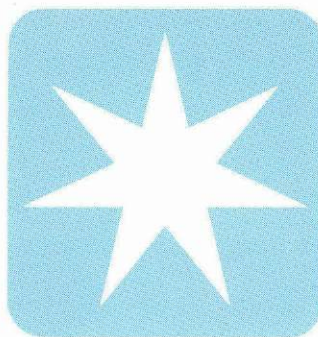




MÆRSK
POST 3/1982



MAERSK POST

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*Front and back cover:
"SUSAN MÆRSK", the third of four new
gastankers for A. P. Møller.*

As part of the collective wage bargaining of 1981, the service period on board ships was reduced from 6 to 5 months.

In addition, it was agreed that a further reduction of the service period should be negotiated with the associations during the autumn of 1982.

A meeting has now been held on this matter, and the negotiating committee of the Danish Shipowners' Association had to announce that they did not find the time ripe for yet another reduction.

The background is partly the question of preserving the continuity in the management of the ships, partly the very serious crisis in which the shipping trade finds itself.

The general recession the world over has caused reduced transport requirements, which is synonymous with failing cargo quantities. A. P. Møller has felt this in every sphere.

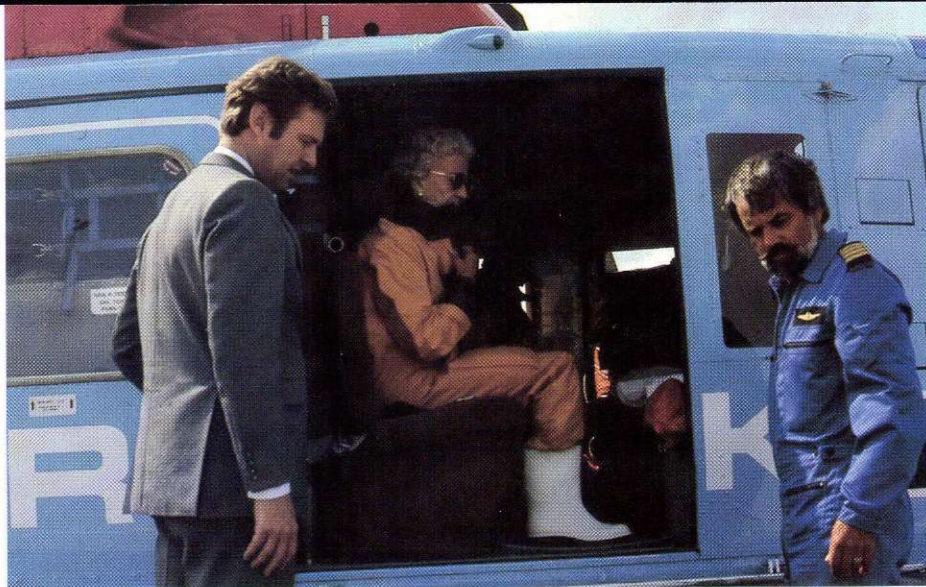
Our tanker fleet in particular has been hit hard. Several large ships are lying idle, and some of the product-carriers have to accept rates that do not even cover the daily costs. Even our bulk fleet has been hit, just as cargo quantities as well as rates for liners and containerships have shown a pronounced fall during the latter months. Thus, the situation must be characterized as grave, and an optimum service level for customers has become even more important.

The officers' associations have indicated that they might consider asking members to give notice individually.

It would be disappointing if the officers' associations should take this step in the midst of one of the most critical periods of the shipping trade. And it would be even more disappointing if our trusted officers should follow this suggestion.

The situation prompts us all to make an extra effort to get through this crisis, thereby securing the means for investing in new tonnage and new places of work.

MÆRSK MC-KINNEY MØLLER



Managing Director Bjarne Hansen and Chief Pilot Jan Hagemann, Maersk Air, welcomed Queen Ingrid on board Maersk Air's helicopter in Esbjerg Airport.

Below: Queen Ingrid, Count Trampe (at the back), and Shipowner Mærsk Mc-Kinney Møller, in survival suits, were welcomed on the helicopter pad of the Gorm Field by Senior Vice-President Vagn Rosenkilde and Executive Vice-President Mogens Rørvig, Dansk Boreselskab.

Bottom: Platform Supervisor Poul Nielsen, Maintenance Supervisor Richard Krebs, and Executive Vice-President Mogens Rørvig attended Queen Ingrid on the tour of the platforms.



Visit to the Gorm Field

Her Majesty Queen Ingrid visited the Gorm Field on Tuesday 10 August, at the invitation of Shipowner Mærsk Mc-Kinney Møller.

Attended by Count Trampe the Queen arrived at Maersk Air's heliport in Esbjerg, where she was welcomed by Managing Director Bjarne Hansen, Chief Pilot Jan Hagemann, and Works Manager K. P. Jensen, all representing Maersk Air, and by Mr. Mærsk Mc-Kinney Møller. Also the Chief Executive of Esbjerg Airport, Mr. E. Seitzberg, attended.

After a short tour of Maersk Air's faci-



lities, OY-HME took off with the course set for the Gorm Field. Piloting the aircraft, besides Jan Hagemann, was Captain Bjarne Petersen – and they circled the Dan as well as the Skjold Fields. At the Gorm field, Mr. Mogens Rørvig, Executive Vice-President, and Mr. Vagn Rosenkilde, Senior Vice-President, Technical Dept., both of Dansk Boreselskab, were hosts at lunch. After that, Platform Supervisor Poul Nielsen and Maintenance Supervisor Richard Krebs competently headed an inspiring tour of the A platform (extraction) and the Gorm C platform (processing and accommodation).

The North Sea behaved in a most commendable way: a clear sky, sparkling sunshine, and a fresh breeze. Fine visibility made it possible to observe the rigs of the other fields, and the guests had an opportunity to get a close look at the Tyra Field on the trip back to Esbjerg.

New gastankers

On 19th May, A. P. Møller took delivery of the fourth of a series of gastankers from the Odense Steel Shipyard. After the take-over the ship, which is named "SVEND MÆRSK", was the focal point in an A. P. Møller maritime exhibition at Aalborg from 20th to 23rd May, where it was visited by almost 11,000 people. After the exhibition the ship departed for Aarhus to undergo gas tests like her three preceding sister ships: "SALLY MÆRSK", "SVENDBORG MÆRSK", and "SUSAN MÆRSK".

A. P. Møller has made arrangements with the Odense Steel Shipyard for the delivery of two further ships of this type during 1984.

The vessels of this series are built as single-propeller LPG/NH₃ (Liquefied Petroleum Gas/Ammonia) carriers with a forecastle deck, bulbous bow, and semi-spade rudder. Machinery and accommodation are located aft. Cargo compressor and el-motor rooms are located forward of amidships. All cargo tanks are located below the main deck which is a through deck from fore to aft.

Main particulars

Length o.a.	153.00 m
Length p.p.	142.00 m
Breadth moulded	25.00 m
Depth moulded	14.25 m
Draught scantling	9.93 m
Corresponding deadweight	17,500 t
Draught design	7.90 m
Speed at design draught	17.7 knots
at 90% MCR corresponding to	13,050 BHP
Cargo tank capacity 100% -20°C.	15,000 m ³

Class: Det Norske Veritas +1A1, Tanker for Liquefied Gas (-48°C, 4 kp/cm², 0,97 t/m³) EO, F-AM, ICE-C.

Furthermore, the vessels will fulfil IMCO's Gas Code Resolution A. 328 IX with first and second sets of amendments, USCG regulation for obtaining letter of compliance for foreign flag vessels trading in US waters incl. Alaska and Registro Italiano Navale for trading in Italian waters.

Tanks and Equipment

The ships are designed for the transport of such media as ammonia, butane, propane, propylene, vinyl chloride, and isoprene, and are equipped with seven cylindrical cargo tanks with a total volume of 15,000 m³. They are insulated with 150 mm polyurethane foam covered with galvanized iron sheets, and have a minimum operating temperature of minus 48°C.

The tanks are calculated for an overpressure of 3.924 bar (atmosphere) according to the USCG-regulations, but on the basis of the available wall thicknesses and the IMCO-regulations, the maximum allowable operating pressure is approximately 4.50 bar.

The advantage of increasing the pressure to a higher value is that the loading rate can be increased during loading of a warm product. This gives the ship a shorter stay at the jetty.

Each tank is equipped with a discharge pump and with loading and unloading pipes just as each tank is connected with the reliquefaction plant, the cross-overs, the inertgas plant and the respective blow-off system.

The plant can be divided into four separate systems for the simultaneous transport of two cooled and two uncooled media.

The loading and unloading equipment is designed in such a way that in normal cases the time necessary for loading or unloading is about 12 hours.

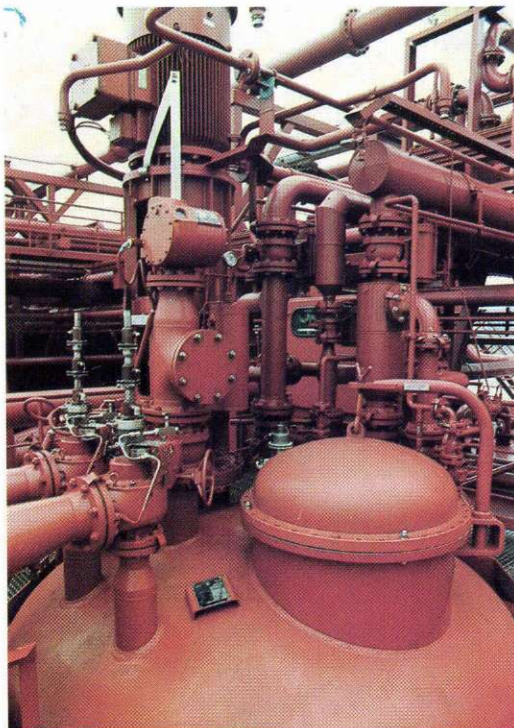
The reliquefaction plant includes three identical units with three stage-three cyl. Sulzer compressors, liquid separators, inter-mediate coolers, and condensers. One unit is connected to each main system. The third acts as stand-by and can be connected to any of the two cargo systems, if necessary.

Navigation Equipment

The navigation equipment includes the latest and newest models of:

Radar: Sperry radar, 10 cm with relative-motion indicator
Sperry radar, 3 cm with true-motion

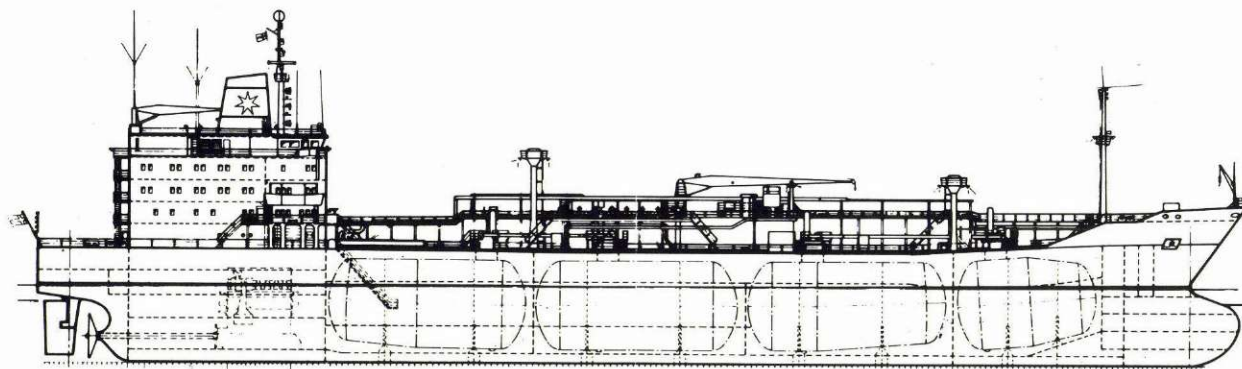




"SVENDBORG MÆRSK" on her trial run in the Kattegat.

The bridge.

Cargo-tank dome with manhole, safety valves, and deepwell pump.



Chief officer's dayroom.



Engine control room.



Cargo control room.

indicator
Loran C, satellite navigation
Gyro Pilot
Echo Sounder
Submerged Speedlog
Gyro Compass
Off-course Alarm
Typhoon with Automatic Signal

Communication System

The vessels are equipped with a radio station, including VHF telephone, walkie-talkie, and a 60 lines automatic dial-type telephone system. A system of sound-powered telephones connects all control stations and senior officers.

A public address system with microphones in wheelhouse, radio station, and ship's office is installed.

Deck Machinery

Two combined windlass/mooring winches are placed on the forecastle deck, and one electric hydraulic crane is placed amidships on top of the compressor house serving cargo hoses, bunker manifold, Suez boat, and stores. On top of the deck house one electric hydraulic crane serves upper deck aft engine room hatch and Suez boat, and two mooring winches are arranged aft on upper deck.

Propulsion Machinery

For the vessel's propulsion is installed one diesel engine, Maker Mitsui Burmeister & Wain type 6L67GFCA with constant pressure charging. The engine is of the two-stroke, single acting crosshead type, direct reversible engine with fuel injection.

The turbocharger is a constant pressure charger water cooled type of BBC's latest design.

Technical Data

maximum continuous rating
(MCR) 13,050 BHP
RPM 123
Number of cylinders 6
Cylinder diameter 670 mm
Stroke 1,700 mm
Brake mean effective pressure
at max. continuous output ... 13.2 kp/cm²

The main engine is arranged for unmanned machinery space, and manoeuvring of main engine can be remote controlled from the bridge or the engine control room. In emergency the engine can also be manually controlled from the engine room.

Diesel Generators

The vessels are built with two diesel generator rooms. One located in the centre, aft of the main engine. In this room there are two B&W Holeby diesel generators with a Siemens water/aircooled generator. In the other generator room located in the starboard side aft there is one B&W diesel engine with a Siemens water/aircooled generator.

Besides the main generators an emergency generator is installed, which will start automatically in case of "black-out", and which is automatically connected to the emergency switchboard which supplies the consumers necessary for an emergency situation. Included in this is for example power to the steering gear pump.

The main switchboard is located in the engine control room. The electric motors necessary for the vessel's propulsion are arranged with automatic start of the spare unit in case of failure in the running unit.

The Accommodation

The accommodation, which is arranged in the most modern way according to the company's standard, consists of single cabins with separate bath and toilet for each crew member. The captain, the chief engineer, and the senior officers also have separate bedrooms.

On the main deck a gymnasium is installed and on the navigation deck an outdoor swimming pool.

The whole accommodation is equipped with mechanical ventilation and air-conditioning.

The ship has a crew of 23.

Two namings in Japan



On 29 January and 15 July, the last two product-carriers in a series of three – the “PRIMA MÆRSK” and the “PAULA MÆRSK” – were named and taken over at Ishikawajima-Harima’s Kure yard near Hiroshima. The first of the series, the “PETER MÆRSK”, was named by Her Majesty Queen Margrethe in April last year.

The sponsor of “PRIMA MÆRSK” was Mrs. Inger Groot, wife of the Danish Ambassador to Japan, Mr. Per Groot, and “PAULA MÆRSK” was sponsored by Mrs. S. Fujii, wife of the Executive Vice-President of Maersk Line K. K., Tokyo, Mr. S. Fujii.

The ships are of about 39,000 tdw. with

cargo tanks totalling 51,000 m³. They have a length of 182.57 m, a breadth of 32.20 m, and a draught of 11.00 m. The engine is a B&W/Mitsui diesel with a normal yield of abt. 800 BHP, and the service speed is slightly above 15 knots. Captain of “PRIMA MÆRSK”: Bjarne Hernø, chief engineer: Kristian Djurhuus, chief officer: Knut J. Ellingsgaard, and chief steward: Niels T. U. Madsen.

Captain of “PAULA MÆRSK”: Arne Tingbjerg Sørensen, chief engineer: Eigil Laurids Høj Pedersen, chief officer: Stefan Knudsen, and chief steward: Bjarne Mortensen.



The sponsor of “PRIMA MÆRSK”, Mrs. Inger Groot.

“PRIMA MÆRSK”, sister ship of “PAULA MÆRSK”, during her technical trial runs.

The sponsor of “PAULA MÆRSK”, Mrs. S. Fujii.



Naming of twins at Lindø

On 18 June, two anchor-handling/fire-fighting/supplyships, “MAERSK ROVER” and “MAERSK RIDER”, were named at the Odense Steel Shipyard.

The sponsor of “MAERSK ROVER” was Mrs. Joy Butler, wife of Manager Exploration Basil R. R. Butler of BP, London, and “MAERSK RIDER” was sponsored by Mrs. Paula Brannigan, wife of Operations Manager Captain Peter Brannigan, McDermott International.

The two ships are an advanced version of the four preceding R ships, built at the Lindø Yard in 1979 and 1980. The main engine, composed of four MaK engines of the type 8M 453AK, has a total output of 14,400 BHP. The maximum speed is 16.5 knots, and the bollard pull is of 161 tons.

The ships are equipped with four fire-fighting water guns, enabling them to take action in case of fire on board platforms and production installations. The water guns have a minimum capacity of 41,700 litres of water per minute, sending water jets more than 200 metres ahead and 145 metres upwards.

The two newbuildings, which were taken over by the Maersk Company Ltd., London on 18 June and 8 July, have



“MAERSK ROVER”, sister ship of “MAERSK RIDER”, undergoing technical trials.



Peterhead in Great Britain as their home port.

Captain of “MAERSK ROVER”: Peter Partington, and chief engineer: Colin Hardcastle.

Captain of “MAERSK RIDER”: Peter Butterfield, and chief engineer: Dennis Wood.

From the left the sponsor of “MAERSK ROVER”, Mrs. Joy Butler, together with Mr. Troels Dilling, head of Odense Steel Shipyard, and the sponsor of “MAERSK RIDER”, Mrs. Paula Brannigan.



New North Sea rig

"MÆRSK ENDEAVOUR" is the name of the most recent unit in Maersk Drilling's fleet of drilling rigs, counting 27 on a world-wide basis.

On 16 September, the "MÆRSK ENDEAVOUR" was positioned on Dansk Undergrunds Consortium's Tyra West B platform, where it is going to drill

nine production wells during the next year or so.

The new rig is a North Sea jack-up, and Maersk Drilling thus has two rigs at its disposal that are designed to operate all the year round in the Danish sector of the North Sea. Both "MÆRSK ENDEAVOUR" and "MÆRSK EXPLORER" are working on contract to Dansk Boreselskab.

Having been built for all-year-round operations in the North Sea, thereby qualifying for the denomination North Sea rig, is no doubt the highest mark of quality that may be attained by these drilling giants.

Cold, storm, and waves exceeding 20 metres make the North Sea the roughest water area yet to be challenged by the oil industry. This, combined with the fact that the troubled waters expose the metal to continuous fatigue, means that for a North Sea rig steel constructions of far greater strength must be used than for

rigs designed for calmer and/or warmer waters, steel that will sustain the effects of fatigue.

"MÆRSK ENDEAVOUR" which is able to operate on water depths up to 205 feet and has a rated drilling depth of 25,000 feet, is one of the largest jack-up rigs built to date. It has a gross tonnage of 8,240 tons, compared with Maersk Drilling's other North Sea rig, "MÆRSK EXPLORER", which has a tonnage of 5,170 tons, and which certainly ranges among the heavy-weighters.

The rig is of the cantilever type. This means that it is able to skid or cantilever its drill-floor over the stern end, so that the well center, with the 45 metres high derrick mast, the drawworks, and the travelling blocks, designed to pull a drill-stem weighing almost 500 tons out of the hole, is positioned about 14 metres outside the rig hull.

The rig has accommodation for 76 people and has a permanent crew of 36.



Two new jack-up rigs

On June 12th and 13th, Maersk Drilling held naming ceremonies for two jack-up newbuildings from MODEC in Japan.

The two rigs were named:

"MÆRSK VOYAGER", built at Sumitomo H. I. Toyo Works.

Sponsor: Mrs. Wendy Jørgensen, wife of Managing Director P. Jørgensen, Maersk Line, Hong Kong.

"MÆRSK VENTURER", built at Kanrei Shipbuilding Co. Ltd.

Sponsor: Mrs. Marilyn A. Covey, wife of Senior Vice-President G. A. Covey of Aramco.

The two rigs are now in Saudi Arabia where they will work on three years contracts for Aramco.

These two rigs are part of a series of eight jack-up rigs from MODEC. The first two were delivered during 1980-81 to Maersk Drilling's affiliated company - Egyptian Drilling Company - in Egypt. The following three jack-ups, now working off Italy, Abu Dhabi, and Australia, were delivered to Maersk Drilling during 1981, and the eighth jack-up is due for delivery to Maersk Drilling in December 1982.

After the delivery of the two jack-ups they were loaded on two heavy-lift transport vessels. The tows from Japan to the Arabian Gulf went fast and smooth. 6600 nautical miles were covered in 20 and 28 days respectively.

At the end of 1982, the rig fleet of Maersk Drilling and affiliated companies will count 28 rigs (25 offshore rigs and three land rigs) worldwide.

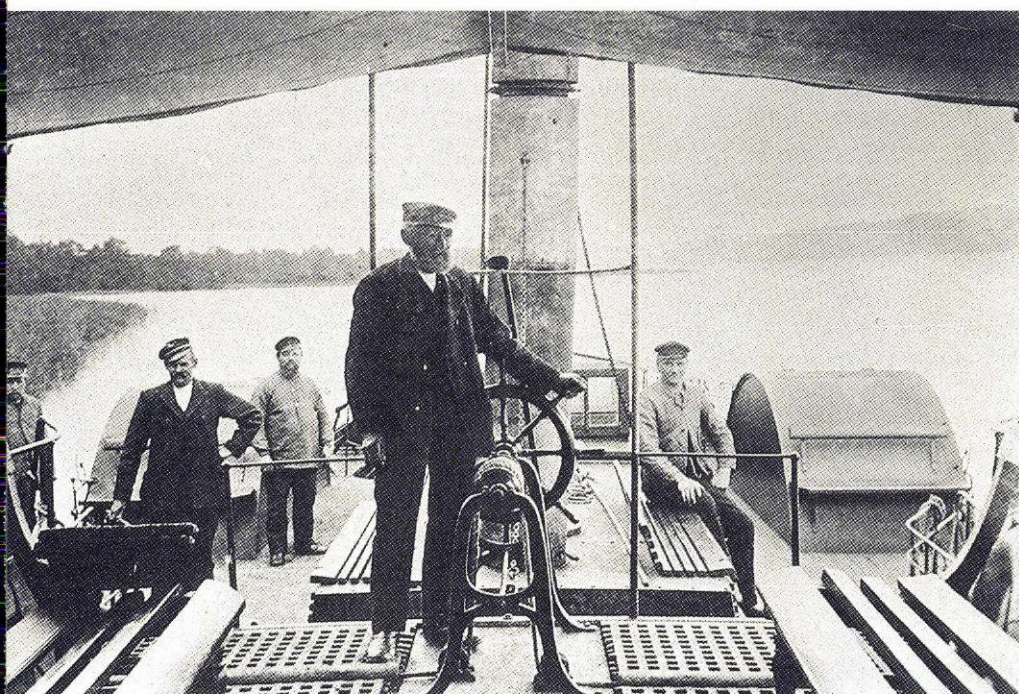
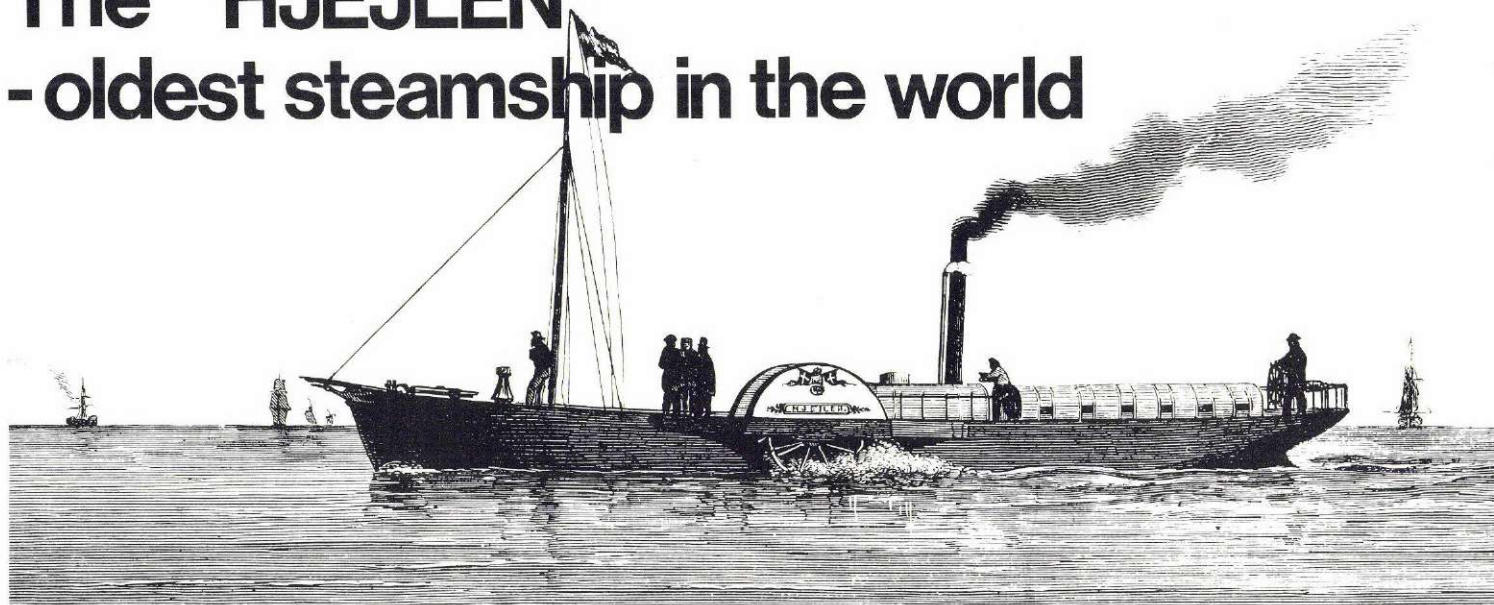


In the middle the sponsor, Mrs. Wendy Jørgensen, together with her husband, Mr. Per Jørgensen, Managing Director of Maersk Line, Hong Kong (extreme right); Shipowner Leif Arnesen, A. P. Møller (extreme left), and the Managing Director of Maersk Line, Tokyo, Mr. Hans Georg Andersen, and Mrs. Andersen.



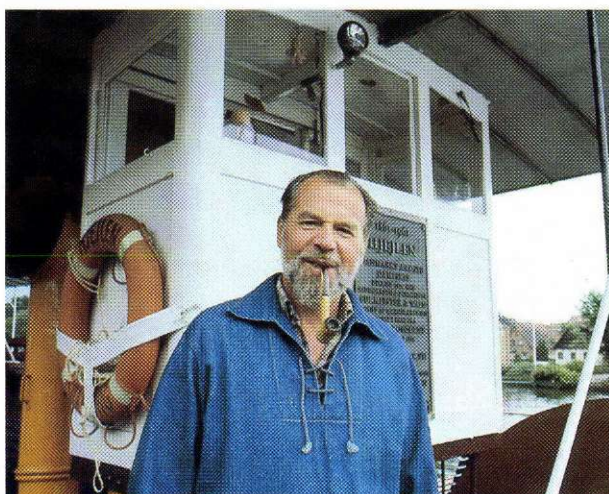
The sponsor, Mrs. Marilyn Covey, with her husband, Senior Vice-President G. A. Covey, Aramco (right), and Shipowner Leif Arnesen.

The "HJEJLEN" -oldest steamship in the world



The crew of the "Hjejlen" in 1894. At the helm is Niels Quitzau, who went from Copenhagen to Silkeborg on the "Hjejlen" in 1861. Behind him, from the left, the "look-out", the ticket-inspector, the engineer, and the stoker.

Today, the "Hjejlen" is skippered by Captain Erik Hjorth, who has just celebrated his 25th anniversary.



On June 16th, 1861, the "Illustreret Tidende" carried the following announcement, together with a drawing of the steamship "Hjejlen":

It has been made public through notices in the newspapers that general meetings have recently been convened in various localities in this country concerning small steam-boats obtained by local limited companies. One of these was founded in Silkeborg and its neighbourhood last year, and the small vessel which will cover the traffic needs on the Guden River and the Silkeborg Lake is now ready to serve under a name inherent to this locality, the "Hjejlen" (Danish for golden plover). Last Tuesday at 12.30 p.m. it departed from Messrs. Baumgarten & Burmeister, Engine Builders, left Elsinore at 6 o'clock p.m., and reached Randers the next morning at 11, whereupon it proceeded from there to its destination in the afternoon.

The "Hjejlen" has a length of 80 feet, a maximum breadth of 12 feet, and a depth of 2½ feet. The breadth across the wheel boxes is 20 feet. The boat is equipped with a pair of oscillating, high-pressure engines of altogether 10 horse-power and a tubular steam-boiler. The paddle-wheels, which are fitted with tiltable paddles, have a diameter of 8 feet. In the aft part there is a saloon, reaching from the bottom of the ship to about 2 feet above the gunwale; its upper part forms a poop with windows. This saloon is enamel-painted in white with golden ornamentation and red-velvet sofas; the floor is covered with a Brussels carpet. In the aft end of the saloon there are two glass paintings, representing attributes of industry and agriculture; and on both sides of the entrance door in the opposite wall counterparts are formed by twin mir-



rors. For second-class passengers an open space has been arranged in the fore end, with benches all round and fixed wooden foot-rests to go with them. Descent to this space from the deck is made by tiny sets of stairs on either side, the same as applies to the saloon aft.

From what we have learnt the new steamboat will be inaugurated by H.M. the King when, during his present peregrination, he reaches Silkeborg.

What the newspaper had learnt was correct: after a number of trial runs, in which even King Frederik VII and his consort, Countess Danner, participated, the inauguration itself took place on June 24th in the presence of His Majesty.

It had taken quite a few years to get that far. As early as 1840, proposals had been made for a change in the traffic on the Guden River. The cargoes, which were mainly logs, peat, bricks, paper, and groceries, were freighted on barges, poled or towed by men or horses using the towpath along the river.

In 1819, Denmark got its first steamship. It was the paddle-steamer "Caledonia", which served the route between Korsør and Kiel. In 1845, there were 11 paddle-steamer in Denmark, so the idea of using a steamship on the Guden River was not so far-fetched after all.

One of the chief men behind the scheme was Michael Drewsen, who took over the Silkeborg Watermill in 1840 and established a papermill, which was started in 1845. At that time about 50 people were resident here; but as the papermill grew, so did the number of inhabitants, and in 1861, when the "Hjejlen" went into ser-

vice, Silkeborg had about 2.000 inhabitants. So, it is reasonable that Michael Drewsen, the mill-owner, is today held to be the founder of the town.

In 1852, together with industrialists of Silkeborg, he sent a recommendation to the Finance Committee, warning against spending any more money on a towpath along the Guden River, "as it would appear that steam power was extremely adaptable to any towing-needs on the Guden River". The Finance Committee disregarded his recommendation completely, granting 115,000 rix-dollars for an extension of the towpath.

In 1847, the first railway in Denmark, running from Copenhagen to Roskilde, had been opened, and in 1856, it was extended to Korsør. Now was the question: when would it reach Silkeborg? And would a railway not be preferable to steamship traffic?

In 1858, the "Dagbladet" in Copenhagen printed a long article, written by an Englishman who had spent his holidays in Denmark. About the region around Silkeborg he wrote among other things: "In my opinion a fortnight's stay in this beautiful landscape will influence the tourist as propitiously as going to the German part of Switzerland or down the Rhine."

Plans for steamship traffic first of all centred around the conveyance of goods. Now even tourism came into the picture. Not only did the region around Silkeborg with the Guden River and the many lakes count as one of the most beautiful in Denmark, but it might even boast of possessing the "Himmelbjerget" (the "Sky Mountain"), which was considered to be the highest point in Denmark, rising to 147 metres. Furthermore, the most

The "Hjejlen" departing from Silkeborg, shaping her course for the Himmelbjerget.

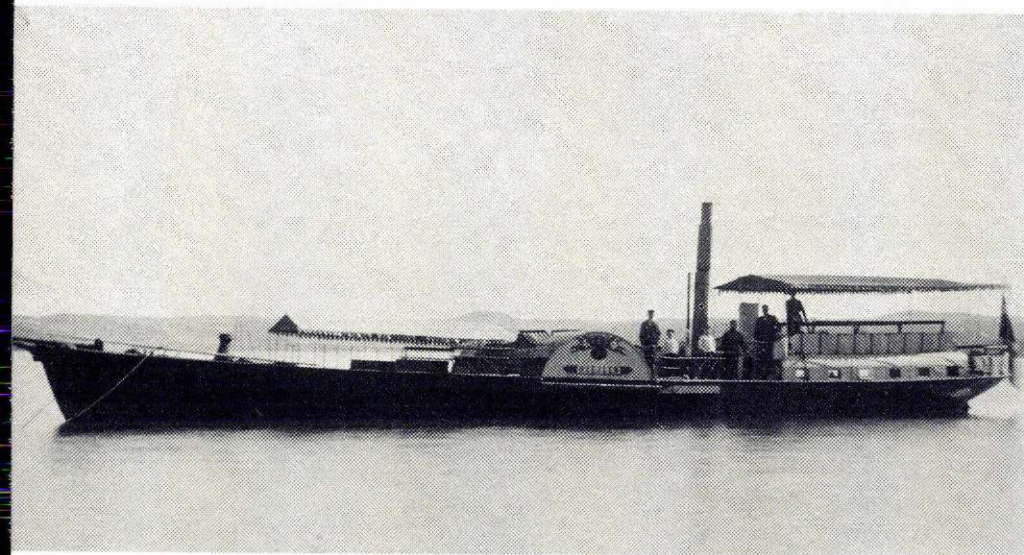


The founder of Silkeborg, Michael Drewsen, paper-manufacturer, who took the initiative for establishing the steamboat traffic on the Silkeborg lakes.

This year, the "Hjejlen" may celebrate her 50th anniversary, obtaining the status as mailboat in 1932, which means that all mail carried in the Hjejlen boats receive a special postmark.



Below, the "Hjejlen" of 1896. On the right the "Hjejlen" of today.



beautiful approach to the Himmelbjerget was experienced when sailing.

This speeded up plans even more. In April 1859, Michael Drewsen, together with 20 prominent men of the area, offered shares for subscription in "a steamship company on the lakes of Silkeborg". And it appeared from the enclosed budget presentation that primarily it would be a question of passenger traffic. The price per share was fixed at only 20 rix-dollars, and to give further stimulus to the subscription for shares three different types were issued: cash shares, to be paid at the setting-up of the company; deposit shares, to be paid by instalments during four years; and ticket shares, where you bound yourself, when subscribing, to take tickets for the steamboat during four years to an amount of four rix-dollars each year.

The subscription to shares, however, made slow progress, and when, in 1860, proposals were made for a railway to Silkeborg, the subscription came to a complete standstill. But in March the proposal was defeated, and interest was once more focussed on steamship traffic. The share capital soon reached 3,000 rix-dollars, and on July 24th, a general meeting was held where Michael Drewsen was authorized to take action in every respect on behalf of the company. And so he did. At the first general meeting, held on February 14th 1861, he announced that he had obtained a government loan of 5,000 rix-dollars against a first mortgage on the steamer; that he had ordered a paddle-steamer at 10,000 rix-dollars with Baumgarten & Burmeister (later Burmeister & Wain) in Copenhagen, and that he had used the

entire share capital of 3,000 rix-dollars as cash payment.

On 25 May, the ship, which was the yard's newbuilding number 15, was launched, and Michael Drewsen named it "Hjejlen", after the golden plover – a small bird at that time frequenting marshy grounds in Jutland.

On Tuesday 11 June, at 12.30 p.m., the "Hjejlen" departed from Copenhagen, rounded Kronborg, and shaped its course across the Kattegat for Randers, where it cast anchor in the harbour next day at 11.00 a.m. This crossing – the only one ever made by the "Hjejlen" in the open sea – was made without any difficulties. Not so the passage up the Guden River.

The "Hjejlen" ran aground several times, and where the river had sharp twists, it had to be punted metre by metre. In certain places it was towed by up to twelve men and eight horses, until it ran so fast aground that it could not get afloat until the boiler had been emptied of water, and the bunker coal and heavy cargo had been shifted to a barge; and at the dam which stemmed the river near Drewsen's papermill the workers had to place it on rollers and drag it across land. But finally, on Tuesday 18 June – a week after leaving Copenhagen – the "Hjejlen" was able to dock in the Silkeborg harbour, from where it has been plying the waves of the lakes every summer for 121 years, carrying a total of over one million passengers.

Not even during the First and Second World Wars, when coal was scarce, did the "Hjejlen" lay up. It still asserted itself,

burning wood felled by company employees, later contenting itself with peat.

During this long span of years hardly anything in the ship has been changed. Apart from the crank developing a flaw, and having to be renewed in 1944 – after 83 years of work – the engine is still the same, and it functions as steadily and satisfactorily today as it did 121 years ago.

The boiler – the boat started out with an ordinary locomotive boiler – has been exchanged twice, in 1900 and 1947. At the first change the funnel and the steering-wheel were shifted to amidships, right above the engine-room and the furnace. This made it easier for the skipper to give his orders to the engineer. And it became easier still when an engine-room telegraph was installed a few years later. Before 1900, a boy had to be employed as messenger, speeding to and fro between skipper and engineer, or standing immediately over the engine-room so he might pass on the skipper's orders.

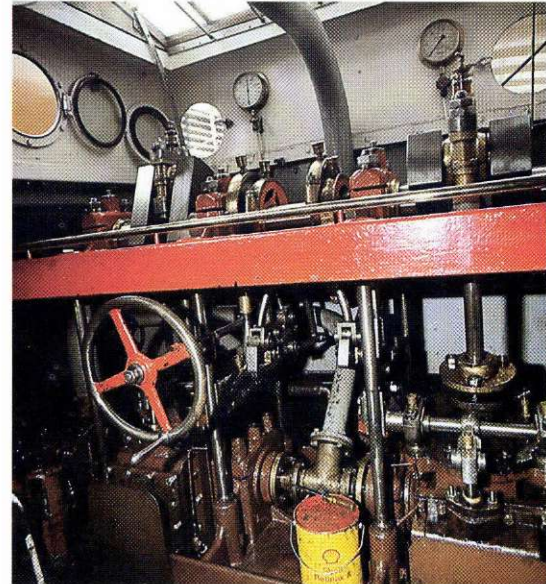
The external changes are also very few. In 1900, the stem was railed in, allowing even this part of the ship to accommodate passengers. Furthermore, an awning was spread, providing passengers on second class, who were not allowed to sit in the saloon, with shelter against sun and rain. In 1906, it was exchanged with a fixed roof of iron.

The present wheelhouse came in 1935, so that even the skipper might be sheltered from the weather.

Incidentally, the "Hjejlen" may celebrate a 50 years' anniversary, being given the status of mailboat in 1932, which means that all mail being carried in



The steam-engine of the "Hjejlen", the same that was installed in 1861.



the "Hjejlen" receives a special postmark. Along with this status went the permission to fly the swallow-tailed Danish flag from all company ships.

The fleet counts six ships in all, and it may probably boast the highest average age of any fleet in the world, viz. 71 years! Two of the ships were originally powered by steam-engines, later to be replaced by motors. It concerns the "Ternen" (tern) from 1896 and the "Hejren" (heron) from 1909. The other three – the "Falken" (falcon) from 1919, the "Rylen" (sand-piper) from 1931, and the youngest, the "Tranen" (crane) from 1948 – are all motorboats.

– But those motorboats, they are all alike, says the skipper of the "Hjejlen", Erik Hjorth, who has just celebrated his 25th anniversary. – The "Hjejlen", however... she has to be managed in quite a different way. She is propelled from amidships, so there is little strain on the rudder. Not as when there is a propeller in front of it. The "Hjejlen" always has to follow a large curve, and she must be kept steady on her course all the way to the landing-bridge. You cannot just say: "Oh, now she got a little too far out... or a little too far in", and then try to steady her. You cannot get away with it. You can't just tighten her reins once you've slackened them.

Erik Hjorth pulls meditatively at his indispensable pipe.

– Still, he meditates. – It is great fun sailing the "Hjejlen", even if she must be treated with a certain gentleness. After all, she is an elderly lady who may justly ask for a certain respect.



The fine saloon for passengers travelling on first class. The seats were originally upholstered with red velvet, and the floor was covered with a Brussels carpet.

Today, the "Hjejlen" makes two trips every day during the summer season. During these trips, which total 64 kilometres, she consumes three-quarter tons of coal, and the stoker has to light the fire three hours before departure.



Bjarne Hansen



Preben Pedersen



Kurt Flatau



Erik Holtegaard



Lars Dan



Jens Raun



Birger Jürgensen

Those were the days...

In 1957, a team of 12 young men, about 17 years old, started their apprenticeship with A. P. Møller at Kongens Nytorv. Today – 25 years later – seven of them are still with A. P. Møller, and on the occasion of their anniversary they arranged a reunion at the Marienlyst Hotel in Elsinore during the weekend 31 July and 1 August to celebrate together – and talk of the good old days.

The seven are: Mr. Bjarne Hansen, Managing Director of Maersk Air; Sales Manager Preben Pedersen, Taipei; Senior Vice-President Erik Holtegaard, Dansk Boreselskab; Senior Owner's Representative Lars Dan, Jakarta; General Manager Jens Raun, San Francisco; and Vice-President Birger Jürgensen, New York, who, unfortunately, was prevented at the last moment from participating.

This was their first gathering since they passed their final examination in 1960, and during Sunday morning MÆRSK POST had an opportunity to meet the six 'apprentices'.

– We were *apprentices*, stresses Kurt Flatau. – On an apprentice's contract and with *three years'* apprenticeship.

Erik Holtegaard: – Student trainees received only *two years'* training. They were supposed to be more *clever* than we apprentices as they had passed a student's examination. After all, we only had the ordinary school leaving exam., the 're-aleksamen'. And there was a feigned antagonism between apprentices and

trainees. That is why we stress that we were *apprentices*, just as there are bricklayers' apprentices and shoemakers' apprentices. The trainees, well, they were supposed to be a bit *higher up*.

Bjarne Hansen: – But, evidently, we were better. I think there are hardly any trainees left from our year.

– *What about working hours in those days?*

Kurt Flatau: – From nine to five. On Saturdays till two o'clock.

Bjarne Hansen: – No, you might leave at two, if work permitted. Otherwise it was till four.

Lars Dan: – In practice, at any rate in the Liner Department, we went to the canteen on Saturdays and came back around one to continue our work. Then around three or three thirty, Mr. Georg Andersen would pronounce a loud *good-bye!* – and then you were allowed to leave.

Jens Raun: – You never left *before* your boss. That was sure as fate.

Bjarne Hansen: – Another difference from today is that we went to school in the evening, after work.

Erik Holtegaard: – In our first year – 1957 – we had our schooling at the Commercial School. But when A. P. Møller started its own Shipping School in 1958, we were transferred to that.

Kurt Flatau: – School began at five thirty p.m. and went on till eight. Four days every week. From Monday to Thursday.

Erik Holtegaard: – And if you were assigned to the morning mail or to telegrams, your office hours started at seven a.m.. After a full working day you then went to school. At the Commercial School it was till nine, at the Shipping School till eight.

Jens Raun: – And after that you had your homework. A hell of a long day. We had very little spare time.

Kurt Flatau: – We had our weekends...

Lars Dan: – Weekends, well that was only on Sundays. Saturdays did not really count as such.

Jens Raun: – You might also be assigned to duties on Sundays. You went to the office at nine and went through the

telegrammes that had come in. And you had to be back again at six. But then again it was very interesting to be assigned to telegrams – or evening duty as it was called. This task was very important, because you had to go through all telegrams that came after five o'clock, and – if speedy action was called for – see to it that somebody was called who might deal with the matter.

Erik Holtegaard: – The worst of it was that we used codes then to make telegrams as short – and thus cheap – as possible. So, if an urgent telegram came in, you consulted a bulky codebook to have it translated. That might take up to half an hour. The code consisted of letters – in groups of six – for instance NSPQHM, and then you had to find out what it meant. However, there might be printing mistakes in the telegrams, so you could not make head or tail of them, leaving you to guess the meaning, which might be dangerous.

Jens Raun: – I think we did not get really down to talking about the morning mail. As far as I remember it was a matter of prestige to be assigned to the morning mail...

Erik Holtegaard: – You are right there. I never got that far!

Jens Raun: – It was rather more advanced than being on telegrams, not least because one was able to see all mail that was sent to the house.

Lars Dan: – Yes, it was quite systematized. One cut the envelopes, another handed on the letters which were sorted in stacks and put into folders for each single department, Tank, Line, Management Secretariat, etc.

– *Are there other differences between then and now?*

Bjarne Hansen: – Yes, the way you dressed. Formerly you were not to walk about the house without your jacket. And white shirts were preferred. Or at least of one plain colour. I recall the day I began. We were three who started on the same day. I was told: "You are to join the Ships' Personnel." Number two was told: "You will be in Tank." And number



There was much talk about the "good old days" at Kongens Nytorv, when the celebrating six met for the first time since they completed their shipping training in 1960.

three: "And *you*... You will go home and change your shirt!" His shirt was a little too coloured.

Kurt Flatau: – Another difference is that you were on Christian name terms only with colleagues on your own apprentice or trainee level. We used surnames towards everybody else.

Lars Dan: – I also have the impression that we respected our superiors more than young people do today.

Erik Holtegaard: – Then again, there may be other values in the way young people behave today. They dare express their opinions. I think we were more restrained.

Kurt Flatau: – Also, we were two or three years younger than those coming in today. They are 19 or 20. They are more grown-up, more mature than we were.

Bjarne Hansen: – Conditions were also different when you were travelling then. When you were sent to the USA, you did not go by plane but by bus to Genoa, and from there by boat.

Jens Raun: – Correct. I sailed on the "LUNA MÆRSK".

Lars Dan: – When I went to Bangkok in 1960, it took 36 hours by propeller plane. There were no jets at that time. At Head Office it was suggested that I started on Saturday at 12 noon, which enabled me to reach Bangkok by Monday morning at six o'clock local time. That should leave me time enough to change my clothes and reach the office about eight. It should be added, however, that after landing at Bangkok I was welcomed by Mr. Hoff Hansen, who had a message to me from Mr. Christian Lund that "as I had now spent the entire weekend on the plane, he saw no reason why I appeared at the office until after lunch."

Jens Raun: – I am sure this sounds rather rough to many ears today. But in those days it was not so common to go abroad as today. In those days you were willing to accept any conditions to be able to go abroad and work in the East or the USA. I suppose that was really one of our reasons for seeking employment with A. P. Møller... or the EAC. If you wished

to see the world, you would have to choose one of these firms.

Lars Dan: – I am sure that was what counted for me, to get abroad.

Kurt Flatau: – I think that goes for all of us, it was the love of adventure, and the possibilities afforded by a big firm. One might then ask, why A. P. Møller and not the EAC?

Bjarne Hansen: – I can tell you that. You see, I tried in both places. But, as you know, A. P. Møller has the principle of answering letters at once, so already after two days I received a letter asking me to come in for an interview. I did. And was engaged. So when, two weeks later, I received a letter from the EAC, I had to call them up and tell them that I was no longer interested. So you might say that I am with A. P. Møller because already at that time they replied letters speedily.

Erik Holtegaard: – My father was a shoemaker, so, as far as I was concerned it was done in the old shoemaker's style, when a father took his boy to see the works manager or the master. He almost took me by the hand, leading me to A. P. Møller, through the revolving door. It was sometime in March. The first one we came across in the Reception was Mr. Sørensen, a former deck officer who always shouted as if he were still on the high seas. So, when my father and I approached the counter, he bellowed: "What do you want?" My father answered: "Well, this is my son... who would like to join A. P. Møller, so..."

"It is too early!" retorted Mr. Sørensen. "Much too early! Send us a letter in May." Well, we left after having been thus told, and in May I wrote a letter. I received a reply very soon, but when I appeared at Kongens Nytorv, Mr. Kjeld Andersen said: "Your application is very late, in fact it is *too* late." But as there were two cancellations, they needed another two. I was engaged as one of them. So, I really came in as a substitute.

Jens Raun: – It was really a very slender foundation on which apprentices were then engaged. An interview of ten minutes with Mr. E. G. Sørensen, and he

then had a look at one's examination papers. In my case he said: "It is rather sad that one has to resort to the bottom of the list, the marks for gymnastics, in order to find something worth looking at." Today they set about it much more thoroughly. But not then.

Erik Holtegaard: – That may very well have been what saved us.

Bjarne Hansen: – Have you ever wondered why there are still so many left of our team?

Jens Raun: – During the period in question, A. P. Møller has experienced so great an expansion that we have been given some very interesting chances of activity.

Erik Holtegaard: – True. Now and then I am asked: "What is it like to be working in the same firm for 25 years? Doesn't one stagnate?" But the fact is that A. P. Møller really has so many opportunities to offer you – diversified jobs. If we take a look round this table, we are all engaged in widely different places. Bjarne Hansen in Maersk Air, Preben Pedersen in Taipei, Kurt Flatau at Esplanaden, Lars Dan in Jakarta, Jens Raun in San Francisco, and I myself in Dansk Boreselskab. And we have Birger Jürgensen in New York. We all have different functions. And that proves that A. P. Møller is more than *one* firm. It affords so many possibilities. And no doubt young people today take that into consideration.

Jens Raun: – Now, regarding ourselves... it is quite fantastic that we have joined a company which has known only one curve during all these 25 years. It has been going up and up. There has practically been no – shall we call it – downturn during all these years. A fantastic chance for us. It is difficult to imagine how it should be possible to expand as much during the next 25 years. It is to be hoped, of course, that it will continue, enabling the young ones coming in today to experience the same development as we have seen, and to be given the same possibilities that we have had. We have participated in a very exciting era.

A. P. Møller training: shipping or economy

Thanks to their world-wide activities, the A. P. Møller Shipping Companies afford good opportunities through their shipping training – no matter which special branch one aims at. A. P. Møller constantly requires clever and determined staff members with a sound human attitude and practical abilities and knowledge. In return, A. P. Møller offers its trainees solid training in theory and practice, enabling them to cope with different tasks anywhere in the world, and to carve out a career for themselves in an international setting.

Training of junior staff

On Monday, 2 August 1982, a new team of 30 shipping- and 10 economy trainees started their education at Esplanaden. They are due for a two-year training period at the Shipping School and in various departments at Head Office. Their training started with a three-days' initial course, outlining the activities of the A. P. Møller Shipping Companies. Two weeks later, on 16 August, the Shipping School itself commenced, having at its disposal today five well-equipped school-rooms at Esplanaden, where pupils are taught three or four days per week from 8 to 10 a.m., and one day per week between 4 and 7.30 p.m. The teaching system of the Shipping School, which was established in 1958, has been adjusted year by year to keep it on a level with the requirements which A. P. Møller asks of its staff. Thus, the present-day theoretical training at the Shipping School comprises the following subjects for shipping- and economy pupils, respectively:

Shipping pupils:

1st year: English
EDP
Accounting/Managerial
Economics
Typing
German or French

Basic Maritime Law
Functions of key departments
2nd year: Maritime Technology
Chartering
Liner Trade
Offshore
Shipping Geography
German or French
Maritime Law

Economy pupils:

1st year: English
EDP
Accounting/Managerial
Economics
Typing
Functions of key departments
Basic Maritime Law
Maritime Technology
Chartering
Liner Trade
Offshore
2nd to 5th year:
Bachelor or Merconom of
Commerce degree (Management Accounting)

English, German, and French

In linguistic subjects pupils will go through fiction, specialist literature, and commercial correspondence. In the subject English the pupils will also enact vocational sketches, enabling them, also in the long run, to participate in meetings and discussions on a high commercial level. In all linguistic subjects the teaching-material will be supplemented with relevant international magazines.

EDP

An explanation of the elements and composition/spheres of adaptation of the EDP system and the teaching of an efficient problem-solving methodology, and of adapting this problem to EDP treatment. Also, the pupils will go through the need for and use of EDP by A. P. Møller, and get acquainted with visual display units.



Maritime Law

The most important sections of Danish Maritime Law (chartering practice, charter parties, marine insurance, etc.) are dealt with, together with the main features of British and American Maritime Law. In Basic Maritime Law, which belongs to the first year, the pupils will also be taught commercial law (law of contracts, company structure, law of damages, the law-courts etc.).

Maritime Technology

The curriculum comprises existing types of ships and drilling rigs, their purpose and functions, stability/strength, and propulsion problems, besides ship and maritime terminology in English as well as Danish.

Chartering

Comprises the freight market, the chartering procedure, the different forms of chartering, purchase and sales of ships, the contracting procedure, and the working out of calculations.

Liner Trade

The organization and historical development of the liner traffic, the A. P. Møller liner net, shipping policy, conferences, traffic planning, and the advantages and disadvantages of different types of ships.

Offshore

Deals with the commercial applicability of the main types of drilling rigs and supply vessels, market conditions, the chief parameters that influence them, and chartering procedure and calculation.

Shipping Geography

The extent and structure of world trade, the most important trade and transport routes, international organizations, ethnical factors, and national economy (balance of payments, trade balance, currency problems, etc.).



The practical training takes place in the departments of the A. P. Møller Head Office – as here in Maersk Container Line.

The new apprentices in the film room at Esplanaden, where they are told of conditions in and around A. P. Møller, and are welcomed by Shipowner Mærsk Mc-Kinney Møller.



Practical training

Concurrently with the theoretical schooling the practical training takes place in the various departments at Head Office, where, in the course of two years, economy trainees will work in two, shipping trainees three, different departments/fields of work, one of which at least is an operations department.

Examinations

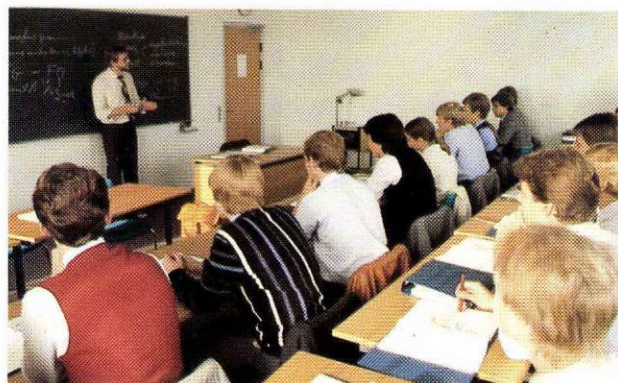
Examinations are held at Esplanaden, except for examinations in subjects such as Accounting/Managerial Economics, French, German, and Maritime Law. After two years of training and having passed their examination, these new junior staff members stand a good chance of being stationed out in one of A. P. Møller's overseas offices. 25 of the 44 trainees finishing their shipping school education in 1982 will be stationed out during 1982-83.

Terms of employment

A prerequisite for young people who wish to become trainees is that their prior schooling enables them to follow the courses in the Shipping School, and that they can live up to the requirements today asked of the staff in a modern business undertaking.

It appears that the qualifications of new trainees has changed over the years. In 1958, trainees chiefly based their applications on the ordinary school leaving examination (the Realeksamen), whereas today they start with an advanced commercial examination, a general certificate A level, or an advanced secondary school examination (the Højere Forberedelseksamen), quite in harmony with the higher level of education in society as such.

The result of such an examination together with the personal qualities will determine whether an applicant will be engaged.



The theoretical training is given at the A. P. Møller Shipping School at Esplanaden.

Training ship

*"LAURA MÆRSK" passing the training ship
"DANMARK" on berth at Penn's Landing.*



"DANMARK" in Philadelphia

Photos: Thomas M. Richards, Maersk Line, Philadelphia



Maersk Line customers enjoying the private tour of training ship "DANMARK".

The full rigged training ship "DANMARK" as a specially invited guest of Philadelphia arrived on April 22, 1982 to kick-off a series of events in celebration of the City's venture into the fourth century. Crewmen tossed the first line 1243 hours on this day with many anxious spectators – including a contingent of the local Danish community waving small Danish flags – standing by at Penn's Landing Wharf on the Delaware River.

The next day Maersk Line Agency, Philadelphia, held its 7th Annual reception at the famous Old Original Bookbinders Restaurant. Although the affair caters to the best customers in the region, Captain Vilhelm Hansen and the officers of the "DANMARK" were our distinguished guests.

The vessel was opened to a private tour for the Maersk Line party – some 300 people – and the results were predictably one of the best entertainment functions ever held.

During her five day stay, capacity crowds toured the vessel and enjoyed her grandeur.

Finally on June 17 thru June 21 upon the arrivals of the tall ships from Canada, USA, Chile, Colombia, United Kingdom, Portugal, Venezuela, Argentina, Africa, not to mention the three masted schooner "ELINOR" of Copenhagen, the memory of the "DANMARK" was rekindled and her place as the first arrival during this historic year was the only place she deserved.

*Thomas J. Lacey
Maersk Line, Philadelphia*



MAERSK AIR extends domestic

At the end of June, MAERSK AIR told their staff that a greater reshuffling was underway in Danish domestic services. DANAIR's board members had agreed to it provided that final acceptance could be reached from DANAIR's shareholders, comprising SAS, CIMBER AIR, and MAERSK AIR.

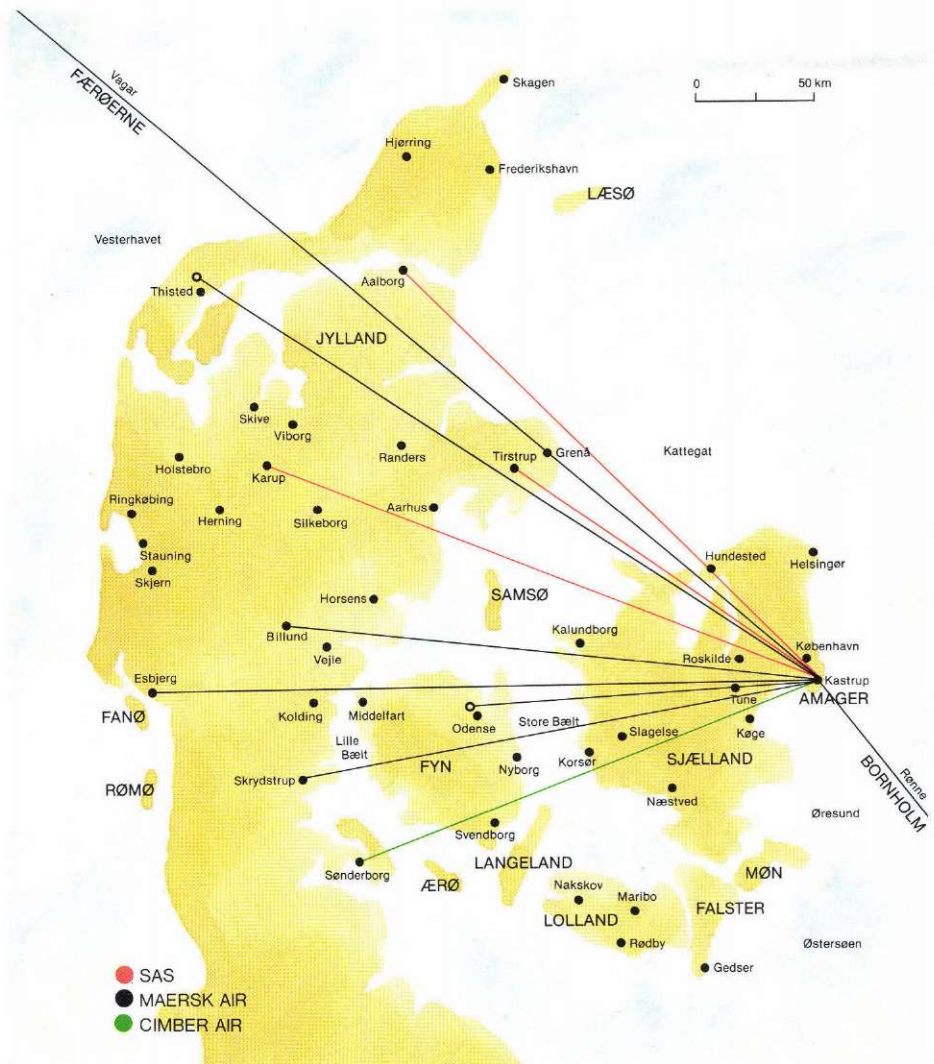
By the end of July, share-holders were to voice their opinion, whereupon traffic programmes and service patterns would be submitted to the Ministry of Transport for approval. The new traffic programme was then to be started together with the introduction of the winter traffic programme on 27 September.

DANAIR – from a historical angle

Before we take a closer look at the reshuffling and its importance for MAERSK AIR, a look back in the history of DANAIR might be informative. In 1971, SAS, CIMBER AIR, and MAERSK AIR decided to pool their individual services in Denmark in an organization named DANAIR, covering a 15-year period. From the start the allocation of shares was 51% for SAS, 15% for CIMBER AIR, and 34% for MAERSK AIR.

The service to the Faroe Islands was part of this co-operation, whereas the traffic on Greenland and the domestic routes to Aalborg, Aarhus, and Rønne were kept outside, still to be served by SAS.

The aircraft employed by the partners from 1971 were: Caravelles and Metropolitans from SAS, Nord 262's from CIMBER AIR, and Fokker Friendships from MAERSK AIR. Furthermore, it was intended, in the course of some years, to have DANAIR established as an independent airway company with its own planes and its own staff, in the air as well as on the ground. Since 1971, many changes have taken place in this co-operation. The idea of establishing DANAIR as an independent company was abandoned. The parent companies made changes in their fleets of aircraft. SAS exchanged their Caravelles and Metropolitans for DC-9's, MAERSK AIR replaced the Fokker Friendships with Boeing 737's that were later on to be supplemented with HS 748, which again were replaced by the Dash 7 planes. CIMBER AIR changed from Nord 262 to VFW 614, and later Fokker Fellowship. When these were abandoned, CIMBER AIR employed Fokker Friendship, until they finally re-introduced the Nord 262's, which are today once again in the domestic services.



Also regarding the allocation of shares there were changes. CIMBER AIR wished to reduce their portion from 15% to 5%, and SAS and MAERSK AIR took over the 10% disposed of by CIMBER AIR, resulting in percentages of 5 to CIMBER AIR, 57 to SAS, and 38 to MAERSK AIR.

In September 1981, CIMBER AIR wanted a further limitation of their engagement in the Danish domestic services by serving only the route to Sønderborg, and to run this service at their own risk. SAS and MAERSK AIR accepted this change, and the remaining co-operation within DANAIR continued unchanged, except that internally the working results from the rest of the domestic routes became a question affecting only SAS and MAERSK AIR.

Changes in the domestic services

For some time now SAS and MAERSK AIR have discussed the future of domes-

tic services. SAS has made no secret of the fact that the company has lost very great amounts in domestic operations, primarily because the large DC-9 aircraft were simply too big and too expensive when trying to achieve a reasonable economy. At the same time MAERSK AIR had acquired the Dash 7 aircraft, which regarding size were better suited for most of the routes.

This is the background for the result of negotiations between the two companies, the main lines being as follows:

- A: CIMBER AIR continues to serve the Sønderborg route, at their own risk.
- B: The three old ordinary routes, Aalborg, Aarhus, and Rønne, will form part of the DANAIR co-operation, which in reality is extended through this; but the DANAIR co-operation specifies the following:
- C: SAS takes over the financial responsibility for serving the routes where the

services

DC-9 can operate economically, i.e. Aalborg, Aarhus, and Karup.

D: MAERSK AIR takes the financial responsibility for and the serving of the following routes:

between Copenhagen and
Rønne,
Odense,
Billund,
Esbjerg,
Skrydstrup,
Thisted,
and the Faroes.

As regards the Thisted service the number of passengers is too small to justify the use of the Dash 7 type. MAERSK AIR therefore contemplates the chartering of a smaller type of plane to be managed by MAERSK AIR on a wet-lease basis, until a possible Dash 7 programme will be able to pay.

E: The Stauning service is given up by all three DANAIR partners, and the route will be left open to others who might be interested.

These are the main lines resulting from the negotiations. With the responsibility for the economy follows the responsibility for any costs, including the maintenance of stations.

Profitableness

MAERSK AIR will not be able to operate the domestic services profitably – at any rate not in the beginning. On the other hand MAERSK AIR would not have assumed this giant task if the company had not believed in its ability to change the picture. It will be necessary to adapt the traffic programmes to avoid using too large aircraft. The traffic programmes that have been presented to the different contact committees of the single airports therefore contain, in several cases, a reduced number of seats available compared with earlier ones. But this is necessary in order to regain a reasonable economy, the alternative being very stiff price increases. In certain cases it has been difficult to convince the contact committees that it will be necessary to adapt the service level to what can be borne by each single route. But we hope that in the near future MAERSK AIR will be able to convince sceptics that an improved economy need not be synonymous with lesser service. On the contrary. A high service level will automatically increase the number of passengers.

Bjarne Hansen



Dash 7 at the new Rønne airport, which was inaugurated in May.



People were very keen to get on board and have a close look at the Dash 7.

MAERSK AIR on Bornholm

In connection with the plans for MAERSK AIR's extension of scheduled domestic services, including the Copenhagen-Rønne service, a certain amount of dissatisfaction arose in Bornholm. It caused no particular delight that smaller aircraft were to be used for this route. During a long period Bornholmers had become accustomed to the great capacity provided by the DC-9, and to an exceedingly great – and extra cheap – availability of 'green departures'. Though the criticism was not aimed at MAERSK AIR but at SAS, who had given up this service, MAERSK AIR decided, after all, to visit Bornholm and demonstrate the Dash 7 aircraft and introduce themselves.

The visit took place on 6 July in connection with a meeting between DANAIR representatives and the Bornholm contact committee.

From a PR point of view the visit became a great success. While the contact com-

mittee held a meeting, the public had an opportunity to get on board the plane and have a close look at it. Several Bornholmers took the opportunity. There was a long, constantly growing queue at the entrance to the plane during the two hours of the showing, and many questions were put to MAERSK AIR's personnel regarding the future service. After the meeting with the contact committee a sightseeing flight was made over the island, with the participation of members of the contact committee, Bornholm MP's, the local press, and SAS personnel. As the Dash 7 is one of the so-called 'silent' planes, the trip could be made at low altitude with a really good opportunity to enjoy the views over the beautiful island. And there is no doubt that even Bornholmers on the ground will enjoy the fact that the Dash 7 is an extremely 'silent' aircraft in comparison with the DC-9.

Lotte Valbjørn

New line of products from Rosti



The entire 'Chef Line' series is designed by Rosti's own designer, Erik Lehmann, and the first 11 products comprise colander, potato-masher, sieves, steak-tenderizers, whisks, and kitchen knives.



The second batch of products will comprise spatula, lemon-squeezer, vegetable-chopper/slicer, and garlic-press. All products have one thing in common: they are easily cleaned.

The Rosti assortment in melamine, the main field of products, is so large that any real innovation is hardly practicable. Rosti has therefore looked around for a new group of products, and has developed a series of kitchen utensils differing substantially from the production up till now, in that it is based on a combination of metal – stainless steel – and plastic.

At the SCAN FAIR '82 in March, in the Bella Center of Copenhagen, Rosti launched the new production series, the 'Chef Line', and at present, the first wave of this new series is presented in all hardware stores and department stores in Denmark.

Besides, Rosti has worked out a development programme for the next three years, aiming at the addition of new products to the series every six months.

Consumers influence development work

In Denmark Rosti covers the market exclusively through wholesalers, who are responsible for the distribution to retailers. At an early stage in the development of new products close contact is established with chief buyers and ma-

nagers of the branch, who have an idea of the wishes and needs of customers.

The results gained are dealt with in detail, upon which decisions are taken regarding shape and colour. Development projects have often been discussed from six months to a year before any product has been launched.

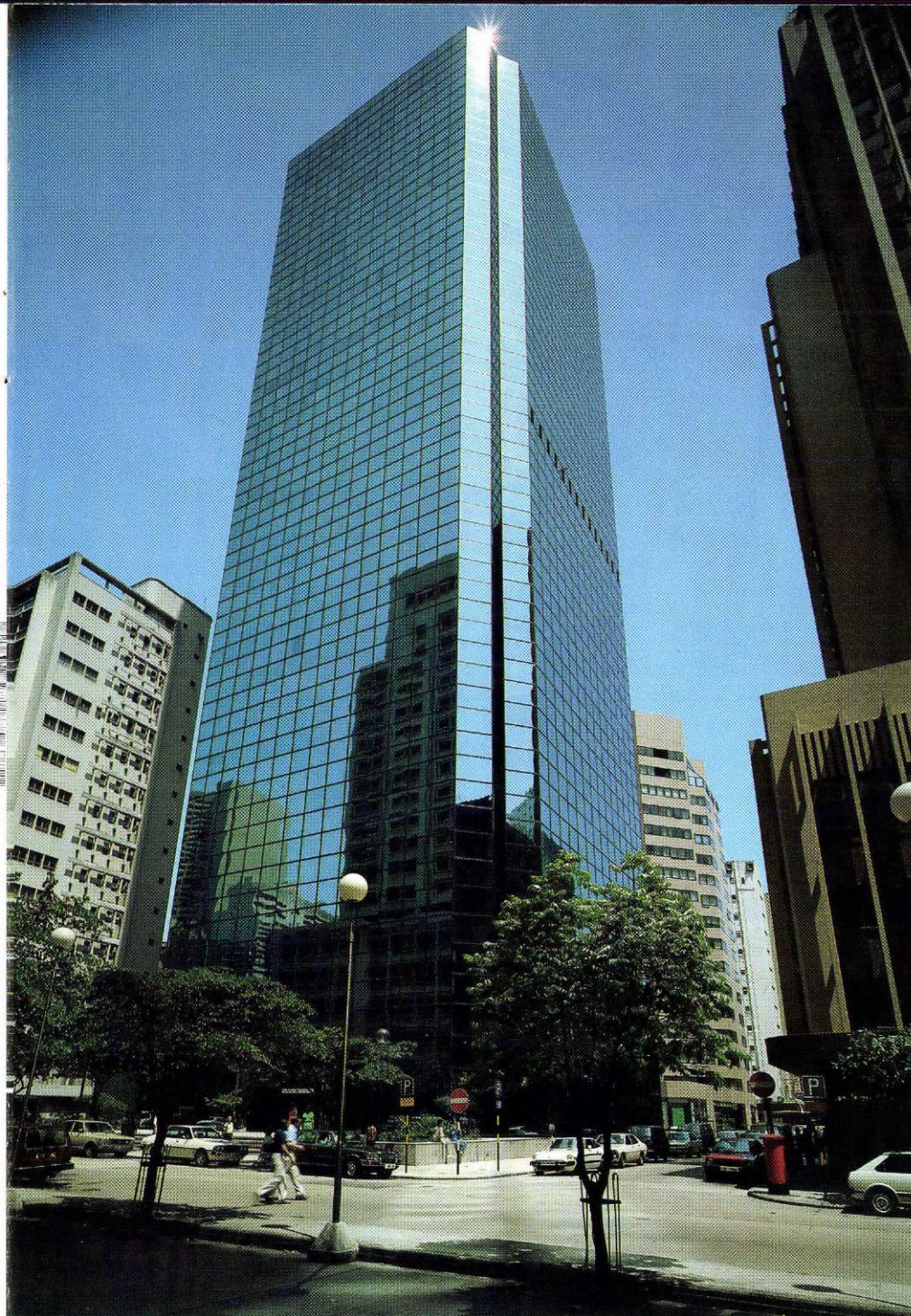
By thus keeping close contact with the whole-sale trade, the retailers, and indirectly with consumers Rosti makes sure that the newest impulses and market tendencies will come to their knowledge.

Same colours

Over the years Rosti has succeeded in establishing and retaining a leading position in the world market, and through its design and assortment Rosti has proved capable of marketing its products. As an example might be mentioned the Rosti classic, the 'Margrethe' bowl.

With the launching of the 'Chef Line' in six already existing Rosti colours consumers will now be able to buy a whole range of kitchen utensils, matching with the already well-known bowls and spoons.

Leif O. Jensen



Sunning Plaza in Hong Kong, where Maersk Line has now established its new offices.



The Reception.



The EDP Department.

Maersk Line (Hong Kong) Ltd. Is Moving

This was the heading on a little blue flyer distributed to announce the new location of Maersk Line (Hong Kong) Ltd.

Weeks of preparation topped when on the 13th March the removal company arrived at Realty Building to start moving Maersk Line Hong Kong. Packed cartons, desks, files, EDP equipment, telexes and what else makes up a modern shipping office were swiftly, efficiently, and in a preplanned sequence removed and placed in the new offices.

Come Sunday morning the 14th the Documentation Department was in full operation producing bills of lading await-

ing the customers who would come to collect the loadings Monday morning. During Sunday department after department became operational, so when business started Monday the 15th March, Maersk Line Hong Kong was in full operation from its new location – at Sunning Plaza, (17th–19th Fl.), 10, Hysan Avenue, Causeway Bay, Hong Kong. As can be seen from the pictures, Maersk Line Hong Kong now occupies functional-modern-bright-spacy offices much to the benefit of the staff and Maersk Line's customers.

On the 17th floor you will find the

Documentation and EDP Departments whereas the 18th floor contains Accounting, Crew Department, Oriental Air, Mercantile, and Operations. On the 19th floor you will find the main reception from where you may be guided to the Management/Sales Department, Sales and Purchase, Claims, and Conference-Pricing Departments.

In short, with this new location in the centre of buzzing Causeway Bay, ten minutes from Central, Maersk Line has found a new and functional home in Hong Kong.

Erik Stokholm

The world's biggest

From Friday 18th to Sunday 20th June, the 'Round Sealand', which has gradually developed into the world's biggest boat-race, was staged for the 36th time. The slowest boats, however, did not home till sometime during Monday.

Altogether, 1915 boats with a total complement of about 12,000 men and women set out from Elsinore with Kronborg on the port bow, steering on a course along the north coast of Sealand. 11 boats and 31 employees from A. P. Møller participated. Seven of the boats were privately owned, the other four were the two A. P. Møller H-boats, "Knold" and "Tot", the LA cruiser, "Syvstjernen", and the Thuro 33 sloop, "Rasmine".

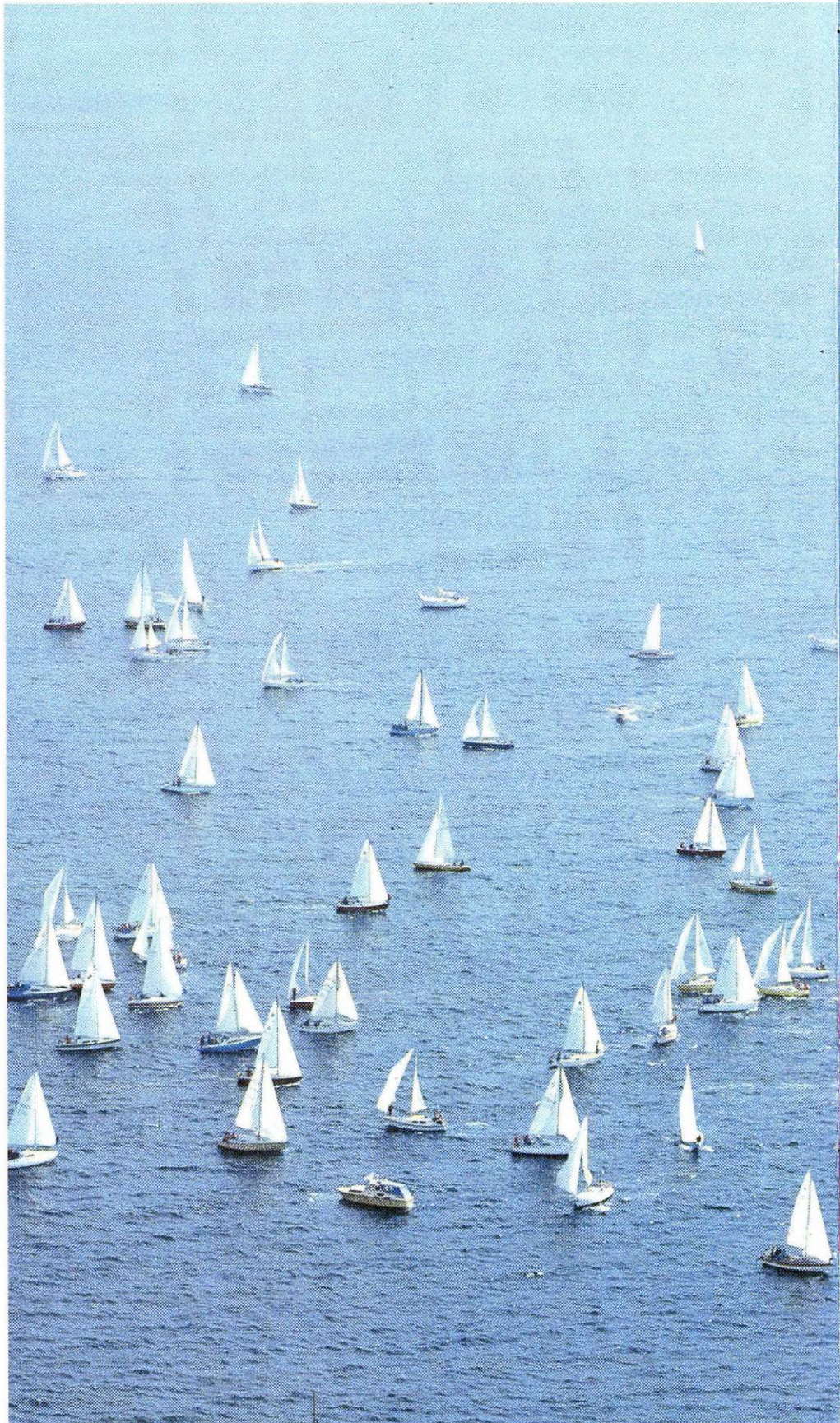
The weather could not have been better for the start. A genuine Danish summer's day with sun, warmth, and a fresh easterly wind. Unfortunately, the wind dropped for long periods on the way, so that several yachtsmen who were going back to work on Monday morning had to swallow their disappointment and pull out of the race.

The first of all 1915 boats to cross the finishing-line was – for the sixth time in "Sjælland Rundt" – Paul Elvstrøm in his newly constructed "Vision". He used 40 hours and 19 minutes.

Among the 11 boats from A. P. Møller the best time was scored by Tyge Bruun of the Newbuilding Department, who secured a second place in his class in his own boat "La Perina", type Olsen 31, using 54 hours and 1 minute.

The "Rasmine" was the best of the four A. P. Møller boats, gaining seventh place in its class with 63 hours and 6 minutes. Even in this case the Newbuilding Department maintained themselves, as the entire crew belonged to this department. The skipper was J. J. Kappel, the other crew-members being C. P. Dam, P. J. Olsen, J. Jensen, J. H. Schirmer, and H. J. Debel Jensen.

Reports from the 11 boats have it that – despite missing wind – it was a delightful race, and that they were all set for another start in 1983 in this "biggest boatrace in the world".



From the start near Elsinore with Kronborg in the background.

boatrace



MAERSK SPORT



Relaxing after a hard day's walk.

The Maersk Walkers

23rd May was a big day for the Kuala Lumpur office, where Maersk Line staff joined in a fun-filled open air event of the year. That day was Malay Mail Big Walk Day when magic was in the air and thousands of people, young and old, joined spontaneously for pure fun and enjoyment with thousands watching along the routes. No doubt, participants do vie for the attractive trophies, valuable prizes, and other rewards, but the setting is pure carnival.

The refreshing exercise in the crisp morning air did raise a sweat, and drinks were provided free. Sad to say only the ladies made it for the qualifying time and received a certificate each. Everyone went home happy after a day of salubrious fun knowing that the proceeds will go to charity.

The Maersk team, however, gathered for a picnic under a big old oak tree after the walk.

David Tan



D'Maersk Boys of Manila.

Bowling in Manila

D'MAERSK BOYS saw action last May in the Intercommercial Invitational (Duckpin) Bowling Tournament sponsored by Bowl-o-Drome, one of Manila's prestigious bowling houses.

It was the first time for the new agency to compete in such a big bowling tournament which was participated in by twelve com-

panies within the metropolis composed mostly of shipping firms.

Through the able support and encouragement of the team manager, Mr. Ole Larsen of Finance Department, our team garnered the third place in the Championship round.

Lydia B. Cervantes



Winners receiving their prizes from Mr. N. J. Iversen.

Sports Day 1982 in Singapore

Sports Day this year was 18th July. It was a cool and breezy day, and at 0800 hours, members of the staff and their families and friends were assembled at the small but well-equipped Toa Payoh Stadium. To create a sense of team-spirit and to encourage friendly, sporting competition, the staff-members were divided into four teams: Scorpio, Gemini, Leo and Saggitarius and points were awarded to the team when it's members won an event.

A variety of events were organized; some requiring brawn, some requiring brain while others needed a lot of skills. In remembrance of the 1982 World Cup, a seven-a-side soccer competition was staged as

part of the event of the day. The toughest, most tiring and gruelling event, which also required total team-work, was of course the tug-of-war. But the competition which drew most attention from the crowd was "Hula-Hoop". All the events were keenly contested and there were protests and counter-protests, but the judges' decisions were final. Leo team emerged champions of the Sports Day.

After all the events were completed, light refreshment was served and winners received their awards from Mr. Niels J. Iversen.

Sports Day came to an end at approximately 1300 hours. Some went home winners, other





losers but everyone enjoyed the day.

David Tan



Hula Hula Hoops.

It is not easy to run when three persons have four legs.



The two rowing teams from A. P. Møller heading for the start.

Longboat rowing in the Port of Copenhagen

On 26 August, the annual longboat rowing competition, sponsored by the Danish Merchant Navy Welfare Board, was staged in the Port of Copenhagen, with the participation of altogether 20 female and male teams. This year, the matches were rowed along the Langelinie Quay, enabling the many hundred spectators to watch the rowing from beginning to end. The A. P. Møller female team, who took part last year for the first time – and won, had great expectations of crossing the finishing-line as winners even this year. The result, unfortunately, did not come up to expectations. Competition was too stiff, and our team had to content themselves with being third in the initial heat, where

the teams from the Port of Copenhagen Authority and the training-ship “GEORG STAGE” were first and second, whereas the EAC female team was last.

Winners of the finals were the team from the Grenå-Hundested Line, but the A. P. Møller ladies may find comfort in the fact that they were No. four of the eight participating teams, and that all TV-viewers had an opportunity, in the 7.30 news programme that evening, to admire their fine and stylish oarsmanship.

The A. P. Møller male team managed slightly better. In the initial heat they made a bold start and were well ahead until a few metres from the finishing-line, where the well-trimmed

boys of “GEORG STAGE” mustered all their strength to heave their boats past A. P. Møller’s. Nos. three and four of this heat represented the Copenhagen to Malmö hydrofoil boat service and the Copenhagen Navigation School.

For the fifth time in succession the finals were won by the hefty Hundested fishermen, thereby winning the challenge cup as property offered by the Port of Copenhagen Authority. The team that slew A. P. Møller, viz. the “GEORG STAGE” boys, came second.

Out of a total of 12 competing male teams, the A. P. Møller boat was sixth, thus ranging among the upper fifty per cent.

A milestone

On August 6th 1957, Kurt Brændekilde was employed by A. P. Møller as 3rd officer of "HENNING MÆRSK".

Since then Kurt Brændekilde, who was appointed captain in 1964 and is today skipper of "LEDA MÆRSK", has been sailing in a great number of A. P. Møller ships, and has covered a great number of nautical miles. To be quite exact, at his 25th anniversary, on 6 August 1982 at 12 o'clock noon, he had travelled 1,633,250 nautical miles in A. P. Møller



ships—equalling 73 times round the earth!

A record figure hardly to be challenged by anybody else with A. P. Møller.



"ARILD MÆRSK" in focus

On Sunday 27 June, an open-house arrangement was held in the Port of Antwerp. No less than 15,000 people visited the harbour, and judging by reports in the Belgian press, the "ARILD MÆRSK" was one of the highlights of the day. This is an excerpt from the "Antwerpse Lloyd":

FIRST 3rd GENERATION CONTAINERSHIP IN DELWAIDE DOCK

About ten months after the first vessel called at Delwaide Dock, the port has now also been called at by a 3rd-generation containership. The "ARILD MÆRSK" called at the specialized terminal belonging to Noord Natie, on June 27th, 1982. This occasion was even more fortunate, inasmuch as it coincided with the open-door

day of the port, whereby a lot of people could follow the loading/discharging at close quarters.

The "ARILD MÆRSK" is employed by its owners, Maersk Line, in the regular service between Europe and the Far East. The vessel arrived at 0815 hours, and as early as 1715 it was able to depart, assisted by only one tugboat. During this short period 348 TEU were loaded and 355 TEU discharged. As this photograph shows, the new terminal is already well equipped with gantry cranes – two of them with a lifting-capacity of 50 tons and one of 70 tons, in addition to six multiple-purpose cranes, each capable of lifting 25 tons with an outreach of 31 metres.

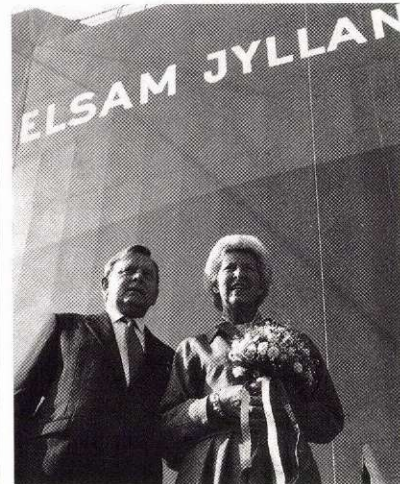


Denmark's largest bulkcarrier at Lindø

On Saturday 11 September, an open-house arrangement was held at the Lindø Yard, to which the Yard staff and their families, town councillors, and representatives of Funen trading concerns and organizations, together with 800 ELSAM staff, had been invited. The arrangement was visited by a total of well over 6,000 people.

The ELSAM staff had been invited not only to give them an opportunity to see the Yard, but also to present to them the first of two bulkcarriers being built for ELSAM by the Yard. The ship, which is the largest bulkcarrier so far built in Denmark, is of 132,000 tdw. It has a length of 270 metres and a breadth of 42 metres, and it is designed for the transportation of coal.

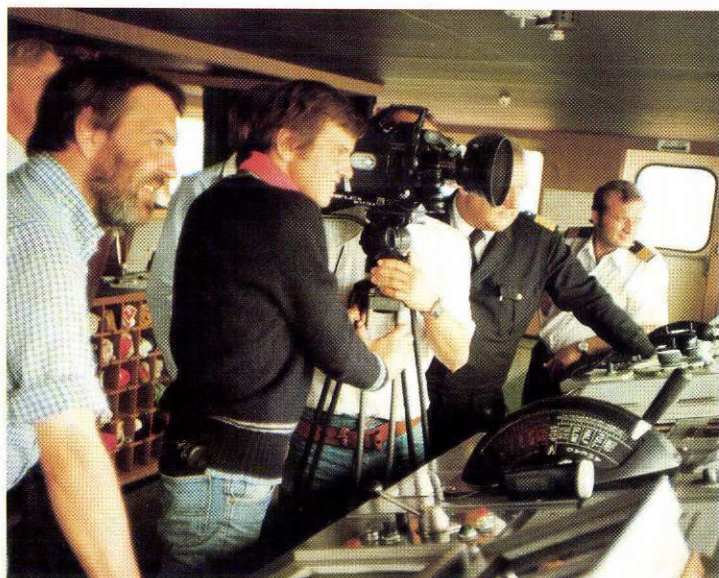
Friday 17 September saw the



naming of the ship. The sponsor was Mrs. Sonja Grønborg Christensen, wife of the Chairman of ELSAM, Mr. P. Grønborg Christensen, and the ship was named "ELSAM JYLLAND".



Rounding up...



A. P. Møller in Danish TV

In January 1983, A. P. Møller will participate in no less than two TV programmes.

They will be produced by the VITEK staff, who is responsible for a scientific/technical magazine for schoolchildren aged 9-13 (VI/TEK = 'sci/tech').

One programme deals with the functioning of a ship, the other will tell about the technique in oil exploration and production. After three days' research work on board the "ARNOLD MÆRSK" the producers, Erik Rasmussen and Egon Smith, set out with a TV team, accompanied by Jørgen H. Frederiksen of the Nautical Department and J. E. Karlskov Jensen of the Information Department, to join the "ALVA MÆRSK" at Rotterdam and sail in her to

Hamburg. The ship was more or less transformed into a floating TV studio; but through clever co-operation and pedagogy Captain Orla Hansen and his crew managed to make things work smoothly, in front of the cameras as well as behind. Shots were made on the bridge, where all the chief instruments were shown and explained.

"Stick to your last!" Egon Smith experienced the truth of that when he steered the ship manually and at the same time explained the art of navigating. The shape of the wake suggested a winding by-road rather than the ideal straight motorway.

In addition to the scenes on the bridge shots were taken of discharging and loading operations and of what takes place



in the deck control-room. On 9 September, sequences were taken in the studios about the ship's dimensions and its propulsion machinery.

On 19 and 20 July, the same film team was in the North Sea to shoot some scenes from the "MÆRSK EXPLORER", working in the Skjold Field, and from the Gorm Field. The programme tells about the exploration for oil, from the first seismic surveys to the time when the drillings commence.

In the Gorm Field, where it may be difficult to see what happens, the team, seconded by Knud Levring of the Information Department, actually found the tap through which the oil may be released, enabling them to see that it really is oil they are producing out there. In the sub-

sequent studio sequences Egon Smith explained how a drilling rig is constructed, and what has taken place geologically in our subsoil, and how the oil and gas first came into being.

The TV people expressed great admiration for the kindness and helpfulness which all MÆRSK staff on board the ships, rigs, and helicopters taking part had time to demonstrate on a busy working-day.

The programmes will be shown on a Wednesday afternoon at four o'clock and repeated on the following Sunday.

One photograph shows the TV team on board the "ALVA MÆRSK", in the other the TV photographer is filming the Gorm Field from a helicopter.

London buses among the cargo

On an annual basis, Maersk Line carries between 200 and 300 second-hand London buses from the Ensign Bus Company of Purfleet, England, to the big bus companies like China Motor Bus in Hong Kong.

Ensign Bus Company buy the second-hand buses from the London Bus Company and recondition them in their own workshops at Purfleet. Thus, the old Leyland engines are replaced with Gardiner engines, having a lower number of revolutions suited to the Hong Kong climate. When, finally, the buses go to the breakers, the

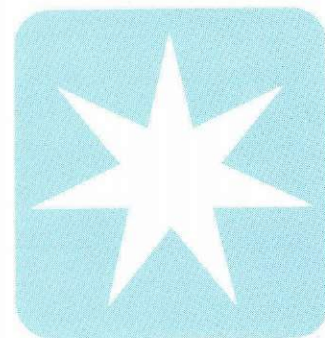
engines often end up by providing motive power to junks in Hong Kong's harbour.

In cases where buses are exported to Far East countries with right-hand traffic, the Ensign Bus Company is also able to move the steering-wheel from right to left.

The buses are freighted on feederships to Rotterdam and from there on the container-ships of the Europe/Far East Line. These buses were loaded onto "ARTHUR MÆRSK", which departed from Rotterdam on 14 June to arrive at Hong Kong on 8 July.



Personalia



ESPLANADEN



1

25 Years Anniversary

1. Poul M. Jægerholt
1 December

MAERSK DRILLING



1

25 Years Anniversary

1. Karl Hermann Georg Nagott
5 December

THE FLEET



1

2

3

25 Years Anniversary

1. Chief Engineer Bent Mogens Christiansen
11 October
2. Chief Engineer Aage Sams
4 November

Retiring

3. Captain Leivur Christiansen
1 October

THE YARD



1

2

3



4

5

6



7

8

9



10

11

12



13

14

15



16

17

18

40 Years Anniversary

1. Egon E. Rasmussen
1 September
2. Mogens B. Simonsen
1 September

25 Years Anniversary

3. Jens A. Sørensen
1 September
4. Henning John Lassen
3 September

5. Børge Petersen
23 September
6. Verner Chr. Bengtson
24 September
7. Poul Stampel
21 October
8. Jørgen Locander
29 October
9. Kurt Erling Larsen
29 October
10. Niels Peter Pedersen
5 November
11. Ole Gade
11 November
12. Bent Rasmussen
12 November
13. Knud Irving Nielsen
12 November
14. Leif A. Friis
19 November
15. Leif Vilhelm Andersen
19 November
16. Bent Hansen
26 November
17. Kurt Quwang
1 December
18. Oskar Jæger
10 December

ORGANISATIONS ABROAD



1

2

25 Years Anniversary

1. Keld Schaumann Johansen, New York
1 November
2. Jean Scott, London
4 November

ROULUND



1



2



3



4

25 Years Anniversary

1. Helmer Christensen
10 October
2. Jørgen B. Hansen
5 November
3. Lauge Elgaard
1 December
4. Ove Henriksen
1 December

BUKH



1

40 Years Anniversary

1. Brynjulf Raun
16 November

ROSTI



1

25 Years Anniversary

1. Oscar Petersen
11 September

Obituary

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

Hans Valder Andersen
Roulund

19 April

Jan Ryberg Hansen
Roulund

7 June

Donkeyman Richardo Marahan
ex m.s. "DRAGØR MÆRSK"
24 June

Chief Officer Daniel J. S. Joensen
ex t.t. "ROBERT MÆRSK"
21 July

Siegfrid Christen Hansen
Roulund
8 September

Pumpman Tin Fuk Keung
ex t.t. "KATRINE MÆRSK"
14 September

DISA



1

25 Years Anniversary

1. Carsten Hovgesen
1 November



New local correspondent

With this issue of MÆRSK POST Thomas Thune Andersen takes over the post as local correspondent in Hong Kong after Erik Stokholm, who has returned to Esplanaden.

We welcome Thomas Thune Andersen, at the same time extending our thanks to Erik Stokholm for taking good care of the job for the past two years.



Photo Competition

The editor takes this opportunity to call the attention of our readers to the MÆRSK POST annual photo contest, the judging of which will take place with the edition of number 4, 1982, which will appear in December.

Submissions should reach the editor by November 8th, and you may send in colour photos, preferably in the form of diapositives/transparencies, but also colour negatives. In the latter case you

should submit negatives as well as paper prints.

Four prizes are awarded. First prize is a Minox 35 GT compact camera, second prize a Nikon SB 10 compact electronic flash, third prize a Minox pocket tripod, and fourth prize a film packet, containing a colour diapositive film, a colour negative film, and a black/white film.



SUSAN MÆRSK
KØBENHAVN