
MÆRSK
POST

MÆRSK
POST

Published by A. P. Møller, Copenhagen
Editor: Poul Jægerholt
Design and printing: Mogens Raffel

Front page:
The newest ship of the MÆRSK fleet, the Caroliner "EMMA MÆRSK", was named at Langelinie in Copenhagen (article on page 6). In the background the new A. P. Møller office building may be discerned.
Photo by Torkild Balslev.

Volume 18, No. 3.
August 1979

Twelve months ago, eleven MÆRSK tankers were laid up. Today only one single ship is at the buoys.

What is the reason for this?

One ship has been sold to foreign owners, whilst two vessels have been sold to The Maersk Company, London, for conversion to make them suited for service on the British North Sea shelf. A further seven ships have been put into active service, because it has been possible to find employment for them, although of short duration and at modest rates.

This is a happy development, not only because laid-up ships burden a shipping company financially and mentally, but also because it promotes employment.

The MÆRSK ships have been laid up mostly at Sønderborg and Sandvig. They did not enhance the beauty of their surroundings, but we enjoyed local understanding and interest, and we are grateful for that.

Even today, the tanker market does not give any reason for optimism. On a world basis a total of ten million tons is still laid up, and a large proportion of the active tonnage is operating at reduced or so-called economical speed, which brings about a considerable reserve of tonnage.

Furthermore, it has become increasingly complicated to keep tankers operative. Formerly, charterers were not very numerous. Today there are many of them, some hardly known; and the special conditions of the market often necessitate several loading ports and several discharge ports, where, formerly, each voyage included only one loading and one discharge port.

We, the tanker owners, and the ships have, naturally, had to adapt ourselves to these changed conditions.

MÆRSK MC-KINNEY MØLLER

Three days in heavy seas

By Commander J. E. Undén

"MÆRSK FIGHTER" ready to depart with team of trainees from the State Seamen's School at Esbjerg and diverse life-rafts on board.

Two MÆRSK supplyships took part, from 7 to 9 May, in the greatest Danish test programme so far with life-saving equipment.

Closed, fireproof lifeboat of traditional type is subjected to harsh test in Esbjerg harbour.

From 7th to 9th May the greatest test programme so far in Denmark, regarding life-saving equipment, was staged in the North Sea. More than 100 people were directly involved, including 36 trainees, 3 teachers, and the principal of the State Seamen's School at Esbjerg, who all volunteered as "guinea-pigs".

Various kinds of equipment were included in the trials:

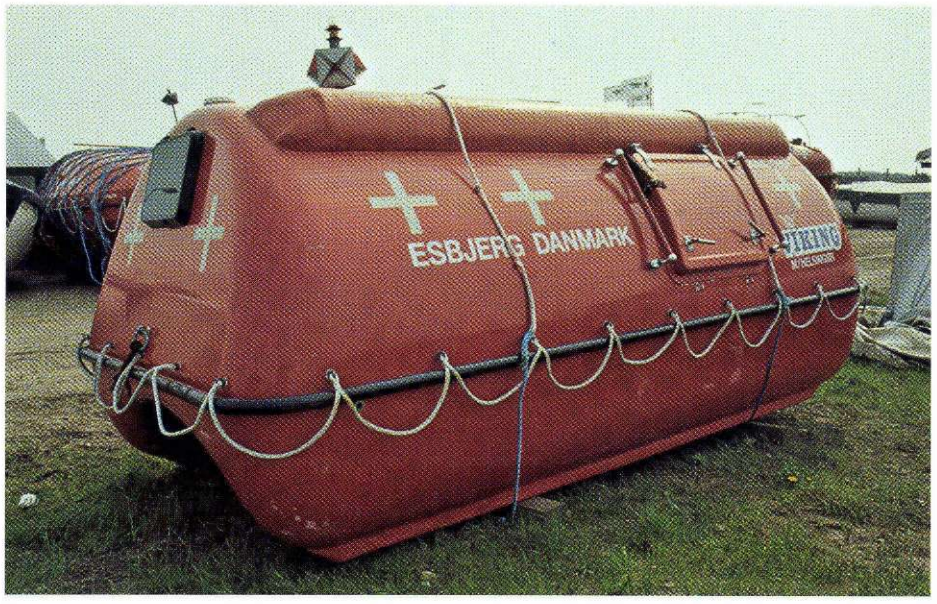
1. A closed, fireproof lifeboat of traditional type, which had shortly before been subjected to severe fire tests.
2. A traditional, inflatable rubber liferaft, distinguished from those hitherto used in that the upper part is so constructed as to make it selfrighting; this means that it will turn over by itself in case it is inflated upside down.
3. Two newly developed life-rafts of fibre-glass; one called the "Mortensen Raft" after the inventor, Boatbuilder S. Mortensen of Faxe Ladeplads; the other called the "Helsingør Raft", named after the Helsingør Technical School, where the basic idea of the raft has twice been the subject of an examination paper for would-be ship construction engineers.

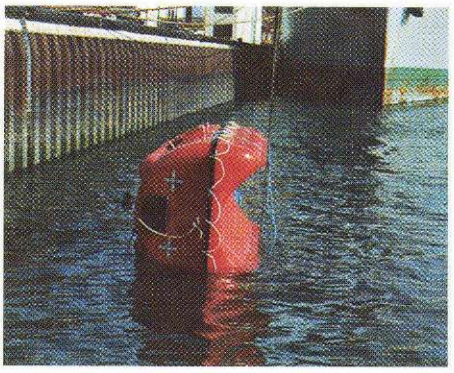
It was quite a task to arrange a test series of such dimensions. However, it was solved through unique co-operation between the many parties called upon to take part in the very extensive arrangement.

The State Seamen's School immediately agreed to the idea of volunteer guinea-pigs, and there was a very positive attitude among trainees and teachers.

The Danish Navy participated with two cutters, from which the operational leaders were able to watch the events and to interfere if any critical situation had arisen.

Airforce helicopters were on standby, partly for security reasons, partly to test, if possible, the picking up of





Catamaran-shaped "Helsingør raft" arrived by heavy truck, and was tested for stability in the harbour basin.

"survivors" from the rafts, and to evaluate the possibilities for that. Unfortunately, these tests could not be carried out because of fog.

For security reasons the Navy's operational command was in constant contact with the operational leaders, and also the rescue vessel "NORDSØEN" and the Blåvand radio station were on stand-by.

The greatest problem was to have the rigid rafts transported to and from the operation area. It was solved by A. P. Møller supply vessels stationed at Esbjerg.

The "MÆRSK FIGHTER" carried out the positioning and the transportation of test personnel, an operation that was accomplished under extreme weather conditions, SSE wind of 30 knots and an 11 knot current. Thanks to good seamanship, highly commended by the crews of the accompanying ships, the two rafts were launched – a difficult job with a 3-ton derrick, as one raft weighed one ton, the other almost three tons. Besides, the ship rolled in the heavy sea.

Several "guinea-pigs" were seasick already by then. Their sufferings were not exactly lessened when they were put on board the various rafts.

On May 9th the "MÆRSK TRIMMER" retrieved the rigid rafts with the guinea-pigs, by now reduced in number to 31. Two gave up even before the rafts were launched from the "MÆRSK FIGHTER", and the rest had been transferred to the rescue vessel "NORDSØEN", which crossed the operational field several times.

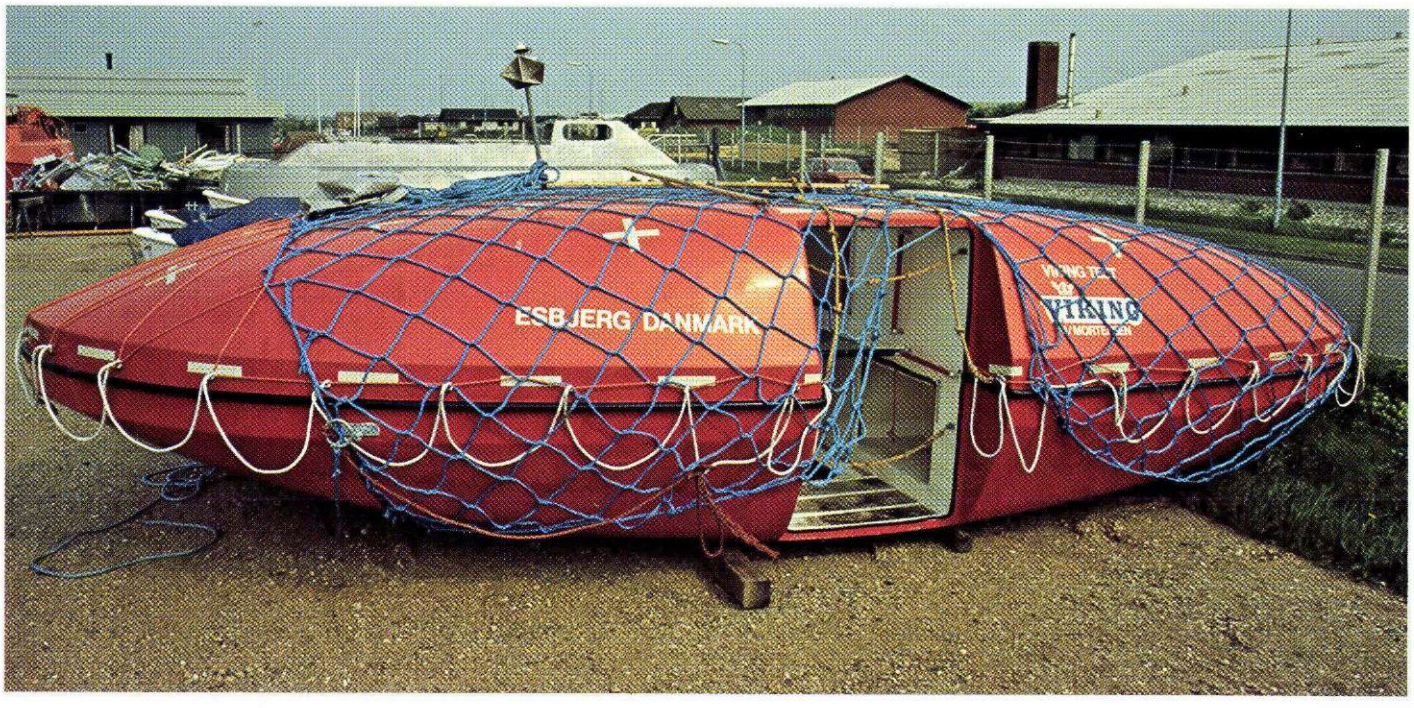
The Military Psychological Service also took part in the operations to ascertain the effects of a stay on board the different types of life-saving craft. One particular factor had to be taken into account, viz. that in these tests the volunteer "survivors" counted male (24) as well as female (12) trainees, besides the teachers.

A working party, headed by Senior Marine Superintendent Rode of the Government Inspection of Ships, had carried out the preparatory work. The party included representatives of the Danish Ship Research Laboratory, the Danish Navy, the Shipping Secretariate, the Seamen's Union, the Specialist Workers' Union, the Danish Shipowners' Association, fisheries associations, ferry services a.o.

It is still too early to draw any conclusions from the operations, except that when safety at sea is in question, it is possible to co-operate across any vocational boundaries.

The tests also showed that female trainees were good sailors in the true sense of the word.

The so-called "Mortensen raft".



Parts for a crane

On her maiden voyage to the Far East the "ELEO MÆRSK" carried, among other things, special cargo from England, viz. parts for a crane destined for Korea.

The word "parts" should not be misunderstood as a denomination for screws and nuts, as it was a question of heavy-lift cargo in the true sense of the word. The largest single pieces weighed about 52 tons, and measured 225 cubic metres each.

Because of the size of the largest pieces, it was not possible just to place them on lorries for transportation from the factory to Liverpool for re-loading to a ship. The police feared that so bulky a cargo might create problems in the traffic. It was therefore decided that the heaviest items were to be taken from the factory to the port during the quiet hours of a weekend under police escort.

The coaster chartered by Maersk Line, m.s. "ARA", which was to carry the cargo from Liverpool to Hamburg, for trans-shipment to "ELEO MÆRSK", loaded all the small parts on the Friday before the weekend in question. Having completed this part of the job the stevedores started preparing for the taking aboard of the heavy pieces, scheduled to take place on Monday morning. Thus, special "beddings" were constructed on the deck, on which the cargo was to rest, securely lashed.

The first photograph shows how the lorries, carrying the heavy-lift pieces, have made a hault on the road outside the dock area; they simply could not get inside because of the dimensions of the cargo. So, the large items were lifted from the lorries by a floating crane, swinging them over lamp posts and electric wires onto the deck of the "ARA". In photo No. 2 one of the pieces is seen suspended over the deck of m.s. "ARA", upon which it was safely lowered to rest on the afore-mentioned "beddings", photo No. 3.

A careful job of lashing followed, and Hamburg was reached safely. In photo No. 4 the "ARA" is alongside the "ELEO MÆRSK", ready to get rid of her heavy deck cargo, which, by the way, was taken on board "ELEO MÆRSK" by the latter's own gear.

Withen Nielsen,
London

New Caroliner

The sponsor, Mrs. Jane Schaldemose, named the newbuilding at Langelinie.

The A. P. Møller Shipping Companies have taken over another so-called "Caroliner". It is the second newbuilding in a series of six from the Odense-Lindø Yard. A special vessel of 29,000 tdw., which will operate in Maersk Line's world-wide liner fleet.

The naming-ceremony took place at Langelinie, and the ship was sponsored by Mrs. Jane Schaldemose, Shipowner Mærsk Mc-Kinney Møller's sister, who named the ship "EMMA MÆRSK".

Mr. Troels Dilling took over the newbuilding on behalf of A. P. Møller. This was one of Mr. Dilling's last official duties in Copenhagen before he succeeded to the post as managing director of the Odense Steel Shipyard Ltd. During the period 1973-79, as chief of the Technical Organization at Kongens Nytorv/Esplanaden, Mr. Dilling took over a total of 40 newbuildings for the MÆRSK fleet..

After the ceremony the "EMMA MÆRSK" set course for Hamburg and Antwerp for loading, whereafter she continued to Japan and Korea. The ship will sail in regular service between Japan and the Arabian/Persian Gulf.

Like her sister ship "ELEO MÆRSK" the newbuilding is a highly versatile vessel, capable of carrying containers, trailers, general-, heavy-, and bulk cargoes.

The vessel has three sets of twin cranes, capable of heavy lifts up to 120 tons, while vehicles may roll directly on board by the quarter-ramp, onto the trailer-deck which can accommodate 900 metres of rolling stock.

The container capacity is 830 twenty-foot container equivalents. The reefer container capacity is thirty 40-foot containers. Four large twin hatches cover 70 pct. of the upper deck, allowing for vertical handling of cargo almost anywhere.

The "Caroliners" – which are among the largest and most efficient in the world – are designed especially for operating in areas where port facilities are limited and therefore make great demands on the ship's own equipment.

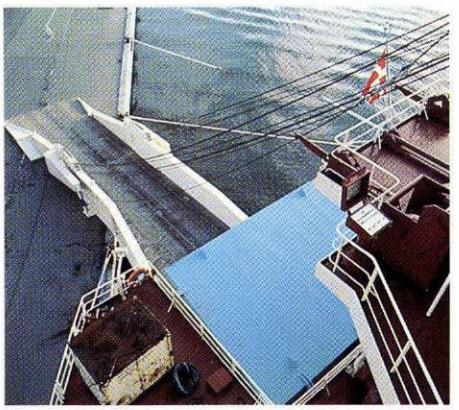
There is accommodation for a crew of 35, arranged in a 5-storey deck-house, which includes 3-room suites for senior officers, and day-bedrooms with private toilet and showers for other crew members. Besides these, there are common-rooms, exercise rooms and a swimming-pool.

Captain Tage Sigurd Nielsen, Chief Officer John F. Jonge and Chief Engineer Mogens Aagaard are responsible for the daily running of the ship.

The main dimensions of the newbuilding are as follows:

Length overall	182.30 m
Breadth moulded	27.43 m
Depth moulded	16.50 m
Draught max.	11.85 m

The ship is equipped with a 7-cylinder Sulzer diesel engine, type 7RND76M, with a maximum continuous output of 16,800 BHP.



The quarter-ramp of the newbuilding rests on the Langelinie quay.

"EMMA MÆRSK" with Kronborg on the port beam. The maiden voyage was to the Far East via Hamburg and Antwerp.

NATURGAS '79

The Danish Minister of Commerce, Mr. Arne Christiansen, opened the exhibition. He is seen here (left) talking with Mr. Kurt Bjørndal, A. P. Møller Information Chief.

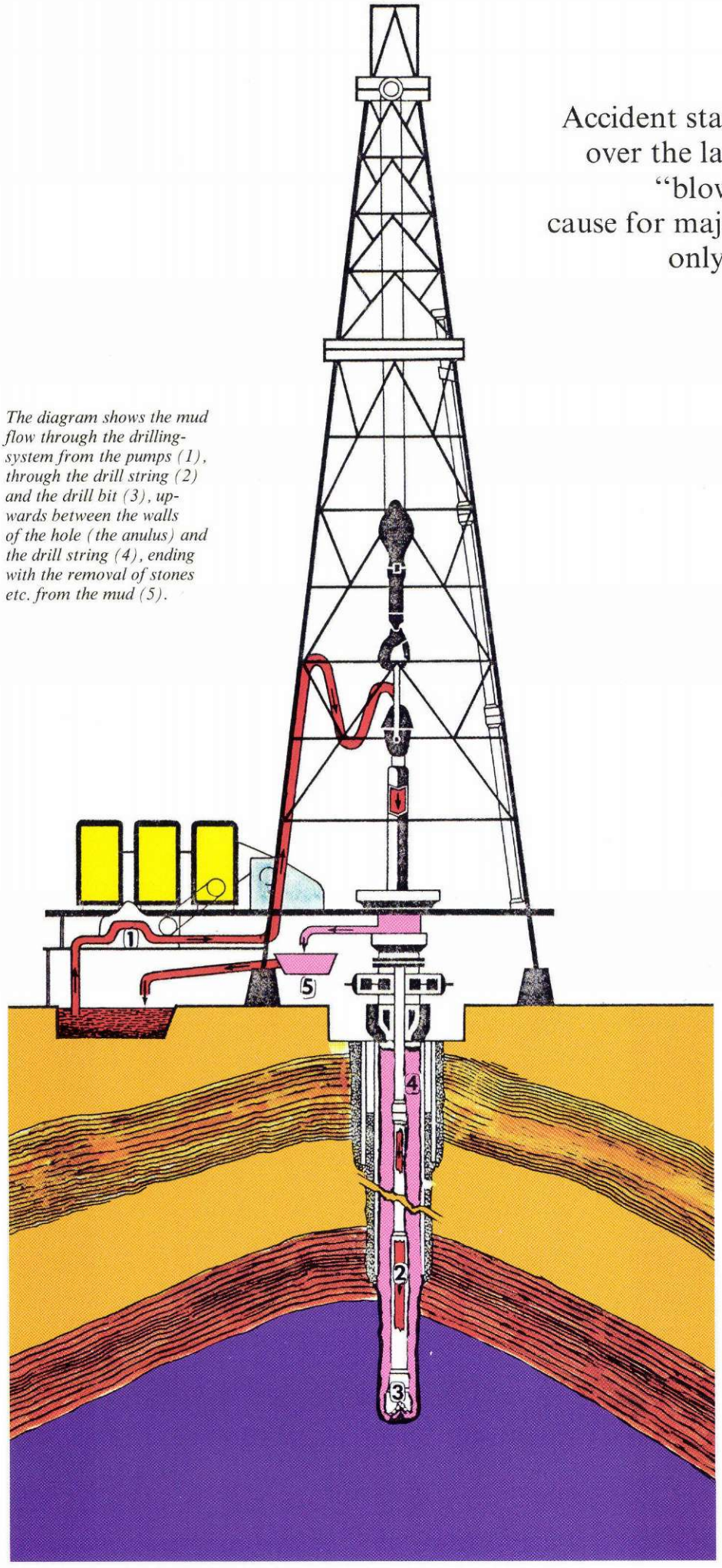
On October 1st 1984, Dansk Undergrunds Consortium is scheduled to commence delivery of natural gas from the fields in the North Sea. This may seem a rather distant future, but to the large staff of Dansk Boreselskab, engaged in this gigantic project, the future has become an everyday affair. For outsiders, however, a look into the year 1984 may provide a glimpse of a new and fascinating world, and that is precisely what a great number of visitors had when Dansk Undergrunds Consortium took part in the exhibition "Naturgas '79" at the Bella Center in Copenhagen from 13 to 17 June.

On a 200 m² stand DUC gave potential contractors as well as the general public a good idea of the natural gas project as well as of other present or future projects.

Posters, slide-shows, and films were the chief ingredients of the exhibition, supplemented with minute models of supplyships, drilling units, helicopters, and what else characterizes everyday activities out in the North Sea. A model of the Dan Field was also exhibited, enabling visitors to get an impression of what production installations for oil look like, when they operate half-way between Denmark and England at water depths of 40 to 50 metres.

Coinciding with the exhibition a conference was held about natural gas, where, among others, Mr. Mogens Rørvig, Dansk Boreselskab, had an opportunity to give an account of the Natural Gas project – the largest single project ever undertaken by any Danish private consortium.

Accident statistics for offshore activities over the last 20 years have shown that "blow-outs" are the number two cause for major accidents on rigs, second only to bad weather conditions.



The diagram shows the mud flow through the drilling-system from the pumps (1), through the drill string (2) and the drill bit (3), upwards between the walls of the hole (the anulus) and the drill string (4), ending with the removal of stones etc. from the mud (5).

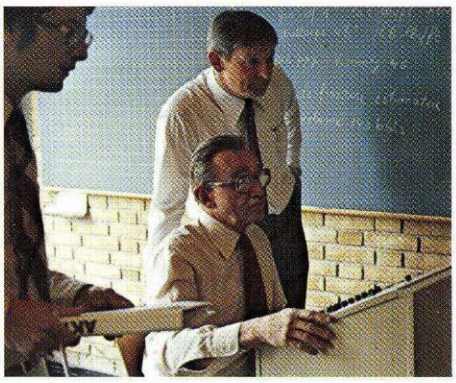
A "blow-out" usually starts with a "well-kick". A "kick" is the oilfield terminology for a well-known phenomenon occurring in the well when the drill penetrates a geological formation under abnormal pressure, i.e. a pressure higher than would normally be expected at that depth. As a result, the hydrostatic pressure exerted by the mud column at the bottom of the hole is lower than the formation pressure. Gas, water, or oil – depending on the formation – enters the well-bore and is forced upwards. The well starts "flowing", and we have got a "kick". The hole "kicks back".

This is no daily occurrence; still, it is encountered rather frequently. Through experience and training, oilfield workers are able to detect the warning signals of a potential blow-out, and can then take the necessary measures to bring the hydrostatic pressure in the well back into balance. Without going into details, the preventive action may be summarized as follows: The pumps are shut down, the "blow-out preventer" (which is a combination of large safety valves mounted on the top of the well) is closed, and the pressure at the well-head, as well as in the drill-pipe, is recorded.

The subsequent actions to be taken in order to weigh up the mud, bleed off gas or liquids which may have entered into the well-bore, etc. involve all responsible staff on the rig. A number of standard procedures and check-lists have been developed for that purpose. The toolpusher is the highest authority on board, and he makes the decision as to which method shall be selected in each particular case, the classic "driller's method", the "weight & wait method", or a third way which ensures a safe control of the kick, without losing the well or fracturing the formation.

In such a situation, it is of prime importance that everyone knows his duties and is fully familiar with both equipment and procedures, since blood-pressure and stress level increase proportionately with the upward movement of the gas bubble in the well.

MAERSK DRILLING'S BLOW-OUT SIMULATOR



By the blackboard Mr. P. Abildskov, principal of the Svendborg Maskinmesterskole. Mr. J. Coppes is at the simulator.

The number of human lives, the size of the investments, and the irreplaceable environmental values at stake make it an absolute necessity to ensure the highest possible safety standard. Maersk Drilling has therefore implemented a systematic training of rig personnel in blow-out prevention and kick control.

In all industries where high risk elements are common – such as air or sea transportation – experience has shown that the best safety training is achieved by placing the man in charge (pilot, captain, chief engineer ..) in a situation closely resembling the real emergency situation, rather than providing him exclusively with theoretical/academical capabilities which, in a critical situation, are forgotten or prove insufficient due to fear, stress, or disturbing factors like noise, fire, or equipment failure. These considerations have motivated the extensive use of the so-called simulators (flight simulators, process simulators etc.).

One of the latest developments in such equipment is the "blow-out" simulator, which Maersk Drilling recently acquired from the Simtran Corporation in Massachusetts.

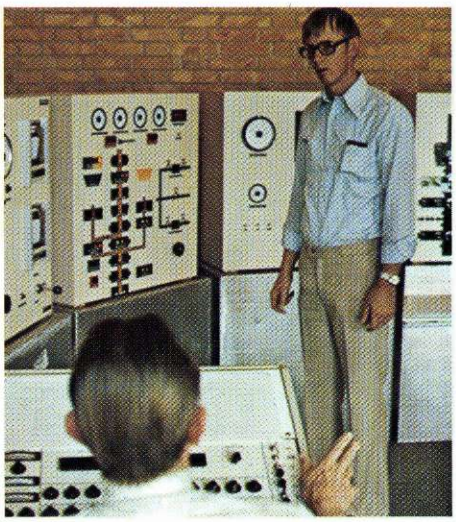
The equipment itself was installed at the Svendborg School of Marine Engineers in May, and the first team of personnel from Maersk Drilling attended the basic course in early June.

The simulator comprises the same instruments and gives the same information that is found on a driller's control panel on the drilling rig. The trainees are given all necessary data through the exercise sheets and by direct recordings by the instruments. From his programming console, the instructor will create various emergency situations, such as:

- Abnormally high pressure at the bottom of the hole,
- leak in the drill-pipe,
- equipment failures of different kinds, pump failure, choke failure, plugged bit nozzle or failure of one or more of the important blow-out preventers.

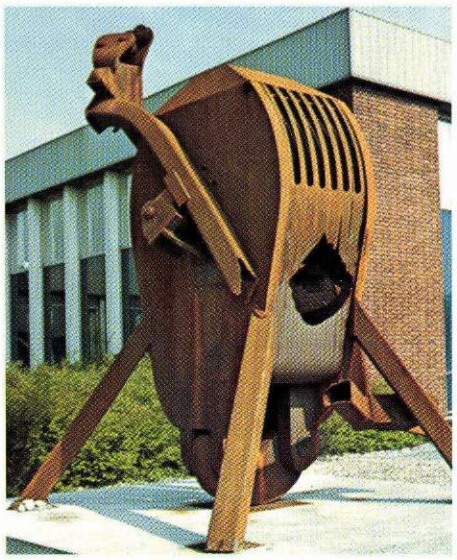
The team, which is composed like a normal drill-crew, must analyze the recordings from the different instruments, as soon as the necessary actions required by the procedure have been taken: Raise the bit off the bottom, shut down the pumps, close the preventers, etc. Thereafter, the team will proceed with the calculations, checks and cross-checks of the results in order to produce a plan to "kill the kick", and implement it. The instructor follows closely the work of the team without interfering, unless he wishes to increase the complexity of the process underway, slow down or accelerate various secondary processes, etc. He may also use the simulator-tapes to reproduce, at various levels, the different noises (pumps, drawworks, rotary table, etc.) and finally deafen the class in the roar of the gas bubble being released.

The whole process is repeated several times during the five days of the basic course, enabling each participant to improve his understanding and knowledge of the well and equipment reactions, through the more and more complicated situations with which he has had to cope. A demanding final test ensures that he masters the safety procedures in theory as in practice. The participants must, at least once a year, take a refresher course in Svendborg with a corresponding final test which is the "driver's licence" for offshore drilling employment. Such formal tests will become mandatory in 1980 in countries like the USA, Norway and the UK. A number of schools are mushrooming to cover this expected large new market, but everything is now ready in Svendborg to accommodate the numerous Danish and foreign employees of Maersk Drilling's operations in Egypt, Brazil, the Far East, and the North Sea, and the teachers have every reasons to be proud of the organizing and educational efforts which have resulted in a successful start.



Mr. H. Hagde, instructor and assistant platform chief, discussing a problem with Simtran Corporation instructor J. Coppes, "father" of the simulator installed at the Svendborg Maskinmesterskole.

This 8½ ton "travelling block" fell down to rest on top of the hole during a blow-out, and in a few hours was completely perforated by stones and gravel hurled up by the gas stream. It is now exhibited at the Svendborg Maskinmesterskole, where it serves as a memento to pupils following the many courses in drilling technology.



News from DISA

By Erik Hansen

GIFA 1979

In June this year, the world's greatest and most important foundry exhibition was once again held at Düsseldorf. GIFA (Giesserei Fachmesse) lasted from 9th to 15th June, and once again DISA took part. Our first participation was in 1962, when we exhibited a half-scale model of our DISAMATIC sand moulding-machine, today of world renown, and booked our first orders. At GIFA 1968 – the exhibition takes place only every five or six years – we presented, in co-operation with a neighbouring stand, a DISAMATIC which actually produced sand moulds on the spot; and in 1974 we took the next step, viz. to show the casting of iron products on the exhibition stand.

Today the DISAMATIC process is so well known that we need not perform any castings at the exhibition. Instead, we concentrate on showing a large selection of castings produced by our machines.

During a great many years we have co-operated with many foundries in the solution of technological problems, and we have thereby gained great knowledge. All staff members who have gathered such knowledge have been circulating during seven days of exhibition to explain to the interested parties, based on the castings exhibited, how and why they will be able to produce better castings for their customers by means of the DISAMATIC process.

In 1974 we were very happy with the small hotel ship we had hired for our staff, so we had made a similar arrangement this year. The ship, which contains about 60 cabins, was moored at a jetty on the Rhine immediately beside the exhibition centre. All DISA staff and dealers were billeted on the ship. It eased communication, it kept the "troops" together – especially in the evening, and experience has shown that it renders a not insignificant PR effect on the professional press after the exhibition.

Besides, the hotel ship served as a meeting-place for DISA and their customers, especially after hours when hundreds of technical and social get-togethers were made in a relaxed atmosphere.

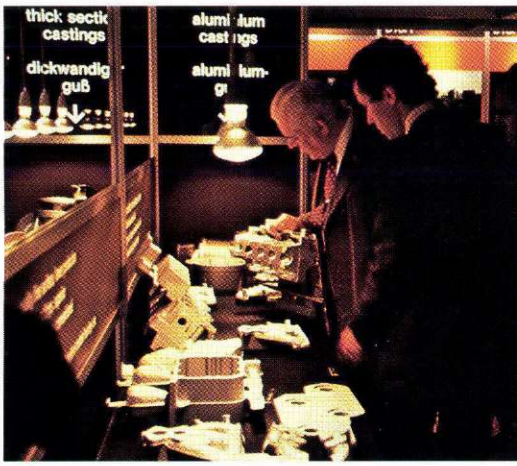
GIFA was important not only to our sales department. All competitors, so to speak, exhibited their most recent devices, so a number of engineers from our construction departments were there to make studies. It was evident that also this time we were among the best regarding quality and utility value to customers.

Besides samples of our castings the DISA stand contained three sizes of DISAMATIC sand moulding-machines, the pouring-device DISAPOUR, and the core-shooter DISACORE.

GIFA, and not least DISA's stand of about 1000 m², staffed by 50 representatives of Denmark, England, Germany, France, Holland, Belgium, Austria, Italy, Spain, Turkey, the United States, and Japan, was the focal point of the foundry world for a week, giving benefit and inspiration to exhibitors as well as visitors.

Deals in the million-kroner class are rarely pulled off at an exhibition. But in this particular case contracts were actually signed for three DISAMATIC's and one DISACORE. Also, at GIFA, we were able to form a good idea of the business climate in the foundry world and of the prospects of orders within the next six or twelve months. Our impression is that there is an increased interest regarding our machines, and that many budding purchase plans probably reached fruition during the exhibition.

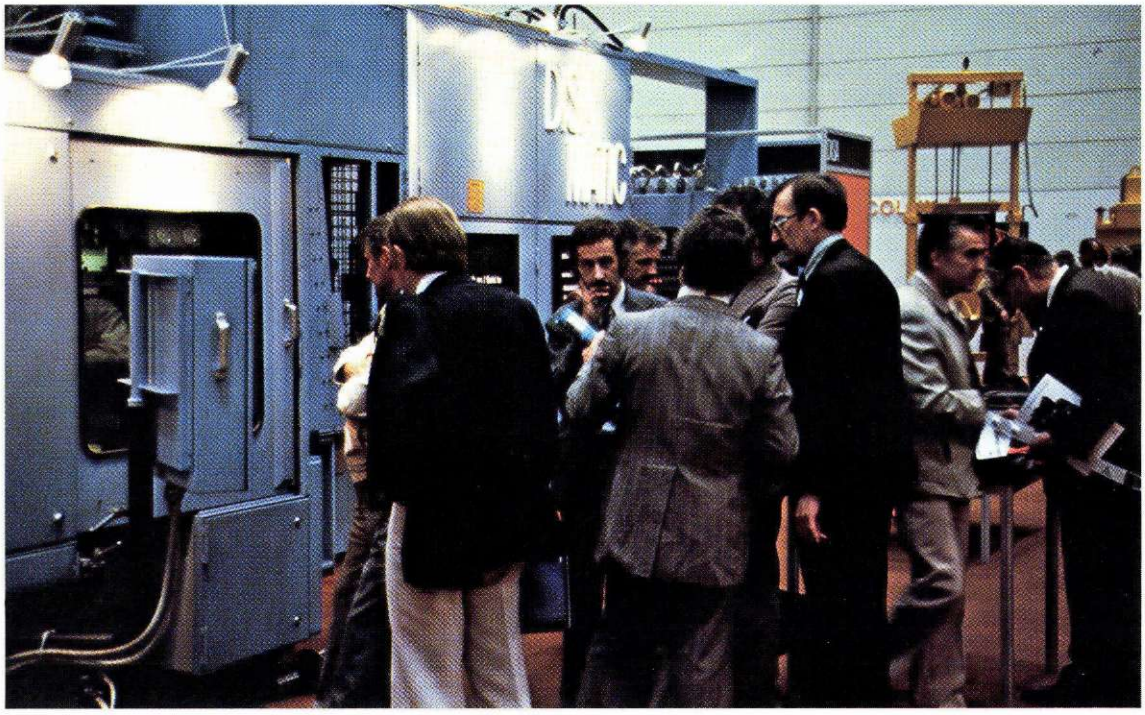
The first visitors entering the DISA stand.



DISAMATIC-produced castings are studied.

The hotel ship, which housed all DISA staff and agents.

After closing-hours: Reception on the sun deck.



DISA's new core-shooter impressed experts among visitors and competitors.

Visit from China

On June 22nd the Chinese Minister for Foreign Trade, His Excellency Mr. Li Qiang, paid a visit to DISA.

Hosts at the visit were Mr. Mærsk Mc-Kinney Møller, Mr. H. K. Jørgensen, Mr. Per Søholm, and Mr. H. Egmont-Petersen.

The Minister was accompanied by a delegation from China and by Ambassador Chi Chia-lin of the Chinese Embassy in Copenhagen. Also present were Ambassador Kjeld Mortensen of the Danish Embassy in Peking, and Ambassador Hans Christensen, the Trade Department of the Danish Foreign Ministry.

The visit was located at DISA ELEKTRONIK, which interested the guests particularly. Mr. Møller welcomed the guests, whereupon a slide-show in Chinese gave information about A. P. Møller activities, and a film presented the foundry machine DISAMATIC.

DISA ELEKTRONIK showed, among other things, their electro-myograph equipment and their laser-based equipment for the measuring of flow velocities.

DISA has for many years had a not unimportant amount of sales to China, and we aim at an increasing turnover in the years to come, so we were very pleased with the visit of the delegation.

From the left: Mr. Per Søholm (just visible), Mr. H. K. Jørgensen, Mr. Mærsk Mc-Kinney Møller, His Excellency Mr. Li Qiang, Ambassador Kjeld Mortensen, and, on the extreme right, the Chinese interpreter.

Exceptional award

In Bristol on June 27th, the newly instituted M. M. Hallett Award was presented to DISA, represented by Mr. H. K. Jørgensen, managing director, and Mr. Per Søholm, assistant managing director.

From left to right: David R. Bell, UK manager DISA; Per Søholm, ass. man.director DISA, Herlev; P. A. Green, recently retired president of the Institute of British Foundrymen; H. K. Jørgensen, managing director, DISA; S. D. Apsley, president of the Institute of British Foundrymen; M. M. Hallett, formerly president of the Institute, after whom the Award is named; Ivan Follos, UK sales engineer, DISA.

The Institute of British Foundrymen presents this award once every three years, and has selected a Danish firm for the first award. The selection of DISA is motivated as follows:

"The M. M. Hallett Award for 1979 is to be presented to DISA – Dansk Industri Syndikat A/S for its outstanding work in developing the invention of blow-squeeze boxless stacked moulds, and in perfecting and developing the automatic moulding machine which uses this technique for mould production. These machines have made a notable contribution to the successful development of the foundry industry and have found use world-wide. They are universally recognised as constituting a major development in foundry plant and equipment during the last fifteen years or so."

PICTORIAL NEWS

1. *During an official visit to Denmark, H. M. Queen Elizabeth was welcomed to Copenhagen at the Toldboden by H. M. Queen Margrethe.*

2. *The product-carrier "JESPER MÆRSK", discharging at the Prøvestenen in Copenhagen on May 28th.*

3. *Shortly after the move our new office building was inspected by feathered representatives of the neighbouring moat.*

4. *Three MÆRSK supply-ships side by side at Peterhead, Scotland, newly painted after docking.*

5. *As usual a number of A. P. Møller staff took part in the annual "Sjælsø Rundt" bicycle event. This is a glimpse of the preceding training-trip, our "four-seater" setting out from the Rudersdal Kro.*

6. *The quarter ramp of the "ELEO MÆRSK" in operation during the maiden voyage in April.*

7. *On June 22nd, Saudi Arabia's oil minister, Shaikh Ahmad Zaki Yamani, paid a visit to No 50, Esplanaden, where he was welcomed by Mr. Mærsk Mc-Kinney Møller.*

3

5

6

7

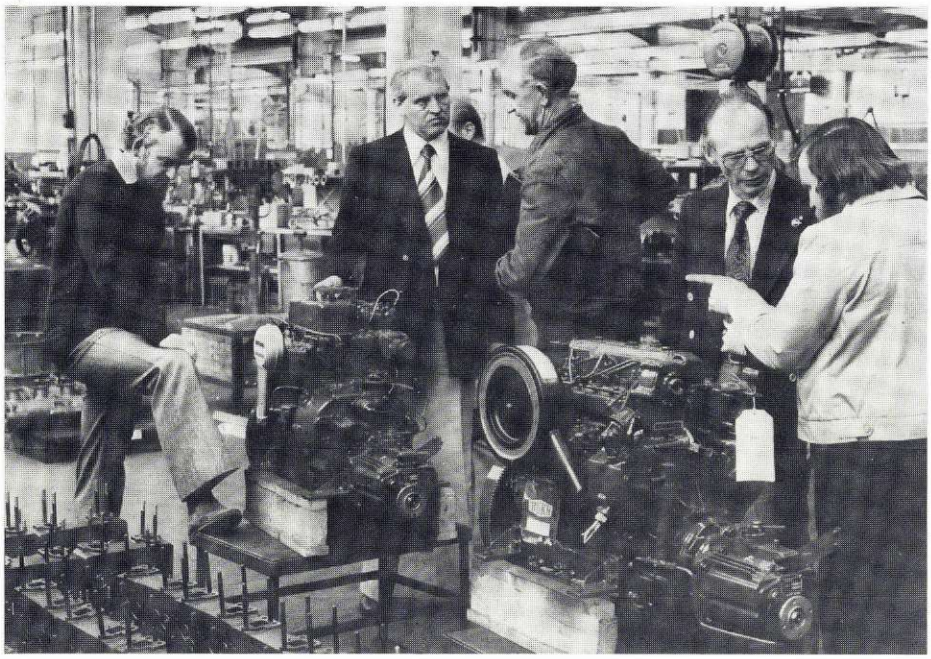
"ODIN RAVEN" with its Manx-Norwegian crew. The inscription on the sail, "manx millennium viking voyage" encircles a stylized representation of the Isle of Man national symbol, a three-legged running figure, a symbol also reproduced on Manx postage stamps.

BUKH-powered Viking ship

1979 marks the millennium year of the foundation, by Nordic Vikings, of the Tynwald Parliament on the Isle of Man, the oldest parliament in the world with unbroken traditions.

A historic feat of such importance might suitably be remembered by re-enacting the exploits of the old Vikings, thought Mr. Robin Bigland, businessman on the Isle of Man; and he took the initiative in the building of the Viking ship "ODIN RAVEN", a replica of the famous Norse "Gokstad" ship. The "ODIN RAVEN" is 20 feet shorter than the original, but with its 50 foot length a very seaworthy vessel. It has been built at the Rød boat-yard near Fredrikstad, where boat-building traditions go back about 125 years. "ODIN RAVEN" is the second Viking ship built at this yard.

The crew is composed of 5 Norwegians and 11 Manxmen. This crew, wearing beards, shields, axes, and swords, stormed the Isle of Man on 4th July, and were welcomed by H.M. Queen Elizabeth. It was part of the original plan that H.M. King Olav of Norway was also to be present, but on this point an old rule, saying that two monarchs are not to stay on the island at the same time, got in the way.



When trying to select the ideal engine for the Viking ship a visit was paid to BUKH's at Kalundborg. From the left: Mr. Robin Bigland of Man, who took the initiative for the building of the boat; J. B. Nielsen, managing director of BUKH; Professor Alan Binns, Faculty of Nordic Studies at Hull, expert on Viking ships; BUKH's service chief, B. Tranberg, talking with the Manx skipper of "ODIN RAVEN", Eddie Kaighin.

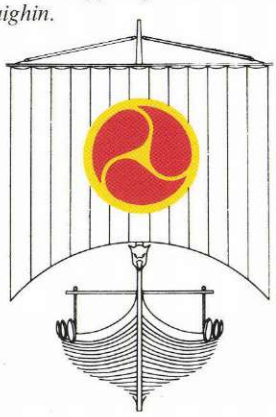
"ODIN RAVEN" followed the same route as the one used during the 1200's by Magnus Lagabøter, who even sent out his bishops on expeditions from Nidaros (Trondheim). The "ODIN RAVEN" set out from Trondheim and sailed to Måløy (south of Ålesund), and from there via the Shetlands and the Orkneys to Scotland and Eire, the route also used by the old Vikings. Unfortunately, far from all reached their destination in the old days. It is estimated that three out of every five ships were wrecked in these expeditions, which means that serving in the office of bishop in those days was really a risky affair.

Some of the marks left in the history of the island by the Vikings are seen in the place-names. Since then the inhabitants have developed in their own special direction, and today the island is connected to the United Kingdom through a Governor, Sir John Paul, whose wife, Lady Audrey Paul, named the Viking ship. This was done in modern style with a bottle of champagne.

As the voyage across the North Sea was to be carried through without any accompanying boat on stand-by, the authorities insisted that an auxiliary engine be installed in the vessel, and this is where BUKH came into the picture. Owing to the very particular construction of the ship, with the boards lashed to the frame, possible vibrations gave reason for concern. After close studies of the different types of engines on the market, the low-vibration BUKH DV 20ME of 20 hp was selected as best for the purpose.

The boat-yard performed a perfect piece of installation work, with a result that has impressed everybody – and made the crew happy.

H. Østergaard
BUKH



From the launching ceremony on Onsøy.

BUKH in Bangladesh

In the foreground and on the water the new type of fishing-boats built by means of Danish aid and with the assistance of Danish experts.

New fishing-boat with BUKH engine installed.

Danish assistance to the developing countries has for many years been concentrated mainly on India, Kenya, and Tanzania. Recently, another country has come into the picture, viz. Bangladesh, formerly known as East Pakistan, today one of the most densely populated areas in the world.

Bangladesh still suffers from the after-effects of the war of liberation, which ended in 1972 when the country attained autonomy. In addition, the forces of nature have repeatedly ravaged the country and have, together with an enormous over-population, created almost insurmountable food problems.

One of the targets aimed at with the Danish aid is the building up of an efficient fishing fleet, to enable the Bangladeshi to catch some of the enormous amounts of fish in the Bay of Bengal. At present only about ten per cent of the fish caught are taken at sea. The rest come from coastal fishing.

It has been, and is still, a great problem that the country possesses so few fishing boats. Danish aid, therefore, was first of all used to build a boat-building yard at Chittagong, whereafter a total of 250 boats have been completed there since January 1978.

These boats are 38 feet long, open wooden boats, equipped with marine engines from BUKH, type DV20M.

Meeting again

In the summer of 1949 the new-built 10,000 tdw. dry-cargo vessel, m.s. "OLGA MÆRSK", began her maiden voyage, after being delivered as No 109 of the Odense Steel Shipyard Ltd.

30 years later, on June 29th this year, an unusual gathering was staged when 23 members of the original crew agreed to meet at the Odense Yard to celebrate the 30 years anniversary of their first voyage in the good ship "OLGA MÆRSK".

The initiative for the get-together had been taken by four of the former crew members, who have been working with the project for several months, the most difficult job being that of tracing all their former colleagues. It appeared that ten of them had died and three had emigrated.

The remaining 23, together with their wives, started the day with a visit to the Odense Yard, where "their" ship was built. From there they went on to the Lindø Yard, where they had the opportunity to see an advanced 29,000 tdw. liner, which was scheduled for her trial trip on the following day preceding the delivery to A. P. Møller.

The next item on the "agenda" was a visit to the Albani Breweries, where cheese snacks were served.

In the afternoon a sight-seeing tour of Odense had been arranged, and the very successful arrangement was finished off with a convivial gathering and dinner at the Marienlyst Center of Odense.

Jørgen Petersen
Odense

Above: At the Lindø Yard the group had the opportunity to see the new-built 29,000 tdw. liner, "EMMA MÆRSK".

Below: At the evening gathering at the Marienlyst Centre a Japanese needlework picture was presented, showing m.s. "OLGA MÆRSK" in Japanese waters. This piece of embroidery was later on used as a present to Mrs. Emma Mc-Kinney Møller, who sponsored the ship on 18 December 1948. The photograph shows from left to right: Mrs. Conny Ploug, who has made the embroidery, Mrs. Lise Hansen of the Yard, and Mr. Bent Jensen, one of the four originators of the arrangement.

With No 33, Avenue de Wagram as its address – one of the 12 great avenues radiating from the Arc de Triomphe on Place Charles de Gaulle, our Paris office, MAERSK CIE (FRANCE) SARL, has a good and central position. The large commercial and industrial companies also "reside" here, and so do the majority of the foreign diplomatic representatives.

This section of the "city of cities", as it is justly called, is also the Paris of the tourists. Many of the great attractions, known the world over – such as the Eiffel Tower, the Louvre with the small triumphal arch, the Garden of the Tuileries, the Palais-Royale, the Place de la Concorde, the Champs-Élysées, and many others – are situated west of the north-south axis of the city.

Background

After having used the French firm, Daher et Cie, as agents for Maersk Line's Europe/Far East Service for many years, various facts prompted serious considerations on the feasibility and advantage of an independent MÆRSK organization in France. After careful studies of the commercial and economic aspects, it was decided to open a MÆRSK office, and by the end of February 1978 MAERSK CIE (FRANCE) SARL had become a reality.

Field of activity

The main task of the Paris office is to represent the interests of our Europe/Far East Service – on whose intiative the decision was made for opening the office – especially in the north-eastern parts of the country, besides Paris itself, of course. In the north and east the most important part of French industry is concentrated, wherefore this region is of interest to shipping as suppliers of the majority of cargo for our ships.

The goods booked by our office are shipped via Antwerp, as the conference of which Maersk Line is a member does not permit any calls at French ports just now, except for loading of

MÆRSK in Paris

View from the Arc de Triomphe down the Avenue de Wagram. The MÆRSK office is at No 33, the yellowish building on the left-hand side, before the roundabout, two-thirds up in the photograph.

special cargoes. Thus, we were very satisfied, last year, to see no less than three of our ships – "CHARLOTTE MÆRSK", "CLARA MÆRSK", and "CORNELIA MÆRSK" – at Le Havre to load liquid cargoes for Manila in their special tanks. In all three cases it was a question of about 500 tons of dodecylbenzene-alkylate, a harmless chemical product forming the main component in various laundry products. In such cases our former agent, Daher et Cie, is still employed, and we have close connections with this firm.

Office staff

To deal with the different functions our office is at present staffed with three full-time employees: A manager and a secretary – both French – and a Danish trainee. To support this staff a sub-agent has been nominated, the SOGENA of Strasbourg, with a special view to taking care of our interests in north-eastern France, and increasing the sales activities there.

Other functions

Not only shipping, or more particularly the liner traffic, is dealt with by the office; even other companies of the A. P. Møller Group may avail themselves of our resources. Since the end of last year Mr. A. Barraud has been attached to MAERSK FRANCE as adviser. Thanks to his great experience and insight in French industry and administration, Mr. Barraud will be able to assist both A. P. Møller and the different industrial companies with contacts and advice regarding conditions and procedure in France.

Office layout

The office itself, situated a short distance away from the Arc de Triomphe, in the Avenue de Wagram, which is named after a victorious battle fought by Napoleon in 1809, covers about 160 m² on the first floor of a large office building. On the ground floor there is a furniture store besides a restaurant for the various office staffs, and the basement has a six-tier parking space.

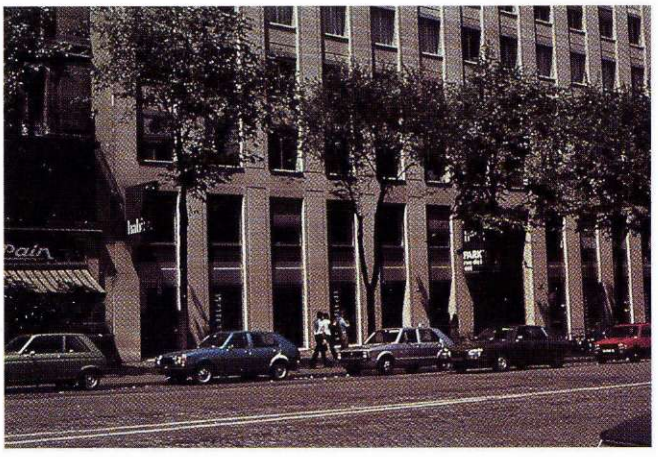
Our offices are arranged after the open-plan system, with separate telex room and conference room.

We are pleased to see that colleagues from Denmark visit us not only for business purposes, but that many just "pop in" during holidays or when passing through the city. We have often been called upon to assist in booking hotel rooms and the like, and though it is difficult to find rooms in a city suffering from a chronic shortage of hotel accommodation, due to a constant influx of tourists and tradespeople, we are always happy to be of service.

Not alone

For the sake of good order it should be added that our office is not alone in representing Maersk Line and A. P. Møller interests in France. For practical reasons our Japan/West Africa Service is still working with the Société Navale Chargeurs Delmas-Vieljeux as agents, just as our tankers and bulk-carriers are attended to by the charterers' own agents when calling at French ports.

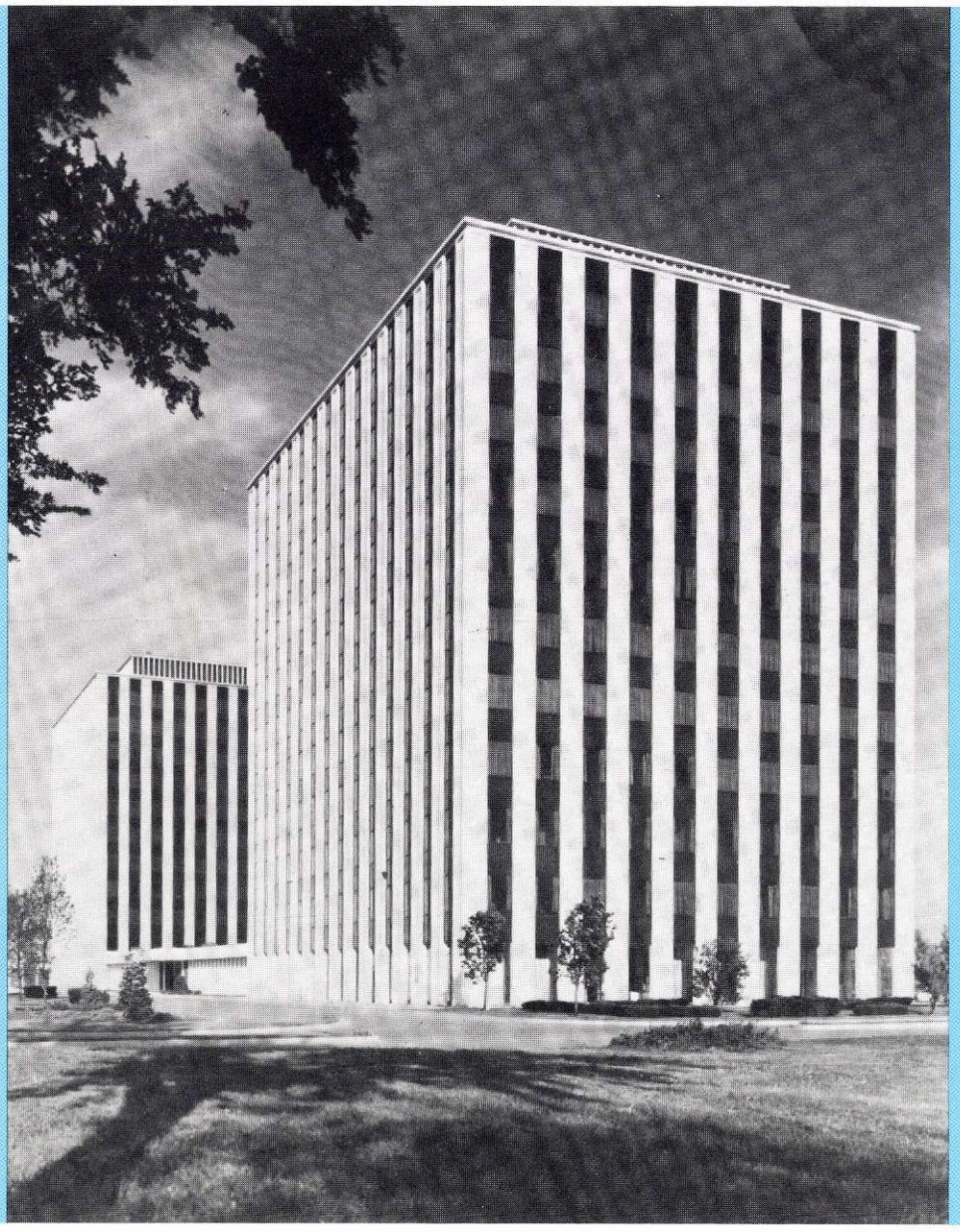
Harry Glogauer
Paris



The MÆRSK office seen from the street. It is the six windows following the lowest branches of the trees, counting from the left-hand corner of the house.

Our secretary, Mme Chantal Lecrinier at her desk.

Glimpse of the office.



Maersk Line's Chicago office recently moved to this building in the suburb of Oak Brook.

Chicago office expands

The Chicago office, regional headquarters for the Mid West, has recently moved to new and larger quarters located in Oak Brook, a major and vital suburb of Chicago.

The Chicago office had to expand in keeping with the growth of Maersk Container Line, and is one of the first U.S. offices to locate outside the downtown area of a major city.

The office is located in the building in the foreground pictured here, it has easy access to expressways, for automobile travel in all directions, and is only thirty minutes away from the world's busiest airport, O'Hare Field.

The Mid West regional office is responsible for branch offices in the Mid West including Cleveland, Detroit, Milwaukee and St. Louis. This includes sales activity in thirteen states in the U.S. and container control and coordination in this area.

Maersk Line takes new office at Baltimore

On October 22nd 1978, the Baltimore office moved to new and larger quarters in Charles Center South.

As our staff had grown, our office had become inadequate, and as we were unable to obtain more space in our former building, a move was indicated.

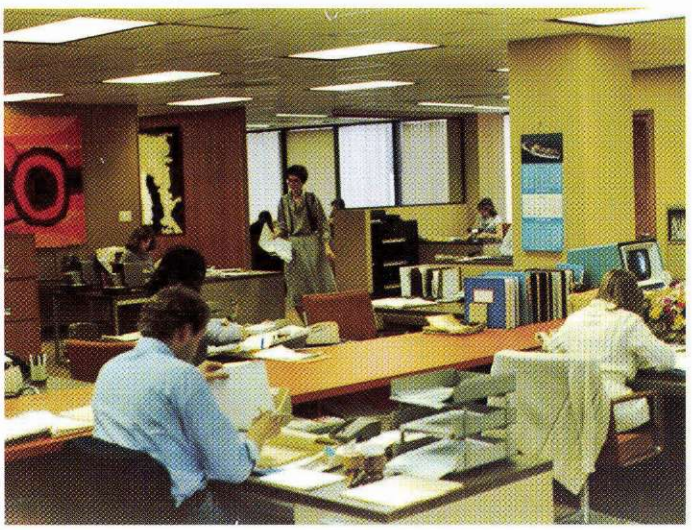
The move to Charles Center South allowed us to double our working area and still maintain close contact with the freight forwarders and customs house brokers who serve the Baltimore area.

Charles Center South is one of the new buildings in downtown Baltimore, which is leading the renewal of this very old city from the inside out. The close proximity to historic Fort Mc Henry, Federal Hill, and the Inner Harbor defines a theme which more and more typifies Baltimore – the harmonious blending of old and new.

The office staff now numbers 17, and with our staff of 6 at the pier, we look forward to the growth in activity which has typified our operations since the opening of the office in 1975.

The tall building, named Charles Center South, houses the new Maersk Line headquarters in Baltimore.

View of the new offices.



The old frigate "CONSTELLATION", moored beside a modern skyscraper, typifies the blending of old and new, so characteristic of Baltimore.

Thai cadets on MÆRSK vessel

In April two young Thai cadets "signed on" in the Maersk Line Bangkok Branch office before joining the "LARS MÆRSK" in Bangkok. Onboard the "LARS MÆRSK" the two cadets, who are being trained for deck- and engine-officers, respectively, will undergo the last part of a 5-year programme set up by the Thailand Harbour Department. This programme commenced with a 2-year theoretical study, followed by one year of practice at sea and another year of schooling; after the last one-year practice at sea the cadets are qualified to serve in the Thai mercantile marine as 2nd mate and 3rd engineer, respectively.

Maersk Line has trained Thai cadets before, most recently in 1977 when four cadets signed on for the 1-year training at sea halfway through the 5-year programme. Maersk Line appreciates being so in the confidence of the Thai maritime authorities as to be requested to render this kind of service to a country with which Denmark established bonds of friendship more than 350 years ago.

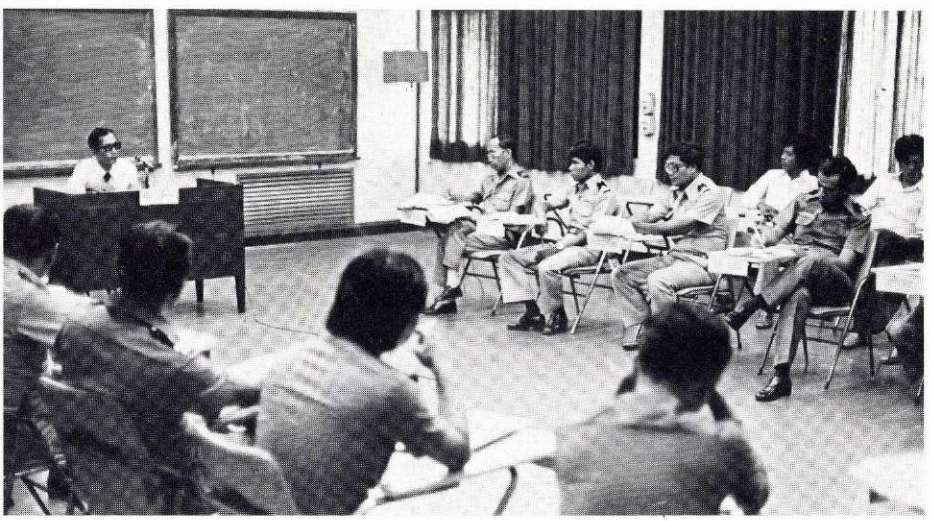
The photo, taken outside the Maersk Line Bangkok office, shows from the left: Maersk Line's Operation Manager, Mr. Krisna Settiwongse, Deck Cadet Chatchaval Ketutalay, Engineer Cadet Viroj Phanporn, and General Manager H. Mogensen.

Maersk Line as seminar lecturers

Thailand's largest commercial bank, Bangkok Bank Ltd., has held a seminar on "Documentation of conventional and container shipping" for about 80 staff members being trained for service in the bank's foreign departments. The bank asked one of Thailand's biggest export/import firms, Luckytex Thailand Co., and Maersk Line, whom the bank characterized as the leading and most respected shipping company in Thailand, to assist as lecturers at the seminar. It may be appropriate to mention here that Bangkok Bank Ltd. is not one of Maersk Line Bangkok's bank connections.

The seminar was held at Bangkok Bank's head-office with three Maersk Line executives as guest lecturers, seen in the photo as Nos. 2, 5, and 6 from the left: Prasit Rungnapha, manager of our Container Export Section, Chatree Chomthavat, manager of the Container Import Section, and Thavi Tantisunthorn, manager of the Asia & Africa Department; the other persons pictured are from Bangkok Bank and Luckytex.

Maersk Line as seminar lecturers - once more



The Port Authority of Thailand (PAT) held a 3-week seminar during the early summer for about 20 staff members being trained for the inspection and checking of cargo. One of the subjects to be lectured upon was "The responsibility of shipping companies for cargo sustaining damage/loss", and PAT asked Maersk Line to have our Claims Manager, Mr. Sraphai Manitayakul, as guest lecturer since Maersk Line has achieved a leading position in Bangkok in the claims prevention field.

The seminar was held in the PAT Personnel Development Center, and the photo shows Mr. Sraphai giving his lecture.

H. Mogensen, Bangkok

Singapore is growing bigger

With a population of 2.3 million and only 616 square kilometres of land space, Singapore is one of the smallest and most densely populated nations in the world. That being the case, the Government had to look into the possibilities of creating more space for the building of homes for the people, recreational facilities, offices and factories. And the only way to meet this demand was through reclamation of land from the sea.

Since then Singapore is literally growing bigger day by day.

So far, after major reclamation works started about 10 years ago, a total of 2879 acres of precious land have been reclaimed off the east coast of the island. The reclaimed land has been put to good use. On what was once part of the sea we now see a new town housing 44,000 people, our largest park, most important recreation area, and a new highway connecting the new Changi International Airport with the City Centre.

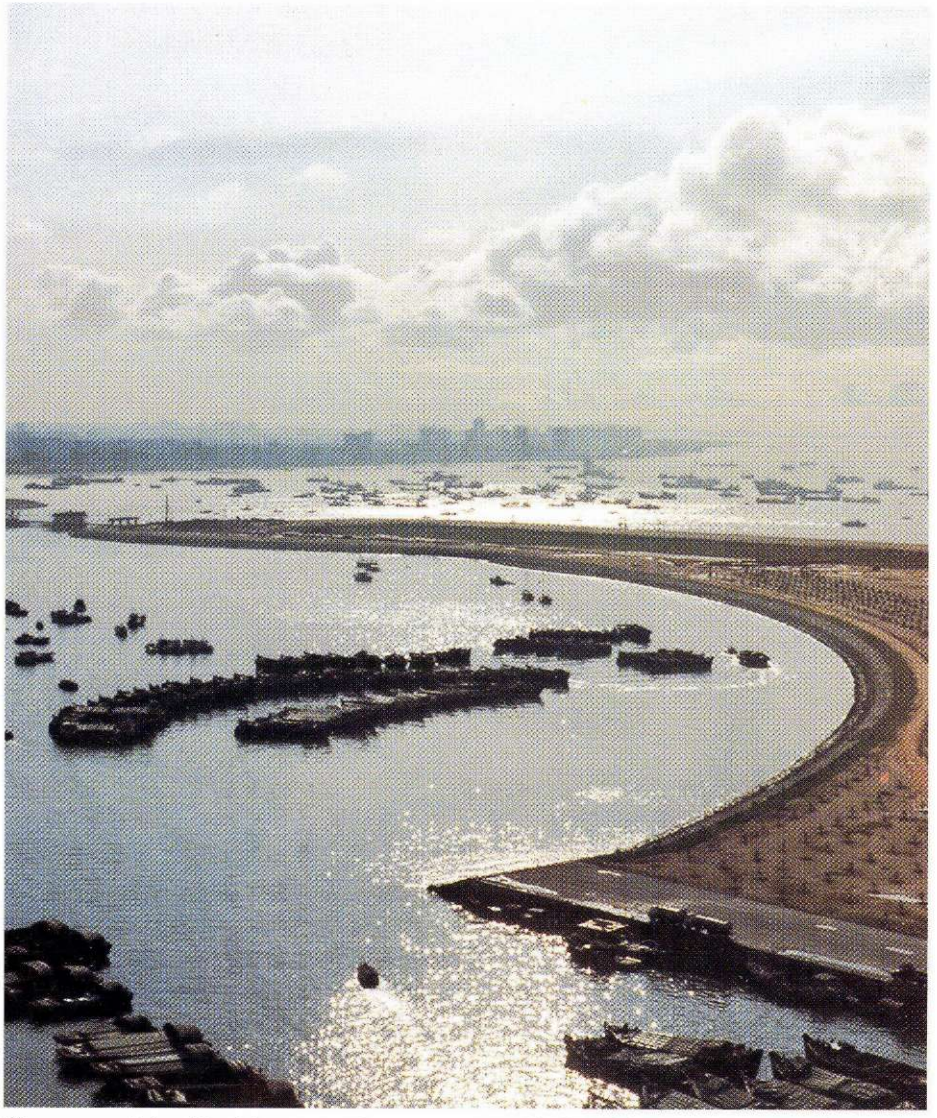
Recently, 890 acres of land were reclaimed right in the hub of Singapore's business centre. Further reclamation is still in progress, and when completed in about 5 years' time there should be 1626 acres of new land with an extremely valuable development potential right in the heart of the city and its port waters.

Meanwhile, plans are on the drawing-board for a new "city within the city" with hotels, offices, apartments, and recreational facilities.

Many of those who have seen the reclamation works often wonder: "Where did they get so much earth to dump into the sea at such a great rate?" and they are told "Where there's a will there's a way, mountains could be moved these days".

In the meantime Singapore continues to grow ... bigger and bigger and bigger.

David Tan
Singapore



View over reclaimed land from Maersk Line's office. ▲

m.s. "ANDERS MÆRSK" approaching Singapore, the photo shows a number of small islands, many of which are included in reclamation schemes. ▼

Photo competition

The editor takes this opportunity to call the attention of our readers to the MÆRSK POST annual photo contest, the judging of which will take place with the edition of number 4, 1979, which will appear at the beginning of November.

Submissions should reach the editor by October 15th, and you may send in colour photos, either in the shape of diapositives/transparencies or colour negatives. In the latter case you should submit negatives as well as paper prints.

Three prizes are awarded, a first prize of 300 kroner, a second prize of 200 kroner, and a third prize of 100 kroner.

Personalia

ESPLANADEN

1

25 Years Anniversary

1. Ib Andreasen
   November 1st

2

Retiring

2. Else Graner
   September 30th

DISA

1

40 Years Anniversary

1. Erland Andersen (Herlev)
   October 10th

2

25 Years Anniversary

2. P. Calvert (Slangerup)
   October 1st

THE FLEET

1

2

25 Years Anniversary

1. Captain Niels Clausen
   September 19th
2. Captain Arne T. Sørensen
   October 21st

3

4

5

6

Retiring

3. Radio Officer Sv. Bartholdy Pedersen
   June 30th
4. Captain Søren Meldgaard
   August 31st
5. 1st Officer John O. H. Vesti
   August 31st
6. Captain Ernst Carl
   September 30th

ORGANIZATIONS ABROAD

1

2

3

4

25 Years Anniversary

1. T. Ishibashi, Tokyo
   September 16th
2. Ove Plessing, Genève
   October 1st
3. H. Iwatani, Osaka
   October 20th
4. K. Taura, Kobe
   November 1st

New local correspondent

O. Sidelmann Jørgensen

We are sorry to announce that our Hong Kong correspondent up til now, Mr. B. Arculli, has resigned from his employment with us. We thank Mr. Arculli for many interesting articles during three years and extend our welcome to Mr. O. Sidelmann Jørgensen, who will henceforth represent MÆRSK POST in Hong Kong.

ODENSE-LINDØ


1


2


3


4


5


6


7


8

25 Years Anniversary

1. Peder Pedersen (L)
   August 17th
2. Poul Erik Hansen (L)
   August 24th
3. Henning Erik Hansen (L)
   September 21st
4. Ove Jørgensen Boel (L)
   October 26th
5. Hans Erling Sørensen (L)
   November 2nd
6. Børge Laurits Nielsen (L)
   November 16th
7. E. P. Christensen (L)
   November 23rd
8. Jens E. W. Johansen (L)
   November 30th


9


10

Retiring

9. Otto Jørgensen (O)
   June 30th
10. Holger Madsen (L)
    July 31st

ROULUND


1

40 Years Anniversary

1. Manfred Pliniussen
   November 1st


2


3

25 Years Anniversary

2. Kurt Nielsen
   November 8th
3. Poul Schandorph
   November 11th

Obituary

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

Laur. Andersen
Lindø
April 22nd, 1979

Junior Engineer
Kent Sørensen
ex m.t. "GRETE MÆRSK"
May 9th, 1979

Verner Løtzsch
Lindø
May 11th, 1979

Able Seaman
Svend Aage Jensen
ex m.s. "MÆRSK TRIMMER"
May 24th, 1979

Chief Engineer
Kurt Henry Rasmussen
ex m.s. "ANETTE MÆRSK"
July 24th, 1979

New apprentices

On August 1st a new team of apprentices began their career at Esplanaden. During an introductory week the team visited the Yard. On the extreme right is Mr. P. Jacobsen of the Yard Personnel Dept., and next to him is Mr. Anders Nielsen, who is responsible for the recruiting of the young people at Esplanaden and for their training at the A. P. Møller Shipping School.