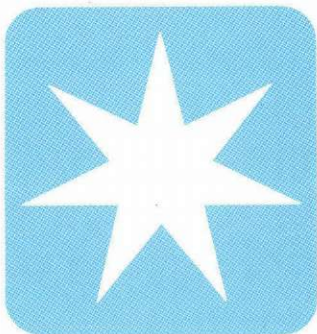


MÆRSK

Post





MAERSK

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Front page:
*The 339,000 tdw. turbine tanker
»KARAMA MÆRSK« in Rotterdam.*

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February 1978.
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As might be expected, 1977 turned out to be a year of difficulties for free shipping, and in many cases it was difficult to utilize our ships profitably. Consequently, a number of tankers remained laid up, and for the first time for years a ship was sold direct to the breakers – that was the "EMMA MÆRSK", built in 1963 and still an excellent ship.

The bulk market was troublesome, and some of our lines were up against difficulties. Fortunately, there were bright spots. Other of our lines enjoyed more favourable conditions; the Container Line continued to extend its activities, although greatly hampered by the strike of the longshoremen on the U.S. East Coast; the supplyships were kept busy in spite of a dwindling market; our three new drilling-units were fixed, the "MAERSK PIONEER" after having been laid up for a period. Maersk Air had their new aircraft put to good use.

So, by and large we kept body and soul together, and the economic result will be very much the same as for 1976.

Important things to come:

The nine A containerships will be lengthened with one more section, easing their adaptability in a changing market. Extensions will be made in other fields, and alongside the delivery of new tonnage older units will be released and sold.

Some of our supplyships and one more drilling rig have found employment in Brazil – other units in the Arabian/Persian Gulf and Egypt.

I need hardly stress the fact that conditions are still difficult for the shipping-trade in general and for Danish shipping in particular. There are too many ships, too many unproductive schemes are initiated around the world, and there are too many subsidies. Particular efforts and alertness are required if we are to hold our own.

Thank you for your good co-operation during 1977.

MÆRSK MC-KINNEY MØLLER



BORNEO JUNGLE EXCURSION

In the August 1977 issue of **MÆRSK POST** we gave an account of the Aquadril organization in the Far East, featuring among other things the oil-drilling operations carried out in the waters off the North Borneo coast. This article deals with the landscape

Aquadril's main base in the sultanate of Brunei is at Kuala Belait, in an area which, like most of Borneo, is of great natural beauty. One of our colleagues, Mr. L. C. Robbins, engineer of the Aquadril Company, has made various excursions in this region, taking his camera along; and he has kindly sent **MÆRSK POST** a number of his snapshots together with his comments, which are printed below.

Trip to Marudi

Making a trip to Marudi is an experience which no one should miss if the opportunity presents itself. Getting there, however, from Kuala Belait or Miri is quite a trip. Travelling by high-speed ferry for four hours up the Baram River to reach Marudi, you are likely to get a view of exotic birds in the wild as well as a variety of monkeys, and, if you are lucky, a twenty-foot crocodile.





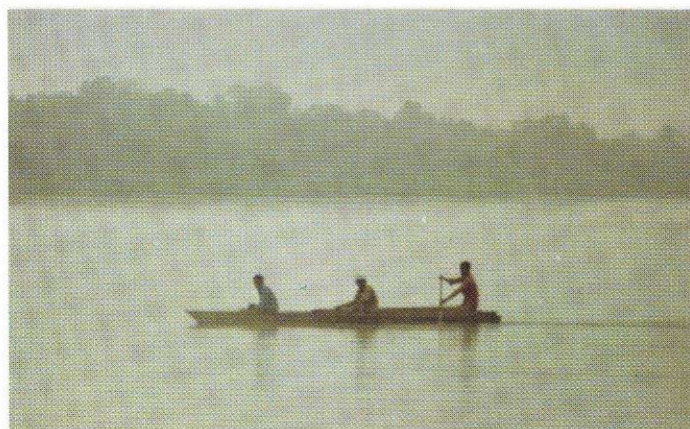
A great proportion of the world's pepper comes from this part of Borneo, and we saw peppercorns drying in the open. □

□ On the banks of the Baram you may see a number of logging camps, and occasionally our ferry speeds past a "log raft", towed by a motor-boat. Such a log raft is about a quarter of a mile long and 100 yards wide.



Among the cargo was this fellow, a two-foot diameter turtle, tethered to a stanchion, and with his head safely tucked away "inside", kept there by a solid leather string sewn across the opening. This was not so much to protect himself as to prevent him from biting his "fellow passengers".

The inhabitants of Marudi were very friendly. Their ways may seem a little primitive to us in various respects, but the families seemed to possess in their daily life a happiness that often eludes modern man. □



Local fishermen setting out in the early morning fog.

Visiting the Niah Caves

The Niah Caves of Sarawak are located about 80 miles inland, and are reached from Miri (on the coast south-east of Kuala Belait) by a combination of three different means of transportation.

One sets out by car – preferably landrover – following a gravel road for about three hours, a road that passes stretches of palm plantations and jungle.

Having covered your first 30 miles or so, you abandon your car and take off on foot down a jungle trail to visit the famous waterfalls. You learn quickly that the best way to negotiate these trails is to walk barefoot like the natives. There are three waterfalls, each being higher and deeper in the jungle than the preceding one, and the easiest way to reach them is to walk in the stream itself. At certain places it is extremely slippery, and occasionally a leach will latch on to your foot. But the scenery is worth any amount of skinned elbows and abrupt seatings (and in my case one broken finger) that you may contract.



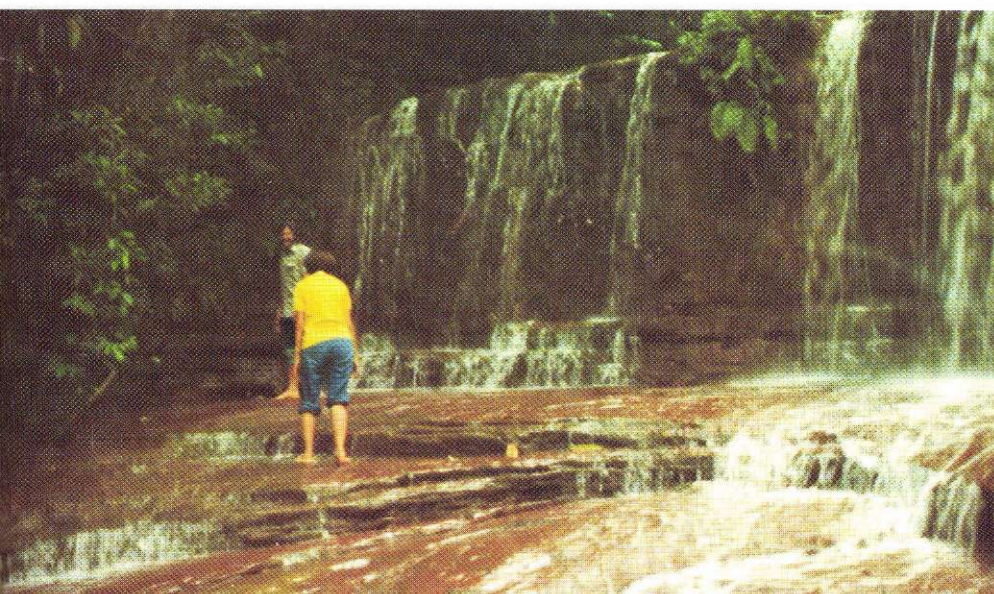
A fallen tree serves as a footbridge.



The third and last fall is about 60 feet high.



The second fall is negotiated.



⌠ Returning from our sidetrip to the waterfalls we continued towards Niah, a settlement with one 10-room hotel and about 20 shops. The town is picturesque, and we stayed the night to make an early start to the caves.

It was a cool morning with fog in the hills when we boarded a "longboat" for the 30-minute ride to a trading-post up the river. Here the local people trade guano from the caves for supplies; and from this trading-post we walked for 1½ hours to reach the caves through a dense jungle where the sun's rays never touch the ground.



Passing the limestone hills near Niah, amidst the steaming jungle.



Path to the caves. ⬆

The mouth of the main cave seen from inside. The tiny wooden shack is used by archaeologists, who have established that man has used these caves as far back as 28-30,000 years B.C. ⬆

Impressive stalactite and stalacmite formations along the edge of the cave. ⬆



6 With our guide at the helm we returned to Niah in the longboat after a long and strenuous, but extremely interesting and enjoyable day. *L. C. Robbins*



"MARIT MÆRSK" rescues sailing-boat in the Indian Ocean

An account based on Capt. Svend E. Thomsen's report

The "MARIT MÆRSK" left Cape Town on September 29th, bound for Japan via the Sunda Strait, following the great circle route from a position 34°30' south 25°00' east to the Sunda Strait.

On October 9th at 0500 hours, on approximately 19°37' south 83°01' east, the chief officer, who was on duty, informed me that a parachute distress signal had been observed on the port beam, at an estimated distance of about 10 miles.

The ship was immediately put on a course in the direction of the signal, with the radar switched on, the engine on stand-by, and with extra look-outs. The weather was clear, the wind ESE 6 with rough to very rough seas.

At 0530 another distress rocket was observed on the port bow. Before this second rocket was sighted, a weak target had appeared on the radar from a distance of 6 miles, and shortly afterwards a bright light was seen.

At daybreak about 0550 we caught sight of a sailing-boat, adrift at a distance of three miles and with her sails down. The engine was now set at dead slow, and the chief officer with extra crew manned the fo'c's'le.

At 0610, when we were within hail, we made contact with the crew of the boat, who appeared to be two women. They informed us that on the previous afternoon their skipper had accidentally fallen overboard and disappeared, and that they wanted to abandon the boat, as it was leaking and they were not able to handle a sailing-boat.

The "MARIT MÆRSK" hauled to the wind, and heaving-lines were made ready for a rescue operation, a sharp look-out being maintained all the time. Due to strong wind and to the fact that the small craft was very light, both the first and the second attempts to secure a line to the boat failed.

A third attempt was made at about 0700, the boat now being close to "MARIT MÆRSK" on the leeward side. Our crew managed to throw a line across the boat, and the two women succeeded just in time to fasten it to their mast. With "MARIT MÆRSK" stopped the yacht was pulled

alongside, and the two female occupants were taken on board.

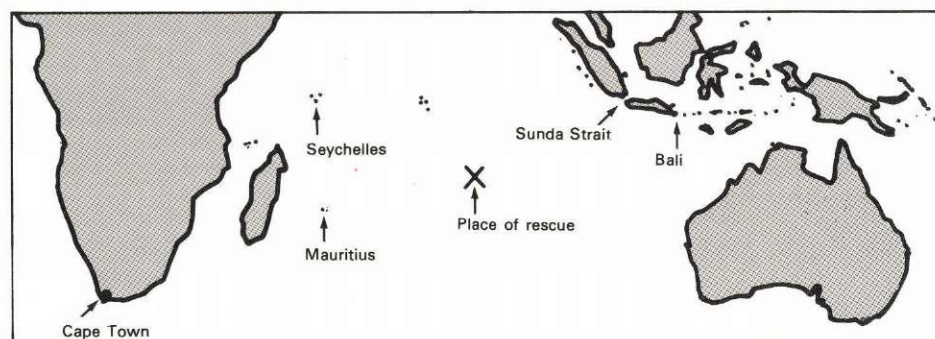
The two survivors explained that the sailing-yacht, the "HAN-BRI" of Vancouver, had set out from Bali on September 22nd with its owner, Hans Eric Schmidt, as skipper, bound for the Seychelles. On October 7th and 8th they had encountered very rough seas, and the skipper being very exhausted from the

management of his boat had fallen overboard, unfortunately not wearing his lifejacket. This took place in the afternoon of October 8th.

The two girls noticed the accident a few seconds too late; they attempted to sail close to the wind, but as they had difficulties in handling the sails, they lowered them and allowed the boat to drift. At that time the skipper was still visible in the sea astern, but too far away for the girls to give any assistance, and shortly afterwards they lost sight of him.

Taking into consideration the circumstances that prevailed and the girls' account of the incident I deemed it useless to continue our search in the area, and at 0730 we left the position, resuming our voyage and abandoning the yacht in a sinking condition.

Shortly after finishing the rescue operation we informed Mauritius, giving them all the available details.



Disamatic Convention DC-77



H. K. Jørgensen, managing director of DISA, giving the address of welcome.

From 6th to 9th November, DISA, Dansk Industri Syndikat A/S, held an international foundry congress in Copenhagen, the DISAMATIC convention DC-77

As indicated by the name it was a congress focusing on the equipment developed and produced for foundries by DISA, their DISAMATIC sand moulding-machine being the central feature.

The congress delegates were mainly owners and users of DISAMATIC equipment, and in addition – we may hope – prospective customers. The professional part of the Congress numbered 450 participants, 260 of whom were accompanied by their wives. For the latter a special ladies' programme had been arranged. In all more than 35 different nations were represented.

First day of Congress

The Congress began on Sunday, November 6th. During that day delegates were arriving from all over the world, and at Kastrup Airport, at the luggage delivery, a special DC-77 reception desk had been set up as a first welcome to the guests, and from here they were taken through

customs to waiting buses that were to transport them to their hotels. The large number of participants necessitated the use of two hotels, the Scandinavia and the Sheraton.

In both hotels special DC-77 secretariates had been established, to take care of the registration of guests and of all their little needs, e.g. sending telegrams, changing flight reservations, sewing on loose buttons, and many other practical matters.

On the arrival participants were given special bags bearing the mark of the Congress, DC-77. These bags contained the many printed pages to be used during Congress, e.g. all 26 lectures to be given during the following days, provided in 6 different languages (one of them Japanese), together with reproductions of 250 slides to be shown during Congress. Each language with illustrations took up 160 pages in A4 size.

The printed material also comprised separate programmes for the delegates and for their accompanying wives, together with a list of participants – individuals and firms. The ladies received a special greeting from Mr. H. K. Jørgensen, DISA's managing director, in the shape of a Royal Danish Porcelain necklet.

The opening dinner of the Congress took place on Sunday evening at Hotel Scandinavia. More than 700 guests filled the large dining-hall to bursting-point. They were seated at circular tables, nine at each, according to a table plan that had caused many hours of hard work, in order that the guests might be mixed as far as possible, though also with an eye on

language barriers. Mr. H. K. Jørgensen gave the address of welcome, and after dinner entertainment and dancing were arranged.

Programme for delegates

The following two days had separate programmes for delegates and wives, the former concentrating on the professional aspects of the Congress, whereas the latter enjoyed a programme of a more entertaining character.

The professional part took place in the auditorium of the New Bella Center on Amager, and the opening speech on Monday morning was made by Mr. Mærsk Mc-Kinney Møller.

Monday and Tuesday were taken up by 26 lectures and addresses, accompanied by 250 slides, all related to the optimal use of the DISAMATIC sand moulding-machine. Four chairmen took it in turns to keep time, and 14 interpreters were responsible for simultaneous translation into six languages.

Programme for ladies

This programme comprised a great deal of entertainment. First on the programme on Monday was an excursion to the Louisiana Museum in North Sealand, for the famous Pompeii exhibition. Later, after having enjoyed the efforts of Mr. Eddie Skoller in the concert hall of the Museum, the ladies took lunch at Marienlyst near Kronborg. Next followed a visit to Frederiksborg Castle, which included a performance of folk dances in the Knights' Hall.

On Tuesday the ladies were taken to Rosenborg Castle and to the Royal

Porcelain Factory. Lunch, which was served at the Langelinie Pavilion, was followed by a Birger Christensen fashion show to the accompaniment of Frederik's trio.

On Tuesday evening all joined together for an evening of ballet at the Royal Theatre. Also invited were Danish participants and DISA employees, who had attended the day's lectures, but who had not otherwise taken part in the Congress.

Wednesday, the last day of Congress, was devoted to a visit to DISA at Herlev. The highlight of the day was the presentation of a new DISA product, a core-shooter, newly developed and capable of being synchronized with the DISAMATIC sand moulding-machine.

Concurrently with this visit DISA experts had set up consultation tables in Hotel Scandinavia, where guests might apply for, and get, expert assistance in solving their problems.

Also on Wednesday all guests gathered at the Scandinavia for a farewell lunch. 14 journalists representing technical and trade journals took part in the DC-77 Convention, and we have later had several applications from international magazines, asking for permission to reproduce one or more of the Congress lectures.

Niels Bøving.

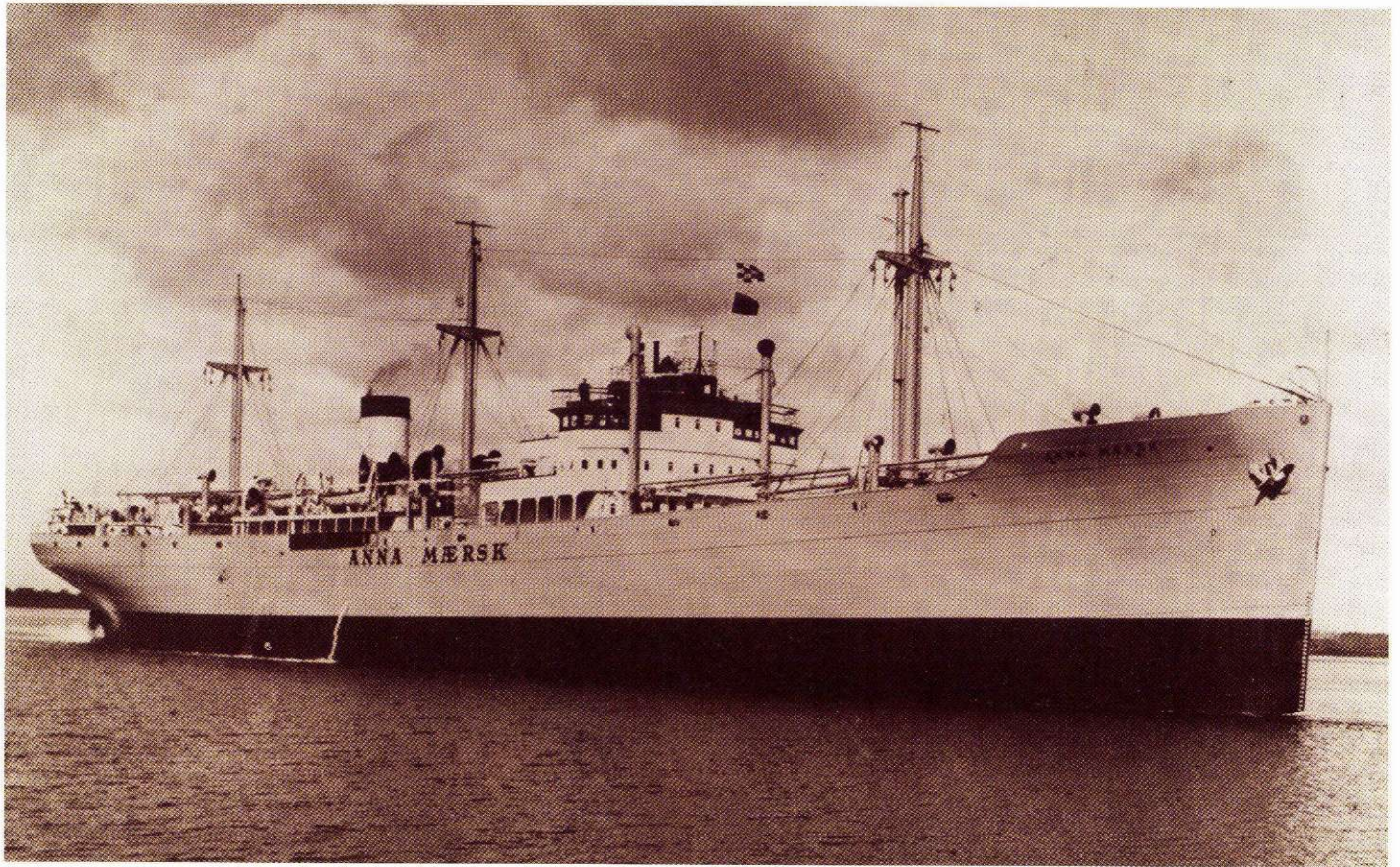


More than 700 delegates from 35 countries took part in the opening dinner on Sunday evening.

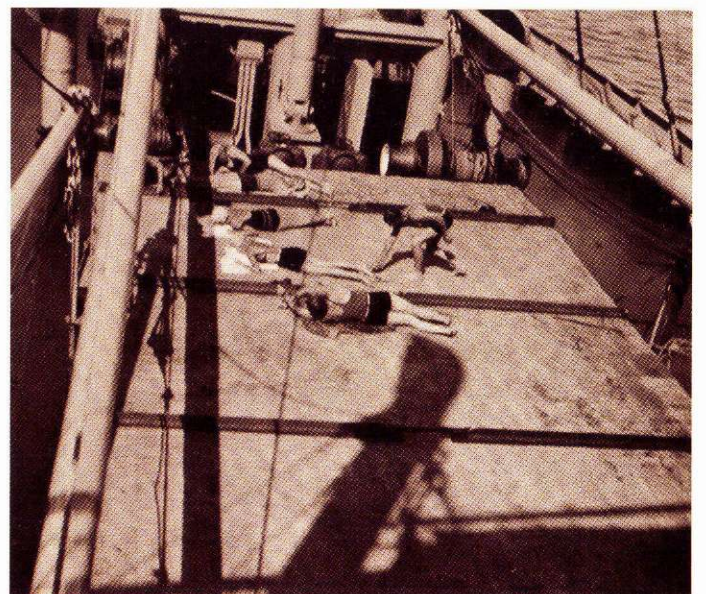
The lecture hall of the Bella Center provided an ideal setting for the professional part of the Congress.



Happenings on a Pacific



The ship could accommodate 12 passengers. They passed the time with "deck tennis" (in which a rope or rubber ring was thrown to and fro over a net), sunbathing on a hatch cover, a swim in the forerunner of today's swimming-pool, etc.



Crossing

In Yokohama on a Sunday morning in the early 1930's m.s. "ANNA MÆRSK", on her second homeward voyage, is awaiting scheduled departure. All cargo has been loaded and the hatches secured.

The "ANNA MÆRSK", latest addition to the Line, is a handsome vessel and looks quite festive alongside the quay. From the foretop flies the Japanese flag (courtesy to the nation visited), from the main the owner's houseflag, the well-known seven-pointed white star in a light-blue field, from the mizzen the colors of Isbrandtsen/Moller, U.S. agents for the Line, a swallow-tailed white flag divided by a red cross, which in the uppermost left square carries a replica of the owner's colors.

From the signal halyard flies the "Stars and Stripes" (indicating next country of call) next to the "Blue Peter" (indicating immediate departure); and from staffs (bow and stern) the Danish flag completes this beautiful picture.

Departure, however, is to be slightly delayed; a cabin boy has been reported sick, complaining of an inflamed throat – a doctor evaluates this illness, diagnoses it as a slight infection, and prescribes frequent mouthwashes. – The ship sails.

On the second day out it is evident that

the throat ailment is of a serious nature, and radio consultation with the U.S. Public Health establishes that the boy has diphtheria. The recommended treatment is followed, and in the meantime all precautionary measures are taken to avoid spreading of the dread disease.

Within the following few days, and in the following order, additional cases develop – a messboy, the wireless operator, the 3rd officer, an apprentice, the 3rd engineer, and finally the chief officer.

All patients, with the exception of the apprentice, the 3rd engineer, and the chief officer, recover during the fifteen-day crossing. The latter were hospitalized in Los Angeles, eventually recovering, and rejoining the vessel in New York.

Due to the master's excellent foresight in taking all possible measures to prevent the spreading of the disease to the bridge structure (passengers) and the poop (sailors and oilers), the diphtheria never reached epidemic proportions, but was confined to personnel taking their meals in the engine house structure.

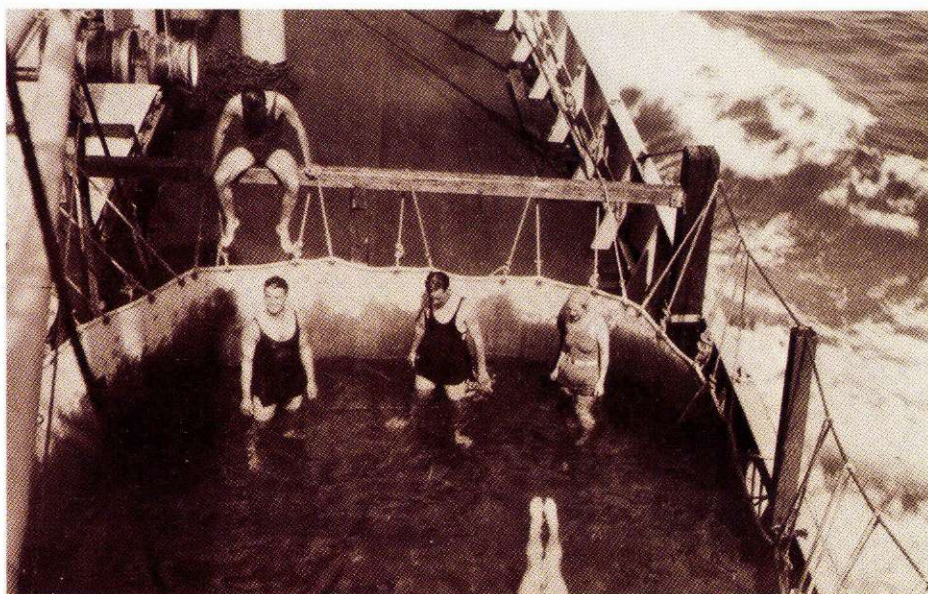
The writer will always remember the captain's face lighting up with a big smile when I reported that the 3rd officer was now well and ready to take the bridge,

which had for days been alternated by the master and the 2nd officer. He observed: "Now you and I can afford to get sick and have the third officer take the ship in."

Trying to evaluate the happenings across the Pacific, the second officer on arrival at Los Angeles asked the attending physician for enlightenment as to why the chief officer, who gargled religiously with listerine before and after sick calls, got the disease, whereas those tending the sick for a longer period, and using only seawater for a mouthwash, remained well. "Well," the doctor said, "seawater is a mild but excellent antiseptic, whereas listerine leaves your throat exposed and open to infection."

The vessel was under the command of Captain Louis Bærentsen, and the writer was second officer.

*Captain Torkild K. Larsen,
Retired port captain, New York*



Visiting "KAREN MÆRSK"

On Saturday and Sunday, November 5th and 6th, 240 members of Kgs. Nytorv staff saw the turbine tanker "KAREN MÆRSK" in the roads of Elsinore. One of the participants reports

From land it looked like a ship, all right, but when we looked at her again after a wet and speedy trip on the pilot boat, it was just an enormous steel wall, sticking out of the water.

A strong south-westerly wind made it too risky to board the tanker direct via the accommodation ladder, so a large pontoon had been moored alongside. In spite of a draught of 10 metres, brought about by 110,000 tons of ballast water, the ascension was a unique experience.

On deck we were gathered for a briefing

before the guided tour began. At one end of the ship a skyscraper accommodation had been erected. From that we went by lift down into the engine room, dominated by two boilers and countless insulated pipes. The engine control room, the cargo handling, and the bridge, where the officers took us around and informed us, were equipped with enormous amounts of electronic devices, no doubt requiring great technical skill from the crew, on top of their professional knowledge.

A quick beer or tonic water in the mess

was followed by a brisk stroll on the deck, before the pilot boat arrived, bringing the next group of visitors and taking us back to Elsinore.

This successful arrangement, staged by the Information Department, fulfilled many wishes among the Kgs. Nytorv staff to visit and admire the last of the giants built at Lindø.

Hans Barild

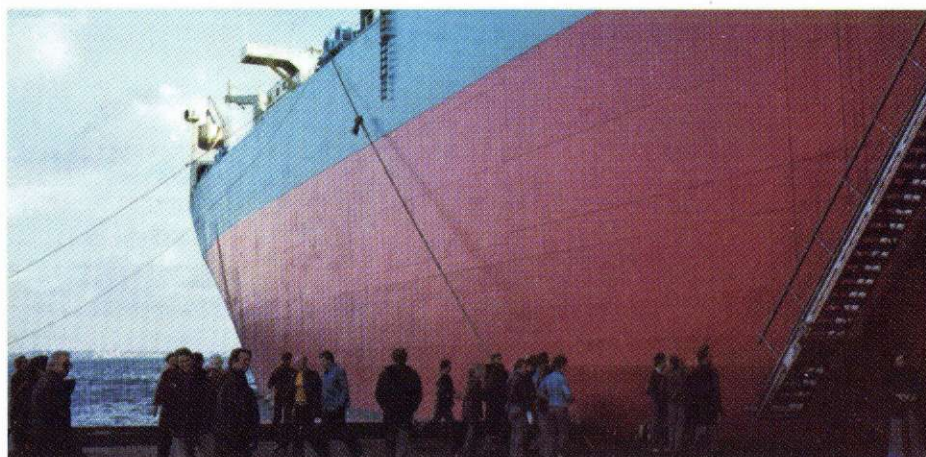


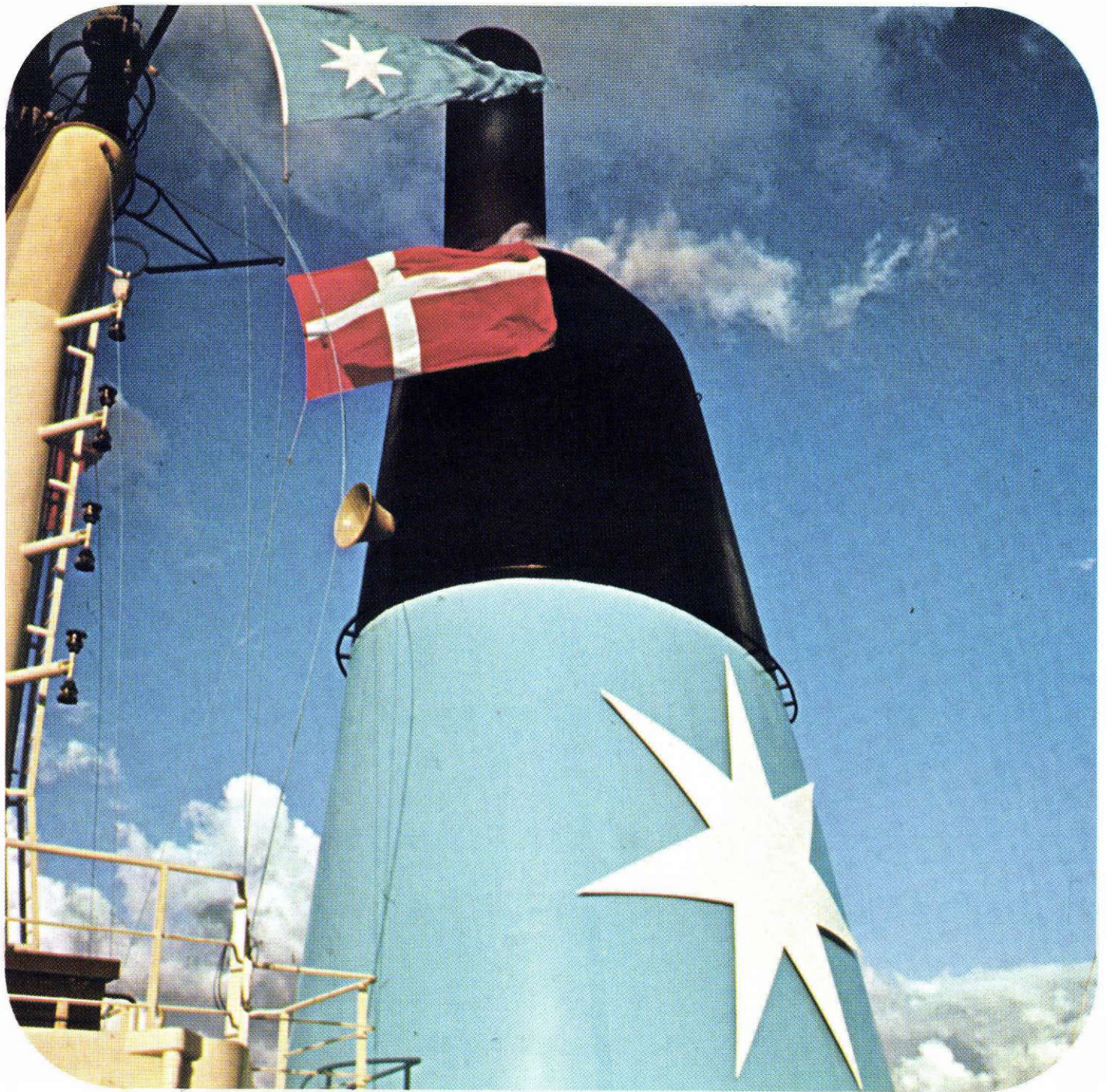
The pilot boat ready for start at Elsinore.

A pontoon had been moored alongside the tanker to ease the transfer to the tanker via the accommodation ladder.

A stroll on the large deck before returning to Elsinore on the pilot boat.

The engine control room. (Photos by Hans Barild).





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The MAERSK Fleet

January 1st, 1978

CRUDE-CARRIERS

m.t. "HENNING MÆRSK"
built 1963
Odense Steel Shipyard Ltd.
36,340 tdw.

of the same type:
m.t. "MARIE MÆRSK"
built 1962. 35,925 tdw.
m.t. "OLUF MÆRSK"
ex. "KAREN MÆRSK"
built 1964. 36,340 tdw.



t.t. "ANGLO MÆRSK"
built 1963
Odense Steel Shipyard Ltd.
54,050 tdw.

of the same type:
t.t. "PETER MÆRSK"
built 1964. 54,050 tdw.



t.t. "GERD MÆRSK"
built 1963
Kockums Mekaniska
Verkstads AB
63,630 tdw.

of the same type:
t.t. "EMMA MÆRSK"
built 1964. 63,675 tdw.



t.t. "A. P. MØLLER"
built 1966
Odense Steel Shipyard Ltd.
98,170 tdw.

of the same type:
t.t. "EVELYN MÆRSK"
built 1967. 100,700 tdw.
t.t. "ELISABETH MÆRSK"
built 1968. 100,700 tdw.



t.t. "DIRCH MÆRSK"
built 1968
Odense Steel Shipyard Ltd.
205,600 tdw.

of the same type:
t.t. "DAGMAR MÆRSK"
built 1969. 209,400 tdw.





t.t. "RAS MÆRSK"
built 1973
Odense Steel Shipyard Ltd.
286,000 tdw.

of the same type:
t.t. "REGINA MÆRSK"
built 1971. 284,500 tdw.
t.t. "ROMØ MÆRSK"
built 1973. 286,000 tdw.
t.t. "ROBERT MÆRSK"
built 1973. 286,000 tdw.



t.t. "KRISTINE MÆRSK"
built 1974
Odense Steel Shipyard Ltd.
339,000 tdw.

of the same type:
t.t. "KATRINE MÆRSK"
built 1974. 339,000 tdw.
t.t. "KIRSTEN MÆRSK"
built 1975. 339,000 tdw.
t.t. "KAROLINE MÆRSK"
built 1975. 339,000 tdw.
t.t. "KATE MÆRSK"
built 1976. 339,000 tdw.
t.t. "KARAMA MÆRSK"
built 1977. 339,000 tdw.
t.t. "KAREN MÆRSK"
built 1977. 339,000 tdw.

PRODUCT-CARRIERS



m.t. "DANGULF MÆRSK"
built 1965
Odense Steel Shipyard Ltd.
5,305 tdw.

of the same type:
m.t. "SVENGULF MÆRSK"
built 1965. 5,305 tdw.



m.t. "GUDRUN MÆRSK"
built 1973
Kaldnes Mekaniske
Verksted A/S
31,540 tdw.

of the same type:
m.t. "GUNVOR MÆRSK"
built 1973. 31,500 tdw.
m.t. "GJERTRUD MÆRSK"
built 1974. 31,500 tdw.
m.t. "GRETE MÆRSK"
built 1974. 31,500 tdw.

Product-carriers

m.t. "JANE MÆRSK"
built 1975
Kaldnes Mekaniske Verksted A/S
58,700 tdw.

of the same type:
m.t. "JESSIE MÆRSK"
built 1976. 58,900 tdw.
m.t. "JAKOB MÆRSK"
built 1976. 58,700 tdw.
m.t. "JEPPESSEN MÆRSK"
built 1976. 58,700 tdw.



m.t. "NORA MÆRSK"
built 1977
Odense Steel Shipyard Ltd.
68,800 tdw.



GAS-CARRIERS (LPG)

m.t. "INGE MÆRSK"
built 1972
Moss Rosenberg Verft a.s.
12,060 m³

of the same type:
m.t. "SINE MÆRSK"
built 1976. 12,060 m³
m.t. "SOFIE MÆRSK"
built 1977. 12,060 m³



CONTAINER VESSELS

t.s. "ADRIAN MÆRSK"
built 1975
Blohm+Voss Hamburg
25,305 tdw.

of the same type:
t.s. "ALBERT MÆRSK"
built 1975. 25,305 tdw.
t.s. "ARNOLD MÆRSK"
built 1975. 25,196 tdw.
t.s. "ANNA MÆRSK"
built 1975. 25,305 tdw.
t.s. "ALVA MÆRSK"
built 1976. 25,196 tdw.
t.s. "ARTHUR MÆRSK"
built 1976. 25,305 tdw.
t.s. "AXEL MÆRSK"
built 1976. 25,305 tdw.
t.s. "ANDERS MÆRSK"
built 1976. 25,305 tdw.
t.s. "ARILD MÆRSK"
built 1976. 25,196 tdw.



Tonnage managed by A. P. Møller

m.s. "MAERSK MANGO"
built 1971
Flensburger Schiffsbaugesellschaft
14,000 tdw.

m.s. "MAERSK MONDO"
built 1969
Atlas-Mak Maschinenbau, Bremen
4,350 tdw.

m.s. "MAERSK RANDO"
built 1969
Atlas-Mak Maschinenbau, Bremen
4,350 tdw.

m.s. "MAERSK TEMPO"
built 1974
Gebr. Schürenstedt K.G.
10,220 tdw.

Container vessels



m.s. "SVENDBORG MÆRSK"
built 1973
Ishikawajima-Harima Aioi
31,645 tdw.

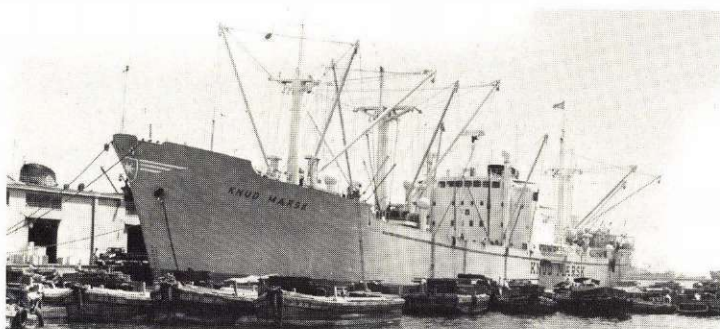
GENERAL-CARGO VESSELS



m.s. "HELENE MÆRSK"
ex. m.s. "RAS MÆRSK"
built 1957
Frederikshavns Værft A/S
6,970 tdw.

of the same type:

m.s. "HERTA MÆRSK"
ex. m.s. "ROMØ MÆRSK"
built 1959. 6,970 tsw.
m.s. "HULDA MÆRSK"
ex. m.s. "ROBERT MÆRSK"
built 1958. 6,970 tdw.



m.s. "KNUD MÆRSK"
built 1958
Burmeister & Wain
6,670 tdw.



m.s. "HARTVIG MÆRSK"
built 1957
Burmeister & Wain
6,240/7,900 tdw.

of the same type:

m.s. "HANS MÆRSK"
built 1958. 6,240/7,900 tdw.
m.s. "ESTELLE MÆRSK"
built 1958. 6,240/7,900 tdw.



m.s. "ANETTE MÆRSK"
built 1962
Mitsui Shipbuilding &
Engineering Co., Ltd.
9,795 tdw.

of the same type:

m.s. "HENRIETTE MÆRSK"
built 1963. 9,480 tdw.
m.s. "TORBEN MÆRSK"
built 1963. 9,480 tdw.

General-Cargo Vessels

m.s. "TREIN MÆRSK"
built 1962
Odense Steel Shipyard Ltd.,
fitted out by
Burmeister & Wain
10,990 tdw.

of the same type:
m.s. "THOMAS MÆRSK"
built 1962. 10,865 tdw.
m.s. "TOBIAS MÆRSK"
built 1963. 10,920 tdw.



m.s. "CECILIE MÆRSK"
built 1967
Kockums Mekaniska
Verkstads AB
13,766 tdw.

of the same type:
m.s. "CORNELIA MÆRSK"
built 1967. 13,886 tdw.
m.s. "CHARLOTTE MÆRSK"
built 1968. 13,766 tdw.
m.s. "CHRISTIAN MÆRSK"
built 1968. 13,866 tdw.
m.s. "CLARA MÆRSK"
built 1968. 13,789 tdw.
m.s. "CHASTINE MÆRSK"
built 1968. 13,810 tdw.
m.s. "CLIFFORD MÆRSK"
built 1969. 13,800.



m.s. "MARCHEN MÆRSK"
built 1974
Nakskov Shipyard
16,980 tdw.

of the same type:
m.s. "MARGRETHE MÆRSK"
built 1975. 16,980 tdw.
m.s. "MATHILDE MÆRSK"
built 1975. 16,980 tdw.
m.s. "MC-KINNEY MÆRSK"
built 1975. 16,980 tdw.



Tonnage managed by A. P. Møller

m.s. "SUSAN MÆRSK"
built 1954
Nakskov Shipyard 9,785 tdw.
m.s. "EFFIE MÆRSK"
built 1955
Odense Steel Shipyard Ltd. 10,455 tdw.
m.s. "SALLY MÆRSK"
built 1954
Odense Steel Shipyard Ltd. 10,535 tdw.
m.s. "MAERSK WIND"
built 1956
Blohm+Voss 10,202 tdw.

m.s. "MAERSK WAVE"
built 1957
Blohm+Voss 10,285 tdw.
m.s. "LICA MÆRSK"
built 1956.
Weser 9,745 tdw.
m.s. "LUNA MÆRSK"
built 1957.
Weser 9,745 tdw.
m.s. "LEDA MÆRSK"
built 1957.
Odense Steel Shipyard Ltd. 9,714 tdw.
m.s. "LEXA MÆRSK"
built 1957.
Weser 10,088 tdw.

m.s. "RITA MÆRSK"
built 1955.
Nakskov Shipyard 10,015 tdw.
m.s. "MARIT MÆRSK"
built 1956
Odense Steel Shipyard Ltd. 10,395 tdw.
m.s. "SVEND MÆRSK"
built 1957
Burmeister & Wain 6,534 tdw.
m.s. "LARS MÆRSK"
built 1956
Burmeister & Wain 6,690 tdw.
m.s. "JENS MÆRSK"
built 1967
Burmeister & Wain 6,697 tdw.

BULKCARRIERS



m.s. "LAURA MÆRSK"
built 1966
Odense Steel Shipyard Ltd.
46,810 tdw.



m.s. "OLIVIA MÆRSK"
built 1969
Burmeister & Wain
51,300 tdw.

of the same type:
m.s. "OLGA MÆRSK"
built 1970. 51,340 tdw.



m.s. "MAERSK COMMANDER"
built 1972
Kaldnes Mekaniske
Verksted A/S
25,375 tdw.

of the same type:
m.s. "MAERSK CAPTAIN"
built 1972. 25,400 tdw.
m.s. "MAERSK CADET"
built 1973. 24,110 tdw.

CAR/BULKCARRIERS



m.s. "BELLA MÆRSK"
Kaldnes Mekaniske
Verksted A/S
built 1969. 24,280 tdw.

of the same type:
m.s. "BRIGIT MÆRSK"
built 1969. 24,240 tdw.

SUPPLY VESSELS



m.s. "MÆRSK FIGHTER"
built 1967
Rolandwerft G.m.b.H.
802 tdw.

Supply Vessels

m.s. "MÆRSK SERVER"
built 1971
Dannebrog Yard, Aarhus
745 tdw.

of the same type:

m.s. "MÆRSK SUPPORTER"
built 1971. 745 tdw.
m.s. "MÆRSK SUPPLIER"
built 1972. 745 tdw.
m.s. "MÆRSK SHIPPER"
built 1972. 745 tdw.
m.s. "MÆRSK HELPER"
built 1972. 735 tdw.
m.s. "MÆRSK HANDLER"
built 1972. 745 tdw.
m.s. "MÆRSK HAULER"
built 1972. 705 tdw.



m.s. "MÆRSK TRIMMER"
built 1974
Aukra Bruk A/S
1,428 tdw.

of the same type:

m.s. "MÆRSK TACKLER"
built 1973. 1,428 tdw.
m.s. "MÆRSK TOPPER"
built 1974. 1,428 tdw.
m.s. "MÆRSK TENDER"
built 1973. 1,428 tdw.
m.s. "MÆRSK TRANSPORTER"
built 1974. 1,428 tdw.
m.s. "MÆRSK TRAVELLER"
built 1974. 1,428 tdw.
m.s. "MÆRSK TRACKER"
built 1974. 1,428 tdw.



m.s. "MÆRSK PACER"
built 1976
Pattje Yard
1,932 tdw.

of the same type:

m.s. "MÆRSK PIPER"
built 1976. 1,932 tdw.
m.s. "MÆRSK PLOTTER"
built 1976. 1,932 tdw.
m.s. "MÆRSK PUNCHER"
built 1976. 1,932 tdw.



m.s. "MÆRSK LEADER"
built 1976
Dannebrog Yard, Aarhus
963 tdw.

of the same type:

m.s. "MÆRSK LOGGER"
built 1976. 963 tdw.



ANCHOR-HANDLING TUGS

m.s. "MÆRSK BATTLER"
built 1976
Odense Steel Shipyard Ltd.
10,500 HP

of the same type:

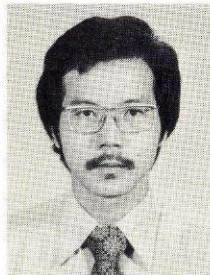
m.s. "MÆRSK BEATER"
built 1976. 10,500 HP
m.s. "MÆRSK BLAZER"
built 1977. 10,500 HP
m.s. "MÆRSK BLOWER"
built 1977. 10,500 HP
m.s. "MÆRSK BOULDER"
built 1977. 10,500 HP
m.s. "MÆRSK BREAKER"
built 1977. 10,500 HP



Singapore as a multi-racial and multi-religious society

THE SIANG LIM TEMPLE

This is the oldest and biggest Buddhist temple in Singapore, very popular among tourists. It is situated at Jalan Toa Payoh, and with its artistic wood carvings, comparable to those found in the Peking Palace, it attracts a great many visitors. The 2½-acre garden in front is landscaped with pure, white limestone boulders. The name of the temple, Siang Lim, means "twin grove".



News from Singapore, by Bobby Lim.

Singapore has for years been functioning as a commercial catalyst in South East Asia, playing a dynamic role as a centre through which gold, rubber, tin, oil, exotic foods, and spices have passed from Asia to Europe.

Situated on an island of 587.6 km², it is the home of 2.21 million people, composed mainly of Chinese (1.7 million), Malays (336,000), and Indians (154,000).

Though consisting of many different nationalities, speaking at least as many different tongues and having different



traditions, its people live in harmony, feeling that they belong to the same community.

The Singaporeans, unlike so many other peoples, are able to communicate in many different languages if and when required. English is today spoken universally in Singapore. Wherever you go, you may address

the locals in English and expect to get a reply in the same language.

The diversity in nationalities and races is naturally mirrored in a corresponding variety of creeds, symbolized in the places of worship seen all over Singapore. We have chosen four of the most well-known of these, shown in the photographs.



THE MASJID SULTAN MOSQUE

This mosque was designed by Swan and Maclaren, and built during 1824-28. In June 1823 Sir Stamford Raffles (British colonial politician and founder, 1819, of Singapore) promised that the East India Company would pay \$3,000 towards the cost of its erection, and two years later, when Lt. Philip Jackson, the settlement executive engineer, laid down the remaining section of the road, he had to make a bend in it to get past the mosque.



THE MARIAMMAM TEMPLE

This temple is the oldest Hindu place of worship still in use in Singapore, although the decorations on the building itself are recent. The existing brick building was already there in 1862-63, and the orientation and the general ground plan have not been altered since 1844. The building was presumably erected between 1827 and 1843.



THE ARMENIAN CHURCH

This church, the Church of St. Gregory the Illuminator, is the work of George Drungook Coleman, an architect who first arrived in Singapore in 1826. The main structure of the church is externally circular and superimposed on a square site with projecting square porticos on all four sides. The semi-circular chancel or altar is enclosed within the cast portico facing Hill Street. Externally, the building is a picture of charm and elegant symmetry, emphasized by the porticos with simple pediments supported by Doric columns.

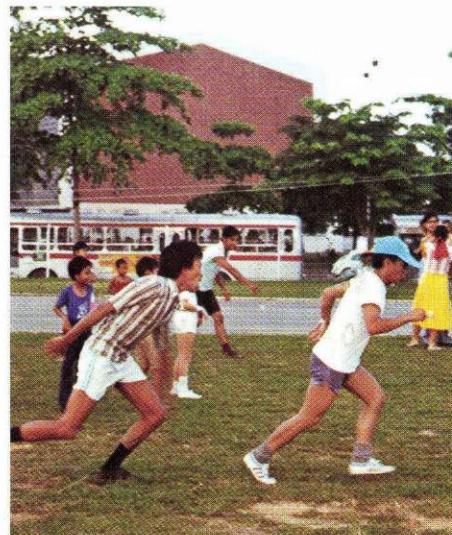


First sports meeting

To bring back good old memories, the Organizing Committee of the Singapore Maersk Line Sports Club decided to hold its first sports meeting for staff members, families, and their immediate circle of friends.

Much planning and effort were put in by the committee in finalizing the details, which included a tent and seating arrangements, drinks and snacks, and items to be used during the meeting, e.g. decorations and bunting, to add in colours what would befit an occasion such as this

For the tug of war they seem to have got hold of a rope half a mile long.



In the three-legged race one man's left leg is tied to his partner's right leg. This race requires a high degree of co-operation, especially at higher speeds.

Sunday morning heralded a sunny day; and staff members made their way, taking their loved ones, children, and friends to New Town Secondary School, serving as our "battleground", to take part in the activities of a day of colour and music amidst a relaxed gathering of friendly people.

The Boys' Brigade Band, smartly attired in their uniforms, set the great arrangement rolling with sounds of scintillating music, and our guest of honour, Mr. Niels Lillelund, welcomed all in a light-hearted speech, encouraging participation in the events catered for in the programme.

The enthusiastic response by the "big kids" to join in all the events was so overwhelming that events like the gunnysack, spoon and ping pong, and the rubber coil race had to be conducted by heats to determine the final placings.

Our programme included tug-of-war, blind man's race (open to ladies also), three-legged race, apple-biting contest, and our sprint event, the 4 x 200 metres relay for mixed teams. A five-a-side Danish vs. Locals football match was also added to the programme, as the game is very popular here.

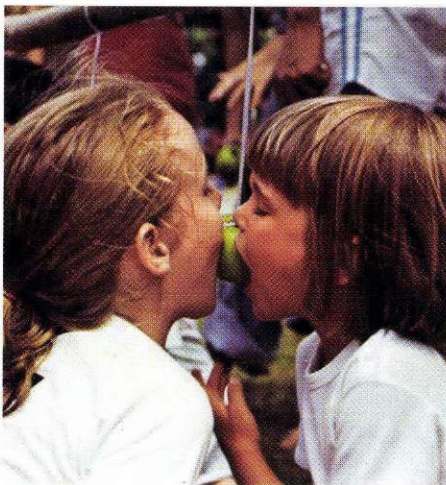
The children were not forgotten, separate activities being conducted for them. Imagine the children beating the adults in some combined events!! No wonder the morning's sunshine brought so much laughter and cheerfulness to the faces of all present when the adults found themselves unabashedly competing in activities they did not imagine they would ever take part in after their school days.

After three happy hours of hard-fought, high-spirited competition, the grand finale

was marked by a prize presentation to all the winners.

All good things must come to an end, but it was a day well remembered. The participants are likely to recall and cherish those special moments and particular events for many months to come, until next year's sports meeting, to which they undoubtedly will be looking forward with renewed enthusiasm.

Gunnysack-racing is always an entertaining event, especially when "big kids" join in.

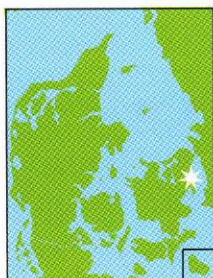


Apple-biting.



The guest of honour, Mr. Niels Lillelund, presents prizes to the winners.

Operation tree-removal



News from Maersk Air, by Bjarne Hansen

Maersk Air's two helicopters are tools with many applications. Their main task is still the service between Esbjerg and the North Sea platforms; but in between they have shorter periods where the oil activities do not require the attendance of both of them.

At the beginning of October our helicopter department was challenged to solve quite a unique problem for the newly erected Aalborg University Centre, who wanted to shift some 30-year-old trees from a near-by grove to the Centre.

The reason why they wanted to use a helicopter was that the trees were to be placed in enclosed courtyards. As cranes and other conventional lifting-gear could not approach this area without heavily damaging the existing installations, and as any transportation through or between buildings was impossible, no alternative existed. Each tree with the root system in-

tact weighed between 1,000 and 1,300 kilos.

After several telephone contacts with the landscape gardener the area was surveyed by Capt. F. Degn, who had been appointed to carry out this helicopter operation. It was agreed how the trees should be attached to the winch cable, details about the grounding of the trees were planned, and permission was obtained from the police, the fire brigade, and Air Control.

It was decided to carry out the operation on Sunday, November 6th. On that day the University would be empty, and the helicopters would not be in so great demand in the North Sea. Everything was set for "Operation tree-removal".

In the morning of November 6th helicopter OY-HMA was cleared for take-off at Esbjerg. Floatgear, dinghy, and seats were taken out to reduce weight. In

Final arrangements are made. The Maersk Air helicopter is seen in the foreground. In the top half of the photograph you can just make out the enclosed courtyards of the new university centre.





*A tree is on its way.
1,200 kilos suspended in mid air.*



*The "receiving committee"
of gardeners
gets in action.*

streaming rain the helicopter started from Esbjerg; but the meteorologists had promised a lull in the passage of frontal systems at Aalborg, and this forecast held good. The operation was pulled off at the agreed time and in favourable weather.

The shifting of each tree had been estimated to last 5 minutes, but really the time was limited to no more than 2.7 minutes per tree. After a flying-time of 30 minutes the last tree was in its place, and OY-HMA returned to its base at Esbjerg.

In spite of the costs usually incurred in helicopter operations, it appeared that the cost per tree was less than what a removal by tractor would have amounted to. There is no doubt that the experience gained at Aalborg will lead to similar tasks for our helicopters in the future.

New local correspondent



As of January 1st, 1978, Mr. Jens Falster has taken over the job as MÆRSK POST local correspondent for the US West Coast, and the editor would like to thank our local representative up till now, Mrs. Susan Clare Falster, for excellent service during two years.

The similarity of names is not purely accidental, in that the two married during 1977.

We extend a hearty welcome to Jens Falster, wishing him good luck in his two new spheres of activity, as husband and as correspondent.

New type of ship



News from The Yard, by J. Hellesø

Under the caption "Big news - small ships" the Odense Steel Shipyard has been heralding, during 1977, a change of production at the Yard. For a number of years the Yard has earned for itself a reputation as experts in the building of supertankers, and the delivery on September 7th of the "KAREN MÆRSK", seventh and last of a series of 339,000 tdw. turbine tankers for the MÆRSK fleet, marked the close of an epoch.

The first result of the production change was the building of 6 anchor-handling tugs for the MÆRSK supplyship fleet, mentioned in nos 1 and 2 of MÆRSK POST 1977. These tugs were built even before the close of the tanker epoch.

The next thrust on the "small-ships front" was made with the delivery of m.t. "NORA MÆRSK" of 69,500 tdw., the biggest product-carrier so far in the MÆRSK tanker fleet, and the biggest product-carrier of this type in the world. This ship was named on November 4th.

The naming ceremony was staged in an untraditional manner, the sponsor sailing by pilot boat to her ship, moored in the roads of Elsinore, and boarding it by the gangway. She then performed the actual naming, breaking a bottle of champagne against an extra nameplate mounted in the front of the funnel.

Mrs. Jeannine Siderius of Chicago acted as sponsor in this unique naming ceremony. She is the wife of Mr. William P. Siderius, executive vice president and general manager of "Energy Corporation" in Chicago.

The ship is named after Mr. A. P. Møller's sister Eleonora, who has now lent her name to six ships in the MÆRSK fleet; three "ELEONORA MÆRSK"s built 1912, 1936, and 1948, respectively; one ship named "ELEO MÆRSK" built 1959, and two named "NORA MÆRSK" from 1934 and 1977, respectively.

Master of the new "NORA MÆRSK" is



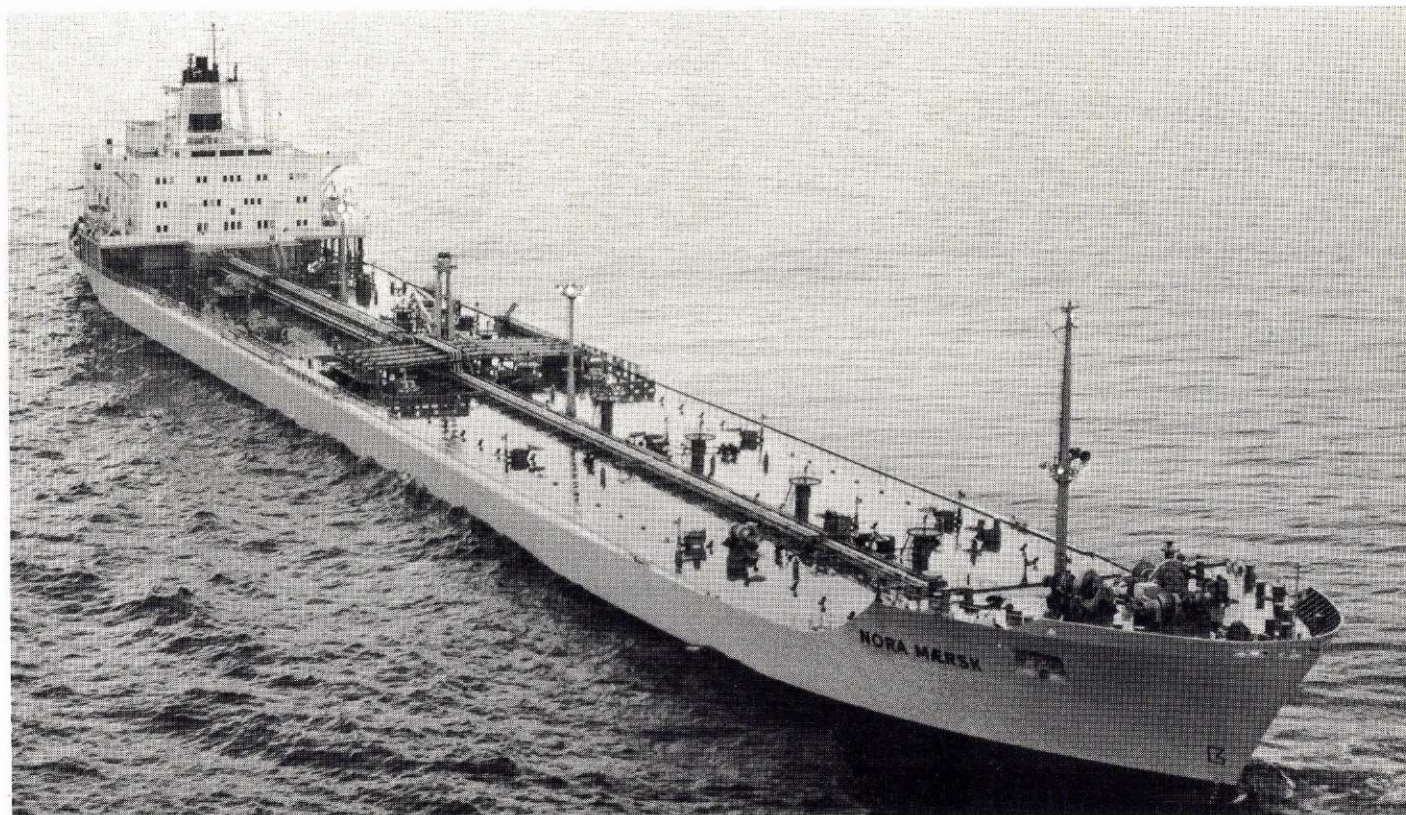
The sponsor together with her husband.

Capt. Jørgen Schmidt, Svendborg, and the chief engineer is Roald Christensen of Fruens Bøge at Odense.

The technical data of the newbuilding are as follows:

Length o.a.	247.23 m
Length p.p.	233.90 m
Breadth mld.	32.12 m
Depth mld.	17.40 m
Draught	13.09 m
Speed loaded	abt. 16 knots

"NORA MÆRSK" is constructed to carry four different cargoes simultaneously, distributed in 18 cargo tanks. The ship is equipped with a 7-cylinder Sulzer engine, type 7RND76M, with a maximum continuous output of 16,800 BHP.





In the conference hall of the Odense Yard. Mrs. Eva Hvilsted, chairman of the new Odense section addressing the participants.

More "mermaids"

On August 24th 1977 an Odense section of the "Association of Seamen's Wives of 1976" was founded; so that now the Association has branch units not only here and at Svendborg, where it all began, but also on Fanø, in Aalborg, Holstebro, Horsens/Vejle, Kolding/Fredericia, and Karrebæksminde; with even more to come.

An all-country association of seamen's wives was founded as early as November

26th 1976 with the chairman of the Svendborg local branch, Mrs. Ruth Olesen, as leader. Mrs. Olesen is the wife of Capt. Jørgen L. Olesen, master of t.t. "KARMA MÆRSK".

The first event arranged by the new Odense branch was an early Christmas get-together in the afternoon of Sunday, December 11th, held in the conference hall of the Odense Yard. Afterwards all the

participants went to the Odense Theatre to enjoy the good old Christmas comedy "Nøddebo Præstegaard".

Not only Odense members took part; there were members from Svendborg, Kolding/Fredericia, Horsens/Vejle, and Fanø as well. Altogether 250 mermaids joined in, and that was just about the maximum the arrangements could encompass.

Book-binding

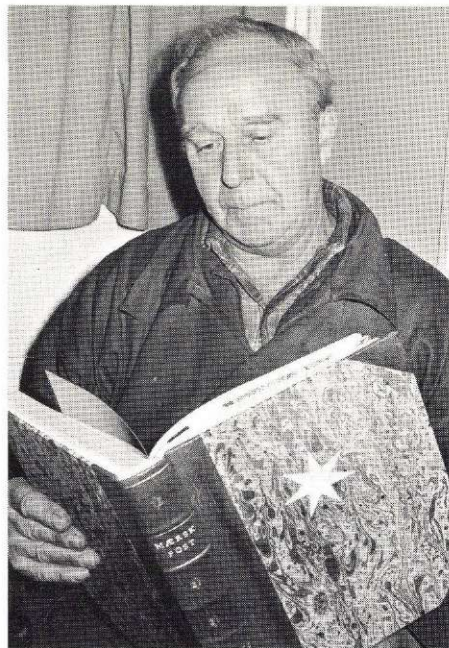
Mr. Chr. Hansen, shipbuilder at the Odense Yard, is a craftsman in more than one sense. For over 5 years he has indulged in bookbinding as a hobby. It all began under doctor's orders, as bookbinding was considered a useful therapy in the rehabilitation of an injured hand; but when Chr. Hansen was able to carry out his normal work again, he had become so fond of toying with books that he kept it up.

So far this has resulted in well over 600 fine volumes on his bookshelf, which counts about 2,000 books.

Odense shipbuilder awarded gold medal for good craftsmanship

Mr. Hansen was recently awarded a gold medal for good craftsmanship. This prize was offered by a group of teachers of the trade, and one of the pieces of work that earned him the prize was a 5-year volume of MÆRSK POST, bound in goatskin. Another two volumes of MÆRSK POST are in course of preparation, after Chr. Hansen has succeeded in getting hold of all the numbers of our magazine, right back to the first issue of January 1962.

Jørgen Petersen



Roulund conveyor belt to Iraq

Roulund has delivered a 45-km rubber conveyor belt for an F.L. Smidth cement factory in Iraq

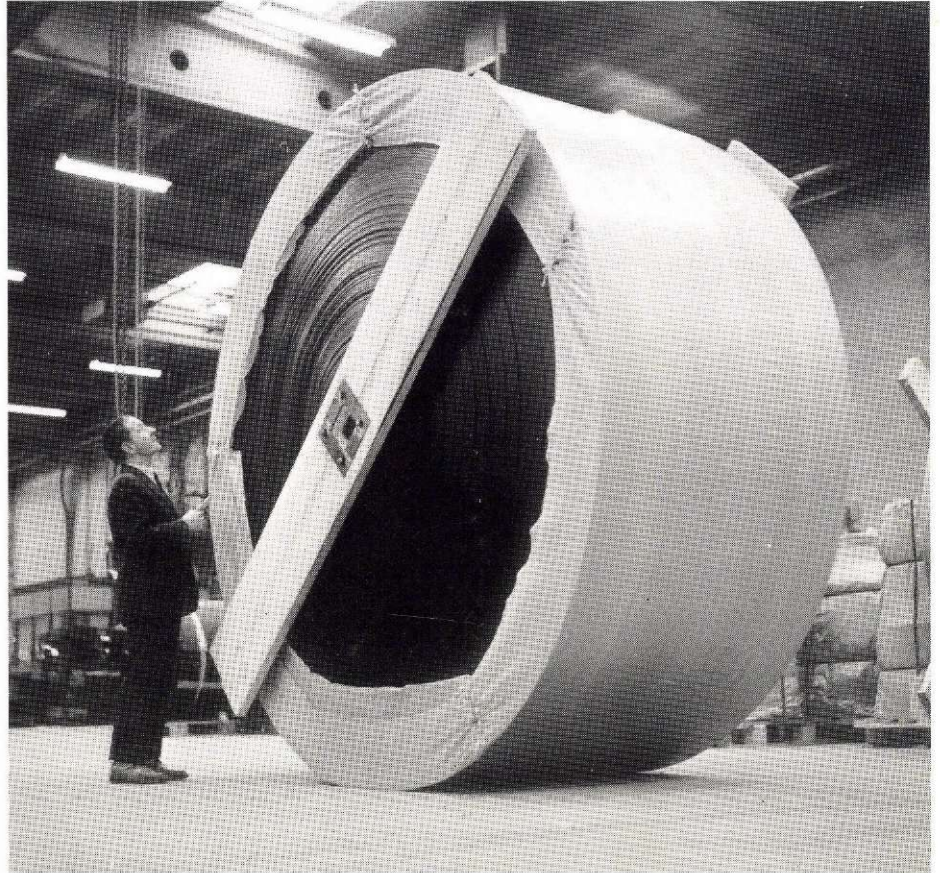


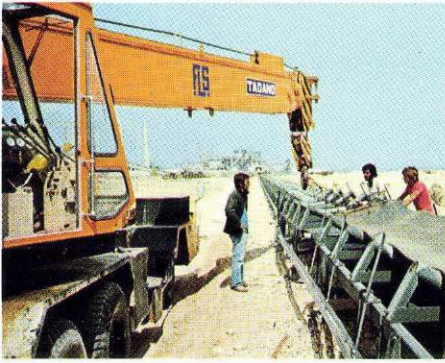
News from Roulund, by Karlo Lindskog

"We are jolting and bouncing along the provisional road beside the conveyor. It is about six o'clock in the morning, just before daybreak. Our destination is station 27 – one of the 9 power installations of the more than 22-km conveyor belt system.

We all feel rather chilled – Iraqis as well as Europeans. We are in February, and the mornings are rather cool in the desert around Kufa. Those of us who are not Mohammedans have been given a large helping of bacon and eggs; I think this gives you stamina for a good day's work. On our way we spot a group of storks, strutting about in a marshy area; I wonder whether I saw one of the self same birds

One of Roulund's lorries delivering packed conveyor belts at the railway station of Hjallesø.





The transport system is assembled in the Iraqi desert.

There is a distance of 22.5 km from the quarry to the cement factory. The Roulund belt carries 1,000 tonnes of limestone per hour through the desert.

last summer back home at Ribe, and whether the frogs might be any better here than at home.

It has been a rainy night, so the road is a mire. As if by magic, though normally dry as bone, it has been transformed into a slimy morass, which can be mastered only by a clever and vigilant driver. In Denmark I had been informed about these conditions; but it is hard to imagine that a desert road may be like soft soap after just a little rain. However, this area is a former sea bed, and besides it occasionally receives mud from the waters of the Euphrates.---

This quotation is from a report on working-conditions in Iraq, as they were experienced by a team of Roulund experts, sent out to assemble and mount the large conveyor belts delivered during 1976-77 for an F. L. Smidth cement factory near Kufa.

The order placed with Roulund was for a conveyor belt of 45 km, to be used in a 22 km transport system, divided into 9 sections of 2.5 km – a total length corresponding to the distance between Copenhagen and Malmö.

The bands are 1,000 mm wide and 15 mm thick. They were produced at Roulund's in sections of 300 metres; meaning that altogether it was a question 150 large rolls of rubber belts, each weighing 5 tons when packed in wooden drums. The consumption of material amounted to no less than 240,000 m² of fabric and 500,000 kilos of rubber compound.

The long journey began by rail from Hjallesø to Copenhagen, from where the belts were carried by sea to a special pier, constructed by F. L. Smidth near Basra at the fall of the Shatt-al-Arab River into the Arabian/Persian Gulf. Here the drums were transferred to lorries that took care of the last 400 km along desert roads to Kufa, the centre of the great cement-production project.

In the Iraqi desert the belts were mounted on the transport system and joined – by vulcanization – into 5,000 m lengths for each transport section.

Each section is powered by three 110-kw motors, with gears and hydraulic clutches. This belt system is able to move 1,000 tonnes of limestone per hour, at a speed of 3 metres/sec. (10.8 km/h). When the crusher in the desert is started, it takes 2 hours and 15 minutes for the first lot of limestone to reach the cement plant.



PERSONALIA

KONGENS NYTORV



1

25 Years Anniversary

1. C. J. Kroman Petersen
April 15th
2. Hans H. Clasen
May 3rd



2

ORG. ABROAD

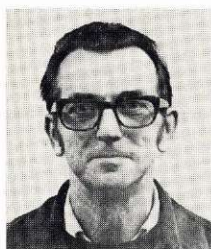


1

25 Years Anniversary

1. Birger Bæk Kristensen, Tokyo,
March 16th

BUKH



1

40 Years Anniversary

1. Anker Olesen
April 28th

THE FLEET



1

40 Years Anniversary

1. Captain Witho Moritz Simon
April 25th



2



3



4

25 Years Anniversary

2. Chief Engineer Kristjan
Djurhuus, April 11th
3. Chief Steward Anker Bjerre-
gaard, April 25th
4. Captain Jørgen Grumstrup
April 30th



5

Retiring

5. Captain Harry Th. Jensen
March 31st

MÆRSK KEMI



1

25 Years Anniversary

1. Valther Petersen, who marks
his anniversary and retires
on the same date, February 28th.

ROULUND



1

40 Years Anniversary

1. Ellen Johansen
April 6th



2

25 Years Anniversary

2. Ejnar Dyrbøl
March 2nd

THE YARD



1



2

50 Years Anniversary

1. S. Kruuse Larsen (L)
May 1st
2. Hans Albert Hansen (O)
May 2nd



3



4

40 Years Anniversary

3. Hans Eigil J. Larsen (O)
April 14th
4. Bruno Rasmussen (O)
May 12th



5



6



7



8



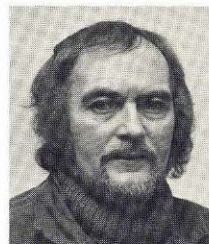
9



10



11



12



13



14



15

25 Years Anniversary

5. Erik O. Søby (L)
November 26th, 1977
6. Helge Funder (O)
February 17th
7. Helge Leif Nielsen (L)
February 24th
8. Tommy Bendt (L)
March 11th
9. Hans Verner Petersen (L)
March 12th
10. Aage Løffler (L)
March 17th
11. Kaj E. Vandrup Jørgensen (L)
March 31st
12. Jens Erik Hansen (O)
April 7th
13. Hans Børge Jensen (O)
April 7th
14. Alf Emil Larsen (L)
April 13th
15. Carl E. Jørgensen (L)
April 18th

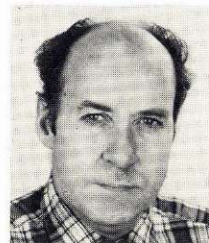


16

Retiring

16. Jørgen Emil Olsen (O)
February 28th

DISA



1

25 Years Anniversary

1. Kjør S. Christensen (Herlev)
February 20th

Obituary

The A. P. Møller Companies regret to announce the following deaths during the past three months:

Electrician Ole Jan Thomsen
ex "Torben Mærsk"
November 7th, 1977

Svend Højer
Kongens Nytorv
November 24th, 1977

Bent Wolfhagen
Lindø
December 10th, 1977

Arne H. Alexandersen
Kongens Nytorv
January 3rd, 1978

Aage Lundell
DISA (Herlev)
January 11th, 1978

