

# MÆRSK POST

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In October 1981, A. P. Møller received information that the U.S. Navy might be interested in some of the E ships of the MÆRSK fleet for service with the Navy's Maritime Prepositioning Force. A. P. Møller had a closer look at the matter and worked out a proposition. Protracted negotiations followed, and specifications for the necessary conversion were worked out in detail. Discussions were held with American shipyards on the conversion work and – under the leadership of Morgan Guaranty Trust Company – on the requisite financing, which was estimated at about 800 million dollars.

A. P. Møller's final proposition was filed in August 1982 in competition with several others. On August 17th 1982, the Navy announced that it had decided to accept offers from Waterman Steamship Company, General Dynamics, and A. P. Møller. The contractual foundation had been finally established, final negotiations with Morgan Guaranty Trust Company were carried through, just as a formal deal was made with Bethlehem Steel Corporation about the necessary, very considerable conversion operations.

Next, the contracts were signed on November 3rd 1982 for three ships, the first two of which – the "ESTELLE MÆRSK" and the "ELEO MÆRSK" – will dock in January 1983, and the third – the "EMMA MÆRSK" – in November 1983.

The U.S. Navy is expected, before the year-end, to confirm its option for another two ships.

The agreement with the U.S. Navy entails that the ships will be time-chartered for a period of up to 25 years, and that Maersk Line, USA, will operate the ships for the Navy, being responsible for crews, technical maintenance, insurance, etc.

Both Esplanaden and Moller Steamship Company have been working long and intensively to bring this matter to a positive close, and it is gratifying that it has been possible to undertake this new venture.

The demands regarding inspection of the conversion of the ships and the later operation of them are great and heavy, and a number of our competent staff members in the USA and at Esplanaden will be engaged on the project. For our organization in the USA as well as for A. P. Møller it is of the greatest importance that everything is carried through to the full satisfaction of the U.S. Navy: Second to none. The fine efforts so far made in this matter vouch for this.

It is not without certain misgivings that we see these new, very efficient ships leave the MÆRSK fleet, but A. P. Møller has, naturally, arranged that their functions are taken over by other units.

MÆRSK MC-KINNEY MØLLER





## “PETER MÆRSK” – one of three new product-carriers

“PETER MÆRSK”, named by Her Majesty Queen Margrethe at Ishikawajima-Harima’s Kure yard in Japan in April 1981, is the first in a series of three product-carriers for the A. P. Møller Shipping Companies. The other two are “PRIMA MÆRSK” and “PAULA MÆRSK”, named and taken over in January and July 1982, respectively.

It is the sixth time in the history of the MÆRSK fleet that a ship has been named “PETER MÆRSK”. The first time was in 1906 when Dampskibsselskabet Svendborg took delivery of its second ship – and first newbuilding – a steamer of 2,200 tons deadweight, which was named after Mr A. P. Møller’s father, Captain Peter Mærsk Møller.

The three new ships are built for the carriage of crude oil as well as refined oil products and vegetable oil. The ships are equipped with specially coated cargo tanks and pipe systems, enabling them to carry 12 different cargoes at the same time. The engine and the accommodation are placed aft, and the ships have a forecastle and a bulbous bow.

### Main particulars:

Length o.a. ....	182.60 m
Length b.p. ....	175.00 m
Breadth moulded. ....	32.20 m
Depth ....	17.60 m
Draught design ....	11.00 m
Draught scantling ....	12.70 m
Speed loaded (service) ....	ca 15.25 knots
at 90 % MCR corresponding to	11,790 BHP
Deadweight design draught ....	ca 39,000 t
Deadweight scantling draught. ....	47,000 t

### Class:

Lloyd’s Register +100 AI “Oil Tanker”  
+LMC, UMS.

### Tank sections

The tank sections of the ships consist of 30 tanks, comprising the foremost ballast tank, 15 cargo tanks, 2 slop-tanks, and 12 ballast tanks with the following capacities:

Cargo tanks .....	51,700 m <sup>3</sup>	98 % full
Slop-tanks .....	1,470 m <sup>3</sup>	98 % full
Ballast tanks .....	15,000 m <sup>3</sup>	100 % full

All cargo- and slop-tanks are treated with epoxy paint and fitted with heating-coils. The ballast system and the cargo system are totally segregated, as the capacity of the ballast tanks is sufficient to ensure the

necessary draught in ballasted condition, which means that ballast water will not be carried in the cargo tanks under normal weather conditions.

### Loading and discharging conditions

Four steam turbine-driven cargo-pumps are installed in the pump-room, each with a capacity of 1,200 m<sup>3</sup> per hour, one steam-powered stripping-pump with a capacity of 250 m<sup>3</sup> per hour, two electrically driven ballast-pumps, each with a capacity of 900 m<sup>3</sup> per hour, and a ballast stripping-pump of 150 m<sup>3</sup> per hour.

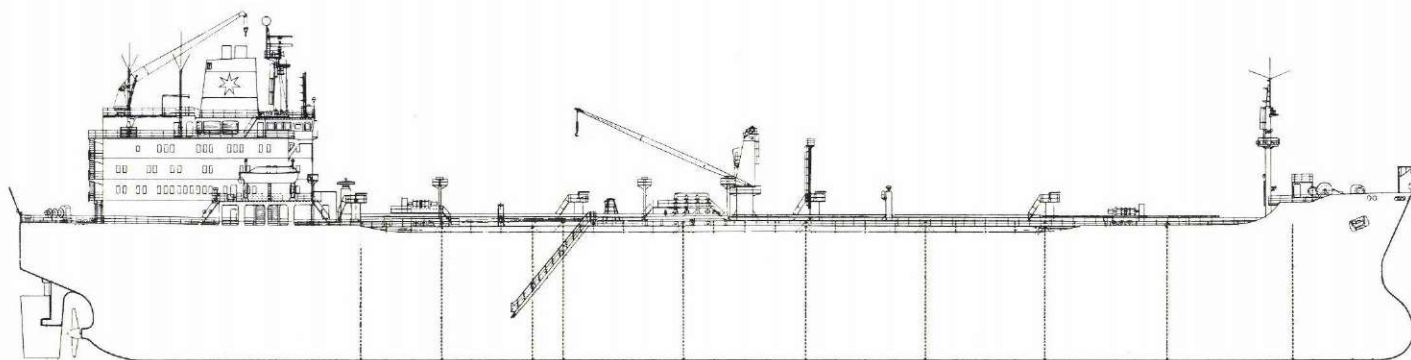
All valves in the cargo- and ballast systems are operated hydraulically. The valves in the pump-room are remote-controlled from the panel in the deck control-room, whereas the valves in the tanks and on the deck are operated hydraulically direct from local control stations on the deck.

Tank-cleaning is carried out by means of one of the cargo-pumps in combination with permanently installed tank-cleaning machinery.

### Navigation equipment

The navigation equipment comprises two radar systems, including an anti-collision





*General arrangement of  
m.t. "PETER MÆRSK".*



*The captain's office.*

*The dining-saloon.*

unit, two gyro compasses, Doppler speed-log, radio direction finder, echo-sounder, and a Decca Navigator unit.

#### **Communication systems**

The radio station is fitted with the most recent equipment on the market, including a VHF telephone system covering all international frequencies, which may be connected to the local telephone system via a telephone terminal.

Various telephone systems are installed, consisting of independent command systems and a 60-line automatic telephone system covering all rooms in the ships.

A centrally operated entertainment and command system, fitted with loudspeakers, is installed in the radio station, with microphone plugs in the wheel-house, the deck office, and the radio station.

A radio, covering all commercial frequencies, and a tape-recorder are connected to the system with loudspeakers in smoking-saloons, dining-saloon, mess-rooms, galley, gymnasium, and engine control-room. In addition, there is a communal



*The smoking-saloon.*





aerial for radio and TV in all living-rooms in the accommodation.

#### **Steering-gear**

The rudder is a streamlined, semi-spade rudder, activated through an electro-hydraulic steering-gear, operated via an autopilot system named "Dual Universal". The steering-stand of this system is fitted with a switch for the selection of steering-method (gyro, hand, and "non-follow-up" steering), also including various adjustment and trimming functions. On the bridge several alarm channels are installed which will be activated in case of defects in the steering-gear.

#### **Deck machinery**

Two combined windlass/mooring-winchs are placed on the deck together with four mooring-winchs. All winches are fitted with hydraulic brakes, and the hydraulic pumps, which are of low-pressure type, are placed under the fore-castle deck and aft in the steering-gear room.

All windlass/mooring winches may be remotely operated from control-stands in both sides of the ship beside the cor-

responding winches. In addition, a 10-ton hose-handling crane is installed amidships, while a four-ton hydraulic crane for handling stores and provisions is located aft.

#### **Machinery**

The main engine is a six-cylinder B&W-Mitsui, type 6L67GFCA, developing 11,790 BHP.

Furthermore, there are three 6-cylinder Daihatsu auxiliary engines, type 6DS26A, each connected to a 60 Hz AC generator with a capacity of 800 kW. Besides the main generators an emergency diesel generator is installed, which will start automatically in case of "black-out" on the main switchboard, and deliver power for emergency lights, navigation lights, emergency fire pump, or one of the steering-gear pumps.

Control instruments in the engine room for temperature, pressure, etc, have centralized remote reading on a noise-insulated, air-conditioned control-room on the upper platform deck in the port side of the engine room, in which even the main switchboard is located.

An efficient alarm system sounds the alert in the engine room, the wheel-house,

#### *Bridge and chart-room.*

common dayrooms, in the cabin of the engine officer on duty, and in the engineers' alleyway in case irregularities should arise.

All manoeuvres of the main engine are registered automatically by a manoeuvre recorder, punching the time and recording the nature of the manoeuvre.

#### **Accommodation**

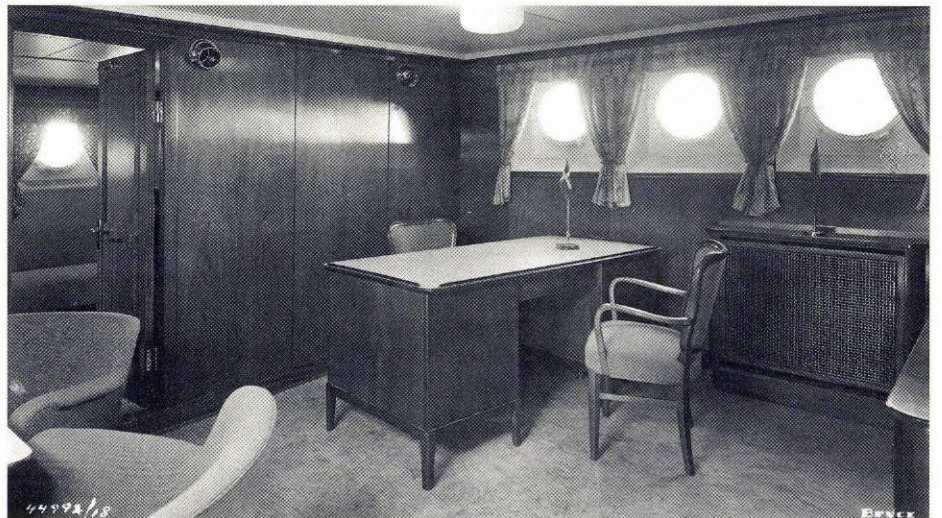
The accommodation, which is spacious and up to date, is installed in the deck-house aft and consists of single cabins with separate bath and toilet for the entire crew. The captain, the chief engineer, and the senior officers also have separate bedrooms.

The accommodation is built for a complement of 32 each with their own quarters. In addition, there is a captain's saloon and a hospital, each with two beds. Besides messrooms and saloons with TV monitors and video tape-recorders there is a gymnasium with various appliances and equipment for table tennis, and on the bridge deck there is an open-air swimming-pool.





## “PETER MÆRSK” – 50 years ago



*The captain's office.*

*The dining-saloon.*



During the 30's there was a considerable extension of the MÆRSK fleet, and the Maersk Line liner traffic between the USA and the Far East, which was commenced in July 1928, was greatly expanded.

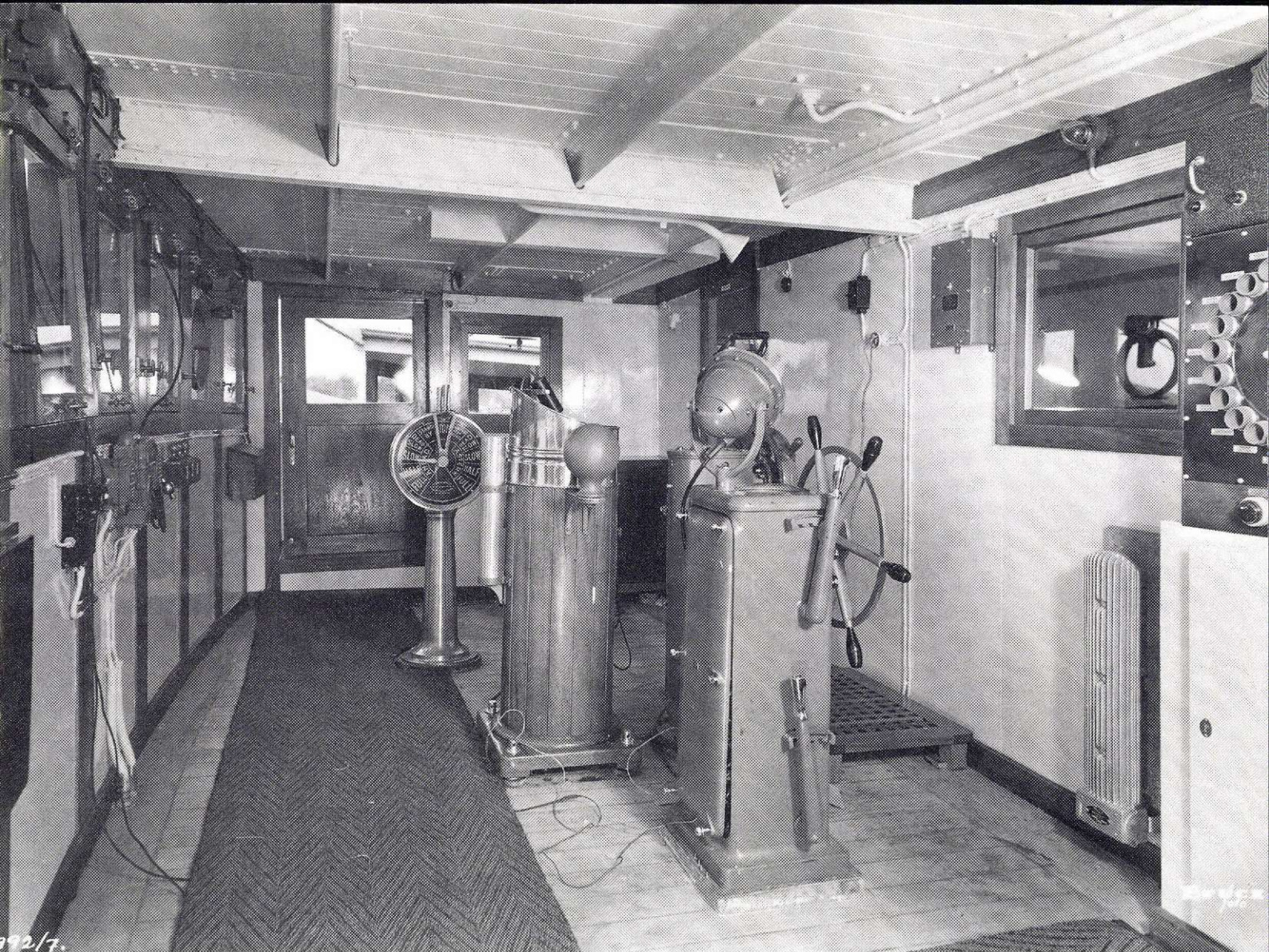
During 1930–32, four new, fast cargo liners, as they were termed, joined the fleet. One of them was “PETER MÆRSK”, which A. P. Møller had taken over from the Odense Steel Shipyard on 4 March 1932. It was the third time that a MÆRSK ship had been named “PETER MÆRSK” after Mr. A. P. Møller's father, Captain Peter Mærsk Møller. A sister ship was named “ANNA MÆRSK” after Mr. A. P. Møller's mother.

The two ships had a horsepower that was quite imposing for those days, 6,100 IHP, giving them a speed of 15 knots. These two ships also became well known because of the particularly comfortable accommodation of passengers they provided for a number of years. This should appear from the photographs of “PETER MÆRSK” shown here. The ship



*The smoking-saloon.*





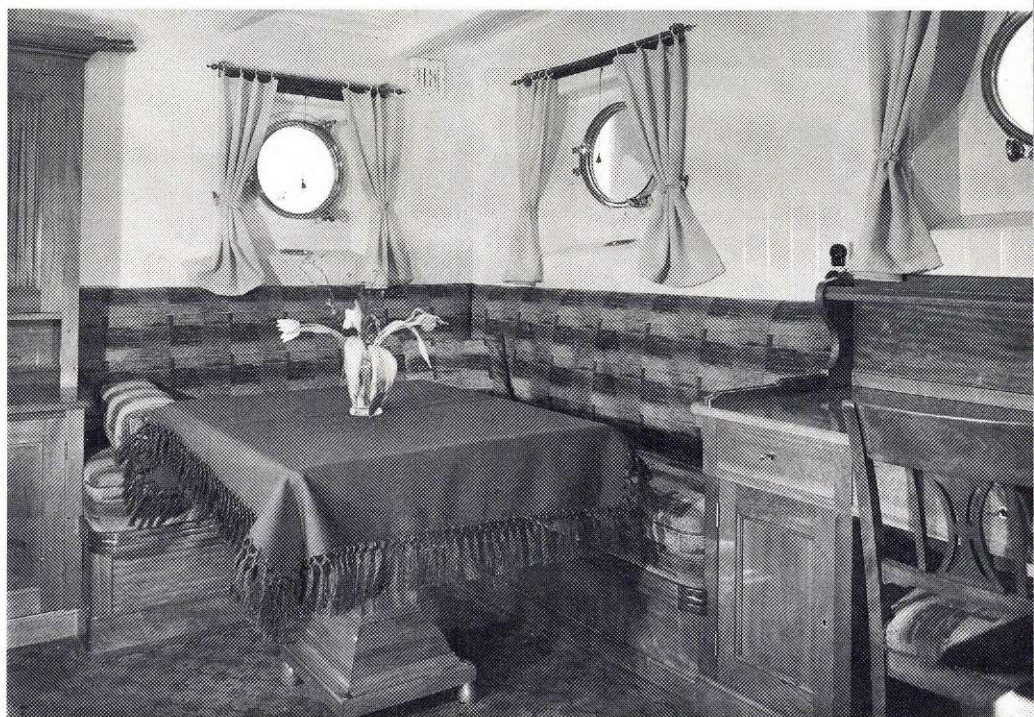
could accommodate 12 passengers, and the other data of the ship (though with a slight exaggeration of the speed) are seen on this card, given to passengers:

Owners: A. P. Moller, Copenhagen.  
 Built: March, 1932.  
 Builders: Odense Steel Ship Yard, owned by A. P. Moller, Copenhagen.  
 Engine: Burmeister & Wain's make One double acting two stroke.  
 Dead Weight: 8800  
 Gross Tonnage: 5339.40  
 Length: 462'2"  
 Speed: 16.1 knots.  
 Passenger accommodation: 9 State rooms, dining saloon, lounge, Smoking room and hall, all beautifully furnished.  
 Cargo Hold: Un-insulated space 557,750 cubic feet.  
 Refrigerated space 8,650 cubic feet.

In 1940 the ship was requisitioned by M.O.W.T. (Ministry of War Transport) and served under British flag until it was torpedoed in the Atlantic on 9 November 1942, on a voyage from England to North Africa.

47 seamen – 30 of them Danish – lost their lives when she was sunk.

*The bridge, less intricately equipped than the bridge on the "PETER MÆRSK" seen on the preceding pages. On the extreme right is a smoke-detector. Via a tube system it was connected with the different rooms of the ship, enabling you, in case of fire, to single out which particular room in the ship was on fire – by the emission of either smoke or smell.*



*The chief engineer's (then first engineer's) cabin.*





# Airfreighter across Guyana

One of Maersk Air's pilots, Dieter Betz, is just back from leave in Guyana in South America, where he has carried out air supply operations for the local airway company during a year. This is his report, in words and photographs, of one of his flights from Timehri just south of Georgetown to Lethem near the Brazilian border.

The passengers are on their way to the plane waiting beside us, ready for take-off. A little boy is trying desperately to retrieve a duck which has slipped away from him, and the pursuit goes right across the platform. Soon several passengers join the hunt, the poor duck gives in and has to board the plane.

We melt in our seats while we are waiting for the only functioning groundpower unit to start us up. At the other end of the airport there is a Maersk-blue Boeing 737, on lease to Guyana Airways, for whom I am also flying. My Danish colleagues are sitting in their cockpit with air-conditioning and the fragrance of newly brewed coffee. They are bound for Barbados. We are going in the opposite direction.

Today we are lucky: With only one hour's delay we are off, and soon Timehri's heated concrete runway lies behind us. Our heavy aircraft – a Hawker Siddeley 748 – is labouring its way towards the first clouds.

## Our friend "Charlie"

At 2,000 feet we greet our fiend "Charlie", who has now emerged from a crack under the weather radar to take a walk in the cockpit. He is the tiny third unit to start us up. At the other end of the pilot of our plane, and the world's luck-

iest cockroach. We could not bring ourselves to kill him. He has become part of our cockpit outfit during the latter weeks, and he is so crafty as to hide away when we are grounded, so the mechanics never manage to lay hands on him.

## Assorted groceries

The co-pilot takes out his lunch packet, and I get a gulp of tea out of a whisky bottle (they have no thermos flasks in this country). I think with nostalgia of how our stewardesses at home serve boiling hot coffee as soon as the wheels have left the runway. But, there is no VIP service here.

A negro dripping with sweat is in the cockpit doorway, asking for a cigarette. The plane is smelling like a village grocery store. Today, it is a matter of flour, rice, sugar, beer, and biscuits, to be taken to Lethem – somewhere in the savanna, right on the border against Brazil and named after an Englishman of the colonial days.

## Unknown heights

Beneath us the jungle extends, unending and with a thousand varieties of green. We are trying to spot the first checkpoint, a certain curve of the Essequibo River, but the cumulus clouds are already too dense. We do not see a thing and are thus





*The village main road serves as runway, and all inhabitants hurry out to greet the plane.*

*The plane has stopped in front of the administration building at "Matthews Ridge", a mountain locality in the western part of the country.*

back in the 'good old days', flying by 'time and heading'.

In a short while we shall lose radio contact, and we are all on our own. There are a couple of single radio beacons, but they do not work.

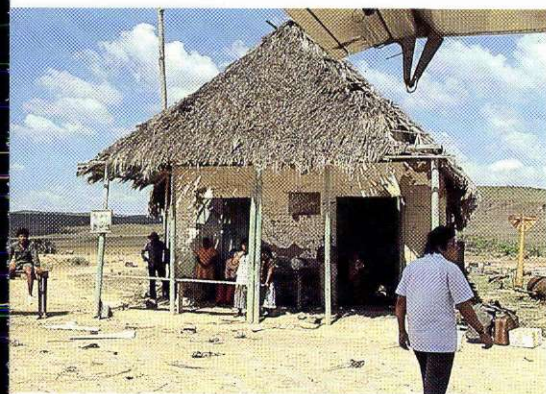
Our routed map carries a remark that the ground level will hardly exceed 5,000 feet. The heights have never been measured. 80 per cent of the country remains untouched. But treasures lie hidden beneath the green carpet, uranium, gold, diamonds, bauxite, and oil. If you own an old diesel engine, a water-pump, and a little cash, you may – with a bit of luck – become loaded in no time. The precious stones and metals lie embedded in the river, just asking to be sucked up. It is as easy as all that.

We have reached our flight altitude of 10,000 feet. Below, tiny settlements are





*The administration building at Lethem near the Brazilian border.*



*The thatched administration building at Oirinduik.*



*Ready to lift off with five tons of newly slaughtered oxmeat on board.*

hiding, bearing strange names such as Kamarang, Kurupung, Imbaimadai, and Kassabai, all of them named by eight different Indian tribes, speaking eight different languages.

#### **Connections broken off**

The co-pilot says something, shaking his head in resignation. The radio connection is gone. The short-wave station on the ground has not functioned for a long time, either.

If you get lost out there among the trees, there is a long way home. The chances of being found is very thin. A Guyanese pilot survived by just reaching the coast on a coughing engine, and making a belly landing in low water. It took him ten days to get home, and he only managed so quickly with the assistance of Indians and gold diggers.

Several planes have vanished without any trace. But our chief pilot has this comment: "It is always possible to spot a river in which you may land. And a Hawker Siddeley will stay afloat rather a long time."

During a drought it is also possible to land on rather large sand dunes. A freighter pilot took this opportunity. The plane is still there.

#### **Big storks and wild horses**

As we cross the mountains, the clouds clear away, and in front of us the endless savanna extends. A pale green plain with narrow white tracks, trodden by horses and cattle.

We barge through a flock of 'negro cops' hovering on thermals. They are white storks with black heads. They are so large that they look like tiny aeroplanes. Flying is free in this country, and the savanna is as flat as anything.

My black mate looks at me, grinning: "Shall we take a look at the flowers, Cap?"

There is always a fire somewhere on the savanna, providing our only information of wind direction and velocity when we get ready to touch down at Lethem. We make a final fly-past to see if the runway is free.

We land. When we reach the first hillock of the runway, an impressive but un-

expected sight meets our eyes: three wild horses stampeding right in our direction. The next five seconds pass in slow motion. One horse strikes off towards the left engine, one towards the right, and the third makes such a sharp turn that it stumbles, rolling in the sand just off the runway. The other two manage to slip clean under the wings, just outside the propellers.

Later we had to chase them away, using the tractor of the airstrip.

#### **Beef and diesel oil**

Outside the administration building, which has the size of a Danish single-family house, is cargo for the return flight: five tonnes of beef. The sky is darkened by vultures waiting for offal from the butcher's corner. The smell of newly slaughtered oxmeat spreads in the shimmering heat.

The Indian boys work fast, and we soon return to the cool heights. Somebody is shouting through the noise. I turn round. Our black 'steward' is in the doorway, carrying the emergency axe of the plane. Blood is dripping from it. In his other hand he holds a large hunk of beef.

— Want some meat, Cap?

He has been parting a hind quarter in the cabin. His share for home consumption. During the landing approach in Timehri it is raining. The rubber blade of the windscreen wiper wriggles gently. That is about all it can do. The co-pilot's wiper does not work at all. We open the storm window. A roar of the wind current muffles all other sounds. Glowering through the open ventilator with one eye and keeping the other on the speedometer we head for the runway. It is like driving a car sideways.

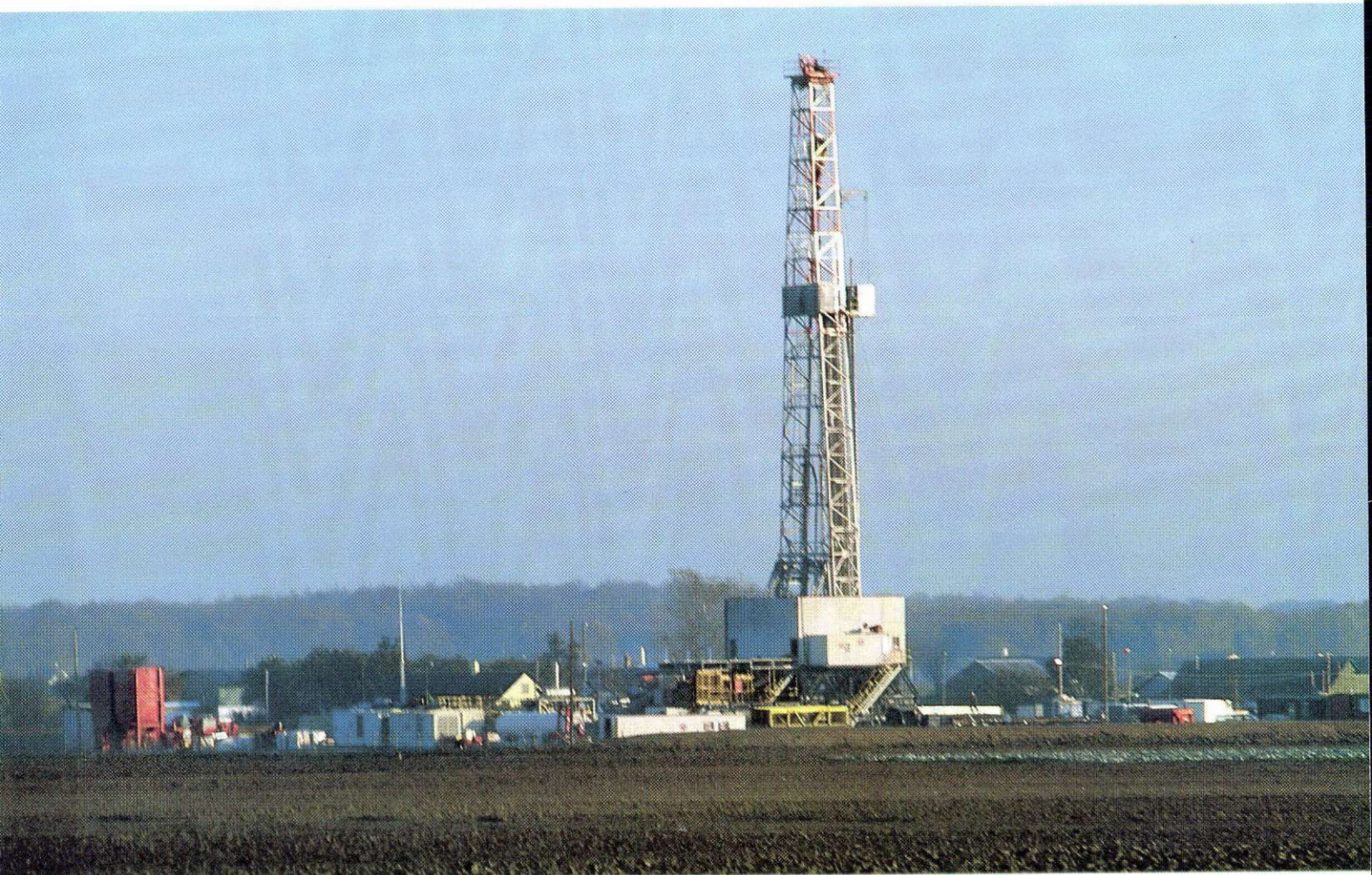
Before we rumble home in the crew transporter, we take a look at tomorrow's programme: diesel oil for Lethem. The generator of the hospital has run out. Electricity and water supplies have been cut off.

Well, today flour, rice, sugar, beer, biscuits, and five tonnes of beef. Tomorrow diesel oil. But tonight . . . tonight it will be cola with lots of ice.

*Dieter Betz*



# Exploration well on Lolland



*The more than 50-metre-tall derrick, towering over the flat West Lolland landscape. And work is going on around the clock.*



*With drill-mud and cuttings reaching the surface, geologists will get the first signals of oil in the subsoil – if there is any oil.*

On 27 October, at 0030 hours, Dansk Undergrunds Consortium spudded its 17th exploratory well on land: Søllested-1. Søllested is a tiny railway town in West Lolland, about six miles from Nakskov. Here the Dansk Boreelskab geologists

have pointed out the well site after comprehensive seismological investigations. Drillings for oil/gas have been made on Lolland before, near Rødby in 1952 and 1953. Both these wells were dry.

The Søllested-1 well is drilled by the German firm Deutag, employing equipment as well as a staff of its own. The operations will last for about 50 days, when a depth of between 2.5 and 3 kilometres will have been reached.

The operations have aroused great interest in the area. Every day, many people visit the well site and the exhibition arranged by A. P. Møller's Public Relations Department on premises beside the local village store. By means of picture boards and films, and by direct TV from the well site, visitors are told about Dansk Undergrunds Consortium activities since the start in 1962. Thus, information is given about the existing oil fields Dan, Skjold, and Gorm, as well as the future gas-fields Tyra and Roar. Also the other exploration wells are dealt with, viz. Thor-1, Emma-1, and Mona-1, all of them in the south-western part of the North Sea.



# News from the A. P. Møller Foundation: Danish post-primary school in South



*The layout of the school is shaped like a typical Danish marsh village, with two rows of houses along a street.*

In September 1981, the top spit was dug for "Den Sydslesvigske Ungdomsskole" (lit. "The South Slesvig Youth School") at Ladelund, a few miles south of the Danish-German border, and as early as 1982 the school was put into service. The A. P. Møller Foundation has contributed the close to 17 million kroner which was the cost of building the school. The Danish authorities have supported the project by purchasing the site and financing the projecting work, while the Danish School Society in South Slesvig has defrayed the expenses for development work, movable property, and the like. The Danish authorities will contribute towards the working expenses of the school along the same lines as apply to other schools under the auspices of the School Society.

The school at Ladelund is the first Danish post-primary school in South Slesvig, and its purpose is to enable pupils leaving the Danish county school in South Slesvig at the end of nine years' compulsory schooling, to have even a tenth year within the framework of Danish schooling. Here, the end of the teaching period is marked by a leaving certificate acknowledged by the German authorities as a basis for further education, traineeship, etc. The school, which has been designed by C. F. Møller, architects of Århus, has a gross floor space of 40,000 sq.ft, and may house 60 residential pupils and a number of day-borders from the neighbourhood. The school is built in the shape of a Danish village in the marshes, having two rows of houses with slanting roofs and staggered fronts along a street widening into a square. The centre building of the school is the large sports centre, which is also used for meetings by members of the Danish minority in the area. At the inauguration, which took place on

25 September, the Chairman of the Foundation, Shipowner Mærsk Mc-Kinney Møller, made the opening speech. Handing over a cheque to the school he said:

"I would like to state that when a project such as this is completed within the stipulated budget and time-limit, the consequence may accidentally be lacking finish here and there, in the planting, in the putting up of benches, and the like. So, the Board of the Foundation has granted an additional 250,000 kroner, trusting that this sum will be spent wisely."

Among the other speakers were the chairman of the Danish Slesvig School Society, Gert Wiencke, and representatives of Danish and German school authorities.

Principal of the new school is the 57-year-old Jørgen Petersen, former principal of the Danish Village School in Ladelund, which is situated beside the post-primary school



# Slesvig



*The Foundation Chairman, Shipowner Mærsk Mc-Kinney Møller, is shown around the school by the chairman of the Danish School Society in South Slesvig, Mr. Gert Wiencke (left), and the principal of the school, Mr. Jørgen Petersen (right).*

*Thanks to their staggered fronts, the two rows of houses suggest a village street setting.*



*One of the classrooms of the school.*

*The centre of the school, the large gymnasium, which is also used for meetings by the Danish minority of the area.*





*Three of the eight Lindø modules for Tyra East at various stages of completion.*

## Giant jigsaw puzzle at the Lindø Shipyard

In 1979, the Lindø Yard won its first offshore contract: Three modules to be installed on the Gorm Field processing platform. The contract was for two gas compression modules and one power generation module, which in August 1980, when they were delivered to Dansk Borelselskab, operator for Dansk Undergrunds Consortium's oil and gas field development in the North Sea, were characterized as some of the most perfected modules that ever went offshore. In 1981, the Yard was awarded another offshore contract. This time for eight modules for DUC's great natural gas development project in the North Sea, where the eight modules will be installed in 1983 on the TCP-A platform, which becomes the key element in the gas project. TCP-A stands for Tyra Central Processing Platform-A.

Four of the modules contain processing equipment for gas and condensate in addition to facilities for compression of the gas that has to be delivered to the State-owned company D.O.N.G. at a specified maximum pressure of 140 bar (ca 2000 psi). These four modules are ventilated, i.e. designed so that possible escaping gas is automatically ventilated out into the atmosphere.

The other four modules are pressurized, which means that the air-conditioning

plant is maintaining a pressure slightly exceeding the atmospheric pressure and thus effectively preventing possible gas from escaping from the production and process areas into these modules. In these modules are located – apart from auxiliary machinery such as freshwater generators and air-conditioning plant – the main gas turbine-driven power generation equipment and its back-up systems of diesel-driven generators and batteries for emergency power supply. Further, there are offices, workshops, radio room, and control room, from where the production and safety systems of the Field are surveyed around the clock.

At the Yard the construction work started in early January 1982, and by mid November five modules were transported out of the shed area where the structural frames had been assembled and corrosion-protected under cover. This is important, since the modules will stay for several decades in saline sea air with no opportunities for dry docking. The last three modules are under completion. At times up to 400 people will be working on the modules.

The completion of the structural frames and covering of the modules will not present any great problems compared with other shipyard assignments.

The outfitting of the modules, however, is

a challenge. The advanced special equipment for gas processing and compression and the immense number of components for the instrumentation, making around-the-clock surveillance possible of all vital parts of the platform and all parts of the production, processing and safety systems, are received from a large number of contractors from all points of the compass.

Limited space in the modules sets narrow bounds to the number of people who can physically be put to work in the modules at any one time. Space shortage is a natural consequence of the fact that every square metre is utilized to a maximum, because the cost of a square metre on a platform in the North Sea is many, many times the cost of a square metre on shore.

For the module production the Yard has mobilized a new area covering about 7,000 sq. metres by Dock II, where the outfitting of the modules is carried out, and from where the modules can be loaded directly onto four barges. The Gorm modules were lifted out onto a barge by the Yard's big gantry crane. It has a lifting capacity of 800 tonnes, but the Tyra modules weigh up to 1,600 tonnes and will have to be loaded by hydraulic lifting trucks.



*Prince Henrik admiring one of the exhibited  
Margrethe Bowls.*

## The problem comes first

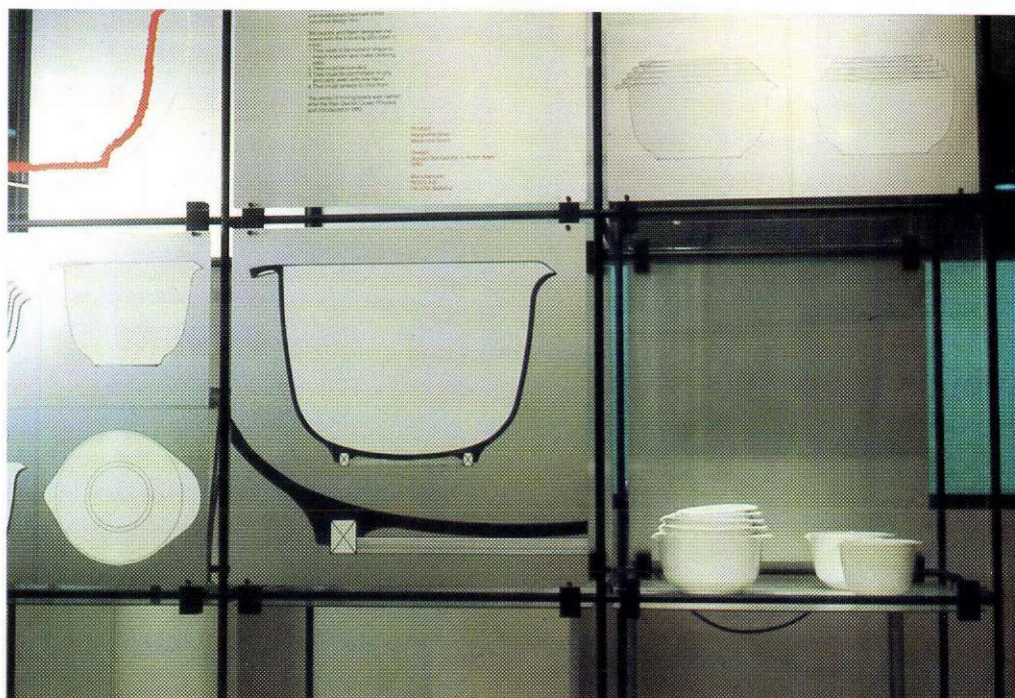
Under this heading a great number of Danish companies participated in Danish Design Council's exhibition in New York during the autumn. The exhibition formed part of the great Scandinavian campaign, Scandinavia Today.

Rosti was there, too. Through models and picture boards Rosti showed the Americans how good Danish design is created.

On September 14th, His Royal Highness Prince Henrik opened the design exhibition, which will later on be touring the USA and Japan. A total of 26 choice products from 24 Danish companies were on show.

Among other things Prince Henrik was able to see the Margrethe Bowl, named after Her Majesty Queen Margrethe and designed by Sigvard Bernadotte and Acton Bjørn. Their problem – and thus the basic principle of the bowl – was: It was to be round in shape, matching the spoons and making it easy to clean. It must be skid-proof. It must be comfortable to grip and easy to carry – even with one hand. It must be easy to pour from. Sigvard Bernadotte is the brother of Queen Ingrid, and thus Queen Margrethe's uncle.

*On the exhibition boards, Sigvard Bernadotte's and Acton Bjørn's ideas for the  
Margrethe Bowl are explained in detail.*





# Danish splint a draw at world congress in Stockholm

The Pharma-Plast Group, which consists of several companies in Denmark and abroad, was extended when on 1 August, 1981, Svend Andersen Plastic Industri A/S of Haarlev was taken over.

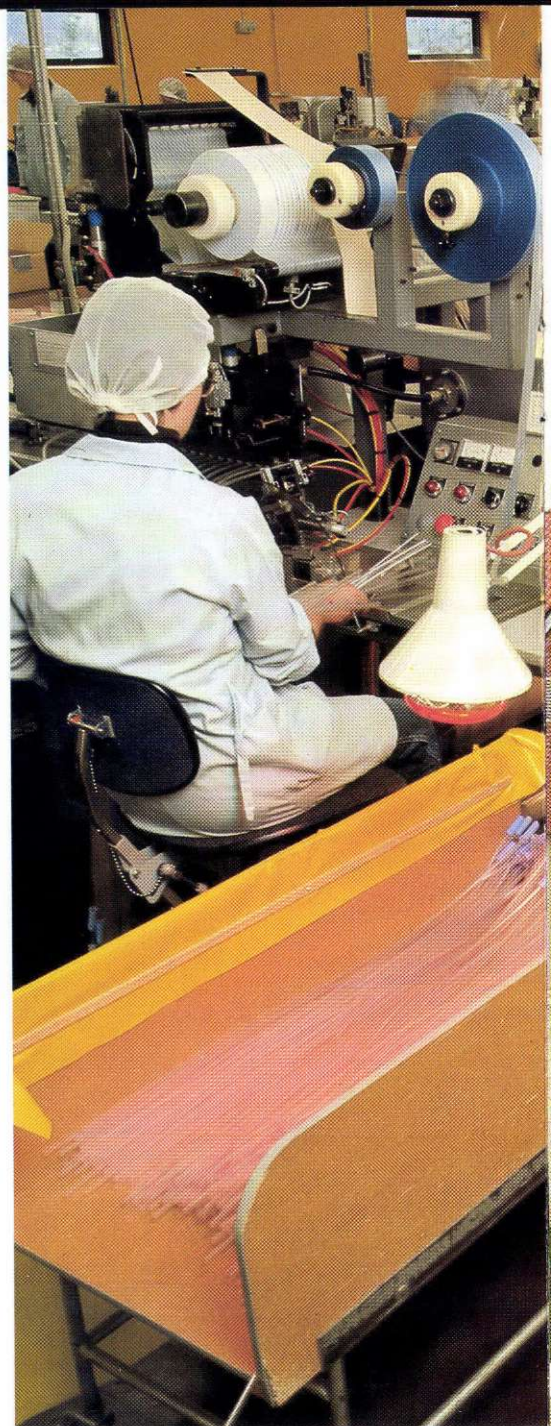
This company started on a modest scale in 1953, with Svend Andersen producing plastic raincoats in his private home at Glostrup. But in 1963, Svend Andersen was asked by the Glostrup County Hospital to produce urine bags, which very soon became the main article of his firm. With the growing demand congestion was felt at Glostrup, and in 1966, activities were transferred to Haarlev, south of Køge. During the 1970's, Svend Andersen Plastic Industri – partly man-

aged by Svend Andersen himself, partly under American management – developed into Europe's biggest producer of disposable urine bags.

Besides urine bags the company has for many years produced inflatable splints of clear plastic casing forming a double cover. The splint is X-ray transparent, designed as an emergency pressure splint for first-aid and safe transport of fractured, crushed or sprained limbs.

Now, inflatable pressure splints are used even in the rehabilitation of people who have been hit by stroke causing paralysis. This method has been developed by the Scottish physiotherapist, Margaret Johnstone, who describes in her books, 'The Stroke Patient: Principles of Rehabilitation' and 'Home Care for the Stroke Patient', published in several languages, how rehabilitation is carried out and how the pressure splint is used. When a pressure splint is fitted to e.g. an arm, it conforms to the shape of the arm, giving it full support and exercising an even pressure. The full support inhibits muscle spasm often suffered by hemiplegia patients, and the sustained pressure has a positive effect on the patient's loss of body image and loss of sense of touch.

In her books Margaret Johnstone refers to pressure splints from Svend Andersen Plastic Industri, and at the start of 1982, it was decided to concentrate on this product. It was done partly by participating in an exhibition held in Stockholm in connection with the World Congress of Physiotherapists in May 1982. Here Margaret Johnstone presented her treatment both to the Congress itself and at the Company's stand at the Exhibition. The method attracted great attention, and during the six months that have elapsed since then the demand for pressure splints has increased to such a degree as to enable the Haarlev company to maintain itself in the international market even in this field in the not too distant future.

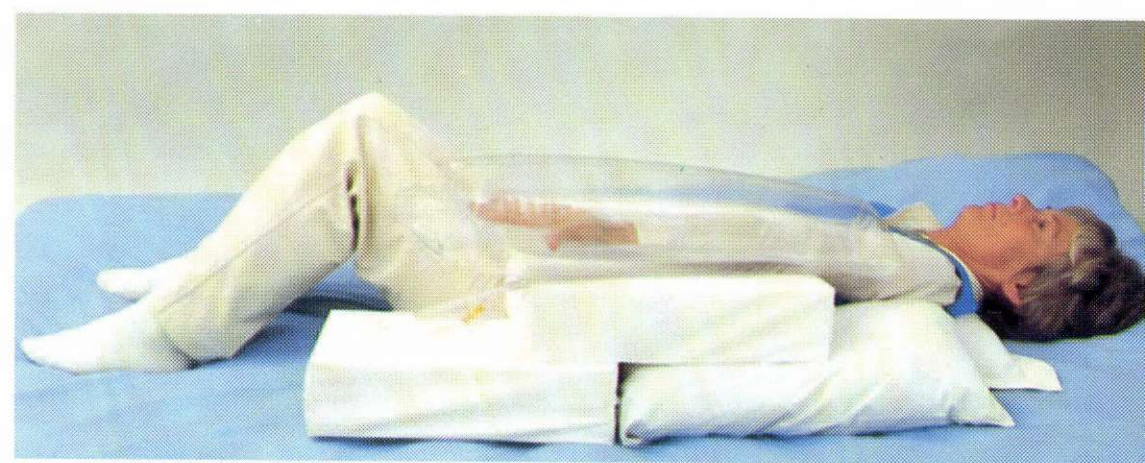






*One of the production sheds at Svend Andersen Plastic Industri, Haarlev.*

*Svend Andersen Plastic Industri comply with the stringent national and international medical standards of manufacture. Also the control of raw materials – and of the final products – meets the most rigid demands. Here, a urine bag is tested by being exposed to an extremely high pressure.*



*The Scottish physiotherapist, Margaret Johnstone, demonstrates her method of treatment on patients, paralysed after a stroke. The demonstrations took place at the stand of Svend Andersen Plastic Industri at the World Congress of Physiotherapists in Stockholm, attracting very great attention.*

*Pressure splints from Svend Andersen Plastic Industri are made of specially developed PVC sheeting. The inner layer, a unique soft PVC sheet, gives superior moulding to the limb, securing all-over, even pressure. The outer layer gives supreme durability. Transparency secures correct positioning.*





*The flagship of the Royal Barges, "Sri Suphannahongse", glides majestically, like the Bird Phoenix, along the Menam Chao Phya River, manned by her 54 oarsmen.*

*Her Majesty Queen Sirikit sent a huge basket of orchids to Mr. Chr. Lund, including the large white ones, carrying the Queen's name. The Queen's special emissary, Mom Kobkaew Abhakara na Ayudhya, delivered the basket to Mr. Lund, with Her Majesty's personal greetings.*





# BANGKOK REVISITED

## Nostalgic reminiscences of a Bangkok fan

A beloved child has many names. And even if Bangkok perhaps is the name which most of us are familiar with as being the name of Thailand's capital, then the city has had several others. Mærsk Post No. 2/1982 described in connection with the city's 200-year jubilee the name as "Krung Rattanakosin", or "the city where the Emerald Buddha lives and where the mighty Kings of the Chakri dynasty reside". And other names are "Krung Thep", today perhaps the most commonly known name in Thai for the capital, and which, more romantically, has been translated to "the city of the angels" (perhaps a contributory cause for Krung Thep being a friendship-city of Los Angeles). And there is of course "Venice of the Orient", which the tourist calls Bangkok because of the many small canals, klongs, which adjoin the main river, Menam Chao Phya (Mother Water).

But as a capital, Thailand – or Siam as the country was more commonly known until 1949 – has already had several. One of the earliest was "Sukhothai", from whose period in the 13th century much of today's known Thai culture, amongst others the characteristic and still used style in building, and the celadon porcelain, have their origin. King Ramkamhaeng ruled in Sukhothai 1275–1315 and received the surname "Rama the Great"; perhaps it is from this that the Rama-name is to be found in its use by the present Chakri dynasty.

Sukhothai's period of greatness lasted only until 1350, when a new capital was founded in a more centrally placed area in the country, at Ayuthia, about 85 km north of Bangkok, where three rivers meet, and from there in unison to run into the ocean through the main river, Menam Chao Phya. By her strategic position Ayuthia quickly placed herself as a capital of those days. It is even believed that at one time, Ayuthia had more inhabitants than did London and Paris at the same time. And it was here that the first treaties with the western world were signed, in 1491, thereby opening the road for commercial and diplomatic relations, initially with Portugal and Holland.

It was only natural that shipping, although more likely of river rather than oceanmoving character, was the main transportation artery for the country, and that everything to do with the sea had

the interest of the Ayuthia inhabitants. And ships were also one of the main areas of defence against attackers who for several hundred years thereafter regularly and mainly came from Burma. History tells us that the Burmese King Tabangchaveti was stopped in 1548 during an attack because Thai ships transported and landed soldiers on various spots and thereby had the enemy surrounded and beaten.

One of the heroes in the Thai history is King Naresuan (1590–1605) who used guns on his ships to counter a new Burmese attack, and it is therefore hardly any surprise that one of the first things, the Burmese did after the final attack which destroyed Ayuthia in 1767, was, in the best Pearl Harbour fashion, to destroy the Thai fleet.

The destruction of Ayuthia resulted in the Thais moving southwards, and under King Taksin a new capital was established on the western banks of the Menam Chao Phya River at the small village Thonburi, today an important suburb and a main traffic artery to Southern Thailand.

Upon King Taksin's death in 1782 the foundation for the Chakri dynasty was created. A military genius, born in Ayuthia in 1736 under the name of Duang, or Thong Duang, was leading a Thai army against the Khmers, under the name of general Phya Chakri, but he returned to the capital, and here he proclaimed himself king, assuming the name of Phra Buddha Yodfa Chulaloke, and later became known as king Rama I in the Chakri dynasty. He moved the capital to the opposite river bank which was easier to defend, and here he developed the small fishing village Krung Rattanakosin into Thailand's new capital, truly a small city compared with today's pulsating capital.

The Rattanakosin-jubilee is therefore also the Chakri dynasty 200-year jubilee and it would have been unnatural if the coinciding jubilees had not given cause for great festivities in Bangkok in April, 1982, as described in Mærsk Post No. 2/1982. Amongst these was also a parade on the Menam Chao Phya River by the Royal Barges.

There is some doubt as to how often the fleet, whose origin can be traced back several hundred years, amongst others when receiving ambassadors during the Ayuthia-period, was used. But King Rama I faithfully followed the traditions



*Her Majesty, Queen Sirikit, arrives at the Royal Landing in Bangkok to review the Royal Barges procession on 20th October 1982. The Queen is wearing a traditional costume from 200 years ago, but today's fashion in knickers has a striking resemblance to the elegant form in which the Queen's skirt has been bound.*



of the Royal Barges, as one of his first decrees was to have a new flagship, "Sri Suphannahongse", 36.15 metres long, built. The subsequent kings in the Chakri dynasty gradually increased the fleet, with new ships in new dimensions and details.

**K**ing Rama IV, King Mongkut, was instrumental in bringing knowledge from the western world to Thailand. He was the first Thai able to speak, read, and write English, and it is perhaps as a result herefrom that he was caught between tradition and future. He was deeply interested in Thailand's history and tried to preserve the cultural remains from the Ayuthia- and Sukhothai periods, but he also acknowledged the demands of the present time and realised that Thailand had to absorb many of these in order to survive. It was King Mongkut who for instance took the unheard-of initiative to engage an English governess for his children. When he died in 1868, it became the responsibility of his son, Rama V, better known as King Chulalongkorn, to continue and expand the development which his father had commenced.

But King Chulalongkorn, or his advisers, must have overlooked the Royal Barges, for lack of maintenance resulted in the entire fleet at the change of the century in 1900 having fallen victims to an entirely different attacker: insects and decay. But, fortunately, King Chulalongkorn became alert to tradition, and in 1909 he ordered a new fleet built, including a new "Sri Suphannahongse". He did not live to see his largest ship finished, for he died the year after, so it became his son, Rama VI, King Vajiravudh, who inaugurated the new "Sri Suphannahongse" on 13th November, 1911, and who used the vessel to transport him to the coronation as Thailand's sixth king in the Chakri dynasty a month later.

Upon Rama VI's death in 1925 the throne was taken over by his brother, Rama VII, King Prajadhipok, who ruled until his abdication in June, 1932. But just before that he had had the Royal Barges on a parade in April on the occasion of Bangkok's - and the Chakri dynasty's - 150-year jubilee.

**T**hereafter the fleet suffered a hard fate. In what is perhaps the longest period ever for any ship to have been laid up, for almost 30 years, the Royal Barges lay unused in the Royal Docks near the 79-metre tall Wat Arun (The Temple of Dawn), but then the present king of Thailand, Rama IX, more generally known as King Bhumibol Adulyadej, decided to revive the beautiful and colourful ceremony with a parade on the river in 1961, and for some years thereaf-

ter this became a yearly event. But already in 1967 the ships were again laid up and were not used until the Rattanakosin jubilee in April, 1982, freshly painted in shining gold colours and repaired.

And then in October, 1982, Thailand's Queen Sirikit had it so organized that the picturesque parade of April was repeated for about 200 specially invited guests from abroad, who were invited to come to Bangkok to participate in a program which Her Majesty had specially arranged - "Two Hundred Years of Affection" - in favour of a subscription, under the protection of Her Majesty, with the purpose of being able to move inhabitants living in the (narcotic) poppy-seed growing areas in the North-West to other areas in Thailand and there to give them a new life with another occupation.

**A**s a resident in Bangkok from 1957 to 1962 I had the opportunity to attend the parade in 1961, and as Mr. Mærsk Mc-Kinney Møller was unable to participate in Queen Sirikit's arrangements, as one of the only four Scandinavians amongst the 200 foreign guests, it became my good fortune to come on a new visit to Bangkok, and besides the review of the Royal Barges, to take part in the other special arrangements which Queen Sirikit had organized. These were a gala dinner at the freshly-painted and beautifully illuminated Grand Palace; a ballet at the ancient Royal summer palace at Bang Pa-In, 65 km north of Bangkok, for which the King had composed the music, and finally a distinguished farewell arrangement in the Dusit Palace's Vimarn Mek Royal Mansion, the only known three-story teakwood building, and also the largest, in Thailand, constructed around 1900 by King Chulalongkorn.

But even though it was most fantastic to participate in these events, the parade on the Menam River was the most unforgettable experience, besides being a cherished memoir of 20 years ago.

**T**oday the Royal Barges consist of a fleet comprising 51 units which are being serviced by 2100 oarsmen from the Royal Thai Navy, who pull the ships through the waters of the river by a special ritual the system of which mainly consists in that the individual oarsman leans forward, then stays quiet for a moment, then leans backward to the extent that his head is almost resting on the knees of the next oarsman, simultaneously swinging the gilded oar high in the air prior to a plunge into the water for a powerful pull, until the oarsman again sits up with the oar in a flat position awaiting the next move. There are several cadences for the individual ships, depending upon their size. The cadence is in-

dictated by an official, who, standing up, thumps a beautifully decorated tall bamboo pole on the deck. Each vessel has also her own song, chanted by the coxswain, punctuated by a shout from the oarsmen each time the oars are pulled through the water.

**T**he flagship of the fleet is "Sri Suphannahongse", named after a mythological bird, somewhat akin to Bird Phoenix. The present "Sri Suphannahongse" which was built 1909-1911, is carved from a single teak log, 44.9 metres long, 3.14 metres wide and has draught of only 0.41 metres. 27 pairs of oarsmen pull the ship through the waters of the Menam River, and their movements, as described above, are exactly designed to imitate the strokes of the wings of a bird. When "Sri Suphannahongse" majestically glides through the waters, with the figurehead on the bow high in the air, a fascinated spectator can easily imagine the bird.

Each of the 51 units is decorated with a mythologic figurehead, mainly fetched from the animal kingdom, on the bow. The ships have a total length of 1225 metres, and the parade takes place in five rows. In the most important, the center row, there are nine units including the seven-headed snakeship "Ananta Nakaraj". On this ship a special pavilion has been built on the deck, to be able to transport a Buddha Image, which has once belonged to King Rama I, and which at that time, transported on the back of an elephant, joined the king's wars to protect him and to lead his armies to victory. Then follows the flagship "Sri Suphannahongse", and on this ship a pavilion has been built to accommodate the king and the queen. Then follows "Anekchart Phuchong", which really is the largest unit of the fleet, being half a metre longer and slightly more beamy than the flagship and is manned by 61 oarsmen, the largest number on any single unit. In each of the two siderows there are five units, first three escort vessel, then a Garuda ship, manned by royal trumpeters, blowing conches, and then an Ekachai (crocodile) drumship. In each of the two outer rows there are 16 units; the first 13 hereof, numbered "Dung 1" and onwards, and with a tiger ship in front, are leading the entire procession, whereas the last three, numbered "Saeng 1" to "6", are finishing the parade. These escort vessels bear names such as monkey warrior and demon.

Indeed an impressive sight, and it is to be hoped that this ceremony may again become a yearly event, for the pleasure of visitors, and in confirmation of the friendly and always smiling Thai people's strength and their affection towards the Royal Chakri Dynasty.

*Chris Lund*





## Football in New York

On a surprisingly sunny and warm, for October 30th, Saturday afternoon. Maersk Line New York won the 11th "Five A Side" competition for New York based Danish Companies. This popular yearly event, sponsored by the Danish Seamen's Church, in conjunction with the Danish Athletic Club, fielded 34 teams which included ten women's teams. Moller Steamship Co. was represented by nine teams, five men and four women.

The competition was so fierce that eight Moller teams were eliminated in the first round. However, one all male Maersk Blue Squad went all the way and defeated Dan Transport four to one in a very one-sided final match.

The members of this Championship Team consisted of: John Kupski, Pricing Department, Kim Westrup, Søren Westergaard, Andreas Justesen, all Chartering Department, and Jesper Ploughman Andersen, newly arrived that very morning when he disembarked from the "AXEL MÆRSK" and was whisked from Berth 51,

Port Newark to the playing field in time to participate in the games. He left two days later to take up his duties in our New Orleans office.

A nine to one win over Scanshipping in the semi-final and a two to one cliffhanger over Heidelberg in the quarter-final put the victory "on ice" with an impressive total score of 23 goals in five games against only five goals that accidentally slipped under the net.

After the tournament, the players, referees and supporters were treated to a fine lunch at the Danish Athletic Club where the victorious Maersk Team was awarded a Trophy symbolic of the Tournament Championship. In addition the organizers presented each member of the winning Maersk Team with a turkey, which hopefully was not a reflection on our playing abilities. After the luncheon and award ceremonies, a game of Bingo brought a very pleasant and successful day to a conclusion, especially for those of us wearing the Maersk Blue.

*Andreas Justesen*

## Golf and tennis in Houston

Houston had its Annual Spring Golf/Tennis Outing on July 15, 1982, at The Woodlands Inn and Country Club.

This is the first year we have participants playing tennis as well as golf. Our guests for the outing were customers of the Houston business community. The July heat and humidity had little effect on

the enthusiasm of our guests — our winning golfer shot a 72 (not bad for 95°F heat and 100% humidity!). The golfers were surprised when we videotaped their swings and viewed the tape after dinner. The photo shows the group ready for the "shotgun start" of the golf portion of the outing.

*Mary Jane Eck  
Maersk Line, Houston*



# MÆRSK SPORT



## Football in Copenhagen

On Sunday 24 October, a dull and dreary day of Danish autumn weather with drizzle and a nipping wind, making it difficult for the spectators to keep warm, two football matches were played in the Mærsk Sports Club.

The first match was between the "Mærsk Ladies' Football Team" and the "Mærsk Grand Old Boys' Team". Although this might sound like a joke, both teams took the match very seriously, just as the men lived up to the ideals of sex equality to such a degree that they completely disregarded the fact that their opponents were of the fair sex. Both sides put up a stiff fight with elegant dribblings, solid tacklings, fast counter-moves and many scoring-attempts.

The ladies fought with youthful vigour, following up every chance; but though the men were of mature age, they appeared surprisingly well conditioned, and thanks to their greater routine and ball experience (several of them have been playing football for almost 50 years), they won by five goals to three. An altogether lively and entertaining match, which had deserved a greater number of spectators. That also goes for the other match, played by "Trainees" against "Graduates" in A. P. Møller. The trainees had for a long time been carrying on a propaganda campaign to offset their own infallibility at the expense of the graduates, in the vain hope of breaking them mentally before the match. How it ended up will appear from the following account submitted by one of the graduates:

Following up the propaganda

war raging ahead of the said match, we feel obliged to announce the result of the match, which was played on 24 October.

Here the graduates demonstrated that it is possible to be a trainee in many ways, for instance by still having a lot to learn regarding football. In the hope of meeting some resistance we set out cautiously, even allowing the trainees a couple of chances, which, however, they failed to utilize.

So, there was nothing for it but to let our wellknown football machine launch an attack, and in the proper tennis fashion the poor trainees were literally whisked off the field through the meshes of their own net, with a final score of 6-0 to the graduates.

Had it not been for a certain Mr. Oscar Rosendahl, principal of the A. P. Møller Shipping School, who was writhing in the slush and on his muddy knees imploring us to spare his "boys" further humiliation, it might very well have ended with a two-figure result. We know our own limitations, however, and feel assured that this beating will be a warning to the youngsters to stop bragging.

We are a bunch of kind old men, who are looking forward to next year's match. So, you are welcome back. There are still many matches to be won, (Basic Maritime Law, EDP, German, French, English, etc.). In addition, the aforesaid Mr. Rosendahl is now considering whether to introduce football theory from next year.

*Best regards,  
"The Graduates"*





*Crowding round the 'well control' simulator.*

## "Managers' Meeting" at Esplanaden

From 27 September to 1 October 1982, Maersk Drilling held a Managers' Meeting at Esplanaden, with the participation of managers from Maersk Drilling's operation bases in Europe, the Middle East, South America, the Far East, and the Danish sector of the North Sea.

As the first item of a very tight programme a trip was made to the Svendborg Engineers' School, Maersk Drilling's training centre, and Odense Steel Shipyard, with departure from Copenhagen on Monday morning at 0600.

At Svendborg, the Principal of the School, Mr. P. Abildskov, welcomed the visitors and showed them around the school premises. Great interest naturally centred around the new 'well control' simulator just bought by Maersk Drilling, which is being installed in the training centre. The simulator is built

as a copy of a drill-floor, ensuring that Maersk Drilling staff taking courses at the school will be working under the same conditions as on a drilling rig, except that wrong manoeuvres on the simulator will not have the disastrous consequences that an erroneous manoeuvre on a drilling rig may develop into. During the course the trainee undergoes so intensive training that his reactions in a critical situation will simply be by instinct.

After a visit to the Svendborg Town Hall, where the Mayor, Mr. Viggo Schultz – former principal of the Engineers' School – bid welcome in the meeting room of the town councillors and gave some facts about Svendborg, the trip went on to Odense Steel Shipyard. Here the Managing Director of the Yard, Mr. Troels Dilling, led the way on a tour of the 180-acre area –

through the planning department, the building sheds, and the outfitting quay, giving the participants a very vivid impression of a busy shipyard.

Next, the trip went back to Copenhagen for the start, on Tuesday morning, of the very tight programme which was to be completed during the week: First and foremost going through the budgets for Maersk Drilling's rigs and operation centres, but even seminars with lectures on "Finance", "Purchasing", "Tow, Safety, Technics", "Sales, Local Representation", and "Policy, Safety, Cost, General".

A busy, but also very useful week, where participating managers also had a good opportunity to discuss problems and to partake of each other's experience, even including Maersk Drilling people at Esplanaden.

## Roulund agent awarded export prize

Last autumn, Roulund's Italian importers were awarded the Danish export prize, 'Dansk Arbejdes Export Oscar'.

Again this year, the same recognition has been awarded to one of Roulund's agents, this time to Representaciones Margil, owned by Gilberto Garcia, who has been

Roulund's agent in Central America for 25 years.

In this photograph from the handing over, which was made in Chicago, headquarters of Representaciones Margil, Gilberto Garcia is seen to the left together with the Danish Consul, Mr. F. Dyrlund.

*Else Frejlev*



## A. P. Møller in

As mentioned in the last issue of MÆRSK POST, A. P. Møller will participate in two TV programmes produced by the VITEK staff of the Danish Radio, and keeping our promise we hereby announce the times of the programmes:

The first feature, dealing with the technique of oil explo-



*The group visited the*

## Export campaign

In co-operation with the Danish Chamber of Commerce and the "Morgenavisen Jyllands-Posten", the Maersk Air travel bureau at Århus has been responsible for yet another industrial research tour, entitled 'Looking at new markets'. The first one was arranged during the spring of 1981 and was to Brazil. This time the destination was the following ASEAN countries: Thailand, the Philippines, Indonesia, Singapore, and Malaysia, and it took place from 5th to 9th September 1982.

The 21 participants of the journey represented Danish importers, exporters, and potential investors, and the delegation was headed by the Chairman of the Chamber of Commerce, Mr. Aage Rask-Pedersen, with the writer of this report as technical guide. Wherever we came, the programme had been arranged carefully and professionally by the Danish embassies: a general briefing on the economic and political relations of the country, visits to the Chambers of Commerce of the respective countries, and a long series of contact meetings



## Danish TV

ration and production, will be sent on Tuesday January 4th, at 5 p.m., with a repeat on Sunday January 9th, at 2 p.m. The other feature, which tells about the functioning of a ship, will be on the screen on Tuesday February 1st, at 5 p.m., with a repeat on Sunday February 6, at 2 p.m.



old harbour of Jakarta.

## in the Far East

arranged beforehand for every participant.

The local Danish ambassadors gave the delegation a very kind welcome, and at the receptions that were held we had an opportunity to meet Danes stationed out by A. P. Møller, EAC, F. L. Smidth, and others.

Our group encountered great helpfulness also from Maersk Line, and our thanks are extended to Mr. Derek Gibson of Bangkok office, Mr. Peter Miller in Manila, Mr. Lars Dan in Jakarta, Mr. Niels Jørgen Iversen in Singapore, and Mr. Yap Chin Heng in Kuala Lumpur.

On our return the Chairman of the Chamber of Commerce characterized our tour as a great success, and he was able to announce that agreements have been reached about two or three joint-venture projects, and that several participants had made so good contacts that they are planning follow-up tours shortly. Also, the first purchase – ten tons of spices – is on its way to Denmark by Maersk Line.

Kaj Nielsen  
Maersk Air Travel Bureau



## Welcome "HULDA MÆRSK"

Under this heading the accompanying photograph was carried by the Swedish newspaper "Gefle Dagblad" on 30 September 1982. The text ran like this:

"Holding a large bouquet of autumn flowers, Shipbroker Bengt Roeger of Andersson &

Lundkvist was standing at the oil quay of Frederiksskans last Wednesday. He was waiting for the 14,000 tonner "HULDA MÆRSK" of Svendborg, Denmark, which had selected Gävle in Sweden as the destination of her maiden voyage.

– It is so unusual that Gävle is made the destination of a maiden voyage that I had to go out here to welcome her, said Bengt Roeger. And with the assistance of the "BALDER", the port tug, "HULDA MÆRSK" came alongside majestically".



## MAERSK LINE at SITRA '82

Close to one thousand companies, including 270 foreign exhibitors, participated in SITRA '82 – Seoul International Trade Fair 1982 – which was held in Seoul during the period 24th September to 18th October. The exhibition was the largest ever held in Korea and it was visited by as many as two million people during the 25 days exhibition period. The exhibition primarily focused on Korean-made pro-

ducts and also attracted several thousand foreign buyers from all over the world. MAERSK LINE participated with a stand emphasizing the five MAERSK LINE services serving Korea, and a video tape showing the A. P. Møller Group's various activities was part of the stand.

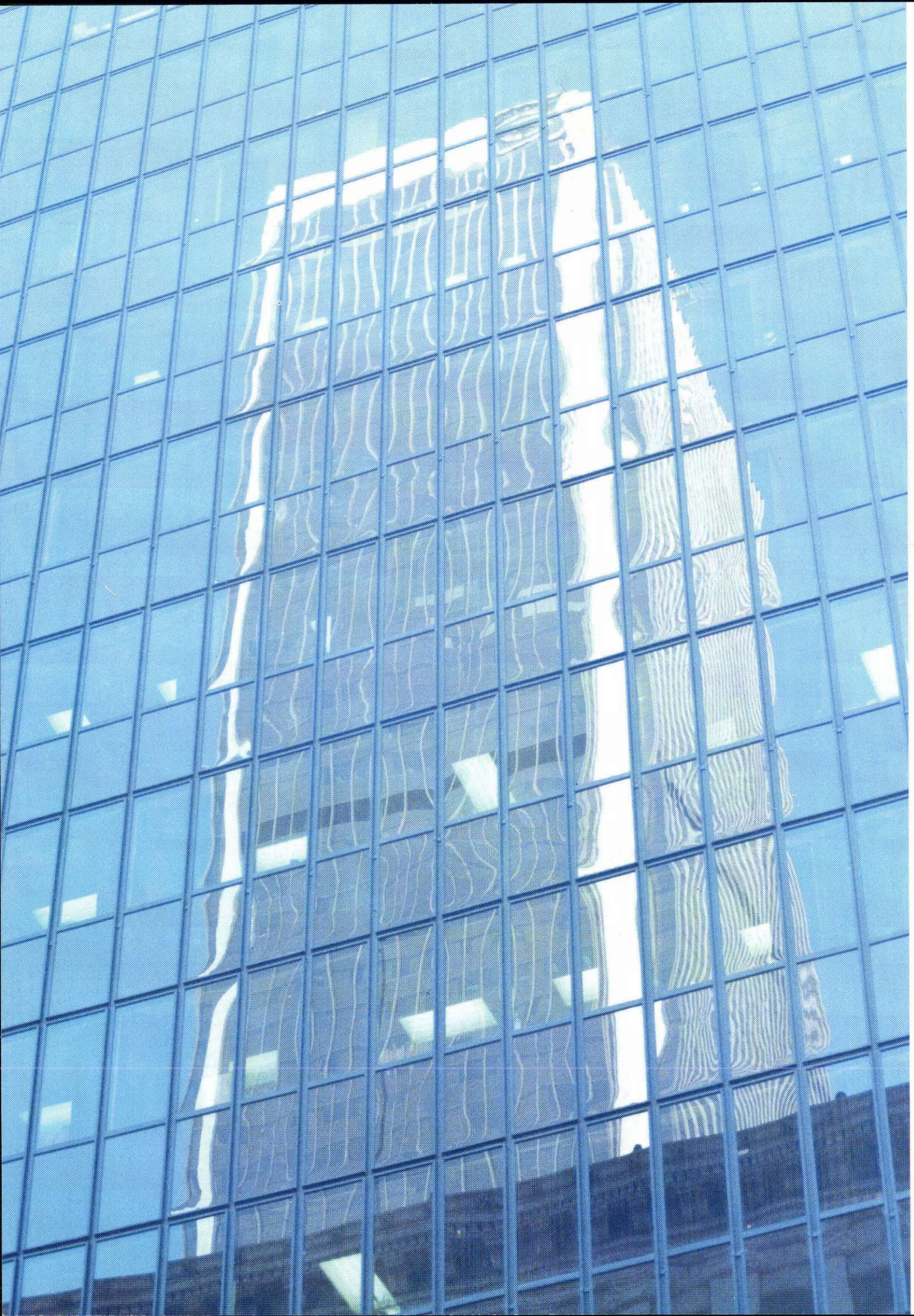
## OILPEOPLE

Under this title, A. P. Møller's Public Relations Department has just completed a new film on the activities of Dansk Undergrunds Consortium.

The film, a 16 mm colour edition, has been produced by Saga Kortfilm. Back in February 1982, shootings began in the North Sea fields, whereupon the production team visited almost all the localities where Dansk Undergrunds Consortium is at work – and even the companies abroad that deliver equipment for the fields.

"OILPEOPLE" gives a popular presentation of the many, diversified tasks performed by DUC staff every day. When this issue of MÆRSK POST is 'on sale', the film will have been distributed all over the country – particularly to the schools, where a very large public is waiting.





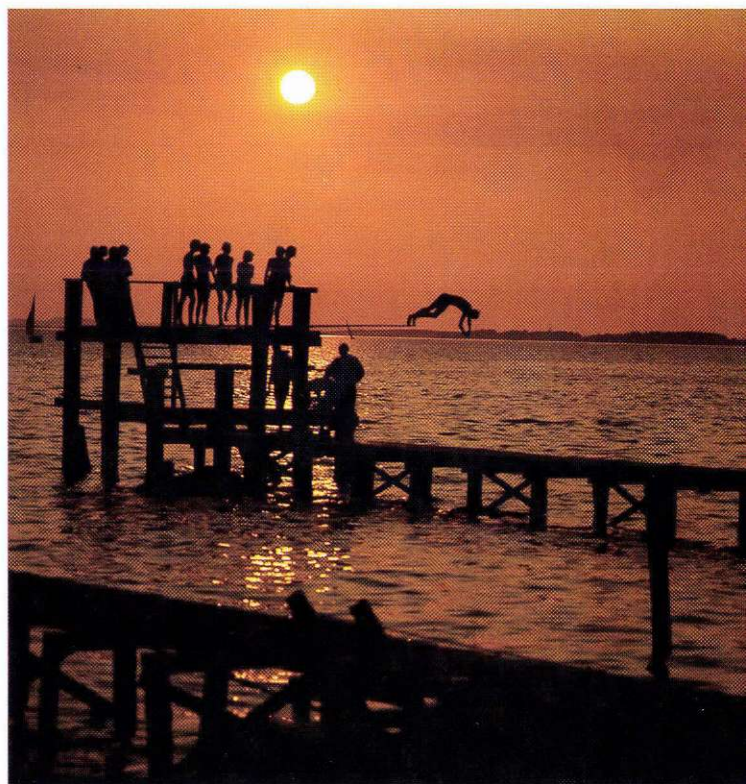


# Photo Competition

The MÆRSK POST annual photo contest has now been settled, and the winning photographs have been selected from submissions up to 8 November 1982.

Due to failing interest during the latter years, it has been decided to cancel the contest until further notice.

The editor would like to thank all participants and congratulate those who were winners this year.



**First prize**, a Minox 35 GT compact camera, was this time awarded to Michael Nobel, Maersk Container Line, Esplanaden, for his 'reflected image'.

**Second prize**, a Nikon SB 10 compact electronic flash, was won by Nevenka Dietrich, Maersk Line, Stuttgart, with her portrait of the old man.

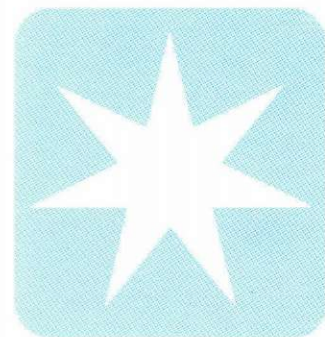
**Third prize**, a Minox pocket tripod, was given for the bathing scene, submitted by Max Martner, Department 14.40, the Lindo Yard.

**Fourth prize**, a film packet, goes to Merete Thomasen, Maersk Container Line, Esplanaden, for the two sailing-boats.





# Personalia



## ESPLANADEN



### 25 Years Anniversary

1. Henning Mortensen  
1 January
2. Per Billy Lauridsen  
21 January
3. Kristian Østergaard T.P.C.  
5 January

## THE FLEET



### 25 Years Anniversary

1. Captain Bent Aage Egholm  
2 January
2. Captain Karl Johan Johansen  
17 January
3. Captain Jørgen Lauritz Olesen  
17 January
4. Captain Poul Otto Olesen  
17 January
5. Chief Engineer Helmer Rud Rasmussen  
3 February

### Retiring

6. Captain Otto Hohlmann  
28 February
7. Captain Heine Sofus Johannesen  
31 March

## THE YARD



### 40 Years Anniversary

1. K. V. Clausen  
25 February

### 25 Years Anniversary

2. Leo E. Petersen  
2 January
3. J. B. Monrad  
3 January
4. Niels Iver Christiansen  
7 January
5. Mogens Florian Nielsen  
14 January
6. Edvin Thode  
21 January
7. Hans Johnsen Pedersen  
21 January
8. Verner E. Christensen  
11 February

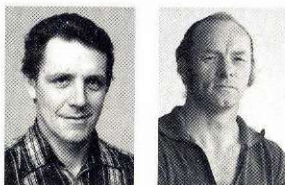


9. Herman Karli Nielsen  
11 February
10. G. Nørstrup  
17 February
11. N. P. Holm  
19 February

#### Retiring

12. Børge Chris Bønke  
31 January

### BUKH



1 2

#### 25 Years Anniversary

1. Jørgen Hansen  
1 January
2. Kurt Jensen  
1 January

### ROULUND



1 2

#### 40 Years Anniversary

1. Willy R. Olesen  
1 February

#### 25 Years Anniversary

2. K. Bonke Pedersen  
1 January,  
retiring immediately after.

## ORGANIZATIONS ABROAD



1 2

#### 25 Years Anniversary

1. I. Matsukawa, Tokyo  
18 January
2. Thavi Tantisunthorn, Bangkok  
1 March

### DISA



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#### 25 Years Anniversary

1. Willy Sørensen (Herlev)  
26 February

#### Obituary

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

Ejner Jensen

The Yard  
10 October

Ebbe Juul Hansen  
The Yard  
25 October

Chief Engineer Poul Aage Andersen  
ex m.s. "MARGRETHE MÆRSK"  
25 October

Motorman Bo-Erik Linde  
ex m.s. "MATHILDE MÆRSK"  
18 November





**MAERSK**

*The product-carrier "PETER MÆRSK" near Bay Bridge in San Francisco.*

