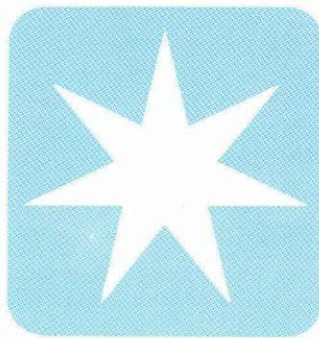


MÆRSK POST

2/1982





MÆRSK POST

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Front cover photo:

"ANDERS MÆRSK" passing under Golden Gate Bridge.

Photo by Jan van Steenwijk.

Every organization requires a periodical tightening up and revision of its level of expenses and its systems. Often consultants from outside are entrusted with such, but this time we have decided to shoulder the task ourselves.

First, a so-called period of retrenchment was arranged on land, with Messrs. Per Jacobsen and Ulrik Brandt as co-ordinators. There was positive response at home as well as in offices abroad, and the result already matches with what was intended, and there is good reason for laudatory mention and thanks.

The retrenchment has since been extended to encompass even the ships. This task has fallen to the lot of Mr. Bent Hansen of our Technical Organization, and I have no doubts that also on board the ships great understanding will be shown and concrete and valuable results achieved.

Most recently, a so-called round of reorganization has been carried into effect. It is a fact that procedures and work processes tend to become heavy and bureaucratic, and to overlap and outlive themselves. We are now trying to eliminate unnecessary and superfluous operations and procedures, enabling our staff to concentrate their efforts on what is constructive. Even this task is in the hands of Messrs. Per Jacobsen and Ulrik Brandt, who co-operate with responsible co-ordinators appointed by every single department. I expect good results also from this effort.

MÆRSK MC-KINNEY MØLLER



“HANS MÆRSK” - new, specialized tanker



On 25 March, the A. P. Møller Shipping Companies took over the first special tanker in a series of four from the Nakskov Shipyard. After the take-over the ship, which is named »HANS MÆRSK«, shaped its course for Teesport on the east coast of England to enter into a one-month time charter in British coastal traffic.

The four ships in this series are constructed as single-propeller product- and chemical tankers, having the engine and the accommodation aft. They are equipped with specially coated tanks, enabling them to carry up to 12 different products in their 12 tanks simultaneously. In addition to crude/product types, the ships can carry benzene, urea, caustic soda, besides a number of other »IMCO type III« products.

Main particulars:

Length o.a.	127.93 m
length p.p.	120.00 m
breadth moulded	20.00 m
depth	12.00 m
draught design	7.72 m
draught scantling	9.385 m

Speed at design draught 14.0 knots
at 90% MCR corresponding to 4,450 BHP

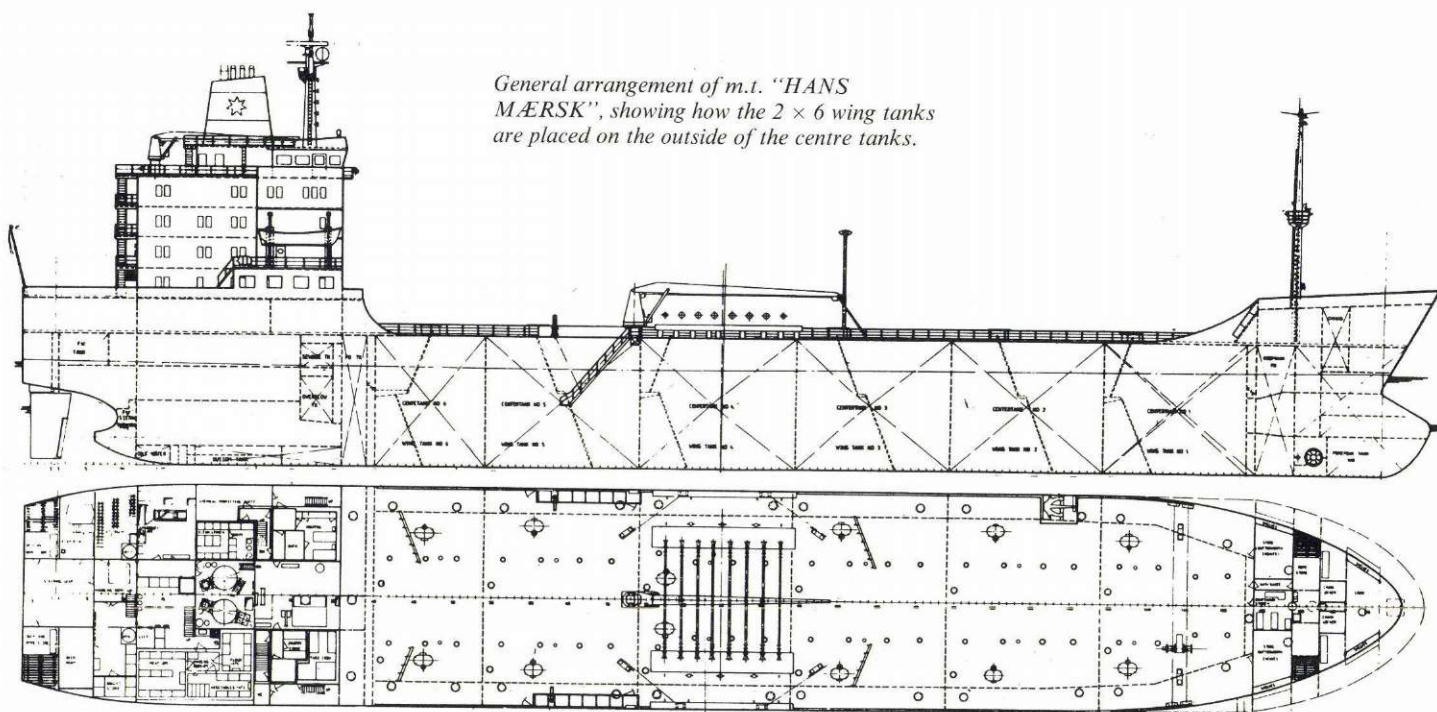
Deadweight design draught 10,000 (metr.)
deadweight scantling draught 13,605 t
(metr.)

The newbuildings conform to Lloyd's highest class and are specified as follows: Lloyd's Register + 100 A1 »Oil Tanker«, type B and C cargoes in cargo tanks in association with a list of defined cargoes, + LMC, UMS, Ice Class 1.

Top: m.t. "HANS MÆRSK" during the technical trial runs in the Skagerrak.

The tank deck seen from the forecabin.

General arrangement of m.t. "HANS MÆRSK", showing how the 2×6 wing tanks are placed on the outside of the centre tanks.



Tank section

The ships are built with segregated ballast tanks, i.e. tanks that are completely separated from the cargo tanks. This principle excludes pollution as known from former types of tankships, where cargo tanks were also used as ballast tanks.

The cargo tanks are treated with three layers of epoxy paint, which protects the steel efficiently, at the same time keeping the cargo completely clean. The epoxy treatment secures the transportation of products ranging from wine to the above-mentioned products. Even the ballast tanks are treated with epoxy paint to secure the steel in the best possible way. The segregated ballast tanks are composed of 2×6 wing tanks, placed on the outside of a corresponding number of centre cargo tanks. This principle makes it possible to use quite uncomplicated and easily cleaned cargo tanks, as a large proportion of the steel structure is placed in the wing tanks. Besides, the tank arrangement secures against oil- and chemical pollution, even if greater damage to the ship's sides should occur.

Loading and discharging conditions.

Each of the 12 tanks is equipped with one hydraulically driven cargo pump. Like the entire pipe system in the tanks and on deck these pumps are made of stainless steel.

The pumps have a capacity of 200 m³/hour and deliver, in pairs, the cargo to the manifold amidships, which means that there are six cross-overs on either side. In combination with a modest trim and heel, attained by means of the ballast tanks, the pumps can empty the tanks completely.

The tanks are equipped with ullage gauging controls with remote indication in the deck control-room, and the most impor-

tant valves of the discharge pipes are remote-controlled from the same spot. To avoid overflowing during loading the tanks are equipped with high-level alarms.

Navigation equipment

The navigation equipment comprises the most modern apparatus to secure safe and efficient sailing.

Of the equipment we might mention two radar units, one of which is fitted with an anti-collision unit.

In addition, it comprises a weather facsimile for optimum routing, autopilot, radio direction finder, echo sounder, Doppler log, course indicators, course- and rudder recorders, etc.

Communication systems

The radio station is fitted with the most recent equipment, including telex, and may be connected to the local, automatic telephone system. A VHF telephone system, covering all international frequencies is installed on the bridge and in the bridge control room.

All the ship's cabins are equipped with telephones. The ship has a communal aerial with plugs in all rooms of the living-quarters, and internal TV, combined with video recorders, can be used in connection with TV monitors in officers' and crew's saloons.

Manoeuvring systems

The ship has a spade rudder, with a rotor fitted onto the fore edge, securing the ship extremely good possibilities for manoeuvres in port. The rotor rudder requires an angle of about 70°, and if used together with the bowthruster, port manoeuvres without the assistance of tugs will be possible.

The rotor rudder, when used together with the bowthruster, enables the ship to

make an almost transverse, parallel move with a forward movement of one-third of the transverse movement, and also to make a 360° turn on the spot.

Deck arrangement

All windlasses on deck are fitted with manoeuvring stands for remote control, ensuring that under normal survey conditions they may be operated from the ship's side, requiring as little crew as possible.

In addition, a 10-ton hose-handling crane is placed near the manifold, and a slightly smaller crane on top of the accommodation for taking aboard provisions and engine spare parts.

The gangway is operated by one man by means of a control box in the side for easy and safe manoeuvring.

The hydraulic system

All winches, the hose handling crane, the bowthruster, the cargo- and ballast pumps are hydraulic. The system comprises six 'power-packs' with altogether 12 pumps. The system is secured so that a break-down of one pipeline does not prevent the use of any component.

Cargo- and ballast pumps can be operated from the deck control room or locally.

Engine system

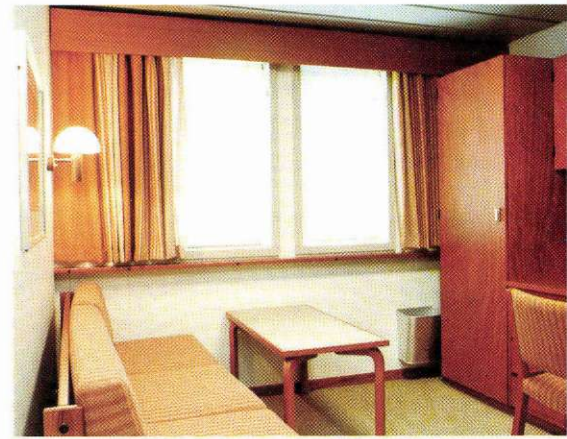
The main engine is a B&W type 5L45GFCA, developing 4,940 BHP and driving a 4-blade, variable-pitch KaMeWa propeller. The pitch is automatically adjusted, in that a number of fixed points on a combinator will be used during normal operations.

Furthermore, three B&W auxiliary engines are installed, one of which is intended, through yielding about 15% of the aggregate auxiliary engine capacity, primarily to work under sea conditions,



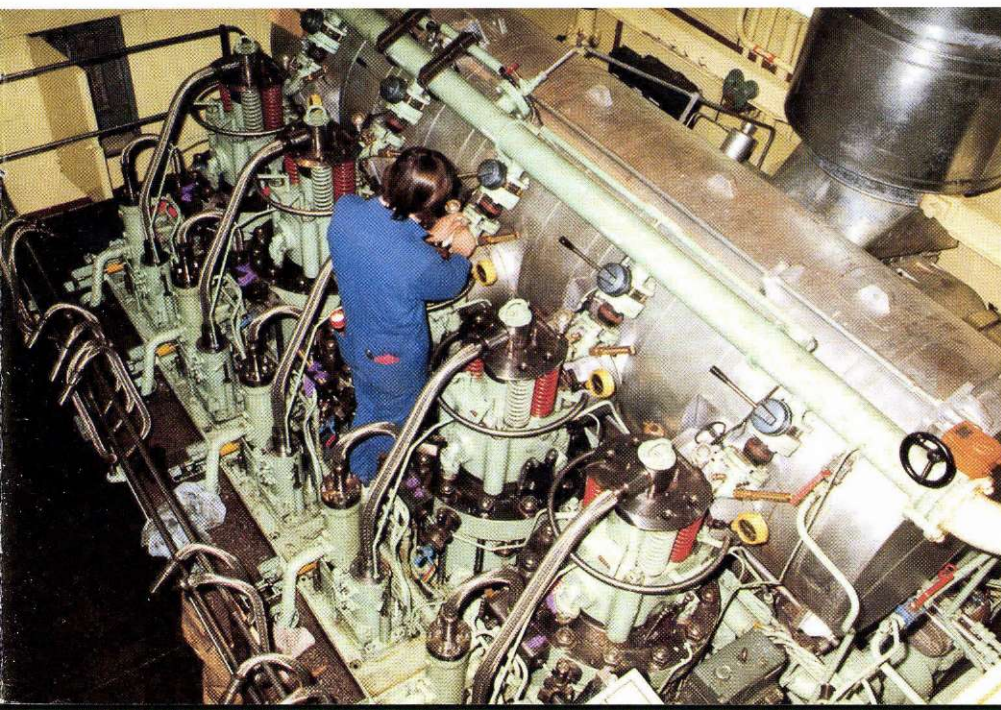
Bridge and chart-room.

One of the crew cabins.



Captain's saloon.

Top of main engine.



whereas the other two are used for powering the generators of the hydraulic system for cargo pumps, the bowthruster, the ballast pumps, and the deck crane.

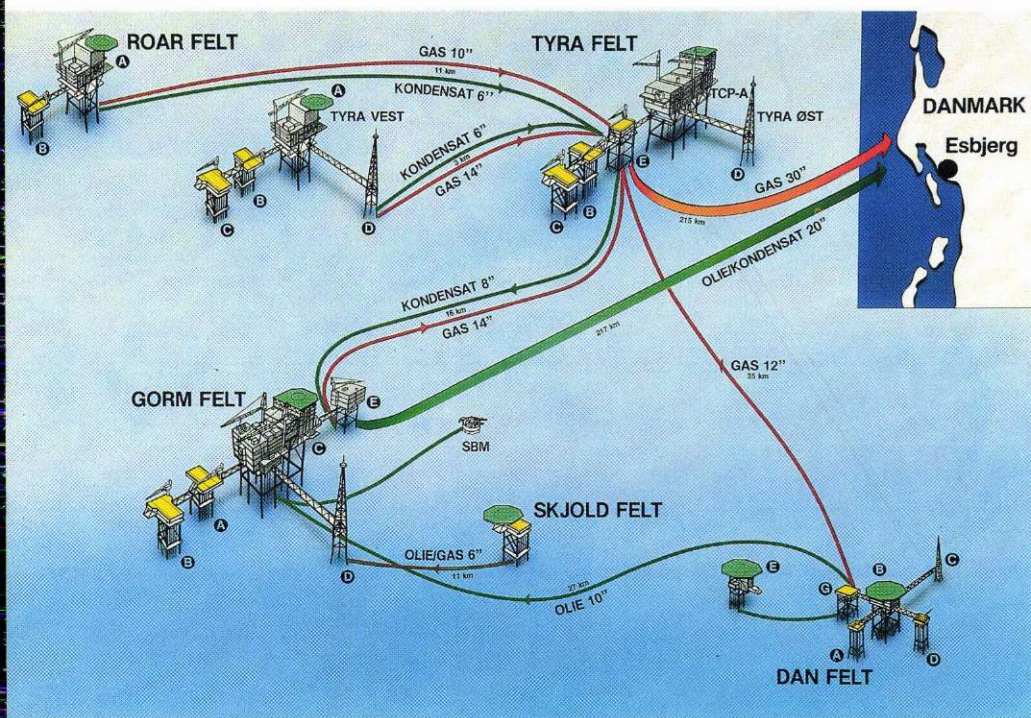
In addition to the main generators an emergency generator has been installed. It will start automatically in case of 'black-out', and deliver current for navigation lights, emergency lights, steering engine, communication equipment, etc. Control instruments for temperature, pressure, etc. are centralized and placed in a sound-proof control-room in the fore part of the engine room. Besides, the main switchboard and other important control components are placed in this room, for example the alarm system, which sounds the alert in the engine-room, the wheelhouse, common living quarters, and in the cabin of the engine officer on watch, in case irregularities should arise. This arrangement makes it possible to sail with unmanned engine-room, which means that there is an 8-hour working day with free weekends, corresponding to life on land.

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 24, each with their own quarters. In addition, there is a captain's saloon and a hospital, each with two beds. All cabins are furnished with timeless quality furniture in a framework of genuine joinery rarely seen at a shipyard of today. Besides messes and saloons with TV monitors there is a gymnasium with appliances and table tennis. In connection with this room there is a ship's library.

North Sea News



This is the layout of DUC's oil and gas fields in the south-western part of the Danish section at the beginning of the 90's, when the gas field Roar is expected to have been installed. Today, Dan and Gorm are in production. At year-end the Skjold Field will come on stream. By July 1984, the test production from Tyra will commence – and by 1st October the same year, deliveries to D.O.N.G. A/S will begin.

Dansk Undergrunds Consortium's great natural gas project has now really got going. After many months of planning, projecting, and production work on land the first platform was established in the North Sea on 6 March this year. Before the end of May, four platforms for the Tyra Field, one for the Gorm Field, and the Skjold platform will have been established, and at the end of May the drilling of the many wells in Tyra commenced.

The Tyra Field

Concurrently with the building of extraction and riser platforms, the projecting and planning work on the processing installations in Tyra East and Tyra West has been in full swing.

This work is carried out by Kampsax/Geoplan in co-operation with the British firm, John Brown Offshore. The projecting of the ten technical modules alone required 400,000 hours of work.

Eight of these modules are built at the Lindø Yard, whereas the remaining two are built at Aalborg Shipyard, which is also responsible for the two accommodation modules. Right now the modules,

which are to be delivered at the end of 1982, are taking shape.

The launching of a project of this size creates many opportunities for Danish Industry. It affords possibilities for developing both technology and know-how. But it also presents problems. Danish undertakings with technology and know-how qualifying them as contractors have a limited capacity, the result being that a number of steel constructions will be carried out abroad, just as great quantities of technical equipment are purchased abroad – equipment that often cannot be obtained in Denmark.

Four billions for Danish industry

Despite all problems, the natural gas project is expected to provide orders for the Danish industry to a value of about four billion Danish kroner, just as Danes will be responsible for more than four million hours of work in the project.

To this should be added the hours of work used by the crews of Danish drilling rigs and supplyships in connection with the production drillings. Their number will be equally great.

The project has brought about a sizeable





DUC-TE-B

The giant leg constructions – called jackets – are rammed into the sea bed with large steel tubes. This shows Tyra East. In the background the Tyra East B platform, where drillings have just commenced.

The Gorm Field from an unusual angle: the flaring platform seen from the spider deck of the processing platform.



development for Dansk Boreselskab, which carries through the project for Dansk Undergrunds Consortium. Dansk Boreselskab today employs a staff of more than 500. In addition, about 600 people are employed with regular suppliers and contractors. This figure will probably be doubled in 1985, so that totally about 2000 will be employed in connection with DUC activities. Also with the project contractors several hundred will be employed.

The Gorm Field

Regarding production the Gorm Field, which commenced production on 7 May last year, has contributed to an increase in the Danish oil production. From the first five wells of the A platform of the Gorm Field an average of about 15,000 barrels per day has been produced, corresponding to an annual production of 500,000 tons.

In the meantime, the drilling rig »MÆRSK EXPLORER« has completed the drilling of the nine production wells of the Gorm B platform, upon which it was moved to Gorm A to carry out the two remaining production drillings here and

Captain Knud Nielsen of the "MÆRSK TRIMMER" manoeuvres single-handed under the Gorm Field platforms.

The Gorm Field in June 1981, when the last platform, on the extreme left, has just been installed. From this platform about 220 km of oil pipe will reach the shore.



The deck and the modules of the Skjold Field being towed from Esbjerg to a position halfway between the Dan and Gorm Fields.



The Skjold Field was installed in June 1981. A production and an observation well will now be drilled, before production is commenced in December. Skjold will be a satellite field with automatic production, and the crude oil will be sent via oil pipes to the Gorm Field, where it will be processed.

to repair one of the original drillings. Having completed the drilling-work on Gorm B, the Operations Department of Dansk Borelskab began joining the nine wells to the production installations on Gorm C, and connecting the many control- and safety systems. This assembly work, technically termed the 'hook-up', was completed in record time, and with a break in production of only three weeks. On 14 March, at 10.10, the production in the Gorm Field could be resumed, this time from the B platform. In the course of the summer the Field will be able to reach full production when the wells of the A platform are spudded. What 'full production' will amount to is not known. Production experience from most Gorm A wells is at hand; so, of course, are valuations of the remaining wells of platforms A and B. But, not till production experience is available from all wells, will it be possible to estimate the production realistically.

There is always some uncertainty of how much oil will be produced once 'full production' has been attained. And this uncertainty is no particular Danish phenomenon. It appears from an in-

vestigation made by the recognized British analyzing company, Wood, McKenzie & Co., which has scrutinized the first 15 British oil projects. The analysis shows that on an average the investments have amounted to 189% of what had been budgetted, working expenses to 149%, whereas the highest production reached only 85% of what was expected. Add to this the political risk run by investors regarding nationalization, taxation, limitation of production, compulsory sale of produced oil, taking it ashore without taking market conditions and transport costs into account. Finally, of course, there are the risks run also by other undertakings, such as yielding prices, fluctuations in the rates of exchange, delayed deliveries, accidents, etc.

New extraction technique

Explorations during the past year have led to two minor finds, Rosa and Otto. Therefore, a series of intensive studies are being carried out to see how these and other minor deposits may be utilized. The first practical attempt is the Skjold Field, which will have an initial phase with one single, un-manned platform, to

be remote-controlled from the Gorm Field, which will also receive the crude oil in untreated condition.

The Skjold project is a purely Danish project. The lower part of the platform – known as the 'jacket' – is built by Monberg & Thorsen at Aalborg, whereas the deck section, together with built-in modules, is carried out by Vølund Energiteknik of Esbjerg as sole contractors. The Field is expected to come on stream in late 1982.

Drilling rigs, supplyships, and helicopters

At present, DUC employs three drilling rigs. They are »MÆRSK EXPLORER«, »DAN EARL«, and »DYVI BETA«. Later in the year they will be joined by »MÆRSK ENDEAVOUR« and »DYVI EPSILON«.

Five supplyships are at work right now, among them »MÆRSK TRADER«, »MÆRSK TRIMMER«, and »MAERSK PIPER«, four diving vessels, and two stand-by ships.

The helicopter service is managed by Maersk Air, using six Bell 212's, but at the year-end the delivery of two Super Puma helicopters will almost double the seating capacity.

Three namings

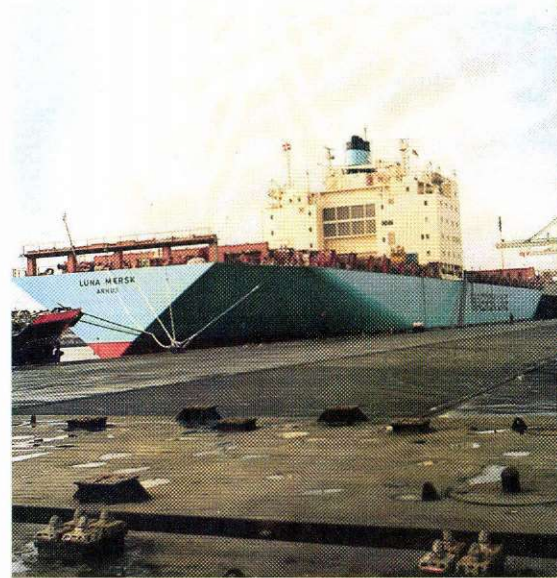
"LUNA MÆRSK"

On 13 March, "LUNA MÆRSK", the sixth containership of the so-called L series, was named at the Odense Steel Shipyard.

The sponsor was Mrs. Birthe Bagger, wife of Bank Manager Erik Bagger, Den Danske Bank. "LUNA MÆRSK" is of 40,000 tons deadweight, with a container capacity of about 2500 TEU. The ship has a length of 240 metres, a breadth of 32 metres, and like the other five ships in this series it is equipped with a B&W diesel engine of the new fuel-saving type, which develops 47,000 HP.

After the take-over, which took place on 16 March, "LUNA MÆRSK" set out to join the Maersk Line service between the USA and the Far East.

Master of the ship is Captain Leif Robenhagen Jensen. Mogens Krog Larsen is chief engineer, John Fischer Jonge is chief officer, and Jens Chr. Sode Jensen is chief purser.



"LUNA MÆRSK" in Hamburg.

The sponsor, Mrs. Birthe Bagger, is shown around the ship by Captain Leif Robenhagen Jensen.

"MÆRSK ENDEAVOUR"

On the same day, March 13th, one more newbuilding for A. P. Møller was named. It took place at Rotterdam, where the drilling rig "MÆRSK ENDEAVOUR" was named at the yard, RSV Gusto Engineering BV.

The sponsor was Mrs. Anne Grethe Schultz, wife of the mayor of Svendborg, Viggo Schultz. "MÆRSK ENDEAVOUR", which will have Svendborg as its home port, is one of the world's biggest jack-up drilling rigs. It is constructed to operate under rough weather conditions, on water depths of up to about 68 metres and reaching about 6,000 metres into the subsoil.



The sponsor of "MÆRSK ENDEAVOUR", Mrs. Anne Grethe Schultz, together with Yard Manager A. Rijke; her husband, Svendborg Mayor Viggo Schultz, on extreme right, and their sons, Kasper and Thomas.



"MÆRSK ENDEAVOUR" off the Yard in Rotterdam.

"SVEND MÆRSK"

On 15 May, "SVEND MÆRSK", the last of a series of four gas tankers for A. P. Møller, was named at the Odense Steel Shipyard.

The sponsor was Mrs. Magaly Dutra de Rezende, wife of Director, Admiral Thelmo Dutra de Rezende of Petrobras, Rio de Janeiro.

Like the three other ships in this series "SVEND MÆRSK" has a cargo capacity of about 15,000 m³. Master of the ship is Captain Ebbe Nielsen. The chief engineer is Bent Schlüter, the chief officer is Hans P. Carl, and the chief purser is Helge H. Larsen.

After the trial run "SVEND MÆRSK" sailed to Aalborg, where the take-over was made on Wednesday 19 March. On Thursday, Friday, and Saturday there was an 'open house', and during these three days the ship was visited by almost 11,000 people.



"SVEND MÆRSK" shaping her course for Aalborg after concluding her trial runs.

The sponsor of "SVEND MÆRSK", Mrs. Magaly Dutra de Rezende, together with Managing Director Troels Dilling, Odense Steel Shipyard.

Taking "MÆRSK BLAZER" through the Strait of Magellan

In October-November 1520, the Portuguese sailor and discoverer, Fernão de Magalhães, sailed through the strait that was named after him: the Strait of Magellan, one of the roughest and most inhospitable regions in the world. Exactly 461 years later, in November 1981, the "MÆRSK BLAZER" followed in Magalhães' wake – with a submersible barge on tow.

Captain Aage Christensen, "MÆRSK BLAZER", has worded, drawn, and photographed the unusual expedition.

Having served in what is known as the Campos Field practically since A. P. Møller's supplyships started work in Brazil, you are apt to take it as a joke when the chief officer notifies you via the intercom that your ship has been fixed for a voyage to Chile through the Strait of Magellan.

Even though the officer maintained having received this message from the Maersk office in Macaé, I suspect that nobody on board really believed it.

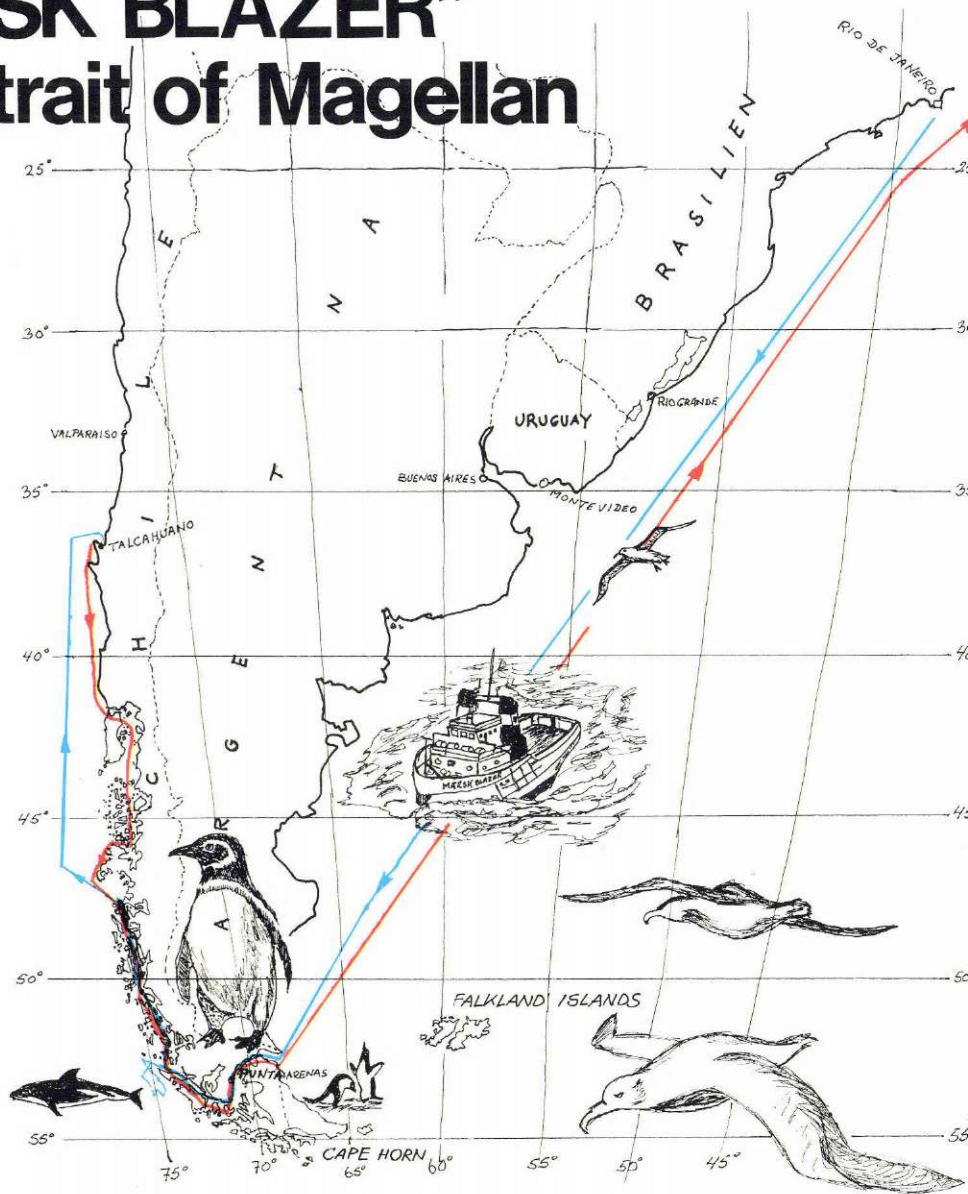
Already next morning, however, "MÆRSK BLAZER" was getting ready in Rio de Janeiro for this very long voyage. One prerequisite for the assignment was to have extra crew members flown down from Denmark.

After a briefing with representatives of the economically involved parties it was clarified what the assignment really amounted to.

In the middle of the Bay of Guanabara, outside Rio, a submersible barge "OCEAN SERVANT I", carrying a jack-up rig "UXMAL", was waiting. A Dutch tug "POOLZEE" had managed, on its own, the towing from Scotland to Rio de Janeiro, where she was now carrying out repairs. For reasons of insurance it had been stipulated that an extra tug was to join in the towing operation from Rio southwards through the Strait of Magellan to about 41° South on the coast of Chile, from where the Dutch tug was to shoulder the task alone to the final destination – Guayaquil in Ecuador.

Gloomy outlook

When charts and pilot's manuals of the Magellan Strait area had been obtained, we realized that it might turn into a rather rough operation. At any rate, some of the chapters in the pilot's manual dealing with the winds and currents in the area appear as hair-raising as any crime story.



The submersible barge "OCEAN SERVANT I" carrying the jack-up rig "UXMAC", being towed by "MÆRSK BLAZER" through the Magellan Strait while the weather was still favourable.





"MÆRSK BLAZER" off the east coast of Brazil, where it has been operating since January 1978.



One of the occasions on which both the Dutch tug "POOLZEE" and "MÆRSK BLAZER" got out of control. The wake indicates how "MÆRSK BLAZER" is drifting.

"POOLZEE" drifting down on top of "MÆRSK BLAZER"s towline.

On Saturday, November 7th, thousands of bathers on the beaches of Copacabana, Ipanema, and Leblon were able to watch "POOLZEE" and "MÆRSK BLAZER" with "OCEAN SERVANT 1" on tow, as they rounded the Sugar Loaf Mountain on a southerly course.

Our voyage south went all right, and at a certain time "MÆRSK BLAZER" was sent ahead to bunker in one of the world's most southerly ports, Punta Arenas, so we could be ready to get "OCEAN SERVANT 1" on tow again before the convoy was to pass through the first narrows of the Strait of Magellan.

At the entrance to the Strait it became only too clear to us that sudden and violent storms do appear in this area. Immediately upon passing through the first 'bottleneck', called Primera Angostura, we encountered wind velocities of 12 (Beaufort Scale) – above 65 knots – together with a six-knot current! Though the seas were moderate in this comparatively shielded section, we had a chance to ascertain that our sea-clearing was all right.

After having taken supplies of fuel and water we sailed back to meet the convoy at the entrance to the Strait of Magellan. We entered the Strait once more and got proof that the weather may change completely from one rocky promontory to another.

Nature is impressive through the Strait of Magellan with its tall, snow-clad rocks on either side, in certain places with ice glaciers almost reaching the water, in which sea-lions and penguins are romping, while albatrosses, storm-petrels, and Cape pigeons hover over the foam-crested waves.

Tierra del Fuego

When Fernão de Magalhães passed through the Strait in 1520, he called the

country Tierra del Fuego – 'Country of Fire' – because of the many fires he saw on his way through the Strait. He took 38 days to sail through the 300-mile Strait, so he had ample time to watch the numerous fires lit by roaming Ona, Yaagan, and Alacaluf Indians to keep warm.

Cabo Pilar is at the entrance to the Strait of Magellan at the Pacific end. Before we got that far, we really experienced what it is like to be on the border between 'the roaring forties' and 'the screaming fifties', winds hitting us with so great force that not only was the convoy driven astern, but even the tugs were blown off their course, drifting towards the shore a couple of times without any steering control.

We made our first passage of Cabo Pilar, pleased that we had at any rate used five weeks less than Magalhães. But if you try to imagine the days when sailors had miserable conditions, when the food was lousy and scarce, and when you were heading for the uncertain, you realize why weather conditions down here have such a psychological effect on people as to cause one of Magalhães' ships to turn about and flee back to Spain, compelling Magalhães to have a man hanged, and to have several officers put in irons to make the crew continue together with him.

Towards the Antarctic

At a certain distance from Cabo Pilar there is a bank where the seas break violently. Here the tow-line gave out, and we had to reverse to retrieve "OCEAN SERVANT 1" and "POOLZEE".

When we were passing Cabo Pilar for the third time, both towing connections were broken, and while both ships retrieved their tow-lines, the barge and the rig more or less 'planed' back into the mouth of the Strait before the heavy wind, attaining a

speed of about eight knots when it was at its worst.

The situation became hazardous, as the barge drifted direct towards the cliffs of Isla Tamar. "POOLZEE" tried several times to re-establish the connection with "OCEAN SERVANT 1", but without success.

Now the barge was so near the cliffs that there was not time for the Dutch tug to make another attempt, so "MÆRSK BLAZER" was asked to have a go. Not till after the fourth or fifth line had been shot over by means of the line-throwing apparatus did we succeed in getting the tow-line fixed to the barge, which was now only 4 miles from the cliffs, and in dragging it to safety in open water.

"POOLZEE" was now hitched to the barge again, and we passed Cabo Pilar once more on our way out. This time we even managed the choppy waves of the bank; but the weather was hopeless, and we proceeded at a speed of only 30–35 miles per day. We had only just put about our course to the north when another storm came upon us. All seabirds had now settled on the water, and visibility was only a quarter of a mile. Both ships again had their tows broken, and the barge drifted towards the Antarctic with the risk of hitting Tierra del Fuego on the way. The weather prevented us from having another go at it, and during the ensuing nine hours the barge drifted towards the south. We were at its heels keeping ready to interfere if it should come to the worst.

The crew on board the barge had been briefed about what to do in such an event. This time the barge was not drifting so fast, but it got as far as 20 miles from the cliffs of the coast before "MÆRSK BLAZER" had the tow-line fixed to it once more, and was able to keep it clear of the coast during the night.

On the way into the Pacific. On the horizon the "POOLZEE" may be discerned. Actually, the wind was so heavy as to wear out an A. P. Moller flag during one watch period.



The 'protector', which is intended to save the towline from being chafed against the gunwale aft, is fixed. It was soon broken, however.

"OCEAN SERVANT 1" with "UXMAC" heading at full speed for the cliffs of Isla Tamar. The "POOLZEE" trying to 'connect up'.



After this incident it was as if the crew were given to hopelessness. Visibility was still very poor, and "MÆRSK BLAZER" was rolling heavily in the choppy seas. No matter how we manoeuvred, we got further and further away from our destination.

Even though it was almost midnight, the sunset colours suddenly came through the mist, and that certainly had a positive influence on our minds in our comfortless 'reverse advance' towards the Antarctic.

Going round Cape Horn?

Unless the Clerk of the Weather let the wind fall a little, we would have to apply new tactics, as we should otherwise exhaust our fuel supplies before we reached land again.

The alternative of towing the barge round Cape Horn, aided by wind and current, entering the Strait of Magellan from the east once more, was discussed. We might at least expect some shelter at Punta Arenas, enabling us to repair our towing-gear and re-fuel.

The next day the weather had improved a little. Now, the Dutch tug also joined in again, and we proceeded towards the north. We had planned to reach Cabo Pilar and from there to return to the Strait of Magellan and prepare for a towing operation through the Patagonian Channels. Two Smit Lloyd boats were sent out from Punta Arenas to be of assistance during the passage of the Channel narrows.

Acknowledging our defeat by the powers of nature in 'the screaming fifties', we passed Cabo Pilar once again, and although the weather forecasts predicted wind velocities of 45 knots or more during the next three days, the weather seemed so reliable that one might be tempted to make yet another attempt. But the decision had been taken, and

pilots had been taken on board. The tow was shortened to 100 metres, and the two extra tugs were for a short period fixed to the stern end of the barge.

An inhospitable area

At midnight we ventured into the Patagonian Channels, extending from the western end of the Strait of Magellan about 300 miles northwards.

This area is about as inhospitable as any place on earth can be. The country is mountainous, and the landscape changes between impenetrable forest and naked cliffs. The deep channels have long indentations, forming a maze of islands and peninsulas, many of which are not yet surveyed or mapped.

Heavy rain changes with nothing but snow and sleet throughout the year, one severe storm following closely after another.

The nature is immensely rough, and the towering, snowclad tops are rarely visible, as they are mostly wrapped in heavy clouds.

The channels are typically one or two miles wide and with a depth of a couple of hundred metres. In one particular place, however, the barge was unable to pass before having discharged some of its ballast. There are several narrows on the route. In the 'angosturas', as they are known, their width is limited to one or two cable lengths, and in the narrowest of them, the Angostura Inglesa, the fairway has a 90 degree turn. The fact that the barge sheered first in one direction, then in the other, made it even more difficult to manoeuvre it through the bend. Furthermore, it is of the utmost importance to conform the passage to the current, which also in this place moves at a speed of up to six knots. The skipper of the "leading tug" kept absolutely cool even in this situation, giving you to

suppose that his main occupation was to edge big barges through narrow straits. At any rate, we were in the company of the professionals of the branch.

A threatened people

When approaching the northerly end of the Channels, we were fortunate enough to have a clear day, and we could fully enjoy the fascinating formations of nature.

There is absolutely no human habitation, not even a single hut. This is true of at any rate 250 miles of the entire stretch, but just before the northerly outlet there is a tiny fishing village, and here we find, among others, the last three Alacaluf Indians still in existence.

About 50 years ago, one might still meet these nomadic people, wearing very few clothes. Now, unfortunately, they are almost extinct.

Once the white man had forced his way down to the inhabitants of this rough country to barter spirits against various, much-coveted furs, the tribes soon came on the decline. Liquor and its complications soon reduced the natural hardness of the Indians against the climate.

End of mission

The pilots were landed at the northern end of the Patagonian Channels, and now our destination was Bahia Concepcion, where "MÆRSK BLAZER" was to be relieved. On 4 December, the convoy reached Talcahuano in Chile.

On 5 December "POOLZEE" proceeded to the north with "OCEAN SERVANT 1", and "MÆRSK BLAZER" shaped its course back towards Brazil, where we arrived on 18 December after an assignment of 42 days, covering 8,000 nautical miles, exciting and interesting, but at certain times rough!

Two newbuildings in maiden voyage encounter



"APMC RIG 11" in Galveston Bay with LPG-carrier "SVENDBORG MÆRSK" approaching Houston on her maiden voyage.

It is not every day Mærsk is in the background, but in November of 1981 just that happened, when the LPG-carrier, "SVENDBORG MÆRSK", on her maiden voyage, approached Houston and passed Atlantic Pacific Marine Corporation's newest drilling rig, "APMC RIG 11". Rig 11 was also on its 'maiden voyage', since it was drilling its first well in Galveston Bay for a local oil producer - Prairie Producing Company. APMC Rig No. 11 is one of a five-rig renewal program undertaken by APMC in 1980 and carried out in 1981 and 1982. Under this program, APMC contracted two posted drilling barges with McDermott, which were delivered in the summer and fall of 1981; and three nonposted inland barges with U.S. Fabrication (a division of United States Steel), one of which was delivered in the fall of 1981 and one in February 1982. The third one is expected to be delivered during the summer of 1982.

Main characteristics of these new barges are:

Length	209'6"
Breadth	54'
Depth	14'
Water depth nonposted abt.	10'
Water depth posted abt.	20'
Crew quarters	40 persons
Cranes	2-15 tons
Class	American Bureau of Shipping, ✱ A1, submersible barge drilling unit, rivers, bays and sounds.

Although APMC's inland barges are not as spectacular in size as Maersk Drilling's big jack-ups, the drilling package on APMC's barges is comparable to the big jack-ups and consists of:

Drawwork	2,000 HP
Mud pumps	2 x 1,400 HP
Rotary	37½"
Mast	1,300,000 lbs.

The drilling package is of USS Oilwell's manufacture (also a division of United

States Steel), and this package is powered by three Caterpillar diesel generators, each with a capacity of 1,030 KW and one with a capacity of 650 KW.

The barges are rated at 25,000' drilling-depth capacity.

The new barges are replacements for four older units, and at the completion of the last barge under the present newbuilding program APMC's fleet will consist of seven new modern inland barges, all built since 1978, and three smaller offshore units, capable of working in up to 100' of water.

Sv. Teglhøj

11.5 million instructions per second

A rapid development has taken place from 1956, when A. P. Møller entered the data age with a couple of punched-card machines, to our day, when Mærsk Data has data equipment at its disposal with a total on-line storage capacity of almost 30 billion characters and a capacity of 11.5 million instructions per second.

It is paradoxical, really, that in a so relatively young world as that of EDP it is possible already today to make a historical review. But it is a fact that as early as 1 March, 1956, A. P. Møller commenced EDP operations, employing punched-card machines from IBM, who at that time also marketed time clocks and other products within precision mechanics. Pioneer days, for certain.

Mærsk Data

The first task assumed by A. P. Møller was the profit and loss account of the ships, regarding deck/engine stores, engine spare parts, and provisions. In 1966, a technological leap was made to the first punched-card-orientated EDP system (IBM 360/20). With many new and more demanding tasks the need for increasingly bigger machines grew, and so did the need for more staff and space. In 1970, three important things occurred in the EDP frontline:

- The company Mærsk Data was established.
- The first real computer (IBM 360/40) was installed.
- Mærsk Data moved from Kongens Nytorv to Titangade.

Just as A. P. Møller's EDP Department was among the pioneers in 1956, Mærsk Data has been in the frontline of the technological development over the years, both regarding computer techniques, data communication techniques, and systems development.

Assignments

Today, Mærsk Data carries out a great many assignments for profit centres and departments in A. P. Møller and its affiliated companies. They are, for instance, container control, the production of freight documents, and a copious accounts system – all of them tasks which rely on the global data network.

Assignments are also carried out for undertakings outside the A. P. Møller Group. Here it is chiefly a question of EDP systems based on the APL programming language, which is fairly easy to learn, and which is efficient for many purposes.

Also international organizations like the UN organization WFP (World Food Programme) in Rome have chosen Mærsk Data to develop major software systems.

The number and character of the assignments make Mærsk Data one of Denmark's biggest EDP service bureaus.

Technique

Two important factors are needed to solve these tasks. One is the computers stationed with Mærsk Data and the equipment that goes with them. The other is the communication network that connects computers with customers.

Today, Mærsk Data has five computers with a total main storage of 38 million characters and a capacity of 11.5 million instructions per second. Add to this about 90 disk drives, direct access storage devices, forming a total storage capacity of almost 30 billion characters. In addition, there is a whole series of magnetic-tape units, line printers, and other equipment.

What characterizes the communication network is that from Mærsk Data there is connection with around 700 terminals all over the world, based among others on three satellite connections. Measured by its total length in kilometres the network is one of the biggest privately owned networks in the world.

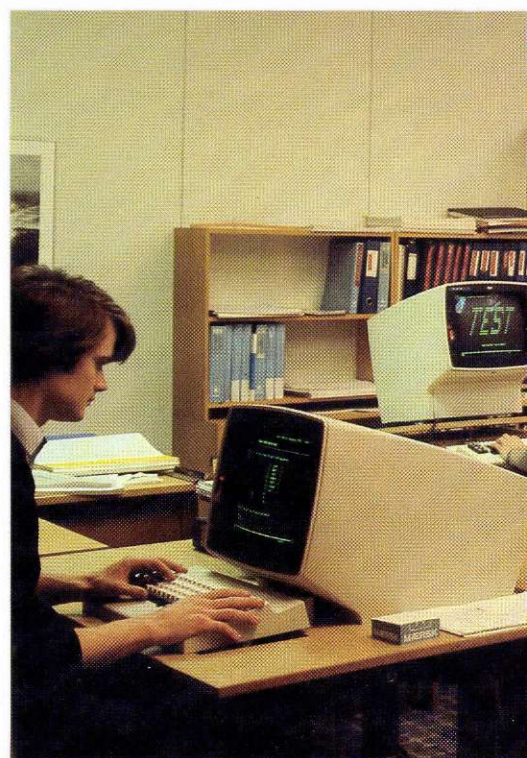
Staff

It all began in 1956 with one leader and two keypunch operators. When Mærsk Data was established in 1970, there was a staff of 30. Today, Mærsk Data has a staff of 155 employees, responsible for tasks within the sphere of a modern EDP organization: programmers, communication engineers, operators, system planners, system consultants, and many others; among these are 11 employees forming a Mærsk Data group with the Lindø Yard.

But the need for properly trained EDP employees is constantly growing. Therefore Mærsk Data has instituted two internal lines of training: partly a two-year training of operators, partly an EDP school, at which, during the latter two years, a 12-months' advanced course has been carried through for young EDP assistants to become programmers.

In addition, Mærsk Data staff, and customers, are trained at Mærsk Data's own APL training centre, where a total of 1500 days of training are carried through annually.

Keld Balle-Mortensen





Magnetic-tape units. Magnetic tapes are used as back-up media and for the storage of large quantities of data that do not require on-line access.

Mærsk Data's nerve centre, comprising five computers with a total main storage of 38 million characters and a capacity of 11.5 million instructions per second.



A section of Mærsk Data's about 90 disc drives – direct access storage devices – able to store almost 30 billion characters.

One of the programme development groups, carrying out the development work direct on terminals.

Turner and the Sea

BY HUBERT MALLING

Photos: John Webb, The Tate Gallery

Throughout his life Turner engaged himself patriotically in England's maritime exploits. In the autumn of 1807, he went to Portsmouth to make some sketches of the two Danish men-of-war handed over to the English at the capitulation after the bombardment of Copenhagen the same year. The later painting, which is estimated to be one of Turner's best marine paintings, he first entitled: "Two Captured Danish Ships entering Portsmouth Harbour". As, however, the action at Copenhagen did not win full recognition in England, he very diplomatically omitted referring to the seizure when, two years later, the painting was exhibited. Instead he focussed on the tiny boats in the left foreground, entitling his work: "Boat team salvaging an anchor".

The British Travel and Holiday Association have set all sails to make 1982 the year of jubilation of the watery element. Through more than 2000 arrangements under the common heading, "Maritime England 1982", the nation marks its close connection with its salt and fresh waters.

The many maritime events occur in 12 districts all over the country, offering a multitude of information and entertainment. In the Lake District long-distance swimming competitions are held, the sea-ports have arranged exhibitions of fishing, commercial shipping, and rescue vessels, and Captain Cook's birthplace will be inaugurated as a memorial cottage. Salutes will start a number of regattas, canoeists will compete in 100 miles, anglers will spin their wheels, Vikings will ravage, stories about coastal smugglers will be revived, and commemorative stamps will appear.

Turner at the Tate

London forms a district by itself, with well over fifty arrangements alternating throughout the year. The Tate Gallery will put on a display which deserves particular attention, because it gives an excellent illustration of what "Maritime England 1982" stands for. The arrangement is called "Turner and the Sea", and it will be shown until the end of July.

Joseph Mallord William Turner (1775-1851) has always enjoyed great popularity in England. In the course of time he has won many faithful admirers even in Denmark. In 1975, the (Danish) State Museum of Art showed 90 of his works, lent by the British Museum. William Turner, the son of a hairdresser and wig-maker in London, presented himself to the public already as a big boy by exhibiting coloured drawings in his father's shop window.

When only fourteen, Turner entered the Royal Academy Schools, where he made remarkably great and fast progress. His







*Yarmouth from
near the Harbour's Mouth.*

style and choice of motifs followed the tradition of his day, which centred around a lightly romanticized rendering of architecture and other exteriors.

To the good fortune of this budding genius, his contemporaries were in the midst of *discovering* England with all her castles, ruins of monasteries, gothic churches, towns, and landscapes. Turner rode ahead on this wave with great enthusiasm, roaming England, Scotland, and Wales. Oddly enough he never went to Ireland.

Fruitful years

The young artist found it easy to sell his works, both to private collectors who soon spotted him, and to publishers who needed illustrations for the very popular, topographic works of those days.

At 24 Turner enjoyed an order-book which had developed into a waiting-list ...

In 1796, he presented his first oil in the Royal Academy. It shows a group of fishermen returning in a sunset that heralds a storm.

The threatening undertone of nature's forces, faintly sensed in this first work, is unleashed to its full extent when in other pictures Turner gives himself up to describing the raging of the elements.

And his enthusiasm encompasses all four of them: *Earth* thunders down mountain slopes as avalanches. *Fire* consumes the Parliament buildings and ships at sea. *Water* swells and roars and is fomented into gigantic waves. *Air* carries clouds and mist and delivers heavy gusts of wind. But he is captivated most by the sea, whether it flexes its muscles lazily under a morning or evening sky, almost uniting with it in the hazy distance, or it rises as walls of water that are blue and green with blackish chasms.

As a marine painter he became acquainted with all types of vessels: fishermen's humble boats, Britannia's proud swans, the galleys of antiquity, and the first

paddle steamers of his own day. They are all there.

In 1808, he exhibited a large canvas, honouring the Battle of Trafalgar three years earlier. Together with it another work was presented, showing two Danish men-of-war entering Portsmouth Harbour as prizes after the abduction of the Danish navy in 1807.

Oil and water

Whereas Turner's contemporaries admired his large oil paintings most, his watercolours have been increasingly admired by posterity, and today they probably rank highest among the public.

The large oil paintings are certainly monumental and magnificent, but they may appear rather bombastic. They give a good account of themselves in museum halls, and they assert themselves excellently among other renderings of Arcadian landscapes and nature scenes with Domsday effects.

Contrary to Turner's oil paintings his watercolours have no difficulties to keep in harmony with modern taste. Their light, often almost abstract form appeals to us directly. Transience is arrested, complexity simplified, enjoyment handed on. Fresh and fascinating.

As means of expressing art oil and watercolour are intrinsically different. Oil has deeper harmonies, permitting final touches and corrections, inspiring the artist to go into detail. The watercolour is light and airy. The white paper shines through, lending a particular brilliance to the colours. The watercolour gives a reflection of the inspiration, and is the discription of lines and play on colours of the steady hand. One cannot *manufacture* a perfect watercolour. Mastership is required. And Turner had that.

Praise the sea ...

Turner travelled much, and his technical mastery of the speedy work method of the watercolour inspired him to make

sketches almost anywhere. At home the English, Scottish, and Welsh landscapes provided motifs for him during the years when hostilities with France barred him from the Continent. With the peace in 1814 conditions changed, and in 1819, Turner set out on his first journey to Italy – an introduction to a dozen journeys around Europe later on, resulting in heaps of studies and sketches.

By 1845, journeys abroad became a thing of the past, he did not even leave London very often. His last years were spent at Chelsea, in a modest house which he had equipped with a platform over the roof. From here he was able to follow the colour changes of the air, the light, and the water – and to watch the ships as they were passing by.

Although his heart was deeply attached to the sea, he was not a pronounced voyager. His enthusiasm for the passage from Dover to Calais was probably caused by the expectations it created of new adventures on the Continent.

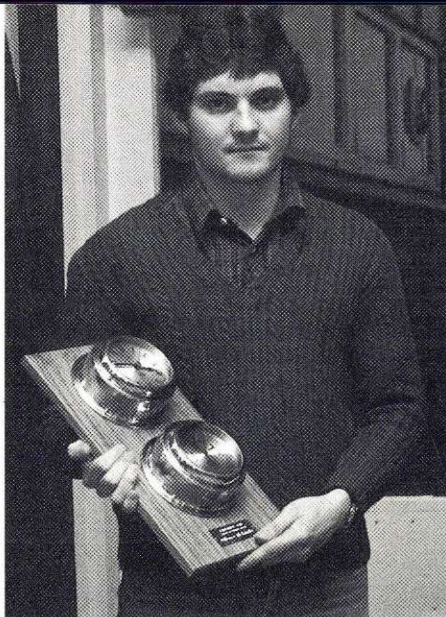
William Turner may be said to have complied with the maxim of the 17th century poet, George Herbert, "Praise the sea, but stay on shore".

An invaluable heritage

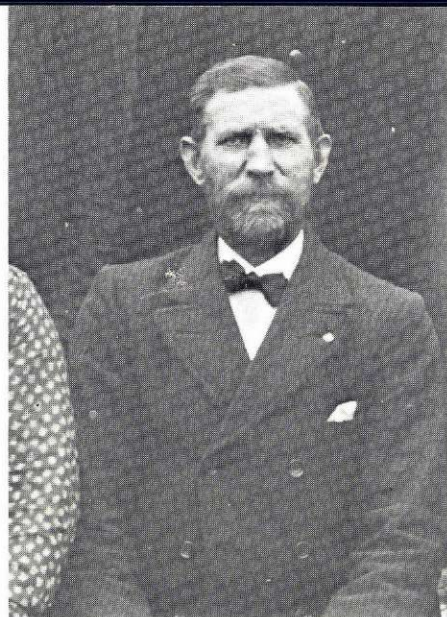
Turner remained faithful to the Royal Academy throughout his life. He was a keen exhibitor, and no doubt he was prone to an ambition of maintaining his position as an artist.

He left more than 300 oil paintings and about 20,000 drawings and watercolours. An invaluable treasure for students of art and museum people.

In addition, he was a clever businessman who always got a good price for his pictures. He was economical in his daily life – and not particularly generous. But at his death he left a fortune of over 140,000 pounds to old and needy artists. Joseph Mallord William Turner died in 1851 and was buried in St. Paul's in London.



"Apprentice of the Year", Kim Nielsen, with the ship's clock and barometer handed to him by the Managing Director, Troels Dilling, in honour of the occasion.



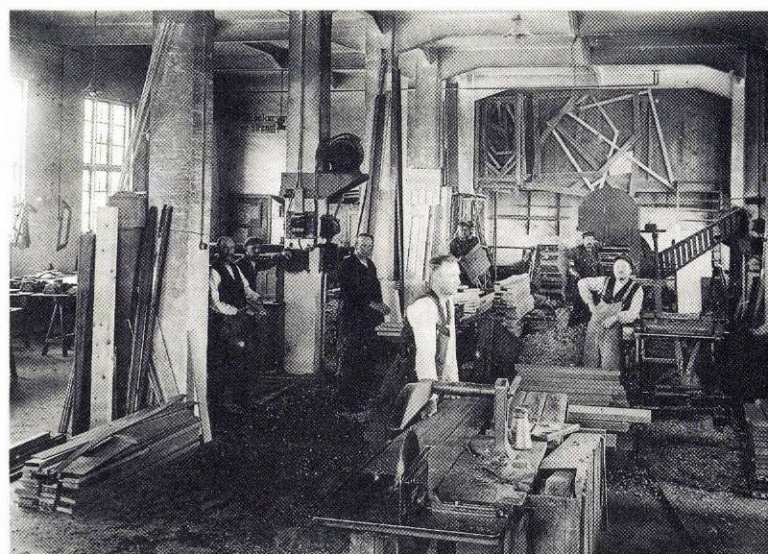
Kim Nielsen's great-grandfather, Ship's Carpenter Niels Nielsen, who served at the Yard from the start until the early thirties.



Kim Nielsen's grandfather, Shipbuilding Worker Niels Chr. Nielsen, photographed at his 25th anniversary in 1944.



Third and fourth generations at the Yard: Master Poul Chr. Nielsen, who was engaged at the Yard in 1937, together with his two sons, Kim – centre – and Kaj Nielsen.



The carpenters' workshop at the old yard on the Odense Canal, where Kim Nielsen's great-grandfather, Niels Nielsen, worked as a ship's carpenter.

Fourth generation at the Lindø Yard

20-year-old Kim Nielsen's family have been building ships at the Lindø Yard for more than 60 years.

In February, Kim Nielsen completed his apprenticeship to become a plate- and construction smith, after having been appointed as the '1981 Apprentice of the Year' – selected from among the ca 140 apprentices of the Yard. A prize is given to an apprentice who has shown great interest in his work throughout his apprenticeship, and who has attained good results at the technical school.

Fourth generation

Kim Nielsen represents the fourth generation of shipbuilders at the Yard. His grandfather, Niels Chr. Nielsen, was in the employ of one of the contractors when the old Yard was established on the Odense Canal in 1917, and when the construction work was completed, he was

engaged as a shipbuilding worker – a job he retained till his death in 1959.

Almost coincident with this, Kim Nielsen's great-grandfather was employed by the Yard, where he served until the early 30's.

Also on his mother's side Kim Nielsen's family has been represented at the Yard. His mother's father, Chr. Petersen, was a ship's carpenter at the Yard for a great many years. His name is to be seen on the memorial slab at the main entrance to the Yard, honouring staff members who lost their lives in the Second World War.

Following up

In 1937, Kim's father, Poul Chr. Nielsen, who is now a master shipbuilder, became an apprentice at the Odense Yard.

In his footsteps followed Kim Nielsen's big brother, Kaj Nielsen, who is today working in the Workshop Planning

Department. He completed his apprenticeship as a locksmith, being one of the first to win the prize as 'Apprentice of the Year'.

To complete the picture it should be added that even Kim Nielsen's father's brother is in the trade. Mr. Knud Henning Nielsen has been a shipbuilder at the Yard for 26 years now.

Against this family background it was only natural that Kim Nielsen should apply for a job at the Yard, where he served his apprenticeship as a plate and construction smith after having left the nearby Troelskær School of Munkebo with his secondary school examination.

– I have enjoyed serving my apprenticeship at Lindø, he says. – I like my job and the environment here. I do grapple with plans of becoming a mechanical or technical engineer, but I have not yet made any final decision.

One telex every 17 seconds

In order to secure fast and efficient handling of all business activities, the majority of A. P. Møller's communication has for years been handled primarily by telex, and has gradually replaced ordinary mail. The development has caused an increase in the telex traffic of approximately 30 per cent per year. It was foreseen that this development would continue for years, eventually leaving the Telex Department as a bottleneck in the Company's communication system.

To prevent this a Danish software house was requested to develop a system enabling an increase in the productivity of the Telex Department by taking care of the most timeconsuming tasks involved in telex handling, such as dial-up, filing, retrieval, word-processing, distribution, and store-and-forward facilities.

The project commenced in December 1978, and was eventually implemented in November 1979. The IBM series/1 mini-computer was chosen for its reliability, and the software was designed to protect messages against being lost in case of hardware or power failure. All the messages will be recovered and retransmitted after a system restart.

New messages are entered into the system on the operator's display terminal, or by previously prepared punched-paper tape. As an optional extra feature it is possible to transfer a text from an MC80 magnetic card into the system. The system supports the full word processing facilities to correct errors, make insertions or deletions, and incorporate old messages into the new text.

All outgoing messages are automatically formatted in a standardized way with the submitter's name and initials, receiver's address, message reference number, date, time, and subject code appearing in the message header. Messages that should be delivered through some sort of relay station such as public telegram service, a coastal station etc., are automatically formatted according to the rules set by such a station.

All addressees that are called regularly can be registered in the system's address tables with telex number and answer-back, telegram address, etc.

When a message is transmitted to an addressee on the public telex network, the answerback of the addressee is checked before and after the message is transmitted to make sure that the message has been correctly delivered.

One of the big advantages of the automatic telex system is that the telex

operators are released from the task of trying to establish a call to a "hard-to-get-to" subscriber. This is handled by the system, which will redial a preset number of times as predefined time intervals before notifying the operator.

Outgoing and incoming messages are supplied with one or more mnemonic distribution addresses, each defining a group of internal users that are to receive a copy of the message in question. Messages can be distributed on printers or on in-house, local telex machines. All incoming messages are scanned for valid distribution addresses and immediately distributed to these receivers without operator intervention. All outgoing messages can be assigned one of three different priorities: urgent, fast, and routine. Messages are on a "first come first served" basis on each priority level.

When a message has been successfully delivered to all addressees, or transmission has been given up by the telex operator, the submitter receives a copy of the message as an acknowledgement of a message delivery. All messages that for some reason cannot be delivered by the system are presented to one of the telex operators for manual correction and subsequent retransmission.

The system operates in a store and forward mode, which implies that all messages are stored on disk upon entering the system. About 100,000 messages can be kept on-line for fast retrieval. In addition to this all traffic handled by the system is transferred to microfiche for off-line retrieval.

When the system was installed in November 1979, the message switch computer in Copenhagen was subscribed to the Cable and Wireless Message Switching Services in Hong Kong, utilizing a satellite link between Copenhagen and Hong Kong, wherefore the United States and Far East offices had to send their telex communications to Hong Kong who in turn relayed them to their proper destination and Copenhagen.

By 1981 it was decided to establish a message switch center in Copenhagen and New York, and by January 1982 the Switch was installed in Copenhagen. On March 6 the final connections were to be made to link up the U.S. stations and Copenhagen's Switch with the New York Switch, and on March 8 the New York Switch started to receive messages from U.S. stations and then send them for onward transmission.

As A. P. Møller works worldwide, the

system is designed for round-the-clock operation, manned or unmanned. This means that the peak load often encountered in the afternoon can be transmitted by the system during the evening when the system is operating unmanned, and that the traffic received during the night or over the weekend will be readily available at the start of office hours. The system handles 3,000 incoming and 1,500 outgoing messages during a 24-hour period – one message every 17 seconds.

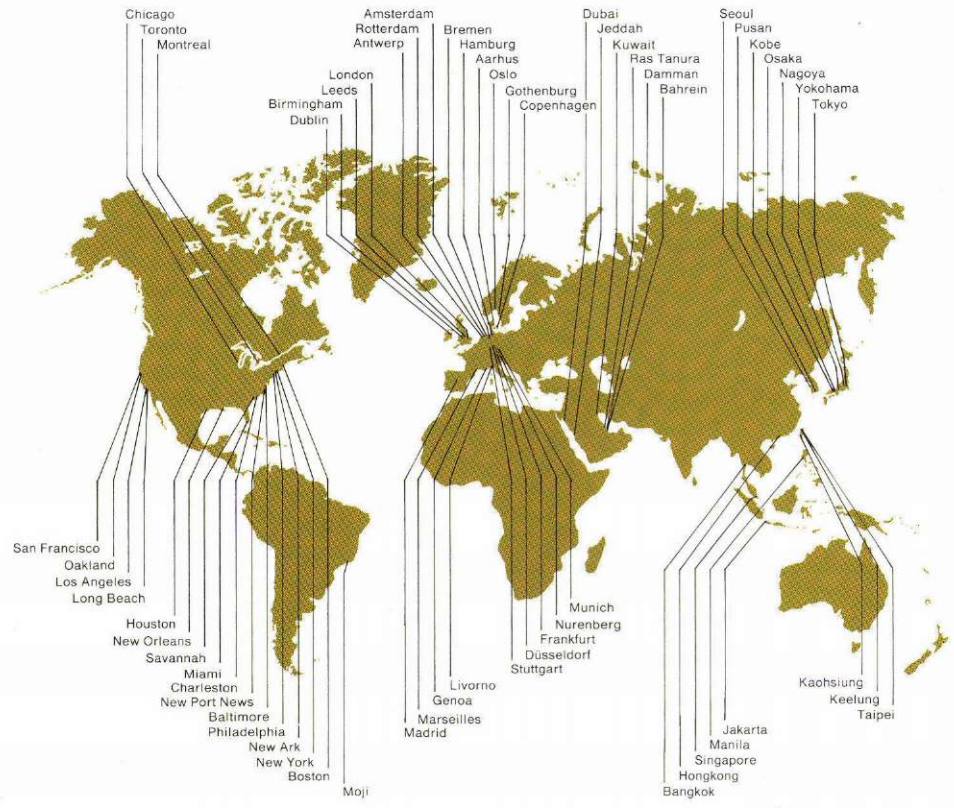
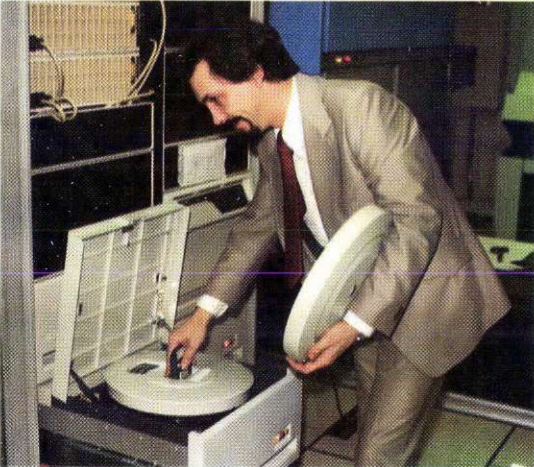
Mr. Mike Milburn at the new message switch center in New York when it became operative on 8 March.

A. P. Møller's Telex Department at Esplanaden, where 4,500 telex messages are handled every day.





A telex being handled. In the background the new IBM minicomputer, which guides the new telex system from Esplanaden in Copenhagen.



The destinations connected with A. P. Moller's private leased network.



Culture flourishing at Munkebo

Munkebo, near the Lindø Yard, has asserted itself strongly in recent years as a Funen cultural centre, where the local cultural society has taken the initiative in arranging a series of large-scale entertainments. When the society closed their seventh season this spring, altogether 3,000 people had attended the four arrangements of the past winter.

Since its start in 1975, the Munkebo Cultural Society has presented to the public a number of artistic entertainments, ranging from symphony concerts and opera performances to comedy and revue arrangements. In addition, a number of well-known actors, singers, and musicians have performed on the stage of the Munkebo Hall, which has provided the framework of the arrangements.

For the opening show of the season finished recently the Society had secured a big, colourful show from Tahiti, counting 35 Polynesian singers, dancers, and musicians, an arrangement which made great demands not least on stage props. Later in the season, the actor Ulf Pilgaard took the stage with his own one-man-show together with the cabaret trio, Kirsten Olesen, Peder Schrøder, and Hans Dal. The season finished off with the performance by "Det danske Teater" (the Danish Theatre) of Harold Pinter's play, "Betrayal", with Lane Lind, Geert Vindahl, and Kurt Dreyer playing the three main parts.

In between theatrical events the Society has had its New Year Dance, which has gradually become no less than a Munkebo highlight. On this particular evening the Munkebo Hall is turned into a centre of food, drink, and dancing, where about 900 participants go swinging to the tunes of one of our leading dance bands.

The initiative for starting the Munkebo Cultural Society originally came from the welfare committee of the Lindø Yard, which had for some time worked on the idea of adding to Munkebo's social life various activities within the cultural sphere.

During the past years we have witnessed no less than 28 cultural arrangements in the Munkebo Hall. The core of the Society is formed by a number of regular supporters who subscribe to the four arrangements of every season. Their number varies between 650 and 900.

Jorgen Petersen

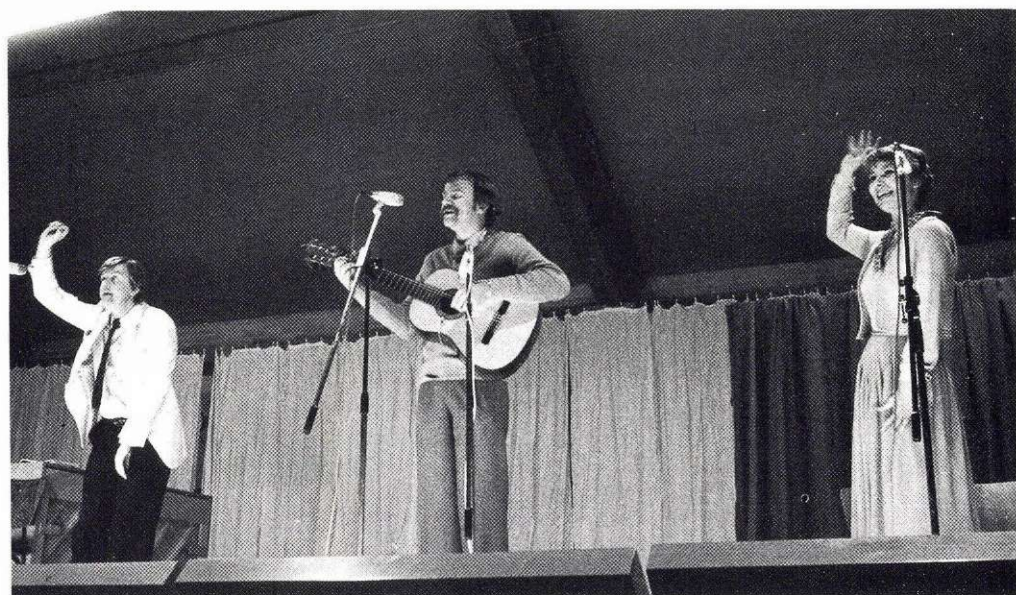


The "Grand Show Tiara Tahiti" opened the seventh season of the Cultural Society in the Munkebo Hall.



Kurt Dreyer and Lane Lind in Harold Pinter's play, "Betrayal".

The actor, Ulf Pilgaard, in his breathtaking one-man-show.

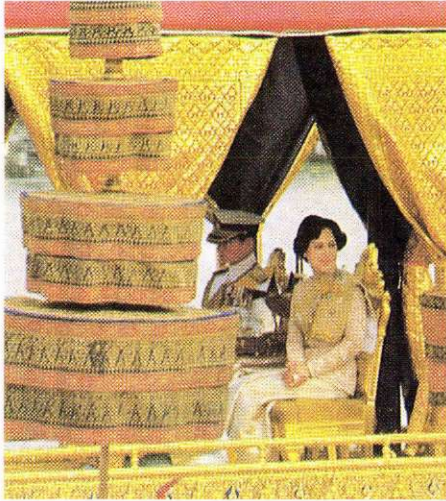


The actors, Peder Schrøder and Kirsten Olesen, together with the guitarist, Hans Dal, in a so-called "Musicomical Cabaret".

Rattanakosin Bicentennial

200 years ago Bangkok was just a tiny and peaceful fishing village. Today the capital of Thailand is one of the leading commercial centers of the Eastern hemisphere, a large, modern and thriving city with 5.3 million residents.

Two of the 51 boats forming the royal boat procession, the "Ananta Narkkaraj" (right), and the royal boat, "Suphannahong". In the background is the Wat Arun, the Temple of Dawn.



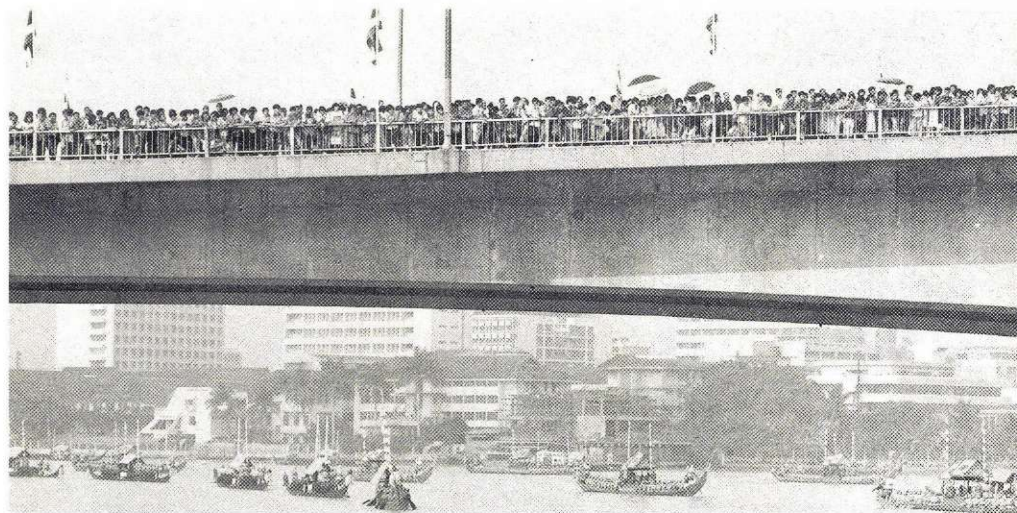
King Bhumibol and Queen Sirikit on board the "Suphannahong".

The royal boat procession which had attracted tens of thousands of spectators along the Chao Phya river.

The 200th anniversary of the establishment of "Krung Rattanakosin", commonly known to the world as "Bangkok", capital city of Thailand, falls in this year, wherefore 1982 will be one long year of festivities in Thailand as the people organise their own events in all 72 provinces to mark the Rattanakosin Bicentennial.

To casual observers the event may seem a series of celebrations merely marking the 200th birthday of a capital, which is not very old as cities go. But to the Thai people the occasion is much more than that. For the Rattanakosin Bicentennial is no mere birthday party for a great city. It also commemorates the 200 years of the House of Chakri.

The Chakri Dynasty was founded in April 1782, 15 years after the fall of Ayutthaya, Thailand's former capital. The new capital was established on the left bank of the Chao Phya River and was named Krung Rattanakosin. For the above reasons, the city of Bangkok is being called in the title of this celebration by its official name of "Rattanakosin" which may be roughly translated as "the city where the



Emerald Buddha resides, as well as the residence of the Mighty Kings of the Chakri Dynasty".

The present King Bhumibol Adulyadej, married to Queen Sirikit, is the ninth in the Chakri Dynasty, the Royal household of rulers who have successfully steered the Kingdom of Thailand through 200 years of changes and turbulent times with wisdom and statesmanship. And it is to demonstrate the people's respect and reverence for their kings, and to celebrate their achievements and prosperity since the first Chakri King founded the city he called Rattanakosin, that the 1982 celebrations have been planned.

Bangkok of course is the focal point of the celebrations. Thailand's capital has been spruced up and is sparkling for this joyous occasion. Splendour and grandeur will be the dominant feature throughout the year. Emphasis is placed on aspects depicting the past glory and the cultural heritage of the nation. Traditional state functions, exhibitions, displays and performances will be prominently featured, including ceremonial homage to the royal ancestors of His Majesty the King, to the

symbolic celestial guardian of the city, and to the revered Emerald Buddha.

One of the highlights of the Rattanakosin Bicentennial Celebrations was the Royal Barge procession on the Chao Phya River, which took place on April 5. The magnificent procession, a rare pageant last seen more than 14 years ago, consisted of 51 sleek, carved teak barges powered by over 2,000 chanting oarsmen in 18th century uniforms. King Bhumibol and Queen Sirikit and the Royal Family were borne in state down the Chao Phya River watched by tens of thousands of loyal subjects and foreign visitors, who flocked to piers, landings, and any space available along both sides of the river.

And the celebrations go on until the end of the year in Bangkok as well as in the provinces, where communities will celebrate the Rattanakosin Bicentennial with local colours and traditions. Fun and games, folk plays and performances will dominate the scene, giving foreign visitors a more colourful impression than usual.

Maritime exhibition at Esbjerg and Aalborg



Visitors were crowding to get on board Maersk Air's helicopter.

Since the A.P. Møller maritime exhibition was first presented to the public at Langelinie in Copenhagen last summer, it has been shown at Randers, Århus, and the Odense Steel Shipyard, with a total of about 80,000 visitors. On Saturday and Sunday, 20 and 21 March, the turn had come to Esbjerg, where the exhibition was arranged in Maersk Air's hangars at Esbjerg airport.

Thanks to the many A.P. Møller activities in Esbjerg – oil-prospecting and -production in the North Sea, Danbor, and the supplyships in the harbour, besides Maersk Air's helicopter operations – the advance expectations were great. During the weekend well over 7,000 West Jutlanders saw the exhibition, which contains picture boards, models, films, and slide-shows about A.P. Møller activities from the start in 1904 to the present day.

Visitors from outside also turned up. On Sunday afternoon, one of the Airforce helicopters touched down. It was on its way home from an operational show, and having alighted in front of Maersk Air's hangar, the five crew men came out. On their way they had heard of the exhibition over the radio, and now they would like to have a look for themselves and say hello to colleagues in Maersk Air.

As the exhibition was staged at Esbjerg, it was only natural that Maersk Air should be in the picture. With picture boards and photos, supplemented by a model of a Boeing 737-200 Advanced Jet plane, and a model of the new Super Puma helicopter to be delivered around the turn of the year, a vivid impression was given of Maersk Air's fleet and its activities, a fleet with an average age of about two years, and thus one of the world's newest.

The greatest attention, however, was attracted by a Bell 212 Twin Jet helicopter in the centre of the exhibition area. It appealed particularly to the children who found it tremendously exciting to be allowed to get on board and 'fly' it. They crowded around it all day, and Maersk Air's helicopter pilots were kept busy answering questions from children as well as grown-ups.

From Thursday, 20th (Ascension-day) to Sunday, 23rd May, our maritime exhibition was shown on the premises of Varde Bank in Aalborg's harbour area. Here, too, great interest was aroused with



Treat of the day: to sit in the pilot's seat and 'fly'.

On Sunday afternoon, one of the Airforce helicopters touched down to land five men who would like to see the exhibition.



a total of well over 7,000 visitors to the exhibition.

On this occasion, however, the greatest attraction was the gastanker "SVEND MÆRSK", which shaped her course for Aalborg after having concluded her trial runs, coming alongside the 'Honnørkajen'. During three days of 'open house', no less than 10,916 Jutlanders took this opportunity to get on board one of A.P. Møller's ships. And when "SVEND MÆRSK" departed on Sunday morning at ten, 400 or 500 Aalborg citizens turned up to wave goodbye, thus providing a festive termination of A.P. Møller's visit to Aalborg.



400 or 500 Aalborg citizens turned up to wave goodbye when "SVEND MÆRSK" departed on Sunday morning.



Fine season for our badminton people

One of A. P. Møller's three badminton teams – the no. 1 team – has fought its way from the KFIU qualification series B3 to the A series, immediately below the 3rd division. The team, which may now hope for promotion to the 2nd division after next

season, consists of (from the left): Torben Krag, Lene Mortensen (reserve), Max Poulsen, Hanne Vrang Larsen, Steen Knudsen, Jan Lyskjær, Annette Hesselgren, and Jesper Plougmann (reserve).

The MÆRSK fleet are the best swimmers

After revising the results of the last event of the 1981 sports arrangements, the Danish Merchant Navy Welfare Board ascertained that the MÆRSK fleet was clearly in the lead.

"ADRIAN MÆRSK" won by 191.31 points ahead of "NIELS MÆRSK"'s 185.71 points, and with "ARNOLD MÆRSK" in third place with 91.21 points. All events, regarding the three best ships, were arranged on board. In the marathon event Svend Degn of "NIELS MÆRSK"

was first with 7,000 metres, with Casper Overgaard, also of "NIELS MÆRSK", in second place with 5,160 metres.

In the men's individual championships Per Storm of "ELEO MÆRSK" won the 50 metres in 27.33 seconds, while Svend Degn won 100 metres in 1 minute 34.5 seconds.

These results prove that the crews of the MÆRSK ships are keen users of the swimming-pools.



Maersk Line golf meeting

On April 16th, The Maersk Company Limited, London, repeated last year's success with a golf meeting for customers and business relations in England. The meeting took place, also this year, at St. George's Hill in Surrey, in sparkling sunshine. The winner was Mr. Roy Salvage of The Maersk Company, with

last year's winner, Mr. H. Takenaka of Nishizawa Ltd., London, as first runner-up. The photo shows, from the left, Mr. S. Nishi, Maersk Line, Düsseldorf, and Mr. S. Mitomi of Marubeni, London, flanked by the Chairman of the Board of The Maersk Company Limited, Sir Andrew Stark.

MÆRSK SPORT

Promotion to 1st division

After having secured their promotion from 3rd to 2nd division in KFIU last season, the MÆRSK men's handball team continued their triumphal progress during the 1981-82 season by coming out victorious even in this series, thereby qualifying for 1st division. The promotion was secured by winning over teams from Handelsbanken, Sparekassen SDS, and Topsikring. The photo was taken after the season's last match but one, which was played against B&W with a 23-23 score, showing from the left (standing): Flemming



Maagaard, Peter Krogsgaard, Torben Engelsgaard, Michael Clausen, Ture Korsager, Lars Lorenzen. From the left (sitting): Michael Johansen, Lars Kastrup, Per Christensen, and Henrik Bjerregaard.

Training for 'Sjælsø Rundt'

To enable A. P. Møller staff who contemplated taking part in the Berlingske Tidende bicycle event 'Sjælsø Rundt' to ascertain whether they were in shape for it, a traditional training-trip had been arranged for Saturday, 15 May. Also as if by tradition the weather was marvellous, with the starting-line and the goal placed at Rudersdal Kro. 148 people from Esplanaden participated.

On the same day Mærsk Data also had their training-trip with Strandmøllekroen as their main base. Participants counted 197 – out of a staff of 155!



Participants from A. P. Møller ...



... and from Mærsk Data.

World championship in football

Also this year, A. P. Møller participated in the unofficial world tournament in football for company teams, held at Hengelo in Holland on Saturday and Sunday, 29-30 May.

The tournament mustered 48 teams from 18 nations, and A. P. Møller fielded the following team: Per Christensen, Knud Finnerup, Flemming Gamst, Flemming Jacobs, Andreas Justesen, Lars Kastrup, and Ken B. Sørensen, all of the Container Line, Per Lange and Michael Rasmussen of the Tanker Department, Frank Pedersen, Ships'

Personnel; Finn Skanderup, Technical Organization; Peter Brask, Drilling; Thorkild Hove, Secretariat; Niels J. Laustsen, Management Secretariat, Søren Vestergaard, Bulk- and Special Vessels; and Ole Sørensen of the Liner Department.

Like last year we were third, with honours, after ten tough matches. The tournament was won by the team from the Dutch factory, Hogoven, while the second place was taken by the British firm, Bullmotor.

Rounding up...

Two Puma's for Maersk Air

Late this year Maersk Air will augment its fleet of helicopters by two French-built Super Puma helicopters. Like the other helicopters they will be stationed at Maersk Air's base at Esbjerg, from where they will mainly serve the oil and gas fields in the North Sea.

The Super Puma stands for the most recent technological development regarding off-shore helicopters, besides allowing for environmental values by having a noise level lower than helicopter types known so far. It seats 19 passengers, and in the Maersk Air colours it will look like the model shown here.



Adoption class visit their ship

On 6 March, Form 7y of Bogø Boarding School had the opportunity to get on board "LUNA MÆRSK", adopted by them. The visit took place at Odense Steel Shipyard where "LUNA MÆRSK" was alongside the outfitting quay. So, besides having a

chance to say hello to the ship's officers, their future pen friends, they were given a tour of the Yard, and through this an idea of how ships are built today. The photo shows the pupils on the outfitting quay beside their adoption ship.

What do children know about oil?

During several years DUC has sent out teaching materials to schools, telling about the history of oil, as well as about the exploration for and development of oil, in the shape of texts, photographs, and overheads, just as the three DUC films, 'Oil from the Sea', 'Denmark's North Sea Oil Field', and 'Gorm' have enjoyed wide circulation. But as it appears from the following extracts of written exercises about oil, some pupils find it difficult to put into words what they have learnt:

"Oil floats on water, but sometimes a little drilling is needed to remind it to surface."

"To investigate oilwells and to explore them is about the same, but just the opposite."

"Petro-chemistry has developed the knowledge of oil to a point where it is no longer understandable."

"Petro-chemistry is interesting if you happen to be interested in it."

"Oil cannot be formed except under great pressure. We have obtained this great pressure because so many people are persistently trotting about up here."

"One thing I do not know about oil-drilling is much."

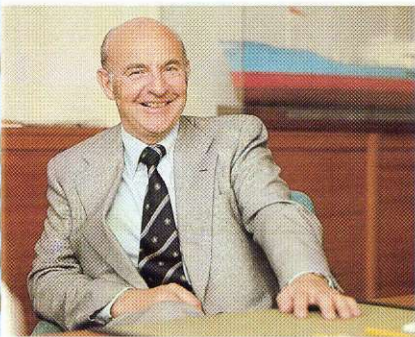
"When we take oil from the earth and squeeze it through the pipe, we say that we extricate the oil. We do not know how the oil terms it."

"We call the way in which petrol disappears evaporation. Evaporation is blamed for many things that people forget to put a cork on."

"The oil is sometimes deposited in a hole near a salt dome. It may be in a hole on top of the salt dome, maybe it is underneath. I do not know. It requires all my knowledge to know that it is in a hole near the salt dome."

"Another name for oil is mineral oil, but I think I shall stick to the first word and learn that properly."

New chairman of InterTanko



In March, Shipowner C. Rentz-Petersen was appointed chairman of InterTanko – International Association of Independent Tanker Owners –

at the general meeting in Athens.

Mr. Rentz-Petersen succeeded Shipowner Sir Yue-Kong Pao of Hong Kong.

InterTanko has its members in 30 countries with a total tanker tonnage of about 190 million tons deadweight, and counting almost 80 per cent of the world's independent shipowners.

InterTanko has a systematic information service regarding for instance port conditions, bunkers, market reports, and technical questions. The secretariat has its seat in Oslo.

Silver wedding on board



On 18 May, Captain K. J. Johansen and his wife Sonja were able to celebrate their silver wedding on board "HANS MÆRSK". The crew succeeded in surprising the sleeping couple so that their great day might begin with the traditional triumphal arch and singing at 6.

To enhance the festivity of the day the chief purser had provided some extras for the dinner, and coffee was served in the smoking saloon of the ship.

Danish wedding in Hong Kong



Over the years, many Danish couples have been married in Hong Kong. Still, it was an unusual event when Elsebeth Jensen and Jens Peter Frøkjær were married in the Danish Seamen's Church in Hong Kong on 6 April. Not only was it the first wedding ceremonial made on the new premises of the Danish Sea-



men's Church in Hong Kong, but it was also the first wedding in Hong Kong where both bride and groom served on board the same ship – namely "ADRIAN MÆRSK", as stewardess and able seaman, respectively.



'Bluetiful'

When the training ship "DANMARK" called at Newhaven, Connecticut, from 6 to 11 May, the section of the quay where the ship was to come alongside was painted in a beautiful, speciously MÆRSK-blue colour. When asked why the quay had been painted in that particular colour for the visit of the training

ship, it appeared that the Port Authority people had chosen it because they thought the colour was typically 'DANISH-blue'.

One photograph shows the "DANMARK" at the light blue quay, the other the long queue of visitors waiting to get on board the fine sailing-ship.



Rounding up...



Artistic re-use

Some time ago, the Tønder Technical College received two drillbits, which had been used in the North Sea, from Dansk Boreselskab. This is one of them mounted in front of the school's main entrance, where it has come into favour

as a very decorative sculpture. The other drillbit has been placed near the energy-technical department, thus symbolizing the field of work carried out at the school.



The boy and the ship

When Gunner Pedersen, the gardener, and his wife Ruth were recently studying a box with old snapshots, they came upon the photo of a little boy, admiring "GJERTRUD MÆRSK" at Odense Steel Shipyard. The boy is their son, Lars Torben Pedersen, born 1957, and the photo was taken during a visit to Odense in 1960.

At that time nobody had imagined that many years later the boy would be sailing in one of A. P. Møller's ships, but in the other photo Lars Torben Pedersen is seen leaning on the rail of "JEPPESSEN MÆRSK", in which he served as cook in 1980. Today he has just been appointed chief purser of "PRIMA MÆRSK".



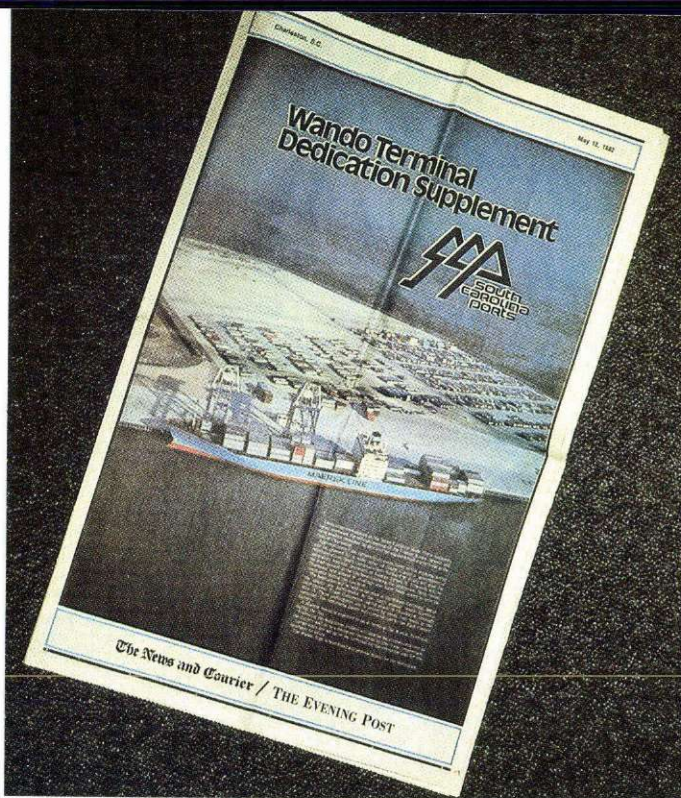
Visit from France

At the end of April, the French President, François Mitterrand, paid an official visit to Copenhagen. The programme for the State visit, which lasted 48 hours, comprised, among other things, a gala dinner hosted by Queen Margrethe and Prince Henrik at Fredensborg Castle, a gala performance at the Royal Theatre, a visit to the Copenhagen townhall, and lunch on board the Royal Yacht, "DANNEBROG".

The "DANNEBROG" was reached by the Royal Barge from Nordre Toldbod, where the Hussar Regiment of Næstved provided the guard of honour.

The picture shows the French President arriving at Nordre Toldbod, with the A. P. Møller Head Office in the background.





Maersk Line on the front page

On the occasion of the inauguration of a new container terminal in Charleston in the USA on 12 May, "The Evening Post of Charleston" produced a special issue. This is the cover of the newspaper,

carrying a full-page photograph of "LAURA MÆRSK" alongside the quay in the new "Wando Terminal" before the official inauguration.



BUKH engine round the world

A BUKH marine diesel DV, engine number 96292, recently returned to Kalundborg after a circumnavigation of the earth, which took its beginning in July 1979. The circumnavigation was made by the Norwegian skipper, Magnus Nordheim, his son Magne, and – from July 1980 – by his daughter Brit who came on board in Australia.

"GOLDEN ORCHID" – a Swedish-built yacht of the

type Najad 34 – was their home for three eventful years, and after a normal service check of the engine in Kalundborg they were ready to continue to Oslo, where they came alongside the Honnørkajen on 6 June.

In the photo we see the skipper, Magnus Nordheim, with his daughter Brit and his son Magne on board the "GOLDEN ORCHID" during the stop at Kalundborg.



Mr. Kjeld Olesen, Minister of Foreign Affairs, visits Maersk Line

In the middle of March, a Danish delegation, headed by Foreign Minister Kjeld Olesen, visited Thailand and Indonesia to have negotiations on shipping policies with the governments of the two countries.

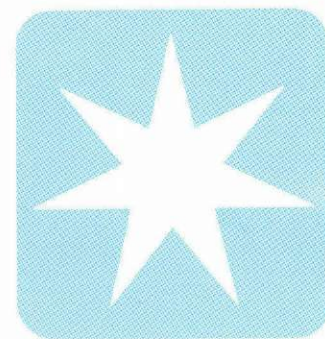
During his stay in Thailand, the Foreign Minister paid a visit to the container terminal in Bangkok harbour, and is seen here in front of Maersk Line's terminal office, which has been installed in two containers. He is in the company of, to the left, Mr. Chr. Lund, Executive Vice President of Maersk Line, and the new chief of Maersk Line's

offices in Bangkok, Mr. R. D. Gibson.

In Indonesia Maersk Line hosted a lunch in Jakarta in the Executive Club of the Hilton International, with the participation of, from the left, Executive Vice President Chr. Lund of A. P. Møller; Mr. Norman Razak, President Director of P. T. Djakarta Lloyd; Mr. E. Skov, the Danish Ambassador in Jakarta; Foreign Minister Kjeld Olesen; Mr. Jørgen Bredholt, Head of Division, Ministry of Industry, and Mr. L. C. Dan, General Manager of Maersk Line Limited, Jakarta.



Personalia



ESPLANADEN



25 Years Anniversary

1. Kurt Wulff Flatau
1 August
2. Villy Voldsgaard Jensen
30 September

THE FLEET



40 Years Anniversary

1. Chief Engineer Arne Brejning Brejnebol
9 August

25 Years Anniversary

2. Captain Leif Robenhagen Jensen
28 June
3. Chief Engineer Poul Aage Andersen
17 July
4. Chief Engineer Willy Frede Jensen
27 July
5. Captain Kurt Boysen Brændekilde
6 August

Retiring

6. Captain Bent Johannes Nielsen
1 June

MAERSK DRILLING



25 Years Anniversary

1. Svend Erik Weikert
17 June

MAERSK AIR



25 Years Anniversary

1. Bjarne Hansen
15 July

DANSK BORESELSKAB



25 Years Anniversary

1. Erik Holtegaard
1 August

ROULUND



25 Years Anniversary

1. Bent Jensen
1 August
2. Th. H. Yndgaard
19 August

THE YARD



40 Years Anniversary

1. Kurt Erhard Christensen
20 August

25 Years Anniversary

2. K. H. Asmussen
1 June
3. P. E. Skouboe
1 June
4. Willy Lund Pedersen
4 June

5. Kaj Lykke Jensen
11 June
6. Bent Erik Hansen
11 June
7. Børge Hansen
11 June
8. Holger Nielsen
25 June
9. Martin Skov
1 July
10. Poul Jim Frandsen
6 August
11. Ejner Jensen
13 August
12. Bent Løvenholt Andersen
13 August
13. Harry V. Hansen
15 August
14. P. O. Bülow
15 August
15. Kaj S. Martinussen
15 August
16. Jauzas Arbasauskas
20 August
17. Bent Freiwald Johansen
27 August

DISA



40 Years Anniversary

1. Willy Sonne (Herlev)
2 August

25 Years Anniversary

2. N. J. Madsen (Skovlunde)
19 August
3. Dagmar Regaard Jensen (Skovlunde)
19 August

ORGANIZATIONS ABROAD



25 Years Anniversary

1. Soravich (Lee) Su-anchalee, Bangkok
7 March
2. Udom Surimal, Bangkok
20. April
3. Preben Pedersen, Corvetine Shipping
18 July
4. Lars Christian Dan, Jakarta
1 August
5. Birger Jürgensen, New York
1 August
6. N. Miki, Tokyo
1 August
7. Jens Jacob Raun, San Francisco
1 September
8. C. Saiti, Tokyo
5 September
9. Peter Kristian Johansen, Singapore
1 October

WORKSHOP SCHOOL



Retiring

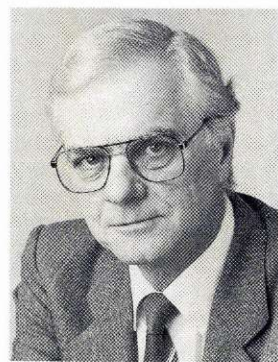
1. Harry Jørgensen
1 July

New Editor of MÆRSK POST

After having edited MÆRSK POST for more than 20 years, Mr. Poul Jægerholt has wished to resign from this post.

In many ways MÆRSK POST may be identified with Mr. Jægerholt. He was entrusted with working out the first issue of the magazine in 1962, and he was soon able to bring forth a magazine that has compelled the respect of readers all over the world. The magazine has conveyed information about A.P. Møller activities in a dignified way, thus serving in the office of a good ambassador.

Mr. Jægerholt will retire from the A. P. Møller Shipping Companies at the end of May 1983, and until then he has assumed the task of working out a comprehensive set of school materials on shipping for the use of primary schools. His many years of work in A. P. Møller – including his functions as leader of the shipping school – make him well suited for this task.



Einar Siberg

With this issue of MÆRSK POST Mr. Einar Siberg of the Information Department will be in the editor's chair. Mr. Siberg is very well acquainted with MÆRSK POST, as he has had a great share in the production of it for several years.

Obituary

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

Thage Christensen
The Yard
9 March 1982
Ingolf Frykman
BUKH
5 April 1982
Jørgen Lund
Maersk Line, Singapore
28 April 1982

Chief Engineer Erik Dohn Sørensen
ex m.m. "EVELYN MÆRSK"
10 May 1982

