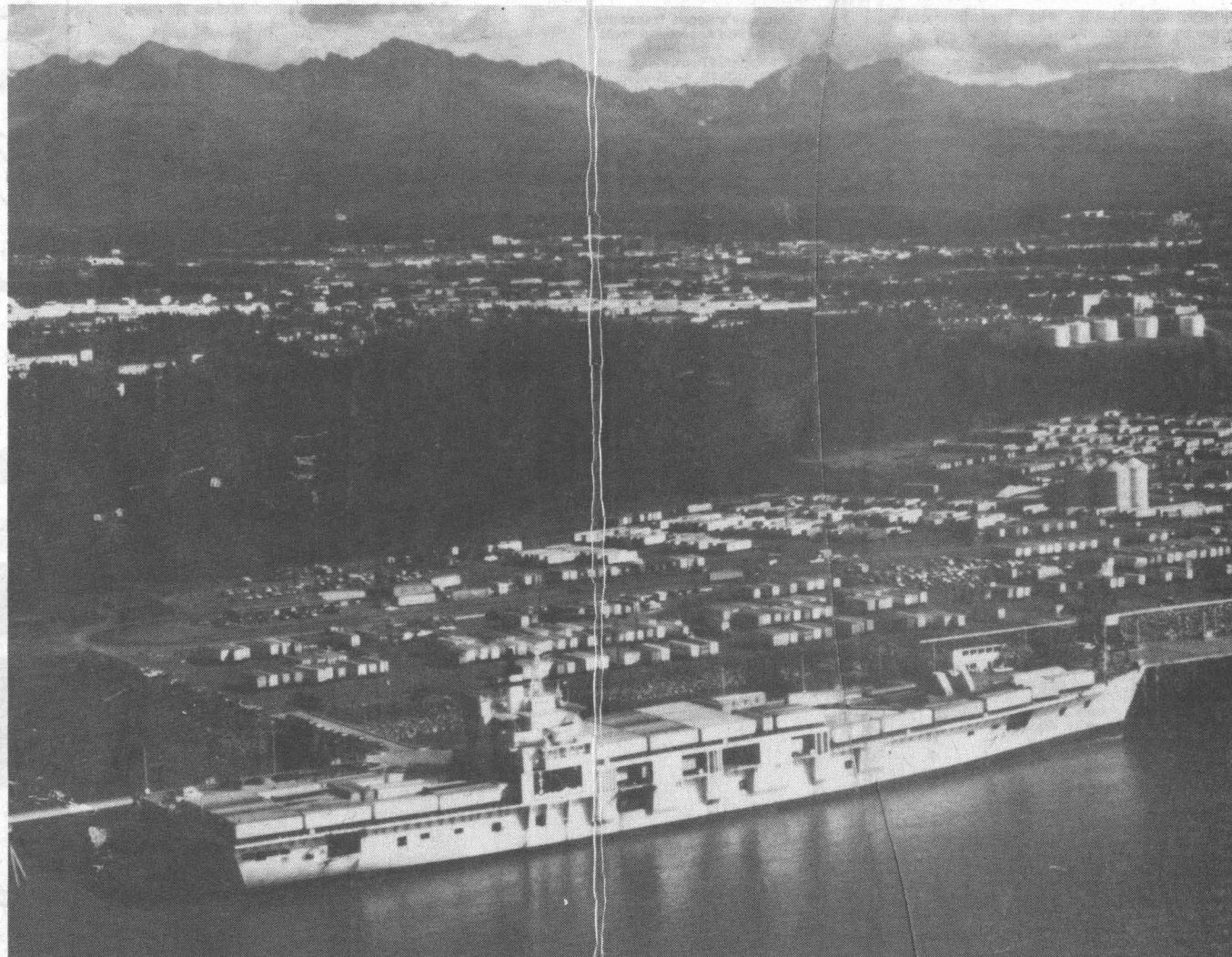
Last year, the ships hauled about two million tons of freight, Barry said.

The ships are valued at about \$70 million each, and the deal also includes about \$20 million in additional equipment.

TOTE employs about 275 persons in Washington, and about 39 in Alaska. Approximately 35 of those work in Anchorage.

TOTE started service in 1975, at the height of the Alaska pipeline boom, but did not earn a profit for its parent until last year, when it netted about \$6 million on gross revenues of about \$91 million.

Everett Trout, Tote's vice president for operation, said the sale reflected Sun's desire to concentrate its efforts on energy development.



"It's consistent with their long-term strategy," Trout said. "Sun has divested itself of many subsidiaries recently, some of which were highly profitable."

"Sun will remain a substantial part of the company," Trout added. "They will have a strong representation on the board."

Sun vice-president Robert Hauptfuhrer will remain a TOTE director, according to Trout.

In a prepared statement released Monday, TOTE president McMillen expressed pleasure that the company would be controlled by people from the Pacific North-

west, that its banking relationships would be handled by Pacific Northwest and Alaska financial institutions, and that its board of directors would be broadened to include Washington and Alaska business leaders.

McMillen's statement did not reveal, however, who his co-investors were, which banks were involved, or who any of the new board members would be, and Trout also refused to disclose any of the information Monday.

"The investors are private," Trout said, "and that's how they want to remain."

Trout said the names of the new board members would be released later, because their acceptances were tentative. He said the names of the banks involved were being withheld until all necessary regulatory processes are complete.

Sun is the nation's tenth largest oil company. It had sales of \$16 billion in 1981, turning a profit of just over \$1 billion.

TOTE's major competitors in the trailer-ship market include Sea-Land Service Co. and Alaska Hydro-Tran.