



MÆRSK *Post*

COVER PHOTOGRAPH

The front page shows Villa Anna in the town of Svendborg. This house is dealt with in the article on page 3.

Pages 3 and 4 VILLA ANNA

In this house Mr. A.P. Møller spent his childhood from his 8th year upwards.

His father and mother, Captain P.M. Møller and his wife Anna, bought the house in 1884 and moved in with 10 children. Capt. Møller had for many years commanded the various ships of his father-in-law, shipowner H.N. Jeppesen of Dragør by Copenhagen, but now he intended to start a business undertaking of his own.

Svendborg's position by the water played an important part for the boys in the shaping of their future. Hans became a captain, Oluf a ship engineer, John a shipyard engineer, and Arnold became a charterer and later on shipowner. The house itself has been preserved even to-day practically unchanged from the time of Capt. and Mrs. P.M. Møller. The original furniture, the paintings, the various household-things etc. are all there.

Mr. A.P. Møller's sister Hulda was the last member of the family who stayed on in Villa Anna. She died in 1958. The colour photo on page 4 serves as an example of how hardly anything has been changed. It shows the old desk at which Capt. Møller carried out his clerical work right from 1884, later on assisted by his daughter Hulda.

At the bottom of page 4 we see the old steamship »LAURA«, called »LITTLE LAURA«. It belonged to a shipping-company by the name of »LAURA« founded in 1886 by Capt. P.M. Møller and his English friend Carl Breyen. It was the first ship ever to sail under the white sevenpointed MÆRSK star on a blue background. It bore this funnel mark during 23 years, especially in North Sea and Baltic trade.

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NEW TANKER

On Saturday August 1st a new turbine tanker of 285.000 tdw for the MÆRSK fleet was named at Lindø. Sponsor was Mrs. G. A. Wagner, wife of the president of The Royal Dutch Petroleum Co. at the Hague, and the ship was named »ROY MÆRSK«.

The keel of the newbuilding had been laid on April 24th 1972, the launching took place on June 30th, and the ship was finally delivered on the 5th of September.

The newbuilding has been chartered by SHELL for a long period, and the maiden voyage took the ship round the Cape to the Persian Gulf and back to Northern Europe. The ship is commanded by Capt. Hans Christensen, and the chief engineer is I. V. Illum.

t.t. »ROY MÆRSK« is the first tanker built in Odense which is equipped with the Inert Gas system, which removes the explosive gasses of the oiltanks.

Newbuilding No. 41 is number 6 in a series of 285.000 ton tankers from Lindø. The Yard still has 8 ships of this size on order. The orderbook of the Yard comprises 19 turbine tankers of which 11 will be over 300.000 tdw.

The sponsor is seen in the photograph together with her husband and daughter.

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SHIPPING EXHIBITON AT ATHENS

From June 5th to June 11th a shipping exhibition by the name of Posidonia was held at Athens.

Three Danish firms represented the Danish shipping-industry at common stand. They were the Odense Steel Shipard Ltd., Burmeister & Wain, and J. C. Hempel. The color photograph shows the Odense part of the stand formed in the shape of a bridge, and showing among other things the ships on order, namely 20 supertankers, 10 of which are for the MÆRSK-fleet.

The black-and-white photo, which was taken on the first day, shows the Greek minister for shipping and commerce, who was shown around by Mr. Jørgen Hellesøe (raising his arm).

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NEWS FROM TØNSBERG

Another ship for the MÆRSK fleet was launched at Kaldnes on Thursday the 7th of September. The ship was No. 2 in a series of three bulkcarriers of each 25.000 tdw. The newbuilding was sponsored by Mrs. Rosie Kindersley, wife of The Hon. R.H.M. Kindersley of Lazard Brothers and Co., London. The name was »MÆRSK CAPTAIN«.

The ship has a total length of 591'6" the breadth is 75', and the 6-cylinder main engine from Akers - B&W yields a maximum of 11.600 BHP at 124 r.p.m., this gives the ship a top speed of about 15¾ knots.

The colour photo is of the former MÆRSK skipper Andreas Hansen of Romø, who celebrated his 100th birthday on August 8th. He is seen together with Capt. T. Dilling of Kgs. Nytorv. Capt. Hansen served in the MÆRSK fleet from 1921 to 1937.

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NEWS FROM JAPAN

Maersk Line Score Another »First«.

During more than 40 years Maersk Line have been pioneers in the liner traffic regarding new services or new cargo-handling methods. At the end of August the Maersk/Kawasaki Line, where Maersk Line co-operate with Kawasaki Kisen Kaisha, opened a new direct container-service between Osaka and Western Europe.

The large majority of the cargo from Kansai (Osaka and Kobe) has so far been shipped from Kobe, being the baseport. But as 60 to 70 % of the exports derive from the Osaka area, a growing demand from shippers of this area has

now led to a status of baseport being given to Osaka.

The new Osaka service was opened by m.s. »CHRISTIAN MÆRSK« on August the 30th, and Osaka city and port had arranged a magnificent reception for the ship.

The ceremonies comprised a performance given by the Osaka Girl Guards in summer uniform (colour photograph).

On board the ship Captain L. Robenhagen Jensen entertained the representatives of Osaka. The black-and-white photo shows from the left port director K. Kano, President Adachi of Kawasaki, the Captain, Deputy Mayor. S. Fukuyama, and Mr. Hagbarth Mogensen, A.P. Møller/Maersk Line representative.

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NEW MAERSK AIR OFFICE

On Tuesday July the 4th a new MAERSK AIR office was opened at the Strøget in Copenhagen. Part of the premises is taken up by the Copenhagen Commercial Bank (Københavns Handelsbank), and part by a newspaper stand and kiosk run by the Aamodt Bookshop.

A. P. MØLLER DONATION

The George C. Marshall Memorial Fund was instituted in 1967 twenty years after the speech by general George C. Marshall at Harvard on June the 5th 1947, where the Marshall Plan was announced. The object of this fund was to express the Danish gratitude for the broadness of mind and generosity on which the Marshall Plan was based.

Through contributions from about 80 Danish business undertakings, organizations, and funds, a capital of well over 1½ million kroner was provided. It was decided that the means of this Fund were to finance scholarships for young Americans going to Denmark for studies.

According to the decisions made in 1967 the activities of the Fund were to terminate by 1972. Through new grants, among others 1 million kroner donated by the A.P. Møller og Hustru Chastine Mc-Kinney Møllers Fond til almene Formaal, a continuation of the activities has now been made possible for another 5-year period.

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QUEEN MARGRETHE VISITS THE MÆRSKGÅRDEN

When visiting various parts of Denmark during the summer of 1972 Her Majesty Queen Margrethe, accompanied by His Royal Highness Prins Henrik, called

on retired Mærsk personnel at the MÆRSKGÅRDEN on Tåsinge. One of these, retired chief engineer G.J. Svane, celebrated his 80th birthday on this very day. Being congratulated by the Queen, and handing in return a large bunch of flowers to Her Majesty, made it a memorable day for Mr. Svane. The colour photograph shows Her Majesty on the right together with His Royal Highness Prins Henrik, Mr. G.J. Svane on the left, and in the middle Mr. J. Holten-Rasmussen, who represented the management of the MÆRSKGÅRDEN.

Pages 11-14

WHEN THE OIL CAME ASHORE

On August the 1st the first Danish oil from the North Sea was landed in Denmark.

The oil was transported on m.t. »MARIE MÆRSK«, and the landing took place at Guldhavn by Stigsnæs.

His Royal Highness Prins Henrik honoured A. P. Møller and Gulf Oil corporation by opening the valve admitting the oil to the refinery (colour photograph on page 11). Page 11 renders the speeches made by Prins Henrik and shipowner Mærsk Mc-Kinney Møller, also seen in the photograph.

Pages 12 and 13 give the speech made by Mr. Mc-Kinney Møller onboard the special ferry on which the many guests were transported from Korsør to Stigsnæs and back.

The photographs on page 14 show some of the highlights of the day. Top left we see the departure from the central railway-station in Copenhagen, from where the guests were taken by special train to Korsør. On the right m.t. »MARIE MÆRSK« is heaving to. The photo in the middle shows the many press representatives onboard the special ferry, and underneath His Royal Highness Prins Henrik boards the ferry from the pilot boat.

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NEW DRILLING PLATFORMS

The A.P. Møller Shipping-Companies have ordered the first Danish platform of the jack-up type from IHC Holland Le Tourneau Fabricators Ltd. Texas. This platform, which will be delivered at the end of 1973, is one of the largest of this type. Drillings to a depth of about 8 kilometers will be possible by means of this platform (photo to the left).

From Bethlehem Steel Corp. Beaumont Texas A. P. Møller have ordered two platforms of the so-called »semi-submersible« type (photo to the right). A. P. Møller have established the Ma-

ersk Drilling I/S, Copenhagen, to look after their interests in connection with these platforms.

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RESCUE ACTION IN THE PACIFIC

Captain S. Christensen, m.s. »NIELS MÆRSK«, has sent in a report of how his ship came to the rescue of the crew of a burning fishing-boat. The boat (of about 300 t) was called »KY-UYU MARU« and was of Okinawa. It was observed about a hundred nautical miles south of Naha on Sunday July the 6th.

»NIELS MÆRSK« moved up to the burning boat and picked up the 22 crew members from their rubber raft and put out the fire.

Next »NIELS MÆRSK« towed the ship towards Naha, after about an hour a Japanese coast patrol ship PM61 took over the fishing-boat. The 22 fishermen were also transferred to the patrol boat.

Pages 17-20

NORTH SEA OIL

Everything becomes routine, also production of Danish oil in the North Sea. The first cargo of Danish oil has been delivered to the Gulf Refinery at Stigsnæs, and m.t. »MARIE MÆRSK« is now serving regularly between the Dan field, 125 miles west of Esbjerg, and Danish ports. In the first column of page 18 we see a photograph of Mr. Burt Brian Baker who is production manager of the field. I have never, says Baker, encountered so difficult a start of drilling-operations or production as here. We have been up against both the whims of the North Sea and the intricacies of the Danish language at the same time. The photograph in column two shows a member of the flow-patrol taking a sample of oil on the well-head platform. The large photograph underneath shows the nightshift being taken onboard the »MARIE MÆRSK« after a night on the platform.

The man at the control panel on page 19 is Kaj Antonsen, who is in charge of the pumping-operations. At the bottom of the page is engineer Hans Andersen, and in column three we see first officer H. Kunze of m.t. »MARIE MÆRSK«.

On page 20 we see the skipper of m.t. »MARIE MÆRSK«, Captain Carl Gerth Rasmussen, and at the bottom of the page is Mr. Henning Kruse, in charge of supply and transport from Esbjerg to the oil field. He is stationed at Esbjerg, partly at the DUC building, partly at Esbjerg Airport. His means of transport are supply-ships and helicopters.