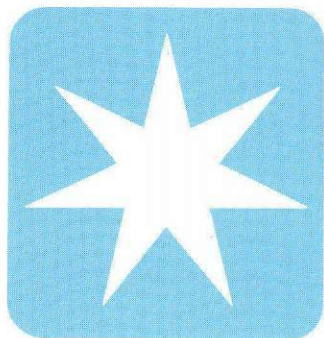


# MÆRSK POST

4/1983







# MAERSK POST

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The Danish Shipowners' Association was founded on January 17, 1884, under the name of "Dampskibsrhederi-Foreningen". At the time Danish shipowners were not awfully interested in the Association, which remained small at first. Today the Association counts most of the major shipping companies in Denmark among its members, and in a very effective way it looks after the interests of the third largest export industry in this country: shipping. The Association enjoys excellent, well-established relations with its own ministry, the Ministry of Industrial Affairs, and with other ministries and authorities, particularly the Ministry of Foreign Affairs. Moreover, the organization co-operates well with various maritime associations and with the world at large wherever the ships operate; it maintains contacts with and connections to shipping organizations and authorities in other countries, to the UN, to NATO, and other international organizations.

I believe that I am justified in saying that the Danish Shipowners' Association is respected for its work, both nationally and internationally, and it is always a pleasure to be reminded that the delegates of the Danish Shipowners' Association fight well all over the world to ensure that the world's needs for transport at sea may be satisfied without constricting ties. 70 per cent of our planet is covered with water and almost 80 per cent of all international commerce is sea-borne, so there is good reason to fight to ensure that ships from Danish companies will retain their importance on the oceans and in the harbours of the world.

Shipowner A.P. Møller joined the Association on January 1, 1916, and devoted much attention to it until the day of his death. At intervals he served as a member of the Standing Committee and over the years he gave generously of his time as chairman or member of a number of active committees. They form a varied list which gives a clear picture of the development of the industry. The list includes the International Deck Cargo Committee, the Committee for the Costs of Discharging Coal and Coke, the Committee for the Reduction of Postage and Telegram Charges, the Committee for International Rules Concerning the Measuring of Ships, the Freight Committee, the Tax Committee for Trade and Industry, committees concerned with Discrimination Against National Flags, International Shipping Affairs, Insurance, the Board of Governors of the Training Ship "Danmark", the Relief Fund of the Shipowners' Association, etc.

Several managers from the Company have been active in the Association. Managing Director Gunnar Falslev was Vice-Chairman of the Association from 1965 to 1967 and was an active member of several Association committees during the same period.

Shipowner Georg Andersen was Chairman of the Association for three years, from 1970 to 1973; he was also Chairman of the Shipping Policy Committee and served as a member of several committees and boards.

I have myself been a member of the Standing Committee, the Trade Relations Committee, the Tax Committee for Trade and Industry, the Shipping Board, etc.

After four years as Vice-Chairman, Managing Director Bjarne Fogh has become Chairman of the Danish Shipowners' Association. He has accepted this arduous task at a difficult time and in spite of his numerous other responsibilities.

The Danish Shipowners' Association celebrates its centenary at a time when, sad to say, the shipping industry is experiencing a crisis which may prove to be worse and last longer than most of us imagine. Many illustrious Danish shipping companies have had to close down, others have found it necessary to reef the sails. Nevertheless, the industry will come out from under the dark clouds, and the Danish Shipowners' Association will continue its competent and efficient work which is of considerable value to the community.

The A.P. Møller Shipping Companies sincerely congratulate the Danish Shipowners' Association and wish that it may enjoy fair wind and smooth water in the years to come.

MAERSK MC-KINNEY MØLLER



# New vessel: "MAERSK CUTTER"



*The "MAERSK CUTTER" is a sister ship of the "MAERSK CLIPPER". The picture shows the latter during one of her trial runs.*

On Friday, October 14, an advanced offshore vessel received her name at the Dannebrog Shipyard in Århus. She had been built for Maersk Company Ltd., London, and she was named the "MAERSK CUTTER". Her sponsor was Mrs. Jean de Neef, wife of the managing director of Britoil, Mr. Dirk de Neef.

The "MÆRSK CLIPPER" was described in detail in Mærsk Post no. 2/1983. The "MAERSK CUTTER" is of a similar construction, being one of the world's most sophisticated offshore vessels. She may serve as a supply vessel, and she is equipped to do anchor handling, towing, fire fighting, and to take part in rescue operations. There is a hospital on board and for rescue purposes she may accommodate 250 people.

Four MaK diesel engines with a total continuous output of 14,400 BHP provide propulsion. The towing winch is fitted with a towing reel, two anchor-handling reels, and two wild cats for the rig chains. It may pull a load of 260 tons and has a maximum braking power of 400 tons.

Her four water cannons have a combined capacity of 10,000 cubic metres per hour, and their jets have a horizontal reach of 200 metres and a vertical one of 100 metres.

The accommodation is modern. The vessel carries a crew of twelve, who have private bathrooms, and there is also room for twelve passengers.

Delivery took place on October 21 in Århus, and the "MAERSK CUTTER" sailed for London immediately. She remained at anchor there for two days and was seen by many visitors. She left London for Aberdeen where she was introduced to representatives of the oil companies. Altogether more than 2000 visitors came on board the "MAERSK CUTTER" before she left Aberdeen to work for Britoil in the North Sea under the command of Captain David Staniforth and with Jim Nesbitt as her chief engineer.

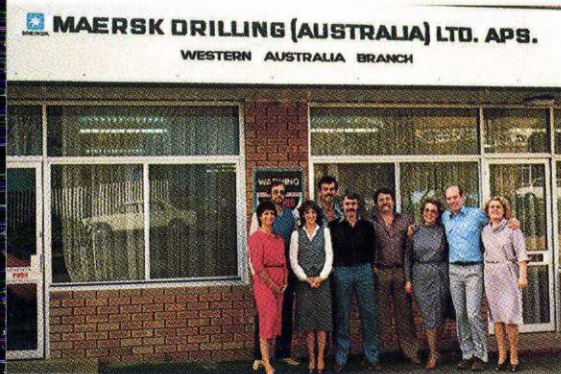
*Present at the naming of the "MAERSK CUTTER" were, from left to right, Mr. Karsten Borch, Managing Director of the Maersk Company, the sponsor, Mrs. Jean de Neef, and representing the Dannebrog Shipyard, the Managing Director, Mr. Th. Duer, and Ebbe Baron Wedell-Wedellsborg, Chairman of the Board.*





# Maersk Drilling in Australia

In July 1982 Maersk Drilling opened its office in Perth on the west coast of Australia. The oil rig "MÆRSK VALIANT" is managed from this office. Søren Jung is in charge of the office, and here he tells the stories of Perth, of Western Australia, and of the office on the other side of the world.



*Maersk Drilling's staff in Australia in front of their Perth office.*

## The History of Perth

The earliest recorded landing in Western Australia was that of the Dutch Captain Dirck Hartog in 1616, on the island named after him, off Shark Bay (Carnarvon). The site of Perth was discovered in 1697 by the Dutch sailor de Vlamingh, who named the Swan River, which meanders past Perth and into the Indian Ocean at Fremantle, after the black swans he saw there. Perth itself was founded in August 1829 by Captain James Stirling who had acquired the first plot of land there in 1827. The site was named after the county of Perth in Scotland, where Sir George Murray, Secretary of State for the British colonies at the time, had been born. The first shipload of involuntary immigrants arrived in 1850. They were convicts under the supervision of the Enrolled Pensioner Guards, and they were set to build a hospital, a new Government House, a Town Hall, a church, and they started work on the Roman Catholic Cathedral. They also built a jail and a court house (both mostly for their own use) as well as barracks for the guards.

The presence of the convicts made its mark on society in those days. Many citizens carried guns even during the day and they never ventured far after dark.

In spite of these strained social relations Queen Victoria gave Perth its charter in 1856. City status meant increased local government responsibility, and the establishment in 1858 of Perth City Council indicated that the city had been accepted as part of the British Empire.

The deportation of convicts to Perth ceased in 1868, and its inhabitants carried on their work to improve their community while doing their best to forget the past. Even today few of the convicts' descendants are prepared openly to discuss their family background.

The City of Perth was incorporated in January 1871 and a period of consolidation followed, lasting 10-15 years; new roads were constructed, street lighting was introduced in the mid-1870's, railroads were constructed from Perth to Guildford and to Fremantle in the 1880's, and in the mid-1880's land was reclaimed from the Swan River for recreational purposes - this is the area now known as the Esplanade. The local inhabitants were worried by the apparent absence of gold in the area, but even so life was rather comfortable particularly for gentlemen belonging to the upper classes of society who thrived on their good connections.

In the 1890's prospectors struck gold at Coolgardie-Kalgoorlie (600 kilometres east of Perth) and many immigrants found their way to Perth. The city began to spread; people moved out of the centre and new residential areas shot up in the bushland to the north, east, and west. A system of public transport was developed. The opening of an improved harbour at Fremantle in 1901 stimulated further growth, as did the completion in 1917 of the transcontinental railway linking isolated Perth with the more densely populated eastern states.

In the 1920's horse carriages almost disappeared and were replaced by automobiles, trams, and trains. The last two continue to operate to this day, but soon passengers started preferring busses and private cars. Most modern inhabitants travel by car although the state government tries to persuade its citizens that it is cheaper to go by bus and train.

The business life of the city stagnated and eventually collapsed during the depression of the 1930's; World War II effectively prevented renewed growth.

The strong, world-wide, economic recovery of the 1960's reversed the trends completely. The new momentum continued through the 1970's and has made Perth the modern and thriving city that we know today, with a population of more than one million in the greater metropolitan area.

About two per cent of the workforce is employed in primary industry such as mining and fruit and vegetable production; 35 per cent is employed in secondary industry such as the manufacturing and building industries and in transport; 63 per cent is employed in tertiary industry such as the retail trade, schools, banks, hospitals, etc.

## Western Australia

Perth is the state capital of Western Australia, the largest Australian state cover-

ing an area of 2.5 million square kilometres, which is roughly equivalent to one third of the United States excluding Alaska.

Western Australia is rich in natural resources including *iron ore* (known reserves: 33,000 million tons), *bauxite* (3,000 million tons), *nickel* (124 million tons of sulphide ore containing about 2.6 million tons of nickel), *coal* (2,000 million tons), *gold* (33 million tons of ore at an average grade of seven grammes of pure gold per ton), and *precious stones* such as diamonds, emeralds, opals, jaspers, and amethysts.

There are also rich *oil* and *gas* fields; the North Rankin is the largest gas field in Australia containing 240,000 million cubic metres.

Agricultural production of wool, hides, lamb, and mutton together with the buying and selling of live sheep represents a turnover of more than 500 million Australian dollars. Most of the production is sold abroad.

Few foreigners realize that Western Australia produces excellent wine, and the largest share of the state's annual production of 4.5 million litres comes from the Swan Valley, just east of Perth, where the first vines were planted in 1829.

## Maersk Drilling (Australia) Ltd., ApS

Having secured a two-year contract with Australian Occidental for the "MÆRSK VALIANT", Maersk Drilling opened its operations office in Perth in July 1982. The rig arrived and on August 31, 1982, operations commenced off Karratha, about 1,500 kilometres north of Perth.

Moving personnel and supplies presents no problems because even though the office and the rig are 1,500 kilometres apart they are located in the same state and separated by no immigration or customs boundaries.

Offshore oil production is still a minor business when seen in relation to the size of the continent. Recent oil discoveries off the coast of Western Australia, particularly in the north (in the Timor Sea), have inspired further exploration, and from our Perth office Maersk Drilling constantly surveys the market pursuing possibilities for new drilling contracts.

Our efforts to secure future work are greatly assisted by the fact that after only one year of operation we have established a reputation, thanks largely to our drilling crews, for excellent operational performance and first class equipment.

*Søren Jung*





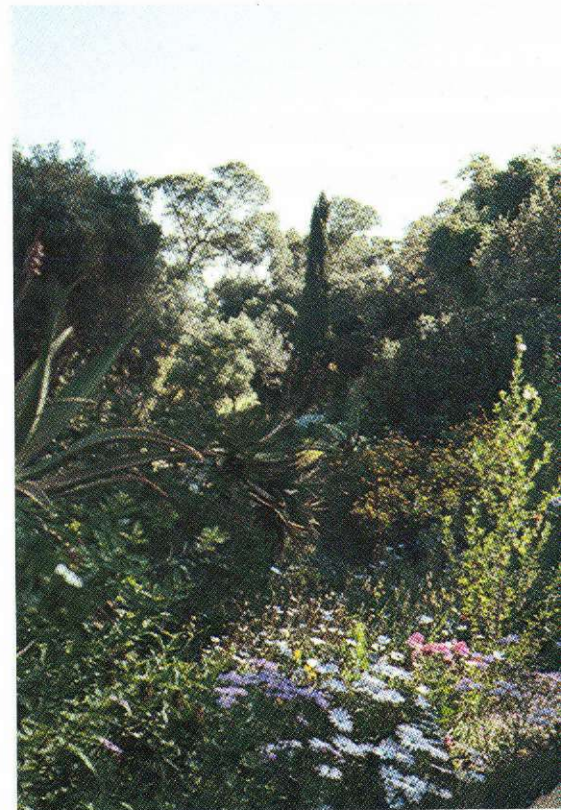
*Perth.*

*Perth and the Swan River.*



*Kings Park in Perth.*

*The Swan River seen from Kings Park.*





# "I lead two lives"

BY MAIKEN HANSEN

Being on long voyages or working on supply vessels means being away from home for long periods at a time. Rig engineer Svend Erik Hansen knows that this is also true of working on an oil rig.



*The two cooks, the chef and the night cook, have to prepare breakfast and steak several times a day.*

*On board the rig the crew works two twelve-hour shifts starting at noon and at midnight.*

*The engine room.*



38-year-old rig engineer Svend Erik Hansen from Mårslet in East Jutland works for Maersk Drilling in Australia. His home is a long way from his place of work, the jack-up rig "MÆRSK VALIANT" in the Indian Ocean, about 1,500 kilometres north of Perth. He has to go from Tirstrup via Copenhagen, London, and Bombay to Perth. The flight takes approximately 36 hours.

When Svend Erik Hansen leaves the helicopter on the "MÆRSK VALIANT" he feels tired from the journey, but he still gets down to work immediately. He receives his briefing from the man he relieves; they only have a few minutes while their luggage is being loaded and unloaded from the helicopter.

Reading the briefing is not enough if he wants to get an idea of the work that has taken place while he has been at home. He has to go through last month's paper work, maybe a pile several centimetres thick. When that is out of the way he goes to see the crew

in the engine room. He chats to them, looks around, "gets the feel of the job again". And then Svend Erik Hansen is back at work.

An oil rig is a man's world. To date few women have worked on such a contraption. The "MÆRSK VALIANT" has one female geologist; she is doing well out there because she is a tough girl; she has to be of a special breed because no one makes allowances for the fact that she is female.

- Do people have to be tough to survive out there?

- Not at all, Svend Erik Hansen answers.

- But you must have a stable personality. There's very little room, and we live much closer to each other than you do on a ship. My room has a bed, a table, a chair, and a cupboard. There's only three or four square metres of empty floor space. And that's luxury; most men have to share a room. One goes to work from noon to midnight, the other from midnight to noon.

There are common rooms of about 30

square metres each on both the A and the B deck. We get the local newspapers and can watch video recordings. Everybody has their meals in one large messroom. That's all the accommodation we've got. You need to be happy in your job and to be able to adapt without bickering if you want to feel comfortable and content on board. Let's take an example: I have worked with the same man for three and a half years and we've never once had an argument or been annoyed with each other. That's the way it should be.

Life on board is extremely cosmopolitan. Svend Erik Hansen is the only Dane on board for two out of the four weeks he is working. His colleagues come from Scotland, New Zealand, and Australia.

- I often feel that I lead two lives, he continues. - One month I'm at work doing the most exciting job I can think of. I'm surrounded by English speaking colleagues whose cultural background is very different from mine; I grew up in a small town in East Jutland. The next month I'm at home con-



The jack-up rig "MÆRSK VALIANT" in the Indian Ocean off the coast of Australia.



centrating on domestic activities. I enjoy family life; we have a cottage and a boat; I go hunting during the season, relax with friends and so on. I try to live the life of the world I'm in at any give moment to the full. But, of course, my thoughts go back to the rig or to my family and I often wonder if my wife and children are all right and are enjoying themselves at home. After all, that's only human.

The team spirit on board is good, unusually good in fact. Take the long flight, for example. I often think what a boring affair it would be if we had to travel alone. As it is, we meet on the plane going out there and little by little we return to work. We know each other and we understand each other in spite of our different geographical and cultural backgrounds. I carry pictures of this house and my family with me and I tell them about the sights in this country; they tell me about their homes or about the place where they grew up and went to school. Oh yes, I feel that we know each other quite well.

On board the rig the crew works two twelve-hour shifts starting at noon and at midnight. The two cooks, the chef and the night cook, have to prepare breakfast and steak several times a day. Svend Erik Hansen works from 6 a.m. to 6 p.m. and he is on call for the rest of the day. Such are the hours and nobody grumbles. After all, you're there to work. The fact that work takes up so much time puts the accommodation in a different light. Svend Erik Hansen sees it like this:

– Maybe some people think that you need more than a common room of only 30 square metres but really, I often go straight to bed when I get off duty. So what would we do with more space?

I won't deny that my job means a lot to me. I like to feel that anything can happen. I've had many strange, great, funny, or sad experiences on the rigs, but you always know that you've never seen it all. Tomorrow you may face a problem which you'd never have imagined could occur here. Then what? Well, work has to go on even if it means

keeping it all together with cellotape. You have to make your decisions here and now; if they're wrong you've only got yourself to blame; if they're right it's very satisfying to see the problem solved when you've worked at it non-stop for maybe 48 hours.

If you like the excitement of knowing that you're the expert here, that you've got no one to talk things over with, and that you're on your own then this is definitely the best job there is.

*Maiken Hansen*





King Frederik VII.

# King of Denmark granted

We tend to think that the history of Danish oil begins in 1935. In that year the Danish government, having recently seen the Subsoil Act through Parliament, gave the American F. Ravlin exclusive rights to search for and exploit raw materials in the Danish subsoil.

There was a prelude to this event, in fact several preludes. First of all, drilling had started near Frøslev in southern Jutland as early as 1932, but it was brought to an abrupt close when the German consortium in charge of the project ran out of money. Secondly, production of small quantities of natural gas had already been in progress for several years in Vendsyssel in northern Jutland.

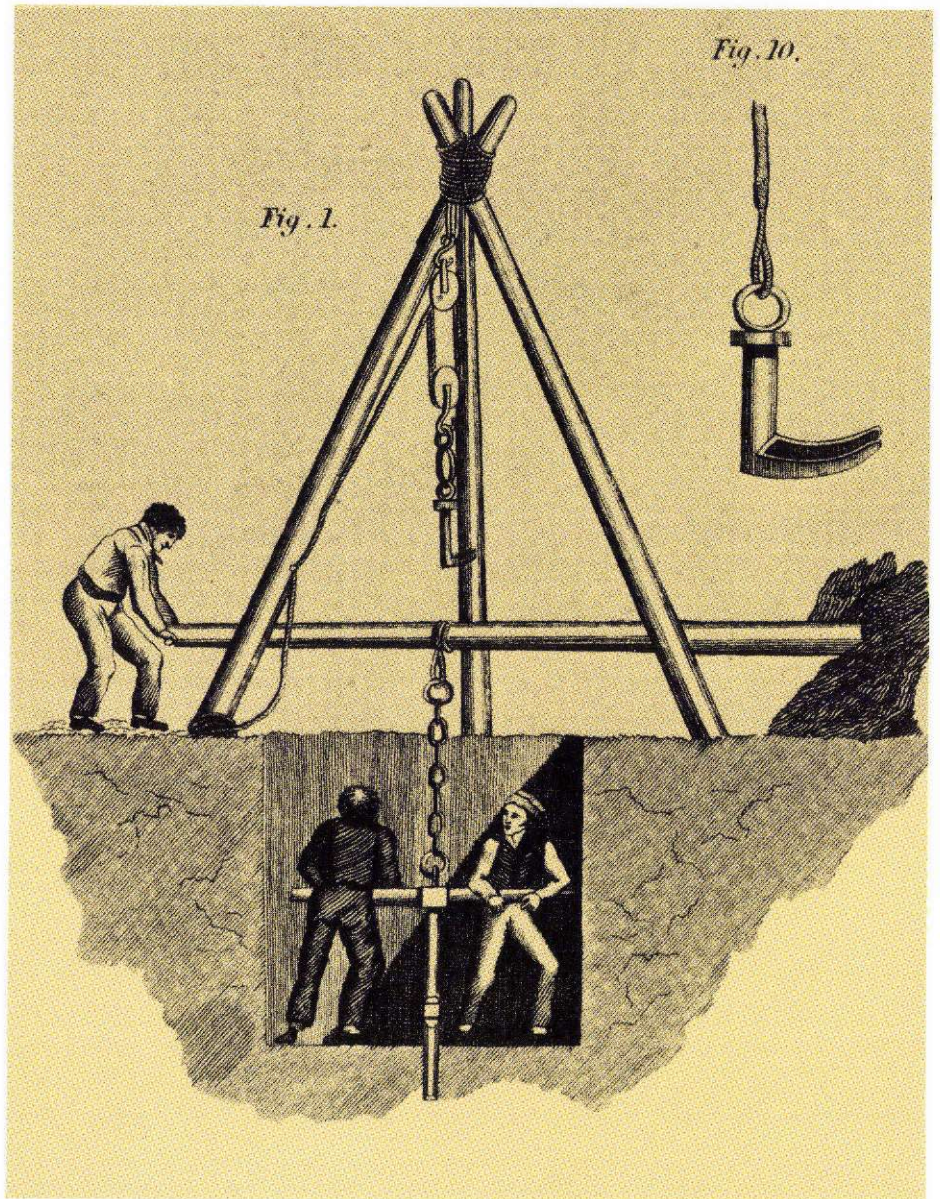
But King Frederik VII had in fact signed the first licence, the first oil monopoly, much earlier, on September 12, 1857. It concerned the mining of bituminous sand in Holstein and ran for eight years. Holstein was under Danish sovereignty until the war against the Prussia-Austrian league in 1864.

## King of Denmark and Duke of Holstein

When signing the licence Frederik VII acted in his capacity as Duke of Holstein, not as King of Denmark. The area around Heide in the Ditmarshes seemed promising for future oil production. Danish Kings had had trouble with Ditmarshers earlier. In 1195 the area was occupied by the King of Denmark, but it declared itself independent again a few years later. In 1474 the German Emperor granted the feudal privilege of the Ditmarshes to Christian I, but the first Danish kings of the house of Oldenburg were very busy keeping the pan-Scandinavian federation together. Furthermore, the Ditmarshers claimed that they were subjects of the Archbishop of Bremen, who had considerable political influence but no real opportunities for meddling in worldly politics.

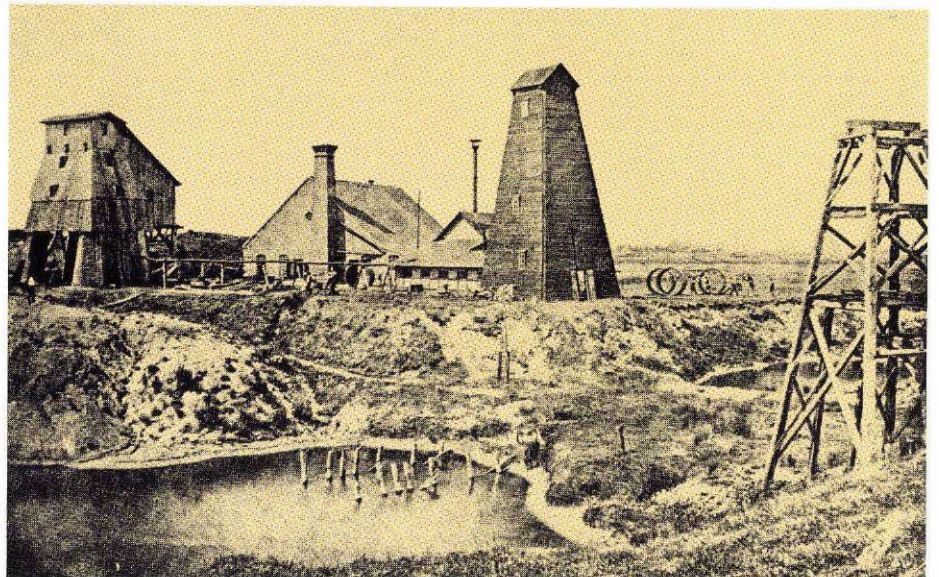
Following the death of Christian I his two sons, King Hans and Friedrich, the Duke, became joint dukes of Holstein. They agreed that the Ditmarshes remained their common concern. Still, apparently, neither of them was keen on doing anything about the problem.

Historians have portrayed the Ditmarshers as a small, peace loving people, whom brutal conquerors have made repeated attempts to crush. This is probably not entirely true. For one thing, we know that in 1497 the Ditmarshers were only too willing to go to the island of Helgoland where they helped the Hanseatics from Hamburg and Bremen



This shows the principle of the first drilling for oil at "Hölle" in Hemmingstedt, in 1856 (from Meyer's Encyclopedia 1847).

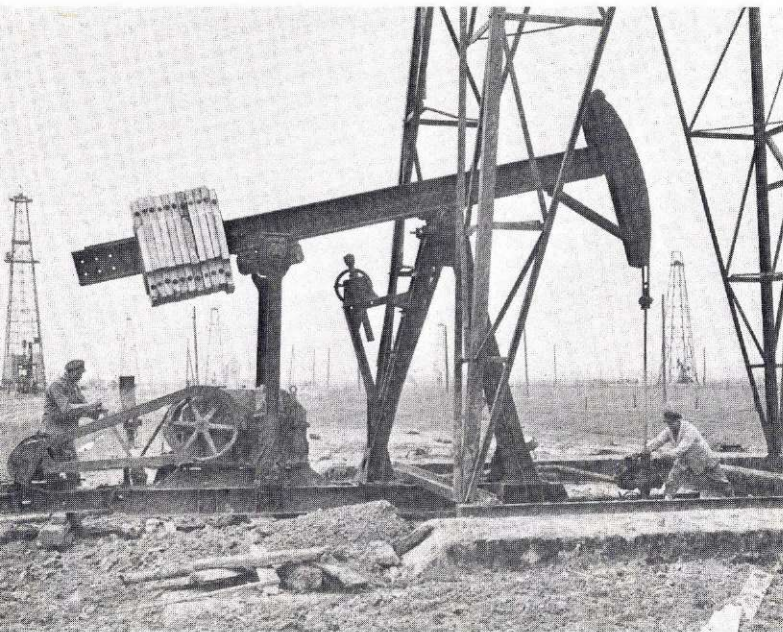
The Hemmingstedt Works in 1883.





# oil licence in 1857

BY KNUD LEVRING



A "nodding donkey" - or horse's head, as the Germans call them - and oil derricks at Heide field in Hemmingstedt around 1950.



Hemmingstedt today, showing Texaco's refinery.

burn down Friedrich's customs house. Two years later they really overstepped the mark; they crossed the river Eider to go pillaging in Eiderstedt in Schleswig; they certainly had no legitimate business there.

This challenge was too much for Hans and Friedrich, who were also dukes of Schleswig in addition to their other titles. Noblemen, citizens, and peasants of Holstein were ordered to provide an army and mercenaries, the Saxon Guard, were brought in. On February 14, 1500, parts of the army moved into Meldorf.

Three days later things started to go wrong. The army commanders wished to move their headquarters to Heide, which was the most important city in the Ditmarshes, situated 12 kilometres north of Meldorf. There was a thaw and a north-westerly sleet storm was blowing up. The Holstein army may have underestimated the Ditmarshers' willingness to fight and perhaps also their possibilities. When moving into Meldorf the army had not met opposition of any importance. At all events, the army advanced along a narrow road through the marshes with a force of heavily armoured noble cavalry, heavy Saxon infantry and the baggage carts of the staff. They advanced through a terrain that was completely impassable for heavy forces in battle formation. At the Thousand Devils Ridge south of Hemmingstedt the army encountered a barricade with a couple of cannons and a few hundred Ditmarshers.

The entrenchment was soon taken, but legend has it that the Ditmarshers had the area flooded thus trapping the army on the narrow road. The Ditmarshers carried light weapons and equipment so they were able to move and fight on soggy ground. The army had to retreat along the road to Meldorf but that was blocked by their own carts.

We don't know the exact extent of the defeat. The reports were probably exaggerated. The Holsteiners did not feel beaten and were quite prepared to continue the war. Rumour had it that the Saxon Guards had been exterminated, but we know that they were ready for battle in the spring of the same year.

The military consequences of the defeat were probably limited and of no importance to the Kingdom of Denmark as a whole. Only a small number of noble volunteers had been involved, and the peasants' army had not been called on.

The political repercussions of the defeat were, however, considerable. In those days news travelled by word of mouth - we would call it gossip. The news became greatly exaggerated and included completely unrealistic casualty figures. This »bad press« meant loss of prestige, particularly in Sweden where the pan-Scandinavian federation had never been popular. Therefore King Hans was so busy dealing with the Swedes that the Ditmarshers escaped punishment.

In 1856 oil was discovered in the very area where the first Danish kings of the house of Oldenburg had met with considerable difficulties, and only a few hundred metres from the spot where King Hans had suffered a considerable loss of military and political prestige. The last Danish king of the house of Oldenburg issued a licence for this find.

## Were looking for water but found oil

Over the years many oil prospectors have struck water. In 1856 the opposite happened at Hemmingstedt. A farmer named Peter Reimers wanted to dig a well to water his cattle in the meadows. His meadow was known as "Hölle" but the name has nothing to do with the German word spelt in the same way.

It is related to Danish "helle", i.e. slope, and "Hölle" is in fact a slope connecting the geest, an elevation, with the marshes.

Peter Reimers found no water. At the bottom of the well he discovered some evil smelling sand and a black, sticky substance. He closed the well again, feeling rather annoyed no doubt.

The local teacher, Mr. Schneekloth, had, however, secured a handful of the smelly sand, which he gave to a chemist in Heide. He passed it on to Ludwig Meyn, a geologist who had taught at the University of Kiel and owned a fertilizer factory in Uertsen north of Hamburg.

Meyn was in no doubt. The sample contained oil and in March 1856 he started drilling at "Hölle". At first he got down to a depth of 12 metres and later better equipment enabled him to go down to 25 metres. He found no oil which would flow to the surface, however. That did not happen until three years later when "Colonel" E. Drake started drilling in Pennsylvania, U.S.A.

## Tar sand

Meyn's find consisted of tar sand which today represents a considerable oil reserve in Canada. Commercial exploitation of these tar sands is still today a dubious proposition. Meyn learned this lesson in the 1860s.

Meyn went into partnership with Nissen and Volkens, two businessmen from Heide. They simply mined the sand and turned the oil and bitumen into asphalt, lubricating oil, and kerosene. In August 1858 the first oil products left what must have been one of the world's first oil refineries. It stood where now Texaco's large, modern refinery is. The products were shipped to the consumers in beer barrels.



### Who needs oil?

Everybody needs oil these days, but in 1858 selling oil products was no easy matter. For centuries small quantities of oil had been extracted from surface seepages; the heavy products were used for proofing ropes and wood and for caulking wooden ships, and the light products were used for medicinal purposes. As early as 1572 Thurnhaeuser claimed that oil was a good remedy against stomach upsets, worms, dizzy spells, headache, and muscular atrophy, to mention but a few of its excellent qualities. There's a limit to how much oil one may consume without experiencing serious digestive disruption, and what's more, oil is not exactly tasty. This may be the reason why oil has never become as widely used for medicinal purposes as Thurnhaeuser's recommendation suggested.

In the mid-nineteenth century products derived from vegetable or animal fat were used for a number of purposes, for which we use modern oil products today, e.g. lubrication. Rumour has it that butter of those days was mainly suited for lubricating wheels. Also lighting was usually provided by lamps burning whale or rape oil and in the country candles were still made from sheeps' tallow. These sources did not give much light at all, certainly nowhere near enough to work by. Kerosene burnt much brighter than traditional types of oil, and it revolutionized the lighting of places of work. Ludwig Meyn estimated that production time could be extended by 50 per cent.

This may not offer much appeal in our forty-hours-a-week-or-preferably-less days. But it is hardly surprising that it meant increased prosperity in our latitudes to be able to carry out work indoors during the winter and on rainy days.

Kerosene was a more powerful source of light but it also needed good ventilation. This could not be achieved in oil lamps with traditional burners; when burning kerosene they produced smelly fumes and an abundance of soot. New burners must be developed for the kerosene from Hemmingstedt to become marketable.

Other products presented similar problems and advertisements were circulated informing customers about their uses.

### International recognition

The new oil products received international recognition at the World Trade Fair in London in 1862. But there was trouble ahead. In 1859 they had struck oil in Pennsylvania, U.S.A.; here the oil flowed freely from the well and production costs were much lower. In fact, oil production in the Ditmarshes had become unprofitable even before the King of Denmark lost control of Holstein, and in 1866 tar sand mining was stopped, never to be resumed.

### Oleaginous chalk

For years afterwards drilling continued in the area, but the oil refused to flow. Deposits of oleaginous chalk were frequently encountered, however, at a depth of 30-40 metres. In 1883 a company was formed to produce oil from this chalk on the basis of regular mining, but production never got off the ground, partly because the mines were frequently flooded.

After the First World War large scale mining for oleaginous chalk was planned. Mine shafts and corridors several kilometres long were constructed but again costs proved prohibitive.

In Nazi Germany rendering the country self-sufficient was an important point of policy. The mines were drained and until the end of the Second World War oil was produced from chalk which was mined and brought to the surface.

### The oil flows

In 1935 oil finally flowed freely from a well. For nearly 80 years all attempts had been in vain, but then "Holstein 2" struck a deposit of oleaginous sand at a depth of 400 metres. At its best the well produced about 500 litres per day (approximately three barrels). The well was located almost exactly where Peter Reimers, the farmer, had had his farm when he first struck oil, digging for water 80 years earlier.

### The Heide field

More wells were opened and the field reached peak production in 1940: 231,347 tons. Even today 26 "nodding donkeys", or horses' heads as the Germans call them, still pump up about 8,000 tons per year. When seen in relation to offshore production in the North Sea 8,000 tons from 26 wells seem negligible. But the oil is not far from the surface and all the wells are within sight of Texaco's large refinery so transport presents no problem.

### The refinery

The refinery was built in 1942. At that time the war made heavy demands on the German railways and it was almost impossible to get the oil to the refinery in Thüringen.

A pipe line was constructed to carry diesel oil for the German submarines from the refinery to the Kiel Canal. Therefore the facilities were a prime target for Allied bombers.

From July 1944 to March 1945 more than 2,500 bombs were released over the refinery and the war left it severely damaged in spite of numerous repairs.

### After the war

The refinery has been extended several times since 1945. Texaco acquired the refinery and the production rights in 1966 and added the

latest extension in 1973. It has a capacity of 5,6 million tons of crude oil per year, of which 8,000 tons from the Heide field make up a very small share. Most of the crude oil is brought to the refinery through a pipe line from the oil harbour at Brunsbüttel which allows access for tankers drawing up to 13 metres.

The crude oil comes from various places all over the world. The Company tankers, the "MARIE MÆRSK" and the "HENNING MÆRSK", among others, make frequent calls at Brunsbüttel bringing the Texaco share of the Danish North Sea oil for refining. Afterwards, some of the refined oil is returned to Brunsbüttel through the pipe line, and the rest is loaded on tank lorries and trains. Texaco supplies sections of its Danish market from this refinery.

### The subsoil in Holstein

The oil deposits in Holstein and northern Germany are located near enormous salt horsts. The horst near Heide, in fact it's a subterranean salt mountain, stretches more than 100 kilometres from north to south and it is about 4,000 metres deep.

The salt was deposited during hot periods 225-280 million years ago. Later, other deposits were formed on top of the salt. These later deposits contain sand, clay, and chalk, and they are heavier than salt. The weight of these deposits has forced the salt away to areas where the pressure is lighter. Neighbouring deposits have sunk to take the place of the salt. Oil deposits near the horsts are very small compared to the horsts themselves.

There are salt horsts in Denmark but comprehensive exploration of the horsts in the north of Jutland has yielded no oil.

Oil deposits in the Danish part of the North Sea have also been formed by salt movement. But here there are no salt horsts, only salt domes. The difference is this: horsts have broken through later deposits which were originally formed on top of the salt and the oil is often located next to the salt. Domes are not created by salt breaking through, but by salt forcing the upper layers to fold, thus trapping the oil.

### Oil production in Holstein

Oil is still being produced in Holstein even though the Heide field is nearly empty. There are fields near salt horsts in eastern Holstein, too. Here Texaco is developing the first German offshore oil field, the Schwedeneck-See in the Bay of Kiel, and production is expected to start in November 1984. Moreover, oil has been discovered in Mittelplatte in the tidal flats south-west of Heide. Holstein produces a total of 300,000 tons of crude oil per year.

*Knud Levring*



# Maersk Air London at a new address

In 1981 Maersk Air opened a travel agency in London. Until quite recently the agency shared its offices with Maersk Company, but now it has moved to separate premises at a somewhat unusual address, 68½ Upper Thames Street.

Our customers and business associates were invited to see the new offices but on the day before the reception there was a fire in the attic of the building, and the "Open House" arrangement turned out to be more open than we had expected. Luckily there were no casualties in the fire but a few of the offices were completely gutted.

In spite of this misadventure we continue our work to create a travel agency which may compete on the British market for business and maritime travel, and which may continue the traditions created in several areas by Maersk Air Travel agencies. It only took the agency a few years to computerize reser-



*Maersk Air at its new address: 68½ Upper Thames Street.*

ventions, the issuing of tickets, and accounting; as a result the staff has had more time to work on fulfilling our customers' wishes for better service and lower prices.

There is an enormous potential in Great Britain, but competition is hard with more than

5,000 travel agencies in operation. One thing is certain, however: after a fiery "house warming" party we know that Maersk Air is "hot stuff" in London.

*John Melchior  
Maersk Air Travel Agency*

# Maersk Air Odense at a new address

The offices of Maersk Air Travel Agency in Kongensgade, Odense, were too small and too old-fashioned. We had been on the lookout for new premises for a long time, when finally last spring we discovered some ideal offices at 17 Vestergade, right in the city centre overlooking the Town Hall and the Cathedral.

The great day finally arrived. From Friday to Sunday, August 12 to 14, husbands and wives helped the members of staff move all the furniture - except the safe - from Kongensgade to Vestergade. On Monday, August 15, we were ready to serve our customers in our new offices. We did have one or two problems. A piece of plastic delayed the opening of our telephone lines, and once that had been fixed our invoicing machines



*Left to right: Mr. Bjarne Hansen, Managing Director of Maersk Air, and from the travel agency, Mr. Leif Stensbo, Managing Director, and Mr. Kaj Nielsen, the office manager, outside the new front of Maersk Air Travel Agency in Vestergade.*

started playing up which meant that we had to get a spare part from Paris. So the first week at our new address had its minor upsets and, of course, we also needed to get accustomed to our new surroundings. On Friday, August 26, we celebrated the official opening of our new premises at a reception for our customers and business associates. Approximately 80 guests attended, indicating that Maersk Air Travel Agen-

cy enjoys considerable good-will. We heard many kind words of praise for our new premises and our central location in the midst of business life in Odense.

There is no doubt that our customers, our staff, and Maersk Air Travel Agency will all benefit from the change to larger and friendlier rooms.

*Kaj Nielsen  
Maersk Air Travel Agency*





**Welcome “REGINA MÆRSK”**





On September 19 the Company's youngest container vessel, the "REGINA MÆRSK" left Denmark on her maiden voyage to New York. She was to receive her first cargo and go into service on the Maersk U.S.-Far East Line.

In Charleston the "REGINA MÆRSK" collected one half of the largest single booking which the Maersk Container Line has ever handled. It consisted of 10,000 tons of PTA (raw material used in the production of

polyester fibres) in 440 40-foot containers. The "LUNA MÆRSK" collected the other half.

On her arrival in San Francisco on October 21, the "REGINA MÆRSK" was greeted by an aeroplane flying a streamer saying "WELCOME REGINA MAERSK". The photograph shows the "REGINA MÆRSK" near Bay Bridge off San Francisco, on her way to Oakland.



# Danbor Service,

On November 4 Danbor Service opened its latest extension in Esbjerg. At a cost of approximately seven million kroner it provides 2,100 square metres of office space and 400 square metres of workshop and storage space.

At the time of the opening the first and second floors had already been let, whereas 300 square metres of office space on the ground floor is still available.

Danbor Service believes that it must look ahead and be ready to market new products when there is a demand for them.

The latest extension makes it possible to offer package deals to new operators so that they may concentrate their time and energy on finding oil and gas. Danbor Service takes care of their supplies and administration. Consequently an operator needs only one employee to perform tasks which would otherwise require the costly and time consuming setting-up of an internal organization.

## Experience

Danbor Service was founded in 1962 when A.P. Møller was granted permission to carry out oil exploration in the Danish subsoil, and the company has considerable experience in providing fast and efficient service to the North Sea oil industry.

It started as a small company but today it owns 95,000 square metres of land near the water front in Esbjerg. The land includes 50,000 square metres of open space for storing drill-pipes and pipes for casing wells several miles deep. There is a warehouse of 11,000 square metres and offices totalling 9,500 square metres; the company employs 250 people who perform a large variety of on and off-shore jobs.

## Tasks

Danbor Service handles all administrative tasks: traditional functions including accounting, VAT and customs transactions, personnel administration, and stock control; and more specialized ad hoc tasks such as construction jobs including contact with government offices. Computers and word processors have been developed to offer package programmes as well as programmes which may be adapted to existing machinery.

Approximately 20 companies in the oil industry have accepted the offer of com-



*In the middle of the picture is Danbor Service's building in Esbjerg Harbour. The two supply vessels, "MÆRSK TRIMMER" and "MÆRSK TRADER", both of which work in the North Sea, are at one quay, while at the other the jack-up rig, "MÆRSK EXPLORER" is being made ready for a new assignment.*



# Esbjerg, expands







*Danbor Service have more than 50,000 sq. metres yard facilities for storing both drill-pipes and pipes for casing wells several miles deep.*



*Drill bits for the drilling rigs in the North Sea.*



*A corner of Danbor Service's indoor storage space of 11,000 sq. metres.*



*Up-to-date bulk facilities for barytes, bentonite and cement, right on the quayside.*

prehensive administrative service including all office facilities such as telephones and telex.

The Service has created a centre for all the oil and gas activities in the Danish sector of the North Sea.

It also acts as an agent for both shipowners and merchants on a twenty-four hour basis. Its commercial agencies handle storage and sales of products to offshore companies and Danbor Service does independent trading in e.g. drilling dry mud.

#### **Equipment for rent**

Even if an operator provides his own drilling dry mud and dry cement, Danbor Service may still be of assistance. At the harbour in Esbjerg there are bulk storage tanks of approximately 900 cubic metres which may be expanded at short notice.

The letting of offshore containers and equipment has become an important activity. At the moment approximately 500 containers are in use in the North Sea. Equipment for hire ranges from cars and fork lift trucks on shore to welding machines and compressors offshore.

The company also lets compactors. They are containers which apply hydraulic pressure to reduce refuse to a quarter of its original bulk. They save numerous trips to and from the fields.

The hire service also includes word processors and computer equipment as well as more conventional office furniture. An operator or contractor may hire a fully furnished office from Danbor Service with up-to-date equipment and access to all the facilities required for efficient administration. The company provides a flexible service allowing customers to base their administration either on the complete services or on equipment on hire from the company but operated by the customer's own staff.

#### **Transport**

Danbor Service undertakes all types of transport at sea, on land, or in the air. It handles all customs transactions: goods in transit, duty-free storage, and customs declarations.

Danbor Service specializes in around the clock dispatching. It will get the right goods to the right place, on time and in the cheapest possible way. It also ensures that the right man gets to the right place on time

no matter which form of transport is required.

#### **Repairs**

Danbor Service has its own workshops equipped to do all manner of repairs. Groups of experts are ready to undertake offshore repairs of structural damages, machinery, and electrical equipment. Experts may be sent out to handle specific administrative and engineering tasks or to do skilled jobs. This service employs some 140 people, about 100 working offshore.

#### **Stevedoring**

Danbor Service performs all tasks related to the loading and unloading of supply vessels. The company has a solid core of workers and foremen who have many years' experience particularly in handling offshore materials and supply vessels.

The right people and the right equipment make Danbor Service the best and cheapest company in offshore stevedoring. Damage is infrequent because the staff knows how to handle goods safely and correctly, and jobs are done quickly with modern and efficient purpose-built equipment.

#### **Location**

The company's location is advantageous because Esbjerg is the only harbour on the west coast of Jutland which remains open all year round. Danbor Service is not tied to Esbjerg, however. In the summer of 1983 the company set up, at very short notice, a satellite base in Grenå including pipe stores, bulk storage tanks for drilling dry mud and dry cement etc.

Danbor Service has had a constant influx of efficient, experienced employees and of modern equipment, and it has expanded its purpose-built facilities. In its first years the company handled minor jobs on behalf of Dansk Undergrunds Consortium, now it has become an important and versatile service organization in the oil industry.





## Re-building the last five A-ships

Maersk Post no. 3/1983 carried an article on the lengthening of four A-ships, the "ARTHUR MÆRSK", the "ANDERS MÆRSK", the "ANNA MÆRSK", and the "AXEL MÆRSK". There is a growing demand for fast and efficient service on the Far East-Middle East Line which has been operated by Maersk Line since 1950. Therefore three type A container vessels will replace the three E-vessels which the Company sold in America for service in the U.S. Navy.

In 1984 three vessels, the "ALBERT MÆRSK", the "ADRIAN MÆRSK", and the "ARNOLD MÆRSK" will be re-built at the Hitachi Shipyard in Japan to make them fit to meet the demand on this line for container vessels as well as ships which may handle both goods in the process of haulage

and more conventional cargo. The turbine engines on board will also be replaced by diesel engines.

Moreover, the Company has signed a contract with Hitachi to have the turbine engines replaced in the last two A-vessels, the "ARILD MÆRSK" and the "ALVA MÆRSK".

In the end all nine A-ships in the Company will have had diesel engines fitted.

The photograph shows the first of the re-built A-ships, the "ARTHUR MÆRSK", during one of her trial runs in the Inlandsea off Japan.



# The latest news from Rosti

Never before has Rosti worked so hard at product development.

The pictures show items which have been developed and released in recent months. They include new products in the "chef line" series which we introduced in Mærsk Post no. 3, 1982, and brand new articles such as a set of bowls, which is particularly suitable for sales campaigns, as a "special offer" etc.

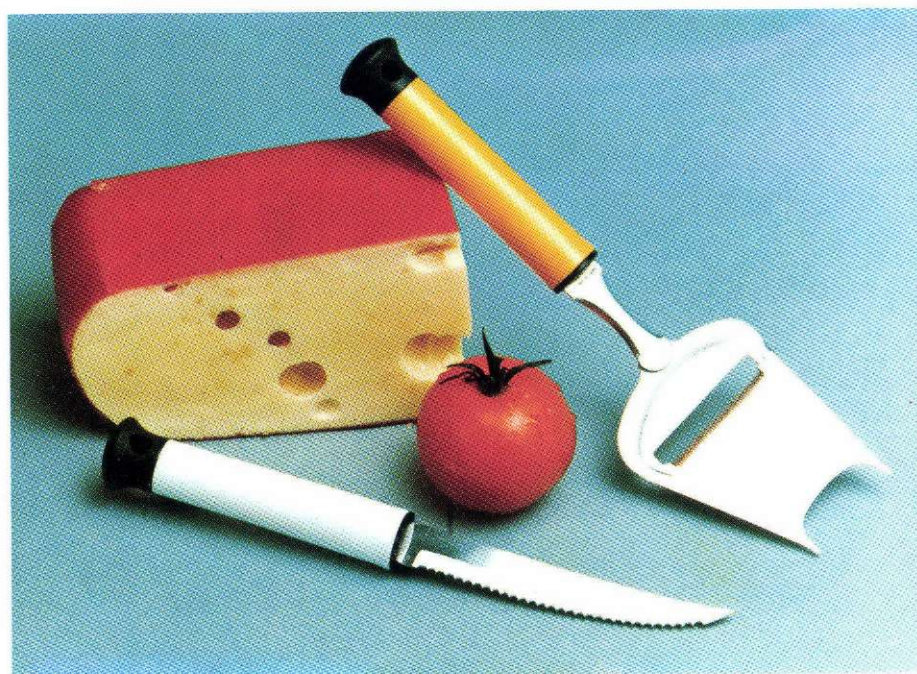
Most of the items have been designed by Rosti's own designer Erik Lehmann. We also draw on external designers, however, and our latest release, the Rosti spaghetti spoon, has been designed by Koen de Winter from Canada.

We are currently working on a number of new products which we'll introduce in Mærsk Post in 1984.

*Leif O. Jensen*



*All items in the "chef line" series have now been attached to cards carrying clear instructions for use.*



*Two new items in the "chef line" series: a cheese knife which cuts even very soft cheese into neat slices and a knife with a wavy edge for cutting tomatoes and food for grilling.*



*The Rosti spaghetti spoon with built-in measure. One helping of spaghetti is equivalent to the amount which passes through the opening in the bowl of the spoon.*

We offer this "Three in one" set of bowls as an inexpensive item suitable for sales campaigns; even if the price is low the design and quality still live up to our usual high Rosti standards. The "Three in one" set consists of a three-litre, a two-litre, and a one-litre bowl.





*On board the life-boat, the "DANBOR 5", on her way to the position appointed for the drill.*



*Emergency rockets were fired from the "helicopter in distress".*

*At this time of the year the water is cold. The suit, when used correctly, ensures survival for up to six hours in water at a temperature of 0 degrees centigrade.*



*Saved!*

## Rescue drill in the Bay of Ho

On October 12 three stewardesses and seven helicopter pilots along with 11 members of staff from Danbor took part in a rescue drill in the Bay of Ho off the west coast of Jutland. The drill was made as life-like as possible; it was a "brush-up operation" designed to test life-saving equipment, tools, and men. A life-boat played the part of a helicopter which was supposed to be sinking, having had to crash land on the North Sea during a flight to one of the oil rigs. "Passengers" and crew must be saved.

The operation started at the Fanø Offshore Safety School which is part of the Fanø Merchant Navy College. First, the participants

were given theoretical background information and then they put on the survival suits with which they had been issued. Quite unexpectedly, this gave a problem to the stewardesses. The suits have been designed for tall body builders who wear size 11 shoes. The stewardesses had to put on three extra layers of clothes to fit into the suits while preserving enough mobility to be able to get on board the life-boat, the "DANBOR 5", together with their colleagues.

The boat took an hour to reach the position appointed for the drill. Emergency rockets were fired and a distress call was broadcast on the radio. Then the participants jumped

overboard and got on to an inflatable dinghy. But there was more to come. They had to return to the water once more in order to turn the dinghy upside down, put it right again, and then get themselves back on board.

Finally, the rescue helicopter, one of Maersk Air's Bell 212, went into action. The "persons in distress" were hoisted on board one by one and flown to the Fanø Merchant Navy College where they enjoyed the feeling of being back on solid ground after a successful operation.



# Rounding up...



## Saudi Week in Denmark

Saudi Week in Denmark took place from September 19 to 25 and included a large exhibition at the Bella Centre in Copenhagen. The Tanker Department, Maersk Line, Maersk Drilling, and Mærsk Supply represented A.P. Møller at a joint stand which compared favourably with the other stands at the exhibition.

Video recordings of the A.P. Møller slide show and of the MCL film "Service all the way" attracted considerable attention, and that was also true of the two model-ships: one of the container vessel, the "ARNOLD MÆRSK" - a type well-known in Saudi Arabia - and the other of one of the world's most sophisticated offshore vessels, the "MÆRSK CLIPPER".



## Maersk Line expands its fleet of cars

Several Maersk Line offices around the world have their own cars for moving crew members, maintenance workers, minor spare parts, provisions, luggage, small parcels etc. On the Philippines the Maersk-Tabacalera Shipping Agency in Manila has

just received two new cars, their first in 52 years - a "crew bus" and a "crew cab". The first picture shows the new "crew bus" in front of the office, the second shows the fully air-conditioned "crew cab" designed for the use of maintenance workers.



## T.O. Cup 1983

There are sailors galore at Esplanaden. Most of them work in the Technical Department, it seems. On Saturday, September 24, they manned no less than ten boats in the 1983 T.O. Cup Race on the Øresund. The course was 22½ nautical miles long, starting and finishing in Copenhagen Harbour, and the race lasted just over four hours.

Model ship builder Mr. Frederiksen had donated the first prize: a beautiful bottle ship

built by himself as a model of a pilot's vessel from New York, 1891. J.J. Kappel of the New-building Department won the race on board the Company's type Thurø 33 boat, the "RAS-MINE", taking 3 hours 44 minutes 26 seconds to complete the course. The photograph shows the "RAS-MINE" during the race, which took place on a slightly cloudy day with the wind blowing at a maximum velocity of 18 metres per second.



## Promotion to A series

The Company's Old Boys' team achieved the best result of any MÆRSK soccer team this season. It finished second in the B series and secured the right to compete for promotion to the A series.

The three promotion matches against the runners-up from the other two B series and against the team that finished last but two in the A series yielded two wins and one draw. The photo-

graph was taken at the last match against a team from Hvidovre Town Council. The Old Boys finished first of the promotion candidates and won a place in the A series for the first time ever in the history of the MÆRSK Sports Club.

The team has lost no matches since May 11 which shows just how well they have been playing this year.





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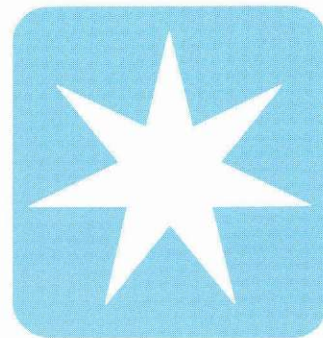
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# Personalia



## ESPLANADEN



1

### 25 Years Anniversary

1. Karin Bursøe  
2 January

### Retiring

2. Inger Jensen  
1 November

## DANSK BORESELSKAB



1

### 25 Years Anniversary

1. Stig Vishart  
15 January

## THE FLEET



1



2



3



4



5

### 25 Years Anniversary

1. Chief Engineer John Mangor Nielsen  
1 November
2. Gas Engineer John Frederiksen  
16 December
3. Captain Werner Wilhelm Christ  
10 January
4. Captain Svend Lynge Kroer  
14 January
5. Chief Engineer Evald Person Gertsen  
30 January

## THE YARD



1



2



3



4



5



6



7



8



9



10



11



13



14

### 40 Years Anniversary

1. Børge Andresen  
2 March

### 25 Years Anniversary

2. Børge Breith  
1 January
3. Hans Chr. Christensen  
13 January
4. Kurt Alexis Hansen  
13 January
5. Oskar B. Andersen  
20 January
6. M. Celebi  
1 February
7. Anders Willy Kristensen  
3 February
8. Kurt Beckmann Hansen  
2 March

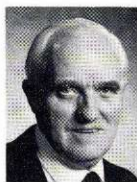


9. Erik Finn Eggertsen  
9 March
10. Rasmus Stenner  
9 March
11. Ivan Knibbe Larsen  
16 March
12. Bent Lyon Vang  
23 March
13. Jørgen Larsen  
30 March

#### Retiring

14. Kaj Verner Clausen  
31 January

## ROULUND



1



2

#### 25 Years Anniversary

1. Knud Kristensen  
5 March
2. Harald Kjær Hansen  
9 March

## DISA



1



2



3



4

#### 25 Years Anniversary

1. Henning Lunshart (Herlev)  
9 January
2. Ib Bent Andersen (Herlev)  
19 January
3. Poul Davidsen (Herlev)  
3 February
4. Børge Børgesen  
7 March

## BUKH



1



2

#### 25 Years Anniversary

1. Bernt Nicolaisen  
1 February
2. Johannes Pedersen  
2 March



### New local correspondent

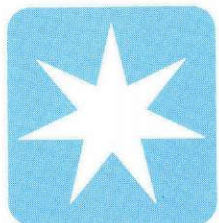
Erwin Saropie has served for many years as local correspondent to Mærsk Post in Indonesia. He has had to give up the job, now that he has moved from Jakarta to the office in Surabaya. We are very grateful to Erwin Saropie for the work he has done and are pleased to welcome back Steen Withen Nielsen; until January this year he was local correspondent to Mærsk Post in the United Kingdom.

### Obituary

The A. P. Møller Companies regret having to announce the following death:

Able Seaman Erling Kristensen  
ex. m.s. "MÆRSK TRIMMER"  
19 October





**MÆRSK**

The offshore vessel "MAERSK CUTTER"  
on her way up the Thames by Tower  
Bridge.

