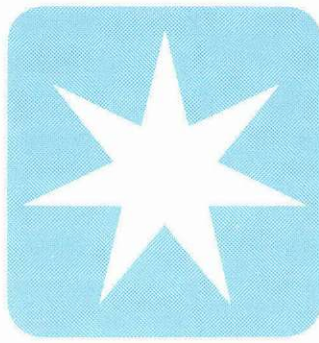




MAERSK
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MAERSK POST

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Front cover photo:

Maersk Line container in Singapore, being trucked from the container terminal along East Coast Parkway.

Photo by Finn Antoft.

On previous occasions I have stressed the importance of efficiency in the managing of our activities. It is gratifying to witness examples every day of diligence, precision, common sense, and skill. They are conducive to progress.

But whilst it is of the utmost importance to keep the daily operations of our Shipping Companies on an optimum level, it is equally important to find and secure new business. Without a constant influx of new activity we shall stagnate, and in our day that is synonymous with a decline.

Some departments in this house are constantly on the move to seek new business. The Line Department is continuously calling on new customers to gain increases of cargo. The Tanker, Bulk, and Supplyship Departments are likewise in the market, canvassing for additional, good employment for our tonnage. Our offices abroad are working along the same lines.

Our reader may ask: "What are our really important achievements during the most recent years?" A few examples:

The containerships, the first of which were taken over in 1975. The product-carriers, the LP gas-carriers, the drilling rigs, highly sophisticated supply vessels, new technical arrangements which radically reduce the oil-consumption per nautical mile. Based on our organizations abroad: towing activities, feederships, terminal operations, container repairs, etc. All of them activities in which we were not engaged ten years ago.

But the world is still moving ahead, and we still have to find new fields where we may be active, and where we may provide better and more efficient handling for customers than our many competitors.

So, this is my advice to everybody: keep your eyes and ears open. Be creative. Be inventive and make suggestions.

Naturally, it is but few ideas that may be utilized. The risk will often be too great. Others may have had the same idea. Or the integration into the entity may seem unnatural. It is, however, essential to select from many suggestions the few that may be developed constructively and profitably for us, thus helping in the long run to preserve and promote our position.

I take this opportunity, although rather late, to extend to you all on behalf of the management our thanks for your efforts during 1981, wishing you and your families a happy 1982.

MÆRSK MC-KINNEY MØLLER

Based on the new offices and container terminals of the Europe/Far East Service, in Hamburg, Bremerhaven, Rotterdam, and Antwerp, cargoes are shipped to and from most of Europe, by feeder vessels, trucks, railways, and river barges.



New offices - new staff

Wednesday 3 December, 1980, at 1400 hours: "LAURA MÆRSK" – first in a new series of containerships – departs from Tokyo.

Tuesday 30 December, at 0730: "LAURA MÆRSK" berths at the 3 million m² container terminal, the "Container Centre Waltershof", in Hamburg.

A new chapter in Maersk Line's Europa/Far East Service had begun.

Operations in this service via Suez, calling at Antwerp, Rotterdam, Bremerhaven, Hamburg, Singapore, Hong Kong, Keelung, Busan, Kobe, and Tokyo, were commenced in 1968, but with the departure from Tokyo of "LAURA MÆRSK" the service had been fully containerized along the same lines as those of the container service between the USA and the Far East, now in its 7th year of activity. That means with

a rigid schedule – having fixed calls and departures on fixed dates. And using an EDP documentation system based on Mærsk Data's computers in Copenhagen and on satellite connections between Maersk Line offices the world over and the new Maersk Line offices in Europe.

A modernization of this service required not only large, fast containerships, more containers, new port facilities, and new working methods, but even a number of new offices in Europe and the employment of additional staff.

The new offices

In West Germany we have opened our own offices in Hamburg, Bremen, Düsseldorf, Frankfurt, Nürnberg, Stuttgart, and Munich, with the main office in Hamburg – the number nine port of the world, and Europe's number five.

In Holland there is an office in Amsterdam in addition to the main office in Rotterdam – the world's largest port. In Belgium our office is situated in Antwerp, which ranges as the world's number seven and Europe's number four port (Marseille and Le Havre, respectively, range as second and third in Europe).

To man these offices nearly 100 new staff members were engaged at the outset. Today, there are altogether 116 people, 63 of them in Germany, 34 in Holland, and 19 in Belgium.

All offices are arranged alike, in modern, well lighted rooms – with the same furniture and same division into sections as at Esplanaden. So, no matter whether you are in Copenhagen, Hamburg, Rotterdam, or Antwerp, you will soon feel 'at home' and be able to join the daily rhythm.

Maersk Line in West Germany



The Reception with a model of the "ARNOLD MÆRSK".

A view of the offices which, like all other Maersk Line offices, are furnished in the same style as the Esplanaden offices.



The Frankfurt office, No 2-10 Hamburger Allee.



The Nürnberg office, No 6 Karolinenstrasse.



The Stuttgart office, No 15 Büchsenstrasse.



The Munich office, No 45 Tal.

Nearly all Europe

By means of these new offices, and the container terminals in Hamburg, Bremerhaven, Rotterdam, and Antwerp, the majority of Europe may be served. Beyond Germany, Holland, and Belgium, cargoes are shipped to and from Denmark, Sweden, Norway, Finland, England, France, Switzerland, Austria, East Germany, and Poland by means of feeder vessels, trucks, railways, and barges.

A large proportion of the cargo is transported along the rivers of Europe, e.g. the Rhine, with terminals as far inland as Basle in Switzerland. Even on rivers and canals a certain amount of scheduled operations are employed. Thus, the scheduled passage from Cologne to Rotterdam is 15 hours, but from Rotterdam to Cologne, upstream, it is 30 hours.

Certain towns on the Rhine have fully equipped container terminals, and many of the barges are so large that they can carry 150 twenty-foot containers.

Export and import

In addition to general cargo, which amounts to about 25%, commodities frequently comprise chemicals, malt, iron, steel, and farm produce. And in a steadily growing number of reefer containers commodities like fish, fruit, potatoes, onions, and bulbs are exported. And something special: Artificial flowers; no less than 620 containers every year from Antwerp to the Far East, particularly Japan.

Regarding imports, the large majority of cargo comes from Japan, about 50 per cent. Next follow Korea, Taiwan, and Hong Kong. Commodities are mainly electronics, spare parts, and knocked-

down cars for the Japanese assembly factories in Europe, and also motorcycles.

"Well done"

Naturally, we were eagerly awaiting the result of the first year of this new service. And how did it turn out then?

In his New Year address to the Esplanaden staff, Mr. Mærsk Mc-Kinney Møller said:

"The Europe/Far East Service was fully containerized at the beginning of the year. We face strong competition; there is simply too great capacity, and we are up against difficulties, with the rights we have in the conference, when trying to optimize operations. Earnings during 1981 were better than budgeted, and it is well done to achieve such a result in the initial phase of a service.

Maersk Line in Holland

The main office in Hamburg, at No 10, Bleichenbrücke, is situated in the old city centre near the town hall and the Alster. The characteristic building is from 1906, but the inside is fully modernized.

The Düsseldorf office, No 45 Immermannstrasse.



The Bremen office, No 60 Martinistrasse.

The Rotterdam main office, at No 96 Westblaak, is domiciled in a large office building "Cometon Gebouw", in the city centre.



The Rotterdam office with the Documentation Dept. in the background.



The Reception with the Customer Service on the right.

The Amsterdam office, No 166 Amsteldijk.



Maersk Line in Belgium



A view of the spacious office. As may be seen, the photo was taken shortly before Christmas.

The Antwerp office, No 5 De Keyserlei, is on the 16th floor of the 25-storey, 102-metre tall "Antwerp Tower", the second tallest building in Antwerp.



From the offices there is an excellent view of all Antwerp. On a clear day it is possible to see the "Atomium", symbol of the 1958 World Fair of Brussels, 30 km away.

Sailors and womenfolk

Living conditions during the sailing-ship epoch, when the husband earned his bread at sea under rough and dangerous circumstances, whereas his wife and children were kept waiting back home, often in great anxiety, have been described in a new book by Mr. Henning Henningsen, Ph.D., entitled "Sailors and womenfolk". As in previous cases MÆRSK POST has been permitted to reprint certain sections also of this book, and we have asked Mr. Birger Mikkelsen, author and editor, to make an abstract.

Mr. Henning Henningsen, who has recently retired from his post as head curator of the National Maritime Museum at Kronborg, Elsinore, has dealt with the different aspects of life at sea in a series of books. In his most recent work he broaches a subject of hitherto unknown and unlimited width, but he limits his scope by dealing mainly with Northern European shipping from the 1400's to the first decades of our century. From his raw material Henningsen has selected facts and accounts which he combines in a fascinating description of the sailor's relations to women on board and ashore, in the ports of long-distance voyages, and in society at home. The author has no wish to strike either a moralizing or romanticizing note, only to describe sailors and their womenfolk as they were. Some women were faithful, others of an easy virtue, their lives marked by human tragedy as well as dissipation and purely farcical elements.

Nelson's men-of-war

Among the many types of seamen dealt with it is probably the crews of large warships of the 1600's and 1700's that have endured the life form remotest from the one known today, regarding brutality and primitiveness. Particularly the English Navy during the period of the Napoleonic Wars – i.e. on Admiral Horatio Nelson's men-of-war – can show up many accounts of life on board when the ships were in port. Shore leave was hardly ever granted, because it was feared that the men would desert. Instead, an ivy wreath was hung in the rigging as a sign that the usual rigorous discipline was suspended, whereupon the ship was boarded by hundreds of officers' wives and strumpets. Small wonder that such warships should be termed 'floating hells', for the rank and file, numbering anything up to 500 men, had only their hammocks, suspended between the guns on the gun deck, as their 'private' quarters. When a ship was in port, this

deck was invaded by 300 or 400 girls of the lowest sort, large amounts of rum and gin were consumed, and all sorts of excesses were given a free rein.

In spite of Admiralty prohibition some of the girls stayed on board, when the ship put to sea, wherefore they had to be sustained on the sailors' rations, and in battle they had to help carrying ammunition and firing the guns. Some of them were commended and rewarded for having assisted the ship's surgeons in their bloody handicraft, but particular mention was made of those who gave birth to babies amid the battle. Thus in 1794, in the Battle of Brest, a child was born in H.M.S. "TREMENDOUS", and consequently christened Daniel Tremendous Mackenzie. Also in the battle of Abukir, in 1796, a child was born in one of Nelson's ships.

The skipper's wife on board

According to time-old superstition, known even from Greek antiquity, it is dangerous to have women on board. They call forth both storms and calm weather, they bring a ship off its course with subsequent shipwreck or running aground, because – as an old sailor expressed himself – "the sea will not be mocked". Besides the dangers, mentioned by superstition, there were the more practical inconveniences of having women on board – they spoilt the peace of mind of the crew and created jealousy, and the sailors had to watch both their language and their clothes.

Still, many women came on board the big sailing-ships over the centuries, though it was strictly prohibited in the ship's articles of most countries. That was the case even in Denmark, and yet, in 1678, Admiral Niels Juel had to hurry the mariners' girls ashore when the King and Queen were to inspect the fleet in the Køge Bay. The East Indiamen of the 1600's swarmed with loose girls, and on board an English man-of-war, in the South Atlantic in 1770, there were six or

seven "sweethearts" from Westminster. On rare, but much talked-about, occasions women in men's clothes might be found among the crew, such as the old tar, Tom Bowling. An English court got evidence, in 1807, that Tom was a woman; she had served as a boatswain for 20 years and was now pensioned off from the navy.

The majority of "women aboard ship", however, were skippers' wives, who joined their husbands on merchantmen on overseas voyages. In sailing-ships, only the skipper's cabin afforded any possibility of private life, the skipper probably being in particular need of the human support, provided by his wife, when he shouldered his responsible and rather isolated task. It is true that many sailors refused to sign on for a voyage in what was termed a 'hen frigate' by the English and the Americans in the 1800's; but there were numerous examples of a doughty and understanding skipper's wife who won the crew's hearts; she was known as 'the old woman', just as the skipper was called 'the old man'. Such a skipper's wife could sing and read to the crew, maybe teach a little mathematics and navigation, but at any rate help with the reading and writing of letters, repairs of clothes, comforting a ship's boy suffering from home-sickness, tending the sick, and brewing bitters and salutary liqueurs.

We have accounts of skippers' wives on board as early as the 1700's, but not till the middle of the next century did it become customary, when for instance 30% of the skippers of the Norwegian ships on overseas voyages had their wives with them.

One particular reason why so many captains had their wives with them was that they themselves owned the ships, or were part owners. For most of these women the first voyage was a rough experience, but they soon got used to the conditions and had their share in the credit for 'a happy ship', though they



From the English navy many pictures are known, showing the unrestrained life on board the ships in port, when the crew passed the time with girls, dance, music, song, and drinking. – Mezzotint 'Dance and Skylark' by W. Ward after T. Stothard, 1798. – National Maritime Museum, Kronborg.



A captain and his wife aboard one of the last big sailingships while in the port of Oakland, California abt. 1900-1910. Phot. Hester, San Francisco Maritime Museum.

might not all be like the wife of the Copenhagen captain, Niels Peter Holbech, who made voyages to Calcutta and Batavia shortly after the year 1800. She was capable of taking her turn at the helm in a storm, she could swear and chew tobacco like any other seaman – besides playing the role of a real lady when on land.

Skippers' wives could keep the cabin fine and comfortable, and they even managed to squeeze in a baby cot if necessary. The Danish maritime manual of medicine of 1876 contains a long section about births in ships, and its instructions were often needed when the captain or – if rough weather or nervousness kept him on the bridge – the mate, the sailmaker, or the cook had to act as midwife, on the high seas. It often took place under rough circumstances, as when, in 1880, the skipper's wife gave birth to a child on board the barque "AURORA" of Elsleth, whilst it rounded Cape Horn in a storm. In this case the

sailmaker functioned as midwife – basing his skill on his experience from an emigrants' vessel where he had assisted in no less than 14 births.

Overseas experiences

Crew members of the sailing-ships from mates downwards had no chances of bringing their wives along, so for them voyages became long and dreary, interrupted only by short and hectic adventures when in port. It was only natural that sailors should be caught by a sort of restlessness when their ship approached an exotic harbour, from which an enticing, scented fragrance came drifting towards them. Now came the chance to have plenty of fresh food after a long period of salted, mouldy ship's food, plenty of spirits, and of course the girls.

When the ship was alongside the quay or at anchor in the roads, it was surrounded by a swarm of bumboats, and

A skipper's wife, Mette Toft of Nordby, Fano, writing a letter to her husband, Søren Toft. She is wearing the characteristic Fano dress, and in front of her we see the two English poodles mentioned in the article. Painting by Adolf Heinr. Hansen. – National Maritime Museum, Kronborg.



up the ropeladders climbed a lot of more or less regular tradesmen, the much despised 'sharks', jugglers, soothsayers, and 'runners' of diverse pubs and brothels. The mate had quite a job to stave off all these aggressive visitors.

The attitude was quite different regarding the so-called 'sew-sew' girls and 'washee-washee' girls, who climbed up mooring-ropes and anchor chains in the East- as well as the West Indies. They undertook the repairs of sailors' clothes and sewing on of buttons, they took care of their washing, always remembering which pieces of clothing belonged to whom, and they tidied up the ship. These girls were nice and clean, and well thought of; the sailors might sometimes arrange a dance with them to the accompaniment of an accordion. They were usually decent, but in certain cases favours of a more intimate character could be bought for money.

In spite of all temptations no greater problems arose through these visits on board. The risk was much greater with shore leave. Tahiti and other South Sea islands were known from the 1760's as paradise on earth, where girls already in their early teens liberally entered into 'taio' (friendship) with foreign seamen. Paradise never lasted long, however, for the girls stole as profusely as they loved, and venereal diseases spread like wildfire once they had caught in the islands.

In civilized places excesses in connection with shore leave were organized in a business-like manner. In the East parents came on board with their daughters, offering them as 'ship's wives', and in the West prostitution was really big business in certain streets in the famous 'sailor towns' – from Strandgade in Elsinore to Reeperbahn in Hamburg, Paradise Street in Liverpool, and Barbary Coast in San Francisco. These localities proffered a host of dangers and temptations, and few sailors were able to follow the piece of good advice given by the Danish seamen's minister in

Hamburg in 1893: "Shun the abomination of destruction".

Experienced skippers were very wary regarding advance wages or even shore leave, so sailors often saw surprisingly little of the world during their long overseas voyages. The employment contracts of the 1800's had preserved the time-old rule that a seaman could obtain neither pay nor shore leave unless the 'old man' saw fit to grant it, and many a seaman did not set foot on firm ground for years.

Benevolent captains, who trusted their crew, granted shore leave for them to go to church, but regrettably often the churchgoers returned dead drunk. In other cases a small advance was made to a seaman, enough to get tight, but no more.

A stay in port was rarely without its complications, and for many a skipper it became mere routine to pay a fine to get crew members out of the 'cage', where they had been put after various tavern brawls. Temptations were plentiful, topped by visits to brothels. The girls there were 'naughty, aggressive, greedy, hard drinkers, and coarse in language, behaviour, and thought'. We are told of girls, though, who were of a kind disposition, taking care of sailors left astern, and of girls so religious that they turned round the picture of the Virgin Mary when they were visited by a man.

In connection with the chapter on sailors and prostitutes, Mr. Henningsen regrets having to contradict the rumour about the faience poodles from Staffordshire in England, which always appear in pairs, and which were among the most popular souvenirs from overseas voyages. These dogs are reported to have been 'sold' by English prostitutes, and that the price also covered the illegal payment for more intimate services. Sailors brought the dogs back as presents for their unsuspecting wives, who, in return, used them as a kind of signal in the window sill. If the dogs turned their noses towards the street, the husband was on

the sea, but if they turned their backs, he was in the house. Mr. Henningsen is sorry having to disappoint readers that "these stories were probably invented in Germany not so long ago".

'Engagement letters' and marriage

More or less happy adventures during shore leave inevitably became part of a seaman's normal life when he was at sea for many months on end, but for most seamen the longing for his wife or sweetheart at home played a far more important role.

In the sailing-ship epoch a boy would be sent to sea at the age of 10 or 12 years. Heart-rending farewell scenes marked the departure, and the fact that boys went to sea long before they could manage without motherly care and tenderness, created many mother fixations. It is hardly going too far to maintain that thoughts of a loving mother would often result in a mother cult, mirrored in the numerous tattoo motifs on seamen's arms and chests in honour or memory of mother.

It should be remembered, however, that the boys were enormously stimulated in their wish to go to sea when they listened to the accounts of older friends who came home after months on the high seas. That meant festivity at home with the unpacking of exciting souvenirs and gifts that would inevitably give a stimulus to young people's imagination.

The young seamen were much asked-for partners at the local dances, because of their modern and flashy attire, their behaviour like men of the world, and the experiences they were able to relate. They usually signed off in the late autumn when ice started building up in northern waters. Then followed December with a great number of Christmas preparations and festivities, the dances, and not least the New Year celebrations – excellent opportunities for proposals and engagements.



*Often a laid-up sailor found it difficult to settle down to a quiet life with his wife. This drawing by Lorenz Frølich from abt. 1880 shows a seaman rigging up a ship's model while his grandson is listening to his yarns. – Carl Tolstrup: *Fra Sømandslivet* (1885).*

In maritime circles, which were traditionally very closed and aristocratic, there were, however, some strict rules that must be observed in connection with marriage. For instance, around 1800 a seaman of Mandø could only marry a girl from the same island – or, if need be, a girl from Rømø or Sønderho on Fanø. Other rules existed in other localities, but everywhere girls knew the conditions from examples in their own family, and they fully realized that they would rarely see their fiancé or husband, and that his job was one of the most dangerous at all. Engagements usually took place around the age of 18 and might last from seven to nine years, and one young man of Marstal is reported to have visited his home island only once during a nine-year engagement period. Wooing ceremonies varied from one maritime town to another, but often a seaman sent the girl of his choice a 'wooing letter'. It was a rather artistically formed document, embellished with finely cut glossy and golden paper, and with a string, often of red silk, tied in a knot which the recipient was supposed to untie. If she did, he had been accepted, if she could not or would not, she had to be host at a party.

It was not always necessary with so many formalities to establish connections. Around 1910, the Hobro seaman Edvard Hansen proposed by saying: "I think it might become you to be called Hansen!" And the girl, whose name was Pedersen, accepted.

On Fanø everybody knew that a young couple were officially engaged when they went to church together. Later followed the wedding, which was made as festive as the economy permitted. It was usually arranged in winter when the future husband was not sailing. At Keitum on the island of Sild it must have been a really great day when 13 couples were married on the same day.

The fixed point in life

For the seaman of the sailing-ship epoch

the family was the fixed point in life, even if work on the high seas allowed of only a few visits. Thus, it is reported that Captain N.P. Petersen, who suffered shipwreck with his barque "TERCERA" in 1906, had been married for eight years, but had spent only three weeks in all together with his wife. Still, they had managed to get eight children.

It is said that captains of Åbenrå who took their ships to the Chinese coast came home only once every five years, and that, consequently, there were five years between their children. Such marriages might rightly be termed 'visiting marriages', and a young mate was probably right in maintaining that it was all right to fall in love if you lived on land, but that mariners should never venture into marriage'.

Still, it was something quite extraordinary if a sailor's marriage resulted in divorce. The existence of house and family was based on his wages, which he either took home himself or had transferred to his wife by monthly allotments via the shipowner. All other duties regarding family and house were managed by the wife, so, when the man of the house came home, he more or less played the role of a guest – nice to have as a visitor, but rather difficult as a resident.

Often the sore point in family life was the children, who only dimly recalled the father, or who simply said: "Go away, we do not need you." Such were the conditions, and baptisms and confirmations were staged without the father of the family. More often than not, burials of children had to be made without his presence. In sailors' families there were as many children as elsewhere in society – and the infant mortality rate was just as shockingly high.

Tangible proof of the life and culture described in the book "Sailors and Womenfolk" is found in Denmark's naval towns even to day. Houses and farmyards of former captains bear witness to solid wealth, but even ordinary

seamen's houses are of good quality, even with their limited ambitions. "They all assert themselves by being orderly and clean within as well as without, and certain characteristic, maritime details repeat themselves, such as Fanø stripes or 'columns', fluted pilasters or door frames of wood or brick around the front door. The greater the captain, the more stripes."

The seamen of the sailing-ship epoch retired to these solid houses when they 'swallowed the anchor' – settling on land to enjoy the fruit of saved-up money, or suffering from rheumatism and other weaknesses. A farewell to life at sea evoked grief, but the case of an old skipper of the Åland Islands, who went on land in 1874, was probably unique. He left his schooner, the "TRE BRÖDER", to rot in the harbour – nobody else should have the privilege of taking her to sea. Most sailors learnt to put up with a retired life on dry land; slightly grumbling they shared their former sole rule with the wife, trying to get small odd jobs in the harbour or as pilots.

Finally came the day when a skipper was carried to the grave by his guild members, and the last custom in the married life of a seaman was followed: His wife's name was not mentioned on his tombstone, which told about his ships and cruises. As far as we know, only one sailor's wife of this epoch has got her name on her husband's tombstone. It is seen in the Marstal churchyard, on the tomb of Captain Christen Hansen (d. 1873) and his wife, Johanne Cathrine Hansen (d. 1879), on which their children have put the following inscription (in translation):

Here rests Christen Hansen
at anchor beside his wife.

He will not weigh until
he stands before God's throne.

First ten years

It all began with two drilling rigs in 1972. Today, Maersk Drilling operates in most of the world, with 27 rigs in active service and another four on order

1972

After carefully evaluating various possibilities of starting operations in other fields related to shipping, the A.P. Møller Shipping Companies enters into co-operation with Storm Drilling Company. This co-operation includes the two drilling rigs, "ZEPHYR I" and "ZEPHYR II", which start operations in the North Sea and off Brazil, respectively, with Storm Drilling as operators.

Atlantic Pacific Marine Corporation (APMC) is established in Houston, starting operations with a small number of inland barges. Later, during the same year, Walker Huthnance Offshore Company is taken over, and APMC now operates seven drilling rigs, all working in the U.S. Gulf area.

Maersk Drilling I/S is established with offices in Copenhagen.

1973

The Aquadril Co. is established with its main office in Singapore and shore bases in Brunei and Sarawak, to operate the drilling rig "AQUADRIL 1" and the support tender "AQUADRIL 2" – later re-named "MÆRSK ASSISTER".

Today, the Aquadril Co. operates under the name of Maersk Drilling (Far East) Ltd. ApS.

1974

APMC takes over Gracey-Hellum's Drilling Company, and now has a total of ten drilling rigs at its disposal, working in the U.S. Gulf area.

1975

The "MÆRSK EXPLORER" – at that time one of the world's largest jack-up rigs – is delivered and commences work in the North Sea for Dansk Undergrunds Consortium.

1976

A.P. Møller and the state-owned Egyptian company, General Petroleum Company, jointly establish Egyptian Drilling Company (EDC) in Cairo. The company is to manage oil drillings on land and at sea in Egypt.

1977

"MÆRSK PIONEER" – a semi-submersible drilling rig – is delivered and starts work for the national oil company Petrobras off the east coast of Brazil.

The jack-up drilling rigs "MÆRSK ENDURER" and "MÆRSK EXERTER" are delivered and start working off North West Australia and Egypt, respectively.

1978

"MÆRSK ENDURER" is transferred from Australia to Egypt.

Maersk Drilling builds up its organization.

1979

To meet the growing international demands for highly qualified drilling personnel, Maersk Drilling purchases a blow-out prevention simulator, which is installed in the Svendborg Engineers' School.

1980

Egyptian Drilling Company takes over the first of two MODEC jack-up rigs, "MÆRSK SNEFERU", which is also set to work in the Bay of Suez. A. P. Møller's share in Maersk Storm Drilling Company is sold to the American drilling company, ODECO, who thereby takes over "ZEPHYR I" and "ZEPHYR II".

1981

Egyptian Drilling Company takes over the second MODEC jack-up rig, "MÆRSK SENSURET", which is also set working in the Bay of Suez.

Maersk Drilling takes delivery of the first three out of six MODEC jack-up rigs: "MÆRSK VIKING", which commences work off Ravenna in Italy, and "MÆRSK VICTORY", which starts operations off Abu Dhabi in the Arabian Gulf. The third rig, "MÆRSK VALIANT", is wrecked. One of its legs 'pierces' the sea-bed during preparations for the first drilling in the Mediterranean, and it is towed to a yard for repair.

1982

"MÆRSK EXERTER" is sold to an



"ZEPHYR I", together with "ZEPHYR II", marked the start of Maersk Drilling's activities in 1972.



"MÆRSK ASSISTER" in the South China Sea off Brunei, Borneo.

"Rig 1" – one of APMC's eight inland barges, which work in the swamps of Louisiana.





Maersk Drilling's most well-known drilling rig, "MÆRSK EXPLORER", which was delivered in 1975 and has since then worked in the North Sea for DUC.



The canteen on "MÆRSK EXPLORER".

The 'derrick man' at the top of "MÆRSK EXPLORER"'s derrick, where he looks after the correct positioning of the drilling pipes when the drill string is disconnected or lengthened.

American company. Maersk Drilling now operates, direct or in co-operation with the affiliated companies – Atlantic Pacific Marine Corporation in Houston and Egyptian Drilling Company in Cairo – 27 drilling-rigs; and it employs a staff of about 1800. To this should be added four rigs on order, with expected delivery during this year, so that at the close of 1982 altogether 31 rigs are operated, and a total staff of 1900 people are employed.

Atlantic Pacific Marine Corporation

APMC today operates three jack-ups and nine inland barges. The three jack-ups and five inland barges work off Texas and Louisiana, and four inland barges operate in the adjoining swamps of Louisiana.

Egyptian Drilling Company

EDC today operates three offshore rigs, two jack-ups, and a self-contained platform rig – besides three land rigs. The offshore rigs are operating in the Bay of Suez, whereas the land rigs are working in different places on land in Egypt.

Maersk Drilling

In the North Sea “MÆRSK EXPLORER” is still working for Dansk Undergrunds Consortium. During the spring, “MÆRSK ENDEAVOUR” will be delivered from a Dutch yard, and will join the exploration work in the North Sea.

These two rigs are specially constructed to work under the rough weather conditions that often prevail in the North Sea.

The shore base of North Sea activities is at Esbjerg.

“MÆRSK PIONEER” – A. P. Møller’s only semi-submersible rig – is still at work off the east coast of Brazil, where it has now been employed by the national oil company, Petrobras, for more than four years.

The shore base from where the daily operations of the rig are guided is at Macaé, north of Rio de Janeiro.

In 1980, Maersk Drilling established an office at Ravenna in Italy, preparing for the take-over of “MÆRSK VIKING”, the first of six new units

One of Egyptian Drilling Company's land rigs, "Rig 1", working in the Egyptian desert.

ordered with MODEC. This rig arrived at the end of July, 1981, after a 9,060-nautical-mile tow from the yard in Japan.

The offices at Ravenna also operate “MÆRSK ENDURER”, which, besides the drilling programme in the Adriatic Sea, has carried out one single drilling in the Mediterranean off Tunisia in late 1981. “MÆRSK ENDURER” is again today at work in the Adriatic Sea.

At the end of 1980, installations began of a new office at Abu Dhabi in the United Arabian Emirates, enabling the No 2 newbuilding, “MÆRSK VICTORY”, to start work in November, 1981.

Today, preparations are in full swing for the opening of an office at Ras Tanura in Saudi Arabia, where operations are expected to commence in September/October this year by means of two of the new drilling-rigs from MODEC in Japan.

Today, Maersk Drilling (Far East) Ltd. has offices in Singapore, as well as in Brunei and Sarawak in Borneo, Malaysia. Here the two rigs, “MÆRSK ASSISTER” and “AQUADRIL I”, have been working since 1975. Both rigs are working for Shell in the South China Sea off Brunei and East Malaysia.

Maersk Drilling in Copenhagen has the co-ordinating responsibility for all operations. All the rigs report to Copenhagen daily about operations of the past 24 hours.

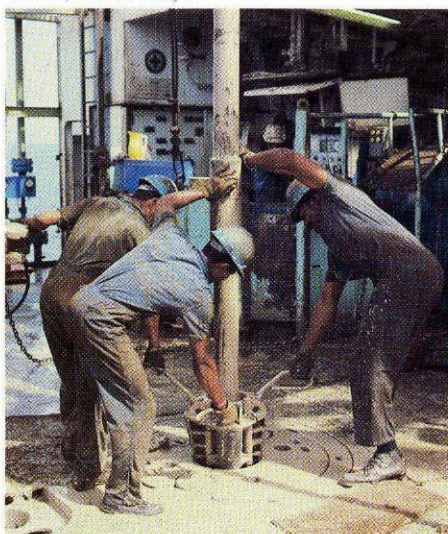
Functions regarding personnel, such as the paying of salaries and the employment of Danish as well as foreign staff for rigs in Danish and foreign areas, are also looked after by Copenhagen. That also goes for the training of drilling personnel and of Danish ‘trainees’, who receive their practical training on APMC’s rigs.

Even the sales and marketing functions are guided from Maersk Drilling in Copenhagen, where, in co-operation with sales staff from the offices in Houston and Singapore, great efforts are made to secure good contracts, making it possible to extend Maersk Drilling activities around the world during the coming years.





"MÆRSK VIKING" being towed by the supplyship "MÆRSK DETECTOR" south of Crete in July 1981, en route from the yard in Japan to Ravenna – a voyage of 9,060 nautical miles (16,800 km).



On board the "MÆRSK PIONEER".

"MÆRSK PIONEER", Maersk Drilling's only semi-submersible drilling rig, which has been operating in the Atlantic Ocean, off the east coast of Brazil, since 1977.



"MÆRSK VICTORY" at the yard in Japan. The legs are 123 metres long, and when they are stretched to extreme position, the total height of the rig is 164 metres.

Naming of triplets

On one of the few sunny days of a very long and dreary winter, Friday, February 5th, a triple naming ceremony was staged at the Nakskov Shipyard of three new product-carriers, each of 10,000 tons deadweight, for the MÆRSK fleet.

The first newbuilding, building number 227, was named by Mrs. Donna Ruhly, wife of Alfred B. Ruhly, President of Moller Steamship Co., Inc., New York. It was named "HANS MÆRSK" and will have Hellerup as its home port. Delivery is expected to take place during March. Master of the new ship will be Captain Karl J. Johansen, and the chief engineer is Preben T. Valsted. Hans Gunnar Jensen is chief officer, and Sonny S. Bisgaard is chief steward.

The second ship, building number 228, was named by Mrs. Helle Søderberg, wife of Jess Søderberg, Executive Vice President in A.P. Møller. The ship was named "HERTA MÆRSK" and the home port will be Odense. Delivery will take place during the summer.

The third ship, building number 229, was named by Mrs. Jytte Borch, wife of Karsten Borch, Managing Director of The Maersk Company Limited, London. It was named "HULDA MÆRSK" and has Svendborg as its home port. Delivery during the summer.

The three ships are equipped with twelve tanks and will be able to carry six different cargoes at the same time, and they will be powered by an Elsinore-built B&W diesel engine of 4,940 hp.



Shipowner Mærsk Mc-Kinney Møller with the three sponsors, from the left: Mrs. Donna Ruhly, Mrs. Helle Søderberg, and Mrs. Jytte Borch.

The first of the "triplets", the "HANS MÆRSK", is launched on May 20th, 1981



New product-carrier taken over

The second of three product-carriers from the IHI yard at Kure, Japan, was taken over by A.P. Møller on 29 January.

The naming, which took place on the same day, was carried out by Mrs. Inger Groot, wife of the Danish ambassador to Japan, Mr. Per Groot. The ship was given the name "PRIMA MÆRSK".

The newbuilding is a sister ship of the "PETER MÆRSK", delivered in July 1981, and it has 15 coated cargo tanks with a total capacity of 51,000 cbm. The deadweight is 39,000 tons, and the main engine, a B&W/Mitsui, has about 11,800 BHP.

The godmother, Mrs. Inger Groot, severs the silk cord with the traditional axe, thereby starting the fall of the champagne bottle, and the release of pigeons, balloons, etc.

The newbuilding was taken over by the MÆRSK fleet on the same day.

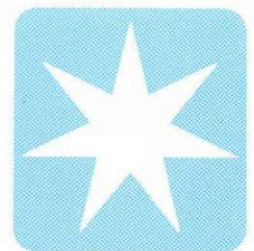
Master of the new ship is Captain Bjarke Hernø, and Kristjan Djurhuus is chief engineer. The chief officer is Knud Ellingsgaard, and Niels Uldall Madsen is chief steward. The maiden voyage was to the Caribbean area.





THE MÆRSK FLEET 1982

January 1st, 1982



CRUDE-CARRIERS

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

of the same type:
m.t. "MARIE MÆRSK"
built 1962. 35,925 tdw.



t.t. "MAERSK BUCHAN"
ex "ELISABETH MÆRSK"
built 1968
Odense Steel Shipyard Ltd.
100,700 tdw.

of the same type:
t.t. "MAERSK ANGUS"
ex "EVELYN MÆRSK"
built 1967. 100,700 tdw.



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

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



t.t. "KRISTINE MÆRSK"
built 1974
Odense Steel Shipyard Ltd.
333,750 tdw.

of the same type:
t.t. "KATRINE MÆRSK"
built 1974. 333,750 tdw.
t.t. "KIRSTEN MÆRSK"
built 1975. 319,999 tdw.
t.t. "KAROLINE MÆRSK"
built 1975. 319,999 tdw.
t.t. "KATE MÆRSK"
built 1976. 333,850 tdw.
t.t. "KARAMA MÆRSK"
built 1977. 332,400 tdw.
t.t. "KAREN MÆRSK"
built 1977. 332,500 tdw.



PRODUCT-CARRIERS

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

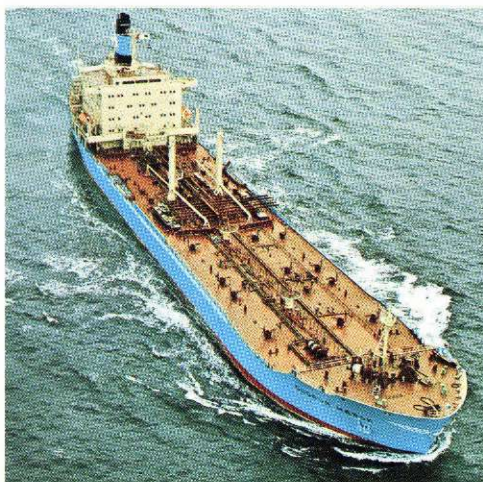
of the same type:
m.t. "SVENGULF MÆRSK"
built 1965. 5,305 tdw.



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

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

of similar type:
m.t. "GERD MÆRSK"
built 1977, Wärtsilä
31,877 tdw.



m.t. "PETER MÆRSK"
built 1981
Ishikawajima-Harima Kure
47,803 tdw.



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

of the same type:
m.t. "JESSIE MÆRSK"
built 1976. 58,900 tdw.
m.t. "JAKOB MÆRSK"
built 1976. 58,700 tdw.
m.t. "JEPPSEN MÆRSK"
built 1976. 58,700 tdw.
m.t. "JESPER MÆRSK"
built 1978. 58,300 tdw.



m.t. "NICOLINE MÆRSK"
built 1978
Odense Steel Shipyard Ltd.
68,800 tdw.

of the same type:
m.t. "NORA MÆRSK"
built 1977. 68,800 tdw.
m.t. "NIELS MÆRSK"
built 1978. 68,800 tdw.
m.t. "NELLY MÆRSK"
built 1978. 68,800 tdw.
m.t. "NELE MÆRSK"
built 1979. 68,800 tdw.
m.t. "NICOLAI MÆRSK"
built 1979. 68,800 tdw.



GAS-CARRIERS (LPG)

m.t. "SOFIE MÆRSK"
built 1977
Kristiansand mek. Verksted
12,060 m³

of the same type:
m.t. "INGE MÆRSK"
built 1972. 12,060 m³
m.t. "SINE MÆRSK"
built 1976. 12,060 m³



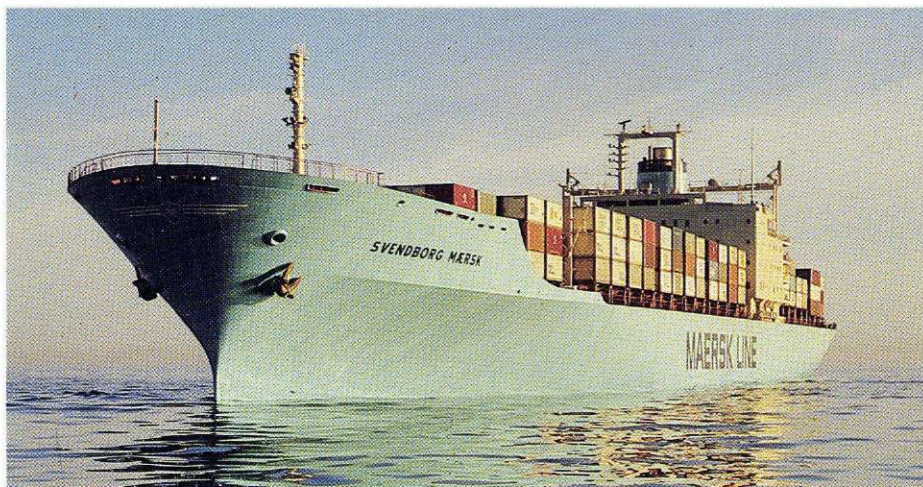
m.t. "SALLY MÆRSK"
built 1981
Odense Steel Shipyard Ltd.
15,070 m³

of the same type:
m.t. "SVENDBORG MÆRSK"
built 1981. 15,070 m³
m.t. "SUSAN MÆRSK"
built 1981. 15,070 m³



CONTAINER VESSELS

m.s. "DRAGØR MÆRSK"
ex m.s. "SEATRIN CHARLESTON"
ex m.s. "SVENDBORG MÆRSK"
built 1973
Ishikawajima-Harima Aioi
32,153 tdw.



t.s. "ANDERS MÆRSK"
built 1976
Blohm + Voss Hamburg
30,948 tdw.

of the same type:
t.s. "ADRIAN MÆRSK"
built 1975. 30,948 tdw.
t.s. "ALBERT MÆRSK"
built 1975. 30,948 tdw.
t.s. "ARNOLD MÆRSK"
built 1975. 31,560 tdw.
t.s. "ANNA MÆRSK"
built 1975. 30,948 tdw.
t.s. "ALVA MÆRSK"
built 1976. 31,560 tdw.
t.s. "ARTHUR MÆRSK"
built 1976. 30,948 tdw.
t.s. "AXEL MÆRSK"
built 1976. 30,948 tdw.
t.s. "ARILD MÆRSK"
built 1976. 31,560 tdw.



m.s. "LAURA MÆRSK"
built 1980
Odense Steel Shipyard Ltd.
31,600 tdw.

of the same type:
m.s. "LEISE MÆRSK"
built 1980. 31,600 tdw.
m.s. "LEXA MÆRSK"
built 1981. 31,600 tdw.
m.s. "LICA MÆRSK"
built 1981. 31,600 tdw.



m.s. "CHARLOTTE MÆRSK"
built 1968 by Kockums,
converted 1980 by
Hitachi's Innoshima yard.
Orig. tonnage 13,766 tdw.
new tonnage 24,937 tdw.

*of the same type
converted during 1980:*
m.s. "CHRISTIAN MÆRSK"
built 1968, orig. 13,866 tdw.
conv. 24,937 tdw.
m.s. "CLIFFORD MÆRSK"
built 1968,
13,000/24,937 tdw.
m.s. "CHASTINE MÆRSK"
built 1968
13,810/24,937 tdw.
m.s. "CLARA MÆRSK"
13,789/24,937 tdw.



*of the same type
with gantry crane,
converted during 1981:*
m.s. "CORNELIA MÆRSK"
built 1967
13,886/24,617 tdw.
m.s. "CECILIE MÆRSK"
built 1967
13,766/24,617 tdw.



FEEDER VESSELS

m.s. "MAERSK MANGO"
built 1978
Taihei Industry Co., Ltd.
11,034 tdw.

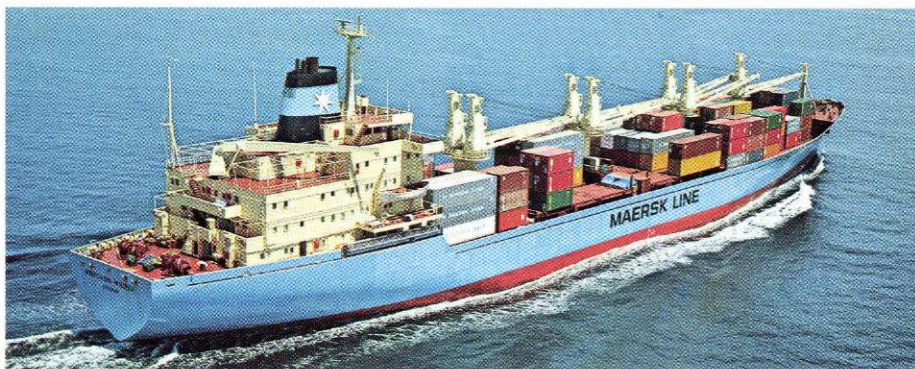
of the same type:
m.s. "MAERSK TEMPO"
built 1978. 11,007 tdw.



GENERAL-CARGO VESSELS

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

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



CARLINERS

m.s. "ELEO MÆRSK"
built 1979
Odense Steel Shipyard Ltd.
29,750 tdw.

of the same type:
m.s. "EMMA MÆRSK"
built 1979. 29,750 tdw.
m.s. "ESTELLE MÆRSK"
built 1979. 29,750 tdw.
m.s. "EMILIE MÆRSK"
built 1980. 29,750 tdw.
m.s. "EVELYN MÆRSK"
built 1980. 29,750 tdw.
m.s. "ELISABETH MÆRSK"
built 1980. 29,750 tdw.



BULK CARRIERS

m.s. "MAERSK NEPTUN"
built 1975
Burmeister & Wain
59,960 tdw.

of the same type:
m.s. "MAERSK TRITON"
built 1977. 59,960 tdw.



m.s. "MAERSK SENTOSA"
built 1981
Hitachi-Ariake, Japan
63,777 tdw.

of the same type:
m.s. "MAERSK SELETAR"
built 1981. 63,728 tdw.
m.s. "MAERSK SEBAROK"
built 1981. 63,801 tdw.



CAR/BULK CARRIERS

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

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

of similar type:
m.s. "MAERSK CADET"
car/bulkcarrier, built 1973. 24,110 tdw.



PURE CAR-CARRIER

m.s. "MAERSK WAVE"
built 1980
Oshima Shipbuilding Co., Ltd.
2,000 units

of the same type:
m.s. "MAERSK WIND"
built 1981. 2,000 units



SUPPLY VESSELS

m.s. "MAERSK SERVER"
built 1971
Dannebrog Yard, Århus
745 tdw.

of the same type:
m.s. "MAERSK SUPPORTER"
built 1971. 745 tdw.
m.s. "MAERSK SUPPLIER"
built 1972. 745 tdw.
m.s. "MAERSK SHIPPER"
built 1972. 745 tdw.



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

of the same type:
m.s. "MÆRSK TACKLER"
built 1973. 1,428 tdw.
m.s. "MÆRSK TOPPER"
built 1974. 1,428 tdw.
m.s. "MÆRSK TENDER"
built 1973. 1,428 tdw.
m.s. "MÆRSK TRANSPORTER"
built 1974. 1,428 tdw.
m.s. "MÆRSK TRIMMER"
built 1974. 1,428 tdw.
m.s. "MÆRSK TRACKER"
built 1974. 1,428 tdw.

of similar type:
m.s. "MÆRSK TERRIER"
built 1973. 1,335 tdw.
m.s. "MÆRSK TRADER"
built 1973. 1,335 tdw.



m.s. "MAERSK FIGHTER"
built 1976
Bolsønes
9,280 HP. 1,052 tdw.

of the same type:
m.s. "MAERSK FEEDER"
built 1976
9,280 HP. 1,052 tdw.



m.s. "MAERSK PUNCHER"
built 1976
Pattje
1,932 tdw.

of the same type:
m.s. "MAERSK PIPER"
built 1976. 1,932 tdw.
m.s. "MAERSK PLOTTER"
built 1976. 1,932 tdw.
m.s. "MAERSK PACER"
built 1976. 1,932 tdw.



Supply Vessels

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

of the same type:
m.s. "MÆRSK LOGGER"
built 1976. 963 tdw.



ANCHOR-HANDLING TUGS

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

of the same type:
m.s. "MÆRSK BEATER"
built 1976. 10,500 HP
m.s. "MÆRSK BLAZER"
built 1977. 10,500 HP
m.s. "MÆRSK BLOWER"
built 1977. 10,500 HP
m.s. "MÆRSK BOULDER"
built 1977. 10,500 HP
m.s. "MÆRSK BREAKER"
built 1977. 10,500 HP



A-H FIRE-FIGHTING TUGS

m.s. "MAERSK RETRIEVER"
built 1979
Odense Steel Shipyard Ltd.
20,500 HP. 2,000 tdw.

of the same type:
m.s. "MAERSK RUNNER"
built 1980 20,500 HP. 2,000 tdw.
m.s. "MAERSK RULER"
built 1980 20,500 HP. 2,000 tdw.
m.s. "MAERSK RANGER"
built 1980 20,500 HP. 2,000 tdw.



m.s. "MÆRSK DETECTOR"
built 1981
Frederikshavn Yard
15,000 HP. 2,160 tdw.

of the same type:
m.s. "MÆRSK DISPATCHER"
built 1981. 15,000 HP. 2,160 tdw.



DIVING/RAPID INTERVENTION VESSEL

m.s. "MAERSK DEFENDER"
built 1976
Singapore
1,250 tdw., dynamic positioning





"SUSAN MÆRSK" during the technical trial run.

Mrs. Tove Funder, godmother of "SUSAN MÆRSK", together with the managing director of the Yard, Mr. Troels Dilling. There was a heavy wind on this particular day.



"LEDA MÆRSK" in the ice-filled waters of South Kattegat.



Mrs. Tove Dahlgaard, godmother of "LEDA MÆRSK", and Mr. Troels Dilling, managing director.

New ships from Lindø

The MÆRSK fleet has taken over two newbuildings from the Lindø Yard, the gastanker "SUSAN MÆRSK" on 26 November, 1981, and the containership "LEDA MÆRSK" on 19 January, 1982.

M.t. "SUSAN MÆRSK" is the third in a series of four tankers ordered by A.P. Møller with the Odense Steel Shipyard. Like her sister ships already delivered, the "SALLY MÆRSK" and the "SVENDBORG MÆRSK", she has a capacity of abt. 15,000 cb.m.

"SUSAN MÆRSK" was named on 22 November, 1981, by Mrs. Tove Funder, wife of Mr. T. Reedtz Funder, Director of the Government Ships Inspection Service, and the ship was taken over by A.P. Møller on 26 November. Master of the ship is Captain H.E.T. Bonnevie, and Poul Vestergaard is chief engineer. Rene

Lambertsen is chief officer, and Mogens Bondesgaard is chief steward.

M.s. "LEDA MÆRSK" is the fifth in a series of six 32,000 tdw. containerships for the MÆRSK fleet, ordered with the Odense Steel Shipyard. A.P. Møller has already taken over "LAURA MÆRSK", "LEISE MÆRSK", "LEXA MÆRSK", and "LICA MÆRSK".

"LEDA MÆRSK" was named on 15 January, 1982, by Mrs. Tove Dahlgaard, wife of Mr. Tyge Dahlgaard, Denmark's ambassador to Great Britain. The ship was taken over on 19 January, and it is skippered by Captain Alf H. Rødebæk, Chief Engineer Poul Hjort-Pedersen is responsible for the 47,000 BHP (the world's biggest type of B&W diesel), the chief officer is Helge Daugaard, and J.P. Toftegaard Andersen is chief steward.

New Roulund product on the market



Roulund's anti-pollution oil boom, RO-BOOM, being deployed from m.s. "MARIE MILJØ", belonging to the Department of the Environment. The booms are kept and transported in containers, rolled on winders.



Under the heading "Three months from idea to reality" the November 1979 issue of MÆRSK POST carried an article dealing with Roulund's most recent project: Anti-pollution sea-booms, marketed under the name RO-BOOM "CLASS O.S.A." This article is intended to inform our readers about the development of the project, revealing right away, through the headline, that the project has been a success.

For many products this particular phase has proved the most difficult to get through, at any rate it is the phase where it is most difficult to conform to – or rather anticipate – dates and stages. Feeling self-satisfaction at one's bright ideas and prototypes is but one side of the question, quite a different matter is gaining the recognition of users in a new market. When tackling this problem, further difficulties may be encountered because in many countries no specifications regarding sea-booms have yet been established.

The Danish Department of the Environment constitutes an exception. From the very start definite requirements



were formulated regarding the anti-pollution booms that were wanted. Among the requirements asked of the open-sea type of boom was that in a 'live test' – i.e. including the use of oil – it must be fully efficient in waves of 2.5 to 3 metres. That this requirement cannot be met just like that became only too evident on 27 October 1980, when the Department of the Environment arranged the first test with oil 20 nautical miles north of the Skaw.

Before the 27th October we had been engaged mainly in the detailed finalization of our system. We had set ourselves the task, all through the development stage, that on all important parameters we had to be better than our competitors. Besides the efficiency as such we attached great importance to things like easy handling, simple but robust construction, and great strength. Investigations had shown that none of our competitors had succeeded in optimizing all these parameters at the same time. A series of tests and demonstrations during the summer had illustrated how close to our ultimate objective we were

ourselves. So, when on October 27th 1980 we set out from Frederikshavn, everybody concerned was convinced that proving the efficiency of our system was a mere formality.

En route for the test area we received a gale warning, and when the 400 metres of boom had been paid out, the wind velocity had reached 10 m/sec., and the waves measured 1.5 to 2 metres. In our opinion these conditions were ideal for the test. We still thought so when, after a few moments, it could be ascertained that the oil which was pumped out slipped under our boom. A great surprise – and a short and clear verdict: "No good!"

A briefing for all participants was made during the following night, at the end of which we came to the conclusion that the reason should be sought in the special current phenomena in waves. The following months were spent on thorough studies of hydro-dynamics, and at the beginning of December it had become apparent that we should have to change our ballast system in order to secure the necessary stability of the boom. During the winter and part of the spring of 1981

In August 1981 RO-BOOM took part in what was probably the most extensive test so far arranged in Europe. It was proved that the product came up to the standard required in every respect. The photo was taken off the Dutch coast by 18 m/sec wind with waves of four metres.



A ballast chain secures optimum position of the skirt under sweeping operations.

Just before launching, each separate flotation chamber – of three metres – is inflated. RO-BOOM is manufactured in 200m lengths, and these are assembled by means of special connectors as seen here. The special design secures against penetration of oil in the joints.

A recent test in Swedish waters proved that RO-BOOM could cope even with winter conditions.



internal tests were made in the Odense Fjord, mostly using Switzer's "URD" as tugboat. We soon realized that the new ballast system – which consists of a heavy chain, shaped and suspended in quite a particular way – brought about a significant improvement of the boom.

In April, the Department of the Environment told us that a new test was contemplated for 17 June. This time, however, it would be a question of a parallel test of two booms, our RO-BOOM and the one which was held to be the best alternative. It was also made clear that whichever of the two booms could best contain the oil would be selected by the Department.

There were great expectations when on 17 June we proceeded once again to a position north of the Skaw, this time on board the Department's new ship for fighting pollution, the "GUNNER THORSEN", and with the "BJARKE" serving as tugboat for the oil barge. Weather conditions were very much the same as in October the previous year, and also this time we were given a gale warning for the area in question. At the

end of the test it could be ascertained, firstly, that we had improved our product considerably, secondly that we were definitely better than the competitor that has been referred to. It is hardly surprising that this is how we saw it; so much the better, therefore, that the foreign observers that participated came forward with the most positive comments.

Two years of development were now rewarded by two orders, one from the Danish Department of the Environment, placing an order in September for 4,000 metres of RO-BOOM, the other from the German Federal Government, who ordered an initial 600 metres in November. The total value of the orders amounted to about 12 million kroner.

In August we had participated in probably the most extensive test of sea-booms arranged in Europe during recent years. The test was made in the Dutch section of the North Sea, under the management of "Rijkswaterstaat" in The Hague. Besides RO-BOOM five other well-known brands of sea-booms participated in the test, which lasted three weeks in all.

True to tradition we had to demonstrate our equipment under the threat of a gale warning also on this occasion. But unlike what had formerly been the case we did experience heavy seas and wind this time. Wind velocity was about 18 m/sec., and the waves were from 2.5 to 4 metres. By weather conditions like those it is a prerequisite that all components of the system are correctly dimensioned, which appeared to be the case with ours. Other participants got definite proof that their equipment was far from being satisfactory for North Sea use.

Already before the last phase of this very professionally made test, the Rijkswaterstaat realized that only a few of the altogether six types of sea-booms could be used.

To finish off the programme the Rijkswaterstaat wanted to arrange a test in which a barge of 20 × 60 m, mounted with all necessary equipment was to be towed by means of two lengths of sea-boom, each of 200 m.

A number of calculations had verified that our booms would be able to sustain



Export Oscar for Roulund customer



the pull, and this also appeared to be the case. The Rijkswaterstatt conclusion will be at hand in the form of a report at the beginning of 1982. We hope this will prove to be the final break-through of our RO-BOOM containment systems.

A preliminary approval has already been received from the British oil operators. One of their representatives participated as an observer in Holland, and an introductory meeting, to evaluate the possibilities of co-operation, has already taken place in Odense.

In November, the Nigerian National Petroleum Corporation invited us to a conference and an accompanying exhibition at Warri. Here, too, great interest was shown for our product.

In co-operation with the Danish Department of the Environment and De Smithske of Aalborg, we are planning a demonstration for a Nigerian delegation in the spring of 1982.

*Clas Andersen
A/S Roulunds Fabriker*

Trasmissioni Industriali Controlli S.A.S., A/S Roulund's Fabriker's Italian importers, have won 'Dansk Arbejde's Export Oscar.

This prize is handed over once every year to companies abroad who have distinguished themselves as representatives of Danish producers.

Trasmissioni Industriali Controlli of Padua have represented Roulund in Italy since 1958, and are today one of our greatest customers in Europe. The company imports for several million kroner of our products every year.

This is particularly remarkable because Italy itself has a great many producers – some of them very considerable – of articles similar to Roulund's. In this connection it should be borne in mind

The handing-over of the Export Oscar in Padua. From the left the managing director, Signor Garneri, who received the prize from Vice Consul L.E. Kruse. Behind him Signora Paladini, joint owner of T.I.C., together with Mr. O. Toppenberg, managing director of Roulund's Fabriker.

that Italian companies operate on a lower cost level than their Danish competitors.

In spite of currency and import difficulties, characteristic of Italy, T.I.C. have managed, year after year, to secure an ever-growing market share for themselves thanks to a high level of quality in products as well as in marketing.

Maersk-Tabacalera's new office building in Manila. The pagoda-like style serves a practical purpose, as the long eaves of the roof shield against the sharp sunlight, and if future extensions should be needed, additional storeys of the same type may be built on top of the two existing ones.

"Morning meeting" in the main conference room.



Maersk-Tabacalera Shipping Agency

The two ships' models that served as eye-catchers for the Company's clients are still here. So is the seven-pointed star – Maersk Line's ever-glowing star that brightens the port of Manila every time a MÆRSK vessel calls at the country's leading port.

But almost everything else has changed completely at Cia. Gral. de Tabacos de Filipinas (Tabacalera), the Philippine agents for Maersk Line since its liner service was established half a century ago, contributing to making Manila a widely known shipping centre.

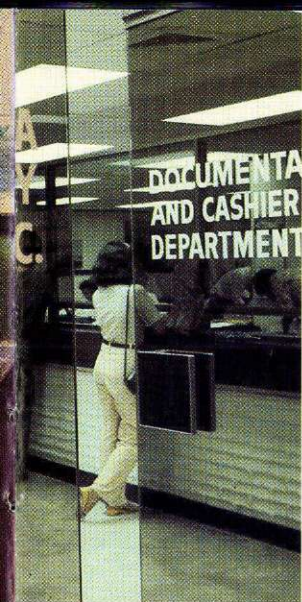
In its 50th fruitful year of shipping in the Philippines, Maersk Line and Cia. Gral. de Tabacos de Filipinas (Tabacalera) have put their heads and hands together to form a new firm, the Maersk-

Tabacalera Shipping Agency (Filipinas) Inc. – a step towards achieving the goal of offering the growing shipping community here the finest service possible.

Today's Maersk-Tabacalera Shipping Agency (Filipinas) Inc. is housed on 900 square metres of floor space on the first floor of the new Tabacalera Building, at 900 Romualdez Street in the Ermita area of Manila, approximately 7 kilometres from the Manila International Port (MIP) where Maersk Line's vessels are berthed, and just a short walk from its exclusive Container Freight Station. It is a tightly knit organization, comprising inward/outward documentation, operations, sales and marketing, claims, finance, and administration offices, employing 83 people.

The largest part of the office is occupied by the Sales and Marketing Department, serving established and prospective exporters and importers. Aside from the large space allocated to sales and marketing, the office boasts three conference rooms which seat altogether 26 persons.

To provide a new and better way of gaining and maintaining clients, the office is given a pleasant atmosphere by means of green plants, and a warm welcome is accorded to visitors in the attractive reception area. The atmosphere of the shipping business is created and sensed through the many pictures of Maersk Line's fleet, decorating the walls. The ships' models of the "EFFIE MÆRSK" and the "ADRIAN MÆRSK" are con-



Documentation and Cashier Department

General view of offices



(Filipinas) Inc.

spicuously placed in the reception area and in the lobby of the Documentation Department, respectively. Guests and clients admire these models as much as the vessels in the port.

The design and interior decorations of the new building illustrate well a pioneering spirit which has made Maersk Line one of the leaders in the shipping business, also in the Philippines.

It transpires clearly that Maersk-Tabacalera's clientele can be assured of "service all the way" from this office and the facilities it controls through the great effort of the hands formally joined in September 1981.

Lydia B. Cervantes
Manila

News from Baltimore

Ms. Judi Susemihl of Maersk Line Agency, Baltimore, was selected this year as Ms. Maryland Transportation. Contestants were judged not only on their suitability to represent the local transportation community but also on their knowledge of trends in all modes of transportation. Ms. Susemihl was one of a field of eleven participants and it was with great pride to the Baltimore organization that Judi was chosen.

Maersk Line also sponsored her at the 58th Educational Congress of the Traffic Club's International at Denver, Colorado, where she participated in the Ms. Traffic Club International Contest for the United States. While another candidate was selected, the participation in the seminars and in the contest itself was a wonderful educational experience.

Judi is a native of Baltimore and is currently Traffic Coordinator of Middle East Export Services. At present, she is in the process of completing her college level studies with the objective of obtaining a

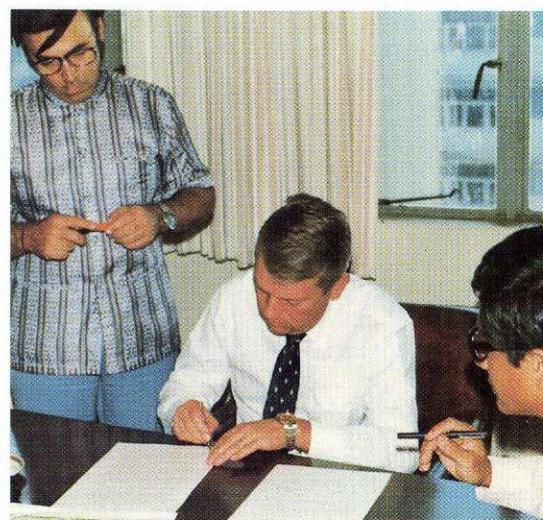


Judi Susemihl is seen here together with the Chairman of the National Transportation Week Committee in Baltimore, Mr. Norman Ruckert. In the background Baltimore Inner Harbor.

degree in Business Administration with a speciality in transportation and logistics.

Laurence A. Keller

Rosti initiative in Bangkok



The picture shows (from left) Mr. David Lyman of Tilleke & Gibbins, Rosti's legal counsel, Mr. Henrik H. Zeuthen, Managing Director of Bangkok Marine Co., Ltd., signing the closing documents on behalf of Rosti, and Mr. Manu Sitachitt, Partner and Managing Director of Mala Chemical Industries Co., Ltd.

In October 1981, the A. P. Møller Group undertook its first industrial investment in Thailand when together with another A. P. Møller affiliated company, Bangkok Marine Co., Ltd., Rosti A/S acquired a substantial share holding in Mala Chemical Industries Co., Ltd.,

leading Thai manufacturers of Melamine products. This venture will ensure Rosti a position in the Far East market, and Rosti will supply technical and administrative expertise to Mala Chemical, who will now also manufacture certain Rosti products.

Rescue test

In co-operation with Rescue Squadron No 722 of the Danish Airforce, Maersk Drilling regularly stages rescue tests in Svendborgsund off the Kogtved Nautical School. The purpose of these rescue tests is to train the personnel working on drilling rigs in helicopter rescue operations under conditions similar to those that will obtain during the evacuation of a rig.

This is what happens:

The crew of an S-61 helicopter of Squadron 722 will land on the landing strip of Tåsinge.

At the Svendborg Engineers' School the crew will brief participants regarding details of the test. Instructive slides and films will illustrate the procedure in such operations.

After the instruction participants will be given survival suits, which, when correctly used, will secure survival in water of 0°C for up to six hours.

Next, test hoists on land, known as 'dry hoists', are made. The helicopter hovers about five metres above the ground, and one by one the participants have the rescue line round them and are hoisted. The next point on the programme is very realistic. Wearing their survival suits and life jackets all participants are taken by boat out on Svendborgsund, and at the order of "Abandon ship" they jump into the water to swim to a life-raft which has been positioned at some distance. This raft has to be boarded. When the helicopter approaches, they place themselves on the roof of the raft, which is thus pressed down.

The entire procedure, the swim, the boarding of the raft, and getting clear for the 'wet hoist' – hoist from raft – have been trained beforehand at Esbjerg.

From the helicopter a guideline is lowered to the raft. This serves two purposes, it guides the rescuer, the swimmer, from the helicopter down to the raft, and it secures permanent control of the 'hoist wire'.

The job of the swimmer is to assist in the hoist and to calm the distressed in case of panic.

After the hoist the helicopter returns to Tåsinge to land the 'survivors' and to hold a short 'debriefing'. The photos on this page were taken during a rescue test on 1 December last year.

Peter Brask

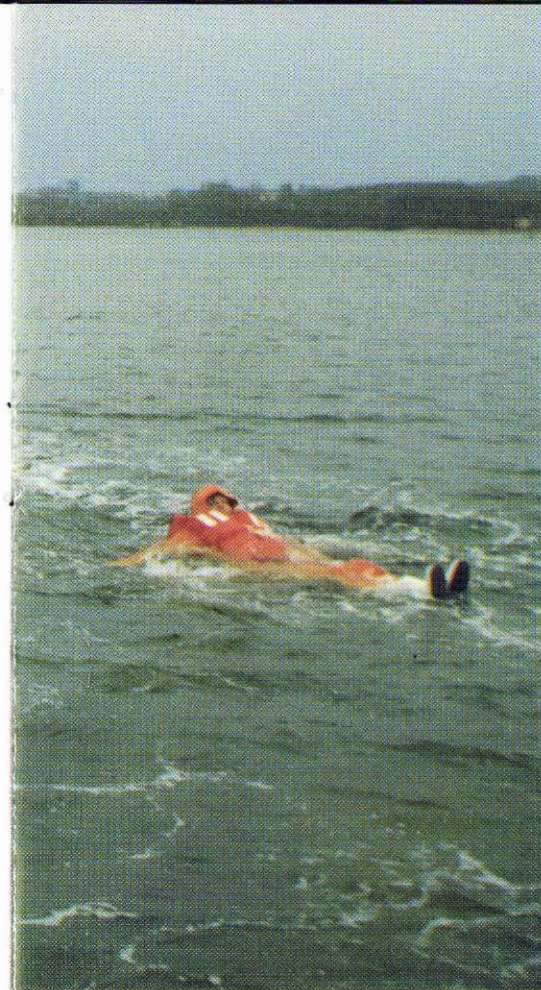


3. The 'survivors' are sitting on the depressed raft, waiting for the helicopter.

4. S-61 helicopter from Squadron 722, Værlose, carrying out a 'wet hoist'.

1. The swim from the boat to the helicopter.

2. Participants boarding the raft after their swim.



5. One of the survivors ready to get inside the helicopter.

*MAERSK AIR
TRAVEL AGENCY's
head office in
Copenhagen*



MAERSK AIR TRAVEL AGENCY

MAERSK AIR TRAVEL AGENCY is an important part of MAERSK AIR's activities. Though this part of MAERSK AIR is not very well known by the public, the Agency is, in fact, one of the biggest IATA-authorized travel agencies in Denmark, with offices in Copenhagen, Århus, and Odense.

In addition, together with the Maersk Company Limited, London, MAERSK AIR established MAERSK AIR TRAVEL AGENCY, Ltd. in London in the middle of 1981.

A total of 49 people are employed in the agency offices.

The Agency's sphere of activity

When the word 'agency' is used in the ensuing text, it refers only to the arranging of commercial passages as distinct from the holiday-producing agencies like Spies, Tjæreborg, Fritidsresor, etc. With the exception of the first two, the passages of the other agencies of this kind may be booked through MAERSK AIR TRAVEL AGENCY.

Being an IATA-authorized agency entitles one to issue tickets for flights by IATA companies. Tickets may be issued even for flights of non-IATA companies by special agreement.

MAERSK AIR has its own tickets, approved by practically all IATA companies. Only MAERSK AIR can issue these.

Our agency takes care of the following functions:

- Flight-, hotel-, train-, ferry-, and car reservations, the majority being made through the SAS 'data reservation system' called PNR, used by most of the companies. This ensures an immediate response to requests.
- The working out of route- and price constructions.
- Visa arrangements.
- The issuing of tickets and other documents of value. Besides flight tickets, MAERSK AIR TRAVEL AGENCY also issues tickets for the Danish State Railways.

The Danish market

About 80% of the total turnover in the international flights of airway companies are effected through the IATA agencies. This turnover is estimated to reach 1,200 million Danish kroner for 1981. The shares that fall to the different members are as follows: World Tourist and State Railways 30%, MAERSK AIR TRAVEL AGENCY, Rejsecentret, Bennett, and Wagons-Lits Cook 30%. The remaining 40% are shared by the other agencies (about 44).

Why should one use a travel agency?

First and foremost because here you get impartial advice regarding choice of transportation. Our purpose is to ensure

that customers get the most for their money, in other words, that they are transported in the cheapest possible way. In addition, all other functions are taken care of by the same agency. This means that the customer has to make only one phone call. Otherwise, calls would have to be made to various airlines to get price and route alternatives, passports would have to be taken to/picked up at various embassies, and contacts taken with car-hire companies, hotels, etc.

The working out of price constructions, particularly, is a complicated and exacting job, in which MAERSK AIR TRAVEL AGENCY has specialized in order to meet the increasing demands for cost-saving made by businessmen.

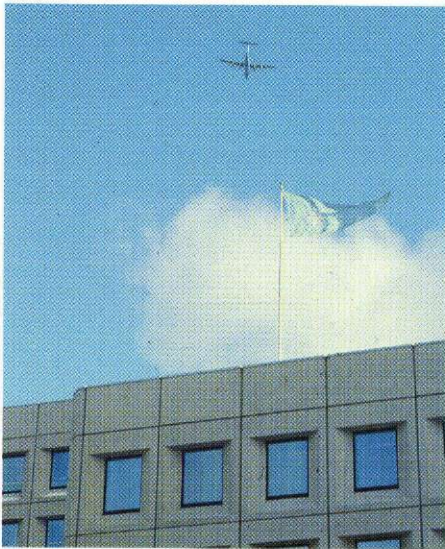
The present 'cannibalizing' competition has not made it easier to fix the price market, as it has brought about a host of prices to be considered when choosing between alternative routes via London, Amsterdam, Frankfurt, and others.

In which respects do the agencies differ?

As the agencies have very much the same assortment of 'goods', the difference today is seen in the training, skill, creativeness, and attitude of the staff, together with teamwork and organizational background.

*Leif Stensbo
MAERSK AIR TRAVEL AGENCY*

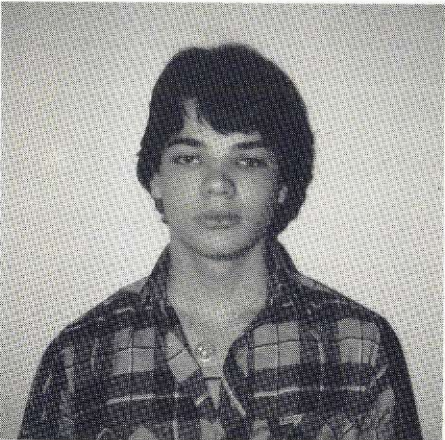
Pictorial News



One of MAERSK AIR's new Dash 7 De Havilland aircraft passing over Esplanaden on its way home from Thisted to Kastrup.

At New Year, the Tokyo business world observes the ancient Japanese custom of paying visits to customers and business relations to wish them a Happy New Year.

In this connection a great many business friends also visit Maersk Line's offices, and the New Year mood that prevails is heightened even further by our receptionist who will be wearing her most beautiful kimono.



As mentioned in the leading article of MÆRSK POST's September issue, 1981, a deck cadet of the MÆRSK fleet, Lars Vang Christensen, has saved a shipwrecked woman from drowning in the South China Sea through resolute and brave action. Lars Christensen was serving on m.s. "EVELYN MÆRSK" which, on this occasion, rescued a group of shipwrecked Vietnamese, and when a pregnant woman among them happened to fall from the gunwhale of the ship, the cadet jumped into the water from the boat of the shipwrecked, where he was assisting, and in the dark he saved the woman from disappearing and drowning in the choppy sea.

During a visit to Esplanaden, Lars Christensen was received by Shipowner Mærsk Mc-Kinney Møller, who expressed his own and the Shipping Companies' appreciation. From the Carnegie Foundation an award of 5000 kroner has now been made to Lars Christensen.

Through the initiative of the youngest class of A.P. Møller office apprentices, a group of employees from Esplanaden made an excursion by bus during the weekend 23-24 January to the skiing centre Isaberg in southern Sweden. Professionals as well as beginners had ample opportunity to demonstrate their ability.



21 days after leaving Hamburg, the "ARILD MÆRSK" arrived in Hong Kong on 10 December, carrying the "APOLLO" to its new home port.

The "APOLLO" is a HK\$ 23 million jetcat, capable of carrying 125 passengers when it ploughs the waters between Hong Kong and Macau for its owners, Hong Kong Macau Hydrofoil Co.

The speedy transit from Hamburg was required in order to have the "APOLLO"

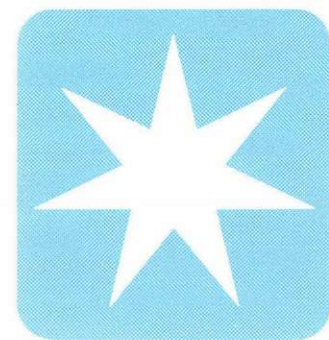
ready for the Chinese New Year travel rush, and as can be seen in the picture, "APOLLO" was lowered directly into the water by a floating crane, and was put into service as planned.

The dimensions of the hydrofoil are as follows:

Length	29.8 m
width	9.4 m
height	7.0 m
weight	65 tons



Personalia



ESPLANADEN



25 Years Anniversary

1. Hans Kurt Nielsen
6 March
2. Poul Østergaard
26 March
3. Peter Hansen
1 June

Retiring

4. Chr. Hasager Sørensen
30 April
5. Ove Holm Petersen
31 May

DISA



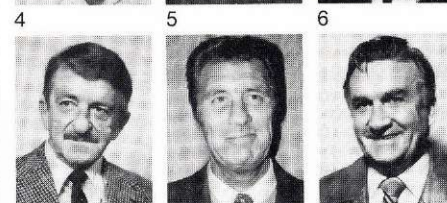
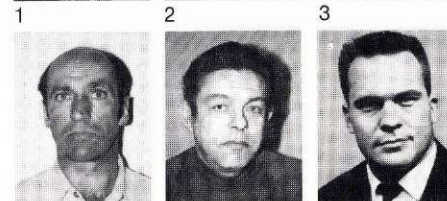
40 Years Anniversary

1. Ellis Larsen (Skovlunde)
24 May

25 Years Anniversary

2. Jens Erik Hansen (Skovlunde)
29 March
3. Erling K. L. Wilmann (Skovlunde)
13 April

THE FLEET



25 Years Anniversary

1. Captain Ib Svend Galsgaard
2 April
2. Chief Engineer S. P. Skorastein
19 April
3. Maskinchef Børge Agerberg
28 April
4. Chief Steward Jürgen M. Detlefsen
2 May
5. 1st Engineer Albert J. Andersen
6 May
6. Chief Engineer Ib Rasmussen
6 May
7. Captain Henning Thomsen
22 May

Retiring

8. Chief Engineer I. G. Svare Nielsen
1 January
9. Captain Niels Alfred E. Nielsen
31 May

ROULUND

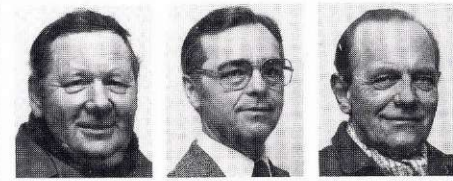


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25 Years Anniversary

1. Else Frejlev
1 May

THE YARD



19 20 21



22 23 24



25

25 Years Anniversary

1. Jørgen Vagn Nielsen
12 February
2. Ejler V. Eilersen
1 March
3. Gert Preben Voss
5 March
4. Ove Lauritsen
12 March
5. Kaj Villiam Lorentzen
12 March
6. Carl Johs. Jersild
19 March
7. Carlo S. Madsen
19 March
8. F. O. Løfwall
22 March
9. Ib Jørgen Danielsen
26 March
10. I. Kaibinger
1 April
11. Hans Verner Jørgensen
2 April
12. Peter Alfred Larsen
2 April
13. Kaj Thorkild Nielsen
2 April
14. Leo K. Madsen
7 April
15. Johannes Charles Hansen
23 April
16. Knud Tage Pedersen
23 April
17. Erik H. Christensen
25 April
18. Gunnar Børge Jessen
30 April
19. Aksel Sv. Rasmussen
30 April
20. Jørgen H. Kaas
1 May
21. Frants Kjærgård Christensen
14 May
22. Jørgen Elmer Hansen
14 May
23. Aksel Thomas Høg
14 May
24. Poul Thode
14 May
25. Leif Larsen
21 May

ORGANIZATIONS ABROAD



1 2 3



4 5 6

25 Years Anniversary

1. Edward E. Murphy, San Francisco
7 January
2. Günther Jensen, Manila
27 March
3. S. Murakami, Kobe
1 April
4. T. Ohta, Kobe
1 April
5. T. Taniguchi, Kobe
1 April
6. J. Tomoyoshi, Osaka
1 April

BUKH



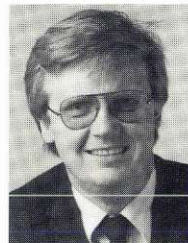
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25 Years Anniversary

1. Esbern Petersen
26 March



Jørgen Petersen



Keld
Balle-Mortensen

New local correspondents

After having served for 20 years (also MÆRSK POST's age) as our local correspondent at the Yard, the longest spell achieved by any local representative, Jørgen Hellesøe will now leave his duties to his colleague, Jørgen Petersen.

MÆRSK POST wishes to express our heartfelt thanks to Mr. Hellesøe for his good and faithful services during these years, at the same time welcoming Jørgen Petersen as our new Yard representative.

MÆRSK POST is also pleased to announce that Keld Balle-Mortensen has kindly promised to act as our local correspondent with Mærsk Data. Welcome.

Obituary

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

John F. Adams
Maersk Line, San Francisco
29 October, 1981

Leif Foli-Andersen
DISA (Herlev)
4 November, 1981

Ejnar Larsen
Roulund
8 November, 1981

Hans Peter Mogensen
The Yard
16 November, 1981

Frita Wander
Roulund
29 November, 1981

Able Seaman
Ove Benthin Nielsen
ex m.t. "MARIE MÆRSK"
8 December, 1981

Johan Herluf Trolle
The Yard
13 December, 1981

Y. Shudo
Tokyo
25 December, 1981

Frank Svenningsen
ex "MÆRSK EXPLORER"
15 January, 1982

Svend Aage Petersen
BUKH
17 January, 1982

Jack Norment
Rig 22, Egyptian Drilling Company
21 January, 1982

Motorman
Jørgen Colding Thaysen
ex m.t. "JAKOB MÆRSK"
1 February, 1982

Chief Officer
Olaf Holmsgaard
ex m.s. "MÆRSK TRACKER"
3 February, 1982

