

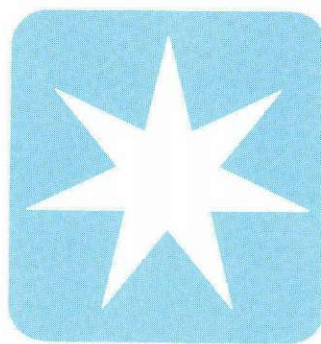
MÆRSK POST

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A short time ago the training ship "DANMARK" celebrated her 50th birthday. No age for a sailing vessel. Many sailing ships are much older, none more beautiful.

A. P. Møller has been actively interested in the "DANMARK" for more than 50 years. Going back to the time when the ship was being built, Mr. A. P. Møller was already a firm supporter of the idea, and our organisation has followed the same principle every time the ship's continued existence has been in question.

We are convinced that apprenticeship on board "DANMARK" is extremely valuable to future officers. A considerable number of A. P. Møller's masters and other navigators have been apprentices on "DANMARK". This also goes for many of the people who fill responsible posts on land.

History confirms and experience has taught us that life at sea develops strong personalities. I am convinced that training time on board "DANMARK" has contributed its share in this connection and still does.

On the occasion of her 50th anniversary I express the hope that the valuable and excellent work on board "DANMARK" and the special training and education, which results, may continue in that tradition and spirit of heretofore.

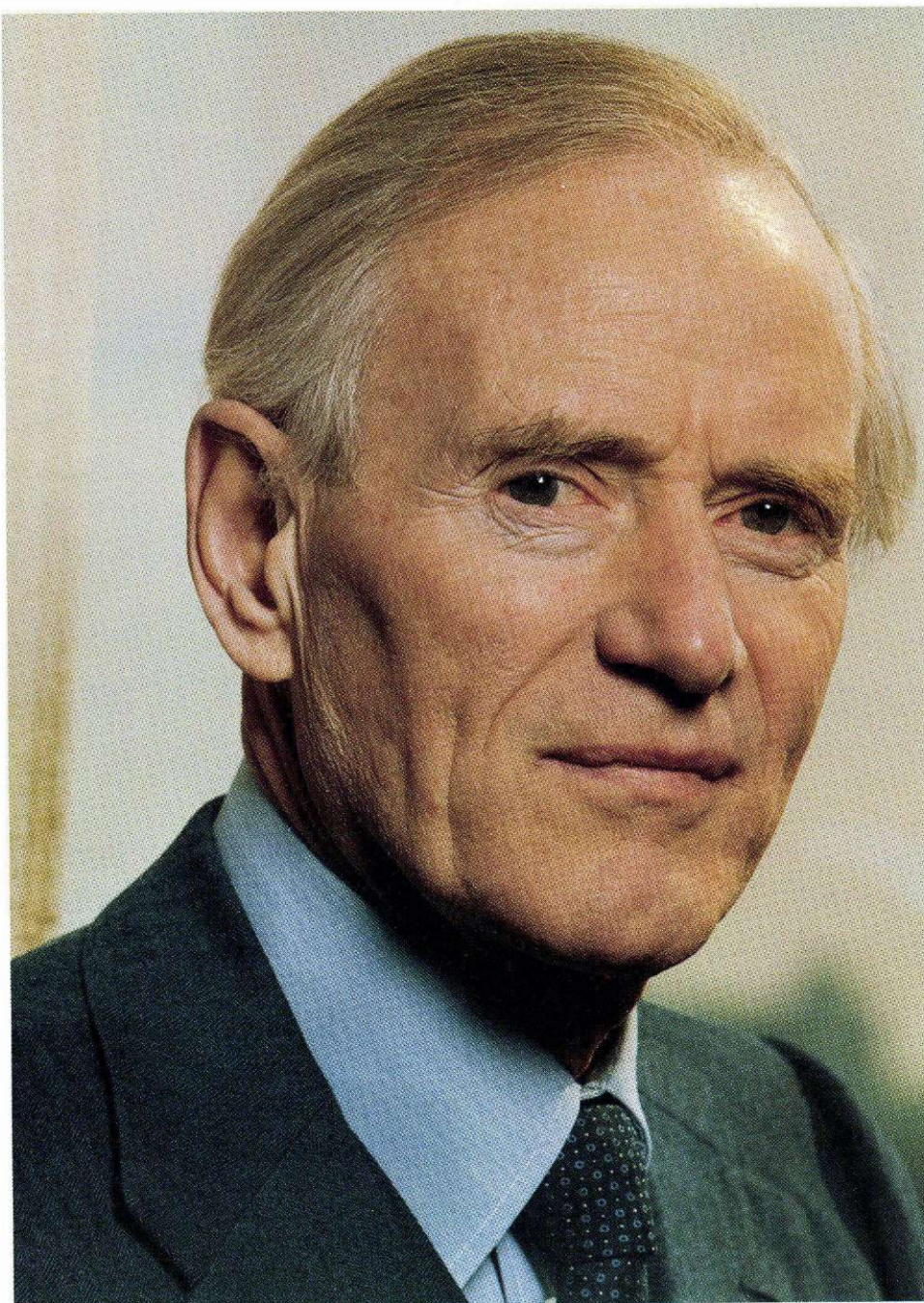
There are always many of A. P. Møller trainees on "DANMARK" and there will be many more in the future.

We congratulate "DANMARK" and wish her good luck.

On 31 May Mr. Bjarne Fogh took over the presidency of the Danish Shipowners' Association, having been vice-president for four years. Mr. Fogh has undertaken an important and demanding task in addition to his other areas of responsibility. I am confident that as president of the Association, he will render Danish shipping in general good service.

We congratulate Mr. Fogh.

MÆRSK MC-KINNEY MØLLER



Mr. Mærsk Mc-Kinney Møller celebrates his 70th birthday on Wednesday, 13th July.

He is a very modest person himself and would certainly wish us to be so too. But on the occasion of his 70th birthday we feel impelled to express our heartfelt congratulations in admiration of his impressive work.

His unique vision and initiative combined with rare creativeness and working capacity has enabled Mr. Mc-Kinney Møller not only to carry on his father's lifework but also to expand our activities internationally so that we are now a world-wide organization.

The Mærsk name is recognised and respected all over the globe, and the A.P. Møller companies' extensive activities throughout the world are most beneficial to the Danish society.

We wish Mr. Mc-Kinney Møller all the best in the future and express our thanks for his trust and inspiring cooperation.

The Boards of the Shipping Companies



Amaliehaven

On Tuesday May 10 the park at Larsens Plads was inaugurated. It was a gift from the A.P. Møller og Hustru Chastine Mc-Kinney Møller Foundation. Their Royal Majesties, Queen Margrethe and Queen Ingrid, His Royal Highness, Prince Henrik, and 200 other guests were present at the inauguration.

Having welcomed the guests, the Chairman of the Foundation, Shipowner Mærsk Mc-Kinney Møller, presented the park to the State, represented by the Prime Minister, Mr. Poul Schlüter, and the City of Copenhagen represented by the Lord Mayor, Mr. Egon Weidekamp, with these words:

"There are three essential prerequisites for the creation of this park: *The idea, the approval and the means.*

The idea did not require exceptional genius. If you had walked about this area almost

daily - as I have done - and on many occasions viewed it from land and sea, you would have found it impossible to ignore the unattractiveness of Larsens Plads with its empty, ugly sheds and buildings. And such a pity - this part of the City being the most beautiful and dignified of Frederiksstaden. And indeed several others had conceived the idea much earlier. Eigtved had a plan, Meldahl had one and so had many others.

We inquired whether the area was for sale. It was, in spite of advanced building projects including plans for high-rise buildings.

The approval. Of course, the approval of the idea was vital and so was the acceptance of the park as a gift both by the State, and by the City of Copenhagen.

We applied to the then Prime Minister, Mr. Anker Jørgensen, and the Lord Mayor, Mr. Egon Weidekamp, and very soon received

an extremely positive response. An inquiry submitted to our distinguished neighbours, who honour us through their presence today, was also answered in the affirmative.

The means. The A.P. Møller og Hustru Chastine Mc-Kinney Møller Foundation, originally founded by my father, had the means, and the credit for the realisation of the park correctly belongs to my dear parents.

Theirs is the credit but not the responsibility. The artistic design of the park was placed in the hands of the Belgian landscape architect, Jean Delogne, who assumed the task with great reverence. He studied the Danish climate, took pictures of half the City and prepared his layout based entirely on nature's own materials. He travelled about Europe to find the most suitable limestone and carefully selected the type of Bornholm



Shipowner, Mr. Mærsk Mc-Kinney Møller, handing over the deed of gift for Amaliehaven to the Prime Minister, Mr. Poul Schlüter, and the Lord Major, Mr. Egon Weidekamp.

Mr. Mærsk Mc-Kinney Møller showing Queen Margrethe round in Amaliehaven. Behind them on the left is the sculptor, Arnaldo Pomodoro, and in the middle the garden's architect, Jean Delogne.

granite to be used. He considered retaining a central axis and protecting the long, narrow park from the traffic noise in Toldbodgade essential. He wished to create a microclimate for the vegetation in the park and made great efforts to find the correct lighting for after dark - not just of the park itself, but also of its fountains.

He selected trees and plants with great care. The columns and the sun-like sculptures at the two waterfalls are designed by the Italian sculptor, Arnaldo Pomodoro, who has approached his task with similar reverence and respect. Together with Monsieur Delogne, Signor Pomodoro has created the sculptures around the centre fountain so that they are in harmony with the inspiring surroundings. The sculptures are the link between the park and the palace square with its activities and ceremonies. And in the other direction they are the link to the harbour and the sea.

His sun-like sculptures at the two waterfalls represent his idea of the connection between the sun and the sea and the special light of Copenhagen.

We owe our sincere thanks to Monsieur Delogne and Signor Pomodoro.

And we also extend our thanks to everybody else involved; Kampsax, our architect, Mr. Ole Hagen, and the many skilled artisans. We thank Mr. Olaf Olsen, our head gardener, for his good advice, and the various officials of the Government and the City of Copenhagen for their help and obliging participation through all stages of the project. At no point have I imagined it to be possible to create a park that would appeal to everybody, but I entertain the hope that gradually this park may become a natural part of the City, providing delight and solace for the Danish people, for Copenhageners, for tourists and other visitors, in the same way as do Langelinie, Churchill Park - the King's Garden - and other pleasant recreational areas.

May I remind you that it takes time for the vegetation of Our Good Lord to grow - not unlike the growth of a child - and even though we have tried to find full-sized trees, some of them are about 40 years old, the park will take its time to reach maturity and warmth.

With these words and on behalf of the Board of the Foundation, may I hand to the Prime Minister, Mr. Poul Schlüter, and the Lord Mayor, Mr. Egon Weidekamp, a deed of gift for the park at Larsens Plads, expressing the hope that it may give great pleasure to the State, to the City of Copenhagen and to everybody else. And please take good care of it."

Then Mr. Poul Schlüter was given the floor and said among other things:

"Last night I leafed through my 'Hafnia Hodierna', printed in 1748. It is also called 'detailed Description of Copenhagen, Royal Residence and Capital, with an Explanation of all the Curiosities of this large City today'. That was in 1748.

The book tells of the royal park, called after Queen Amalie, Frederik the Third's wife. When the first Amalienborg burnt down in 1689, the area existing today from Sankt Annæ to Esplanaden was a park for many many years. And now the area is once again a park.

I think that the new park is exciting, daring and different. It is festive, creative and challenging.

The park will be a worthy contribution to the renovation of the Copenhagen harbour front. But it is also a contribution to Frederiksstaden, the most dignified quarter in Copenhagen with beautiful mansions, pleasant streets and courtyard environments.

All these buildings are situated around Amalienborg Castle. Now this area is open to the public, and the fine architecture of Amalienborg can be seen from new angles. We all need to see things from different angles, and everybody who feels like it has the chance to enjoy the new park in the middle of Copenhagen.

With these words I ask the A.P. Møller og Hustru Chastine Mc-Kinney Møller Foundation to accept our sincere thanks.

But - I forgot - there is still one thing!

A noble park must have a name. The donors have explicitly asked us to baptise the child and give it a name. What would be more appropriate for this place than to give it the charming, poetic and historic name 'Amaliehaven'. I would not be surprised if the Lord Mayor, in whose 'country' the park lies, approves of this name. We have of course, as 'godparents', agreed on the name before we came.

Welcome to 'Amaliehaven'."

After the Prime Minister, the Lord Mayor, Mr. Egon Weidekamp, was given the floor:

"On behalf of the City of Copenhagen I would like to thank Mr. Mærsk Mc-Kinney Møller in his capacity of chairman of the Board of his parents' Foundation for having given half of this grand park to the City of Copenhagen - and the right of use of the other half."

The Lord Mayor then made some comments on the adverse criticism of the project which

has been advanced even before it was finished and concluded by saying:

"Nowadays we talk so much of the people being entitled to have a say in connection with the planning and layout of their own areas, and in principle I agree. My guess is that a formal hearing of the neighbours would have been in favour of this grand project. I shall even venture the guess that between 90 and 100 per cent of the Danes and of the many tourists, who will be visiting the park, will find that it is an attractive part of the harbour front.

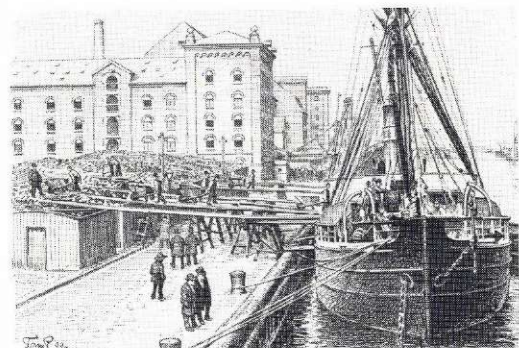
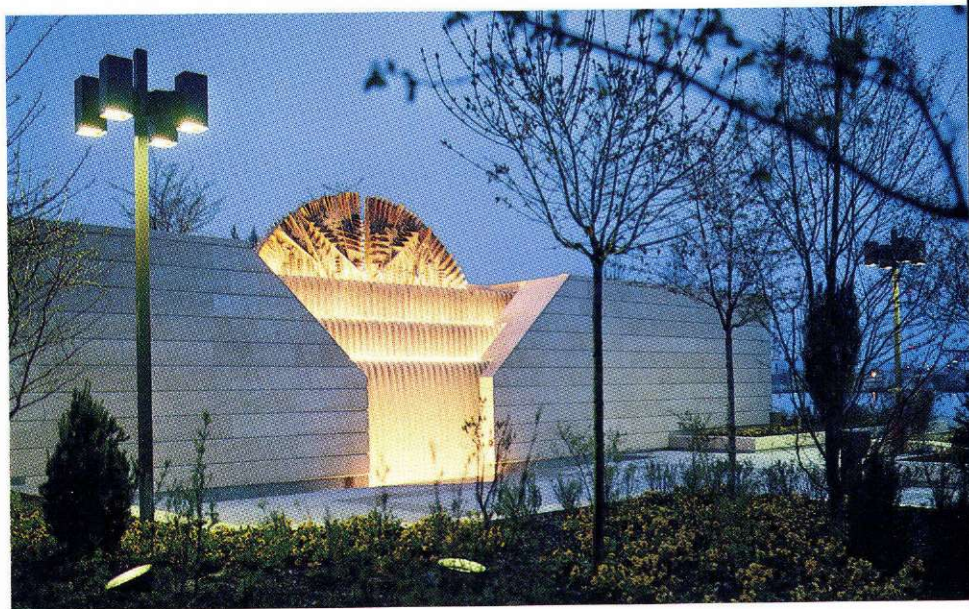
Once more, thank you. I hope that the Copenhageners will enjoy their park and take good care of it."

After inauguration, "Amaliehaven" was opened to the public, and since May 10 thousands of Copenhageners and tourists have been to see it. The park has also become a favourite recreational area for the neighbours and the staff of the surrounding firms, who quite often spend their lunch hour in the peaceful environment of what used to be Larsens Plads.

Originally Larsens Plads included the area along Toldbodgade from Sankt Annæ Plads to Søndre Toldbod and was called after Lars Larsen, who was a timber merchant, and who about 1740 founded a shipyard on the site.

Today the neighbouring houses are the "Admiral Hotel" - an old grain-drying warehouse - and the "Det Blå Pakhus", which was established together with other large warehouses during Denmark's commercial boom period in the years 1775-1790. When steamship traffic soared at the end of last century, the port was extended to the north and a number of one-storey warehouses were built on Larsens Plads, which became a very busy part of the harbour. This was the place from where the many thousands of Danes and Swedes emigrated to the USA until the Free Port was opened and the transatlantic traffic was transferred in 1895.

After 1974 when the liner traffic to Oslo, which moored at Larsens Plads for many years, was moved to Kvæsthusbroen, the area lost its importance as a port. The site, covering about 16,500 m², was bought by an English investor who planned to use it for offices and houses of between three and eight storeys high. The plans were abandoned and Larsens Plads was acquired by the A.P. Møller og Hustru Chastine Mc-Kinney Møller Foundation, and so the park, which has now been given as a gift to the State and the City of Copenhagen, was created.



Larsens Plads, 1899 - drawn by Tom P.



Larsens Plads, 1948.



Larsens Plads, 1980 - just before demolition was started and the laying out of the garden begun.



"MÆRSK CLIPPER" - one of the world's most advanced offshore vessels



From the namegiving ceremony for "MÆRSK CLIPPER". From the left Dr. David Biggins, Sovereign Oil, England, Mrs. Grete Duer, shipowner Leif Arnesen, A. P. Møller, the sponsor, Mrs. Jane Biggins, and Managing Director of Dannebrog Værft, Mr. Th. Duer.

On 4th May A.P. Møller took delivery of the first of two advanced offshore vessels from Dannebrog Værft A/S at Århus. On the 5th the vessel arrived at its position beside the large pipe laying barge "L.B. 200" and immediately started operations under its first charter-party. The ship is to carry out anchor-handling for the pipe laying barge, which is to lay a 270 km long pipeline from the Statfjord Field in the Norwegian part of the North Sea to Karmøy at Haugesund.

The ship was named on 25th April by Mrs. Jane Biggins, wife of Dr. David Biggins, who is the manager of Sovereign Oil & Gas PLC, England.

"MÆRSK CLIPPER" has many jobs to do, for instance ordinary supply service, anchor handling, towage and fire fighting. The ship is equipped with four fire monitors with a capacity of 10,000 m³/h. This corresponds to about 80 modern fire-engines. At maximum pressure the water jets reach 200 metres ahead and 100 metres upwards.

The ship is equipped to function as a stand-by vessel and includes a hospital. In emergencies it has accommodation facilities for 250 people. Furthermore, "MÆRSK CLIPPER" is fitted so that it can function as a diving vessel.

Main particulars

Length overall	68.84 m
Length p.p.	63.30 m
Breadth moulded	15.55 m
Depth to cargo deck	7.40 m
Draught, summer L.L.	6.40 m
Deadweight, summer L.L.	2,000 t
Speed, summer L.L.	16.9 knots
Bollard pull continuous	158 t
Bollard pull max.	180 t

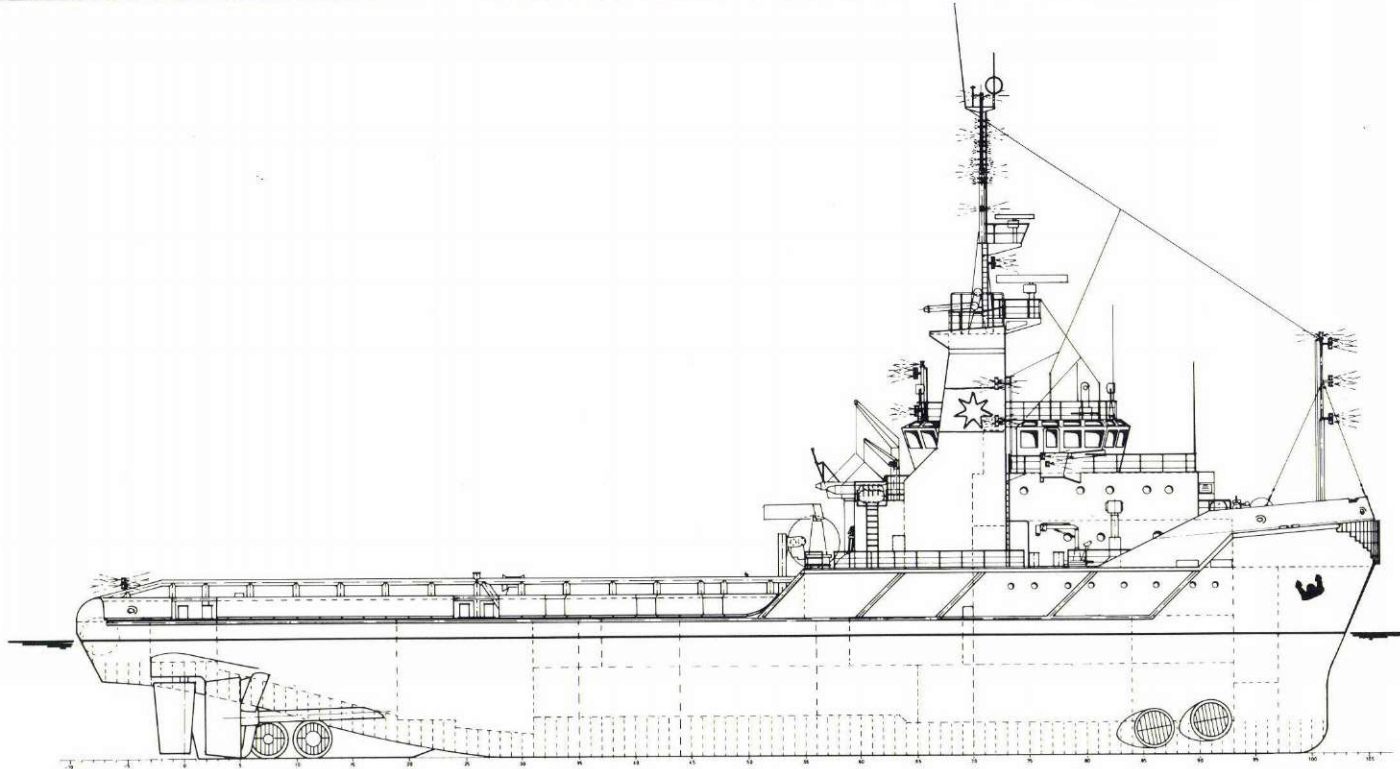
Cargo capacity

Cargo on deck	
(c.o.g. 1.4 m above deck)	1,000 t
Clear deck space	12.4 × 35 m
Fuel oil	963 m ³
Drinking water	350 m ³
Drill water	465 m ³
W.B./brine	291 m ³
Dispersant	43 m ³
Rig chain lockers	160 m ³
Cement/Barite in pressure tanks	186 m ³
Stand-by	250 survivors.

Class:

Lloyd's Register of Shipping + 100 A1 offshore tug/supply ship, fire-fighting ship 3 (total monitoring discharge capacity 10,000 m³/h) with water spray, ice class 3, + LMC, UMS with descriptive notation "Anchor





The bridge.



Engine control room.



The galley.

Handling Tug, Fire fighting for Offshore Installations, Stand-By Vessel".

Main engines

For propulsion four MaK 8M 453 "Medium Speed" diesel engines with a total continuous output of 14,400 BHP have been installed. For brief periods the output may be maximum 15,840 BHP. By way of comparison it may be mentioned that the main engine of the shipping company's largest product-carrier "DIRCH MÆRSK" of 98,200 tdw. has an output of 14,600 BHP.

The engines are two by two coupled to two gearboxes, each driving a propeller, two firepumps and a generator. The two generators, driven by the main engines, have a capacity of 1920 kW each. Two auxiliary engines have been installed, both of which drive a generator of 400 kW.

The entire engine room is operated by the highest degree of automatic controls.

Bow and stern thrusters

To ensure safe manoeuvring two bow thrusters and two stern thrusters of 800 HP each have been installed.

Deck machinery

The towing anchor-handling winch has a towing reel, two anchor-handling reels and two wildcats for the rig chain. The pull is 260 tons and braking power 400 tons. Moreover, there are two winches, two tugger winches, four pennant wire reels, two capstans, hydraulic wire equipment, hydraulic chain/wire stoppers (also called shark jaws), a hydraulic deck crane and a hydraulic stores crane.

Wheel-house and navigation equipment

The wheel-house is specially designed to give a good all round view, in particular from the manoeuvring stand nearest the stern, from which manoeuvring is carried out for most towage and anchor-handling operations.

The navigation equipment includes the latest models of:

Radar: Decca radar, 10 cm
Decca radar, 3 cm with slave display on aft-bridge

Satellite navigation
Gyro compass
Log
Radio Direction Finder
Echo sounder
Decca navigator
KaMeWa Joystick.

Communications system

The system includes:

Two VHF radios
SSB radio
Watch radio
Aeronautical-VHF
Aeronautical-VHF direction finder.

Accommodation

The accommodation is of the latest design with separate bath and toilet for the 12 crew members. There is accommodation for 12 passengers, and for a brief period accommodation facilities for 250 "distressed" people are available.

On trial trips the noise level in the accommodation areas was as low as 45-50 dBA with the engines running at 80% of maximum output.

Mærsk Supply Service

With "MÆRSK CLIPPER" the Mærsk Supply Service fleet counts 37 vessels of various types, supply vessels, tugs, anchor-handling vessels with or without fire-fighting equipment and a combined diving/safety vessel, all chartered for towage, moving of anchors, supply service for drilling rigs and offshore installations, fire fighting and safety in the North Sea, the Mediterranean, the Arabian Gulf, the Red Sea and off the east coast of Brazil.

Super Puma for Danish Offshore



About 300 guests were present at the presentation of Maersk Air's newest helicopter, the Super Puma.



The Super Puma in the air above Esbjerg airport.

Mr. Bjarne Hansen, Maersk Air (left) and Mr. Bjarne Fogh, A.P. Møller, in the comfortable passengers' cabin of the Super Puma.



On 14th April, the helicopter division of Maersk Air took delivery of the first of two French-built AS 332L Super Puma helicopters ordered for delivery this spring. These fresh acquisitions bring the Maersk Air investment in its helicopter division to over 200 million kroner since the establishment of the division in 1975. It now has a staff of 100, 90 of which are permanently attached to the section i Esbjerg. The first Super Puma got a rousing welcome. Around 300 people, mainly specially invited guests from Copenhagen and Esbjerg, were given a tremendous air display over Esbjerg airport by the Super Puma and one of Maersk Air's five Bell 212 helicopters. And later they got the chance of a closer look although a trip over the North Sea, obviously a popular thought with many guests, was not on the

day's programme.

The two new Pumas have now been put to work, primarily on crew relief duty for DUC's oil fields and drilling rigs in the North Sea, particularly for construction work on the Tyra gas field. When work here reaches its height, around 900 people will be active on the field at any one time.

The Super Puma incorporates the most modern technology within offshore helicopters with lower noise level than the Bell 212. Maersk Air's offshore version of the Super Puma can accommodate 19 passengers or 2,100 kg of cargo, with a maximum range of 1,200 km at a cruising speed of 250 kph. The Bell 212 by comparison, accommodates nine passengers or 800 kg of cargo and has a maximum range of 575 km at a cruising speed of 185 kph.

New heliport

But it's not only in the air that Maersk Air's helicopter division has grown. Last year it built new offices, workshops and other facilities at the "old" hangars in the easterly part of Esbjerg airport.

Utilization of these premises began around the year-end and the guests invited to the Puma display had a chance to look at these too.

These new activities of Maersk Air have also benefitted Esbjerg airport, enabling it to re-allocate the considerable area of the main building previously utilized by Maersk Air. This is most welcome for the busiest provincial airport in the country, servicing over 100,000 passengers a year.

THE MAERSK AIR FLEET 1983

June 1st



BOEING 737-200 Advanced

128 passengers

OY-APJ (Leased out)
OY-APK (Leased out)
OY-APP
OY-APR (Leased out)
OY-APS
OY-MBZ
OY-MBW
OY-MBV



DASH 7 De Havilland

50 passengers

OY-MBC
OY-MBD
OY-MBE



HAWKER SIDDELEY HS-125-403B

8 passengers

OY-APM



BELL 212 Twin-Jet Helicopter

9 passengers

OY-HMA
OY-HMB
OY-HMC
OY-HMD
OY-HME



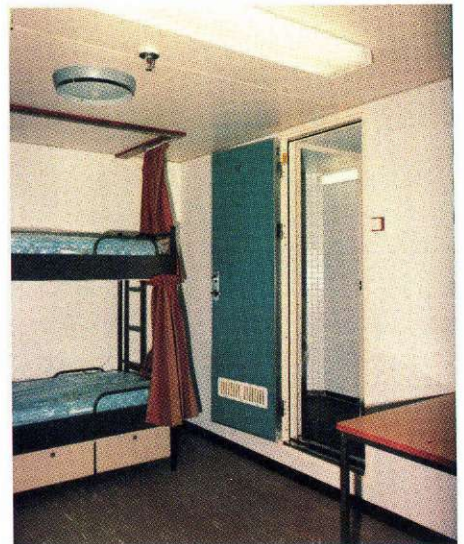
SUPER PUMA AS 332L

19 passengers

OY-HMF
OY-HNG



"MÆRSK ENDEAVOUR" in action at the Tyra Field.



Room with bath.

Communication center.



"MÆRSK ENDEAVOUR"

In September, 1982, Maersk Drilling took over the newly built jack-up rig "MÆRSK ENDEAVOUR" from RSV (Gusto Engineering BV) in Holland. The rig immediately started operations for Dansk Boresekskab in the North Sea where production wells are being drilled at Dansk Undergrunds Consortium's Tyra Vest B platform.

"MÆRSK ENDEAVOUR" is one of the largest jack-up rigs built to date. It operates in water depths of up to 205 feet and has a rated drilling depth of more than 25,000 feet. Its gross tonnage is 8,240 tons which is comparable with "MÆRSK EXPLORER" with a tonnage of 5,170 tons.

The three legs of the rig have a length of 362 feet each. Maximum length of the triangular hull is 259 feet and maximum breadth 226 feet. The 28 foot high hull affords accommodation for 75 men in rooms with two beds, bath and toilet, messroom, galley, stores, tanks, machine space plus various offices and laboratories. In addition there are recreation rooms, in which the crew may spend their leisure time engaged in hobbies or watching video.

To prepare a jack-up rig for operation, the legs are jacked down so that the hull is just above the surface of the water. Water is then

pumped into preload-tanks on board until the overall hull weight is far beyond the operational weight of about 10,700 tons. The weight presses the legs of the jack-up into the seafloor until a firm bottom is reached. The tanks are emptied, and raising the hull may begin. This operation is done by means of heavy gear wheels, which catch in racks on the legs so that the platform raises itself at a rate of 69 feet an hour.

When the jack-up is in position, a conductor pipe is driven into the sea bottom to a depth of approximately 300 feet. This pipe has two functions, first to establish a base for the blowout preventer to hook-up on and second to establish a means for return circulation for the drilling fluid.

Now the rig is ready.

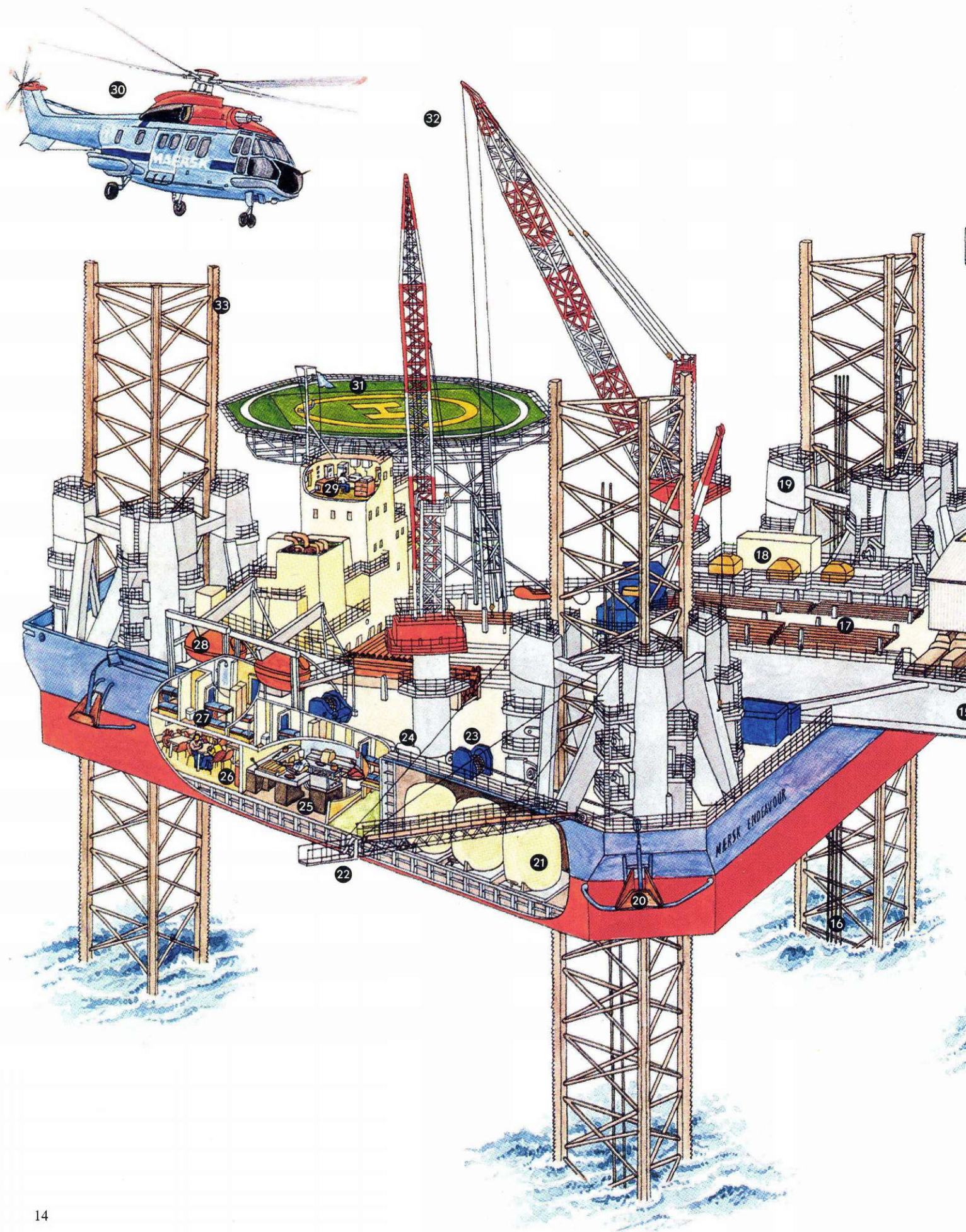
As on all other drilling platforms the crews work 12-hour tours. They work 14 days, have 14 days off, work 14 days, and so on. The following pages show an X-ray drawing of the "MÆRSK ENDEAVOUR" with indication of some of the technical functions on the rig - functions which in principle apply to most rigs.

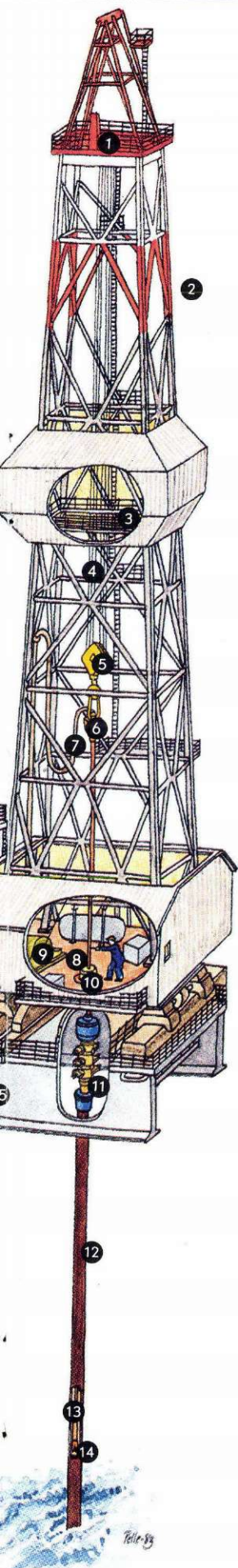


Messroom.

Galley.







“MÆRSK ENDEAVOUR”

- 1. Crown block.** An assembly of sheaves mounted in-line at the top of the derrick.
- 2. Derrick.** A large load-bearing structure, built around four legs and used to support the drill string and casing loads.
- 3. Monkey board.** A small working platform mounted inside the derrick at the 90 feet level. From this platform the derrickman assists the rig crew with the assembly of the drill string as it runs into the hole.
- 4. Drilling line.** The wire rope which together with the drawworks, the crown block and travelling block is used for hoisting or lowering the drill string.
- 5. Travelling block.** A mobile block that runs up and down in the derrick and is used for handling the drill string and casings.
- 6. Swivel.** Supported in the derrick by the travelling block, it in turn supports and allows the drill string to rotate via the kelly.
- 7. Rotary hose.** Transfers drilling mud from the stand-pipe to the top of the drill string through a swivel. Also called a kelly hose.
- 8. Drilling floor.** The deck under the derrick on which the rotary table and drawworks are located. Also called the derrick - or rig floor.
- 9. Drawworks.** The hoist, usually electrically driven, on which the wireline for the travelling and crown block is spooled whilst handling the drill string.
- 10. Rotary table.** Operating through drive bushing the rotary rotates the kelly and through it the drill string and bit. The rotary table is usually driven by an electric motor.
- 11. Blowout preventers.** Equipment which is used to close a well in to allow crews to gain control of excessive bottom hole pressure which could or has caused a blowout.
- 12. Casing.** Steel pipe, run and cemented into a drilled hole to prevent the hole from caving in during drilling and to provide a means of extracting the oil if a well is productive.
- 13. Drill pipe.** Heavy seamless tubing used to rotate the bit and circulate the drilling fluid.
- 14. Drill bit.** The cutting or boring element used in drilling oil and gas wells.
- 15. Cantilever.** Deck that can be skidded over the stern of the hull and on which the drilling floor is mounted.
- 16. Raw water lines.** Pipes for the supply of raw water to be used for cooling and distillation into drinking water and for preload-, fire-, wash down-, sanitary systems, etc.
- 17. Pipe racks.** Area for storing of drill-pipes.
- 18. Logging/mud analyses container.** A laboratory which continuously records data of the mud circulating in the well in order to record any trace of oil or gas.
- 19. Jacking system.** Heavy gear wheels catching in racks on the legs so that the rig may be raised or lowered as required.
- 20. 5 ton anchor.** The anchors are used for mooring the drilling platform before the legs are lowered to the seafloor.
- 21. Bulk storage tanks.** For storing of drilling dry mud (barite) and dry cement.
- 22. Flare boom.** A steel structure from which gas and oil which is produced, is burned off either because the well is being tested i.e. logged for detecting if the structure contains sufficient hydrocarbons for commercial use, or in case of an emergency.
- 23. Anchor winches.**
- 24. Life rafts.** Inflatable life rafts made of rubber.
- 25. Galley.**
- 26. Messroom.**
- 27. Rooms.**
- 28. Survival capsules.** Covered fibre glass life rafts with water sprinkler system so that the rafts can sail through burning oil slicks on the sea.
- 29. Communications center.**
- 30. AS 332L Super Puma helicopter.**
- 31. Helideck.**
- 32. 60 and 75 ton cranes.** For loading and discharging of supply vessels and handling of equipment on the rig.
- 33. Legs.** The three 362 foot long legs rest on the seafloor.
By means of heavy gear wheels catching in racks on the legs, the rig may be lowered or raised as required.

Modules from Lindø to Tyra East



The eight modules in front of Lindø's steel-fabrication sheds.

The Lindø Yard has delivered eight processing modules to the Tyra East Gas Field in the North Sea. The production of the modules has taken 18 months and marks the end of the largest ever offshore project launched by a Danish yard.

The first leg of the journey to the position in the North Sea, 200 km west of Blåvand, was from the mounting area outside Lindø's steel-fabricating sheds and onto four large barges in dock 2. The modules, of which the heaviest weighs 1,600 tons, were transported individually on three coupled transport vehicles with 480 wheels, drawn and guided by heavy trucks, while hoisting gear manoeuvred the modules across the edge of the dock and onto the barges.

Before departure from the yard the modules were equipped with bumpers and guides, then fitted with slings, so that they could be lifted and guided into position on the platform in the North Sea by means of a Dutch crane with a hoisting capacity of 2,000 tons.



A processing module on the way to the waiting barge.



The Tyra Field with the hotel platform "FORTUNA UGLAND" on the left, and "MÆRSK ENDEAVOUR".

Hook Up on the Tyra Field

As you read this, several hundred workers, engineers and technicians are at work at the two production centres of the Tyra Field, Tyra East and Tyra West.

Imagine the scene on the hotel platform, "FORTUNA UGLAND" on the Tyra Field. Intense round-the-clock activity in the kitchens to cater for the 600 people on board; several supply vessels constantly arriving and leaving; helicopters visiting the units many times a day. The Hook Up, in fact, is in full swing.

"Hook Up and Commissioning" is the expression in the trade for the work involved in making operational all the processing-, supply-, communications- control- and residential facilities. The first task is to get the residential modules ready on Tyra East and Tyra West. Each module can house 160 - and, with around 900 people at a time working offshore with the Hook Up at its highest, you need every scrap of space you can get.

The bases

The Hook Up is such an enormous jigsaw puzzle that Dansk Borelskab A/S - the A.P. Møller Company running the entire gas project for Dansk Undergrunds Consortium - has decided to set up a special gas base at Esbjerg Harbour. Through Danbor Service ApS, Dansk Borelskab has already got excellent base facilities at the southern end of the harbour area.

At the northern end, in the former cutter yard, Vest Værft, office and storage facilities have been organised specially for the development of Tyra. This area is now called The Gas Base.

Among the many activities here will be control of the thousands of deliveries of machines, office equipment, pumps, valves, instruments, cables scaffolding, paint, electric bulbs etc. which are necessary to make the Tyra Field operational.

All supplies go through control at The Gas Base after which, on instructions from the

Tyra Field, the individual items are dispatched to the Danbor base at the other end of the harbour area and then to the Field by means of supply vessels.

Maersk Air activity at Esbjerg airport has also reached a new peak with the addition of the two Super Puma helicopters to the off-shore traffic (mentioned elsewhere in the magazine).

"First Gas"

The Tyra Field must be operational by 1st July 1984 when the first supplies of gas are to be pumped into the 215 kilometre-long piping system to the shore, so that testing in the on-shore gas plants can go ahead.

The actual contract deliveries to Dansk Olie og Naturgas A/S begin on 1st October 1984 - and after three years, production will have increased to an average daily supply of 6.8 million cubic metres of natural gas.

Brazil - a dynamic country

BY HANNE FØLBÆK

Brazil - a leading nation of the Third World, storeroom of the future, a country of variety and contrast. It is the world's fifth largest country, covering an area of 8.5 million sq. kilometres or almost half the South American continent. A dynamic country, which must be counted among the leading nations of the world by our generation as well as by those of the future.

Brazil is a federation of 23 single states, each having its own legislative assembly and administrative organs. The federal capital is Brasilia. Economically, the country may be divided into three main areas: The Amazon country to the north and north-west with its enormous natural resources, but with insignificant economic activity. North-East Brazil, suffering from almost constant drought, but which has some economic activity, particularly in the coastal regions. The south-eastern region with a well developed infrastructure and a high degree of industrialization, and responsible for almost 70 per cent of the total economic activity of the country.

The majority of the population, which comprises several races - Indians, Negroes, Asians, whites, mulattoes, and mestizoes - live in the areas bordering on the Atlantic.

City without sidewalks

The federal capital of Brasilia is in the middle of the Brazilian plateau, near the geographical centre of the country.

The unique city plan was made by the Brazilian architect, Lucio Costa, whereas the name of another architect, Oscar Niemeyer, is inseparably bound up with the official buildings of the city. In 1960, the new-built city was officially inaugurated as the capital of Brazil, and government offices and ministerial functions were transferred to it. Even the official foreign representations, embassies and the like, were to have been domiciled in Brasilia, but people were reluctant to leave Rio de Janeiro, capital since 1763, in order to settle in this fine but soulless city.

The city structure follows the outline of a flying bird, with administrative and official buildings in the central axis (the body) and residential areas and shopping centres in the wings. Today, the city has 1.8 million inhabitants and no less than five universities. It is remarkable that there are hardly any sidewalks, only carriageways for cars, plus a few split-level footpaths connecting the individual residential blocks. A growing number of cyclists seem to compensate for the lack of bicycle paths by following the centre lines of the carriageways.

Through the laying-out of an artificial lake of 40 sq. kilometres and by means of large recreative areas it was believed that the pro-

per environmental values had been provided, but people in thousands flee from the city whenever possible. Our guide told us that he and his wife would return to Rio de Janeiro when, in a couple of years, his wife retired from her job as a secretary in one of the ministries.

What Brasilia lacks in particular is a "downtown area" with small cosy shops and restaurants etc. Everything is laid out on a grand scale, but already now - barely 20 years after the inauguration - the first examples of slum appear, though not quite of the usual kind. Concrete structures, which dominate everywhere, are not imperishable, so time and weather have left their marks.

The world's most beautiful city

Rio de Janeiro, often described as the most beautiful city in the world, stands at the Guanabara Bay on the Atlantic coast. The city, which has seventy nine million inhabitants, first originated along the Guanabara Bay itself, and the new sections - Copacabana, Ipanema, Leblon - later grew up on the Atlantic beaches bearing those names. The city is intersected by mountain massifs, with settlements of shacks clustering along the slopes - the so-called "favelas".

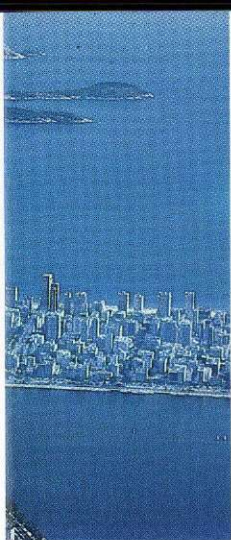
It would be a desperate undertaking to try to describe Rio de Janeiro in a single paragraph, as so many things that meet the eyes of visitors will appear different from their usual surroundings.

But the traffic is a quite unique phenomenon. In Rio de Janeiro the thrill of driving has been preserved, a thrill lost by the rest of us when the price of petrol started surging. They really step on it, and all speed limits are usually disregarded. The only thing that matters is being first. Our informant in Rio termed it very convincingly:

- Pedestrians are afraid of the two-wheelers, two-wheelers are afraid of the small cars. Small cars are afraid of the big cars, and the big cars are afraid of the lorries. But we are all scared of the buses! For in Rio bus-drivers are paid at piece rates. The more rounds, the more money in the pay-pocket. Passengers and safety evidently do not count in this connection.

Rio is the city where many are well off, but more are very poor. There are large blocks of elegant apartments and lots of green trees and bushes, affording a cool freshness. There are the "favelas", where the majority have no lighting or water; and there are people whose "home" consists of a wooden stretcher on wheels, resembling a wheelbarrow, standing under a tree, and whose belongings may be contained in a cardboard box.





Far left: View from the Corcovado mountain (with the statue of Jesus) of part of the world's most beautiful city - Rio de Janeiro.

Left: The supply vessel "MÆRSK BLAZER" outside Rio de Janeiro.

Below: The product-carrier "HULDA MÆRSK" inbound with Rio de Janeiro's characteristic "Sugar Loaf" in the background.



Far left: The building in Rio de Janeiro housing Maersk do Brazil's offices on the 7th floor.

Left: "MÆRSK PIONEER" operating at the Campos Field.

Maersk do Brasil

Rio de Janeiro's city centre looks like the centre of any other metropolis with modern tower blocks, offices, and shopping streets. In one of these buildings, in Rua Sao José in the city centre, we find Maersk do Brasil. The office was established in 1977 as the first permanent A.P. Møller representation in South America, with the object of cultivating existing contacts and developing new activities and contacts within the entire sphere of A.P. Møller activities. Geographically, the office covers the whole of the South American continent south and west of the Amazon region, that is mainly Ecuador, Peru, Chile, Argentina, and of course Brazil. Today, the organization has close to 400 employees, of whom around 65 are connected with administrative or operational functions on land, whereas the rest are engaged in offshore oil-drilling and marine activities.

Maersk do Brasil has its head office in Rio de Janeiro with branch offices at Macaé, about 200 kilometres north of Rio, and at Fortaleza near the north coast.

Macaé used to be a sleepy little society of a few thousand inhabitants, who based their existence on fishing and agriculture, consisting mainly of cane sugar and cattle.

This pattern changed radically when Brazil's largest oilfield was located off the coast. The little fishing village has become a hastily growing base town with facilities to cater for the diversified needs of the oil industry.

At Macaé, Maersk do Brasil has established its own base, with office facilities for about 30 local employees, a warehouse of about 600 sq. metres for the storage of spare parts and equipment for drilling rigs and ships, with repair facilities and a 5,000 sq. metre area for storing drillpipes and other heavy equipment. The base has its own radio station, where contact may be established with ships and rigs around the clock, the oilfields being about 100 kilometres from the coast. Here we find the "MÆRSK PIONEER", a semi-submersible, i.e. a floating platform, participating for the sixth year running in the exploration for oil under a contract to the national oil company, Petrobras. Explorations will be made typically at water depths of 100 to 150 metres, reaching 3,000 to 3,500 metres down into the subsoil. "MÆRSK PIONEER" has, however, carried out a single drilling down to a depth of 5,250 metres. The platform is kept in its position by eight heavy anchors, positioned in a pattern radiating from the platform at a distance of about 1,000 metres. "MÆRSK PIONEER" has a crew of about 80 - drilling personnel, engineers, geologists, divers, radio operators, cooks, cleaning staff, etc. The platform has a helicopter pad, and per-

sonnel and supplies are transported by air as well as by sea.

"O poder azul"

In this area - which in everyday language is referred to as the Campos Field, although it consists of a series of independent structures - about 15 special vessels from A.P. Møller and Svitzer are busy serving the drilling platforms and carrying out construction work at sea. Other ships are at present engaged in similar tasks off the north coast.

Operation conditions are demanding, especially in the Campos Field. Work is carried out at water depths of up to 400 metres, including heavy anchor-handling for the floating drilling units, often in a three-knot current and a heavy swell. Heavy demands are made on crews and equipment when offering solid and constant service under the prevailing operational conditions. An extra challenge is the fact that the operational language on board many of the units - and of course on land - is Portuguese. So, cassette tape-recorders with courses in Portuguese are standard equipment in the ships. Many crew members are advanced pupils by now!

A proof that the Mærsk units are really used is given by the following fact: Last year, a total of 60 anchor-handling and towing operations were carried out in connection with the re-positioning of platforms. Mærsk ships carried out 59 of them! At Macaé, Mærsk is often referred to as "O poder azul", which means "the blue power".

Mærsk's many missions

Although the engagement in connection with offshore oil exploration is by far the most important activity to date, other A.P. Møller Group activities are represented on an increasing scale in the South American continent.

Tankers are currently observed for the discharge of crude oil and gas products, or for the loading of refined oil products, lubricating oils, or vegetable oils. Mærsk tankers have for long periods been engaged in coastal traffic in this continent, distributing oil and gas products.

Bulkcarriers have carried incoming cargoes such as coal and fertilizer, departing with ore, iron, and steel products, besides agricultural products, for instance soybeans. Special vessels for the transportation of cars have participated in Brazil's speedily growing car export.

Since the autumn of 1982, a Boeing 737 from Maersk Air has been engaged in Brazilian domestic services under contract to a local airline company.

The continent is large, the activities diversified. Operational conditions change from country to country, from one region to

another. Communications and infrastructure change radically from one area to another. Of necessity one has to adopt the local languages. Administrative requirements and norms differ. The inflation fluctuates between two- and three-figure levels. These are all facts which put special demands on local organization and a qualified staff. And the leader of Maersk do Brasil, Carsten Haagensen, feels that he has got that. This goes for local employees as well as people stationed out, on land and at sea.

But, just as it is important that the organization functions satisfactorily, it is important that the families of the staff feel comfortable.

- It is a great change to move from Denmark to a South American country, say Lise, Gunvor, Monica, and Anne, whose husbands work with Maersk do Brasil. The family pattern is different here. Shopping and cooking change. The raw materials are not the ones we are used to. The daily shopping takes place in the market, where you get fruit and vegetables. Wonderful, sun-ripe fruits unfamiliar in Denmark. Meat sliced and presented in a different way. Take it or leave it. It is hot, it is different, but it is nice, if you leave your traditions back home.

Children start in school as early as in their third or fourth year. Danish children who have moved to Rio tell about their work in school and their relations with school mates. It works all right. No discrimination is felt because of their being foreigners or because of the colour of their skin. Discrimination simply does not exist.

Henrik and Rune, who are five years of age and in their second year at school, are in a form with children who are practically all Brazilian. They both speak Danish, but master Portuguese as their second mother tongue. They live near each other and often play after school hours, but they are just as fond of children from other homes. Apart from their blond hair they look like their local playmates, parading a delightful sun-tan.

A proud people

The Brazilians say: "Deus é Brasileiro" - "God is a Brazilian". They are a proud people with a number of good traditions. A kind people, welcoming you with curiosity and a will to understand. They are purposeful in their wish to attain competence. A proud people who are somehow pleasantly self-concerned; they have healthy norms and are loyal to their duties. They smile easily and have an exuberant attitude to life. That is another reason why it is a nice country to stay in.

Hanne Følbaek



“PRIMA” of Dragør

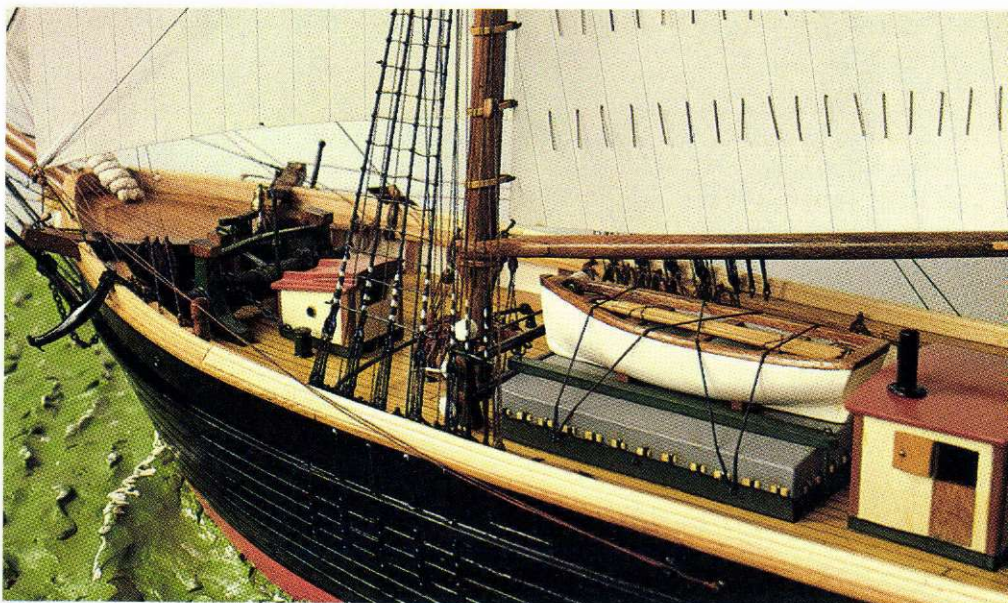
An article appeared in the previous number of Mærsk Post about the Company's latest model of the container ship “LUNA MÆRSK”, on view in Maersk Container Line here at Esplanaden. The Company has now received a model of the oldest ship to have historical links with A.P. Møller. And this model of the schooner brig “PRIMA” of Dragør is now also on view in Esplanaden - in the corridor behind the reception desk. “PRIMA”, built in Värnanäs, Sweden, in 1855, was the first vessel under the command of Captain Peter Mærsk Møller, Mr. A.P. Møller's father, from 1861-64 and was owned by his father-in-law, Shipowner H.N. Jeppesen of Dragør. In 1884, “PRIMA” was purchased by Captain P.M. Møller and Shipowner N.J. Mørch from Dragør. The vessel was sold again in 1887 to Shipowner Peter Jacob Wulff, but on 4th December of the same year it had to be abandoned, sinking off Øland in the Baltic after springing a leak.

“PRIMA”, built of oak and pine, had a weight of 124 gross registered tons. It was 24.00 metres long, 6.82 metres broad and with a depth of 3.32 m.

The “PRIMA” model is the work of former B&W shipbuilder Chr. Kouring, and it took him 1500 hours to make it. The illustrations

show just how meticulous and detailed his work is.

Three of the Company's tankers bear the name of the old schooner brig: m.t. “PRIMA MÆRSK” from 1955, t.t. “PRIMA MÆRSK” from 1965 and the latest Product Carrier m.t. “PRIMA MÆRSK” from 1982. So the “PRIMA” name lives on in the Company.



Among the outside exhibits, a full scale "Cherry Picker" drilling rig gave the visitors an opportunity to observe the mechanical structure of such a rig.



The world's largest conference

During the first week of May each year, the city of Houston, Texas, is host to the Offshore Technology Conference (O.T.C.), an international meeting and exhibition dedicated to all aspects of development in offshore resources and technology.

Besides being the nation's fifth largest city, Houston is headquarters of America's petroleum industry and widely recognised as the world's energy capital. Although 50 miles from the sea, the Port of Houston is the number one port in the U.S.A. in foreign trade, moving over 90 million tons of cargo each year.

The O.T.C. has become the world's largest

conference with the record-breaking number of visitors of 108,000 in 1982. These visitors come from all over the world (approximately 90 nations) to view the conference's 2,500 exhibits and to participate in the daily technical sessions presented by experts of the trade.

Companies have spent thousands of hours and dollars on designing attractive and interesting displays featuring up-to-date equipment ranging from the largest offshore platforms and diving capsules to the smallest computer chips used in electronic equipment. The bulk of the company exhibits feature petroleum-related products and services, but

a significant number focus on other offshore activities such as undersea mining and marine biology.

The displays covered over 625,000 square feet in and outside the Astrodome, Astrohall and Astroarena. Among the outside exhibits, a full scale "Cherry Picker" drilling rig gave the visitors an opportunity to observe the mechanical structure of such a rig.

The population of the O.T.C. earned an estimated \$ US 50 million or more for the Houston business community in 1982. It also made it nearly impossible to find hotel accommodation within 30 miles of Houston.

Mary Jane Eck

New office in Malaysia

On August 1st 1982, Maersk Line's new office was established in Johor Bahru. This city, lying on the southernmost tip of the Malaysian Peninsular, is both the administrative and royal capital of the state of Johor. The office is located at Wisma Peladang, the newest building in town, within the commercial and financial area of the city.

The staff (a branch manager and a secretary) and visitors have a commanding view of Singapore and the 1,000 metre-long causeway which separates Singapore from the Malaysian Peninsular. Established in recognition of the growth of Johor as an import/export market, our office has territorial responsibilities extending to Malacca, the historic state of Malaysia, which is becoming increasingly important industrially.

The state of Johor covers an area of about 7,330 square miles with a population of around 1.28 million. Johor Bahru, the capital, with a population of around 400,000, is the third largest city in the country. The state is a rich one, characterized by pineapple plantations, oil-palms, rubber

estates, offshore islands, waterfalls and beaches.

Agriculture was the main industry until a decade ago, with rubber an important part of the economy. However, since the state government embarked on a programme of planned industrial growth, it has become the second most industrialized state in Malaysia with a wide range of industries such as palm oil mills, garments, foodstuffs, electronics, tin plate, building materials and rubber products. There is also a large shipyard and an oil rig fabricating plant.

The establishment of the port of Johor (now serving mainly bulk carriers and coastal vessels) and the growth of five new industrial estates in Johor have enabled the state to take over many of the functions formerly provided by Singapore. The port at Pasir Gudang, about 40 kilometres from Johor Bahru, is being expanded to include a container port, scheduled for completion in 1984. At the moment, import and export of capital and manufactured goods takes place overland via Singapore.

Ooi Eng Hai
Johor Bahru



Fantasy in fireworks over Hong Kong



Since the 7th century, the Chinese have used fire to celebrate their New Year; the original practice is attributed to the Sui period (581-618), when, on New Year's Eve the Emperor Yang ordered numerous beacons to be built in front of the palace buildings. Each one consisted of fragrant woods, and when lit, the fire rose many feet into the air, spreading its fragrance for miles around.

As early as 1130 AD, a fire lance was made in China by filling a bamboo tube with a mixture of saltpetre, sulphur and charcoal. Sections of this bamboo were then thrown onto a bonfire to explode.

On traditional occasions the Chinese like noise, and crowds; their festivals are celebrated with local music, much clashing of gongs and cymbals, and fireworks to highlight the occasion.

However, in 1967, use of fireworks in Hong Kong was forbidden and from then until 1982, fireworks were only seen once when

the English Queen visited Hong Kong in the early 1970's.

In 1982, as part of the company's programme of contributions to the Hong Kong Community, Jardine, Matheson & Co., Ltd., the oldest trading company in Hong Kong was granted permission to commemorate its 150th anniversary with an outstanding fireworks display.

This year Jardines again sponsored and arranged a firework display on February 13th, the first day of the Chinese New Year, a display in three "acts" separated by short periods of darkness and with each act set to music.

The first two acts were set to Chinese orchestral and popular music, and the third act to a space fantasy theme based on music from "Star Wars", "Close Encounters" and similar productions.

The music was broadcast simultaneously by a local radio station enabling the many spec-

tators to listen to the music while watching the fireworks overhead.

The show itself lasted approximately 25 minutes and some 6,000 hand-made fireworks ranging in size from 3 inches to 12 inches in diameter were launched from four barges moored along the middle of the harbour. To supply the 50 tons of fireworks required, the producers had to buy from 10 different countries, 60% coming from The People's Republic of China.

This show is said to be the largest in the world and this year the cost was approximately \$ US 125,000.

There is no doubt that this outstanding part of the Chinese New Year celebration in Hong Kong is extremely popular and in only two years has become a very welcome and popular local tradition.

Thomas Thune Andersen

Ship's carpenter at a steel-ship yard



Oskar Jæger, of Odense Steel Shipyard, is a good example of how the old, traditional craft of a ship's carpenter can be adapted to modern shipbuilding, where steel has replaced wood. It is true that his certificate of apprenticeship says *iron-ship* carpenter, but his years as an apprentice at the old yard in Odense was highly characterized by his work with wood. In those days, things like hatch covers and gunwales were made of wood, and the deck was put down in planks.

Since then, the tasks of a ship's carpenter have changed along with the development of newer and bigger ships, concurrently with the thrusting into the background of a number of traditional, professional skills.

– During my well over 25 years at the Yard the development has revealed a tendency for other professional trades to take over our work, says Oskar Jæger. – Still, the ship's carpenter has the advantage that thanks to his professional skill he is so flexible that he may adapt himself to the steel ships of today. During recent years I, together with three colleagues, have formed a team. Our main job is the levelling of keel blocks in the dock in connection with the positioning of bottom sections, besides measurements for the water-line and the plimsoll mark.

Father and three sons at the Yard

Oskar Jæger has been working with ships as

long as he can remember. He grew up in the residential area around the Yard in Odense, where his father was a ship's carpenter, until he was transferred to the Lindø Yard, from which he retired about ten years ago, after a total of more than 30 years at the Odense Steel Shipyard. Even Oskar Jæger's two brothers, Neumann and Boye Jæger, are employed at the Yard. Neumann as a ship-builder, and Boye is an engine-fitter.

The Yard left its imprint on the boys during their infant years, so it was only natural that Oskar Jæger should aspire to learn building ships. He first spent six months as an office boy, so they might be acquainted with him before he dared apply for an apprenticeship.

Different times

– Seen from a modern angle it might seem to be a rough job serving an apprenticeship in those days, says Oskar Jæger. – After all, we did not have the facilities available today. When deck planks were to be put down, we apprentices had to get them ourselves from the warehouse, load them onto a pushcart, and manoeuvre them up to the ship. In the morning we all had to line up in the workshop, where the master carpenter gave the orders as to who should do what on that particular day. These masters were almost little kings, and if we apprentices were somehow responsible for a misdemeanour, we risked

being boxed on the ears.

Oskar Jæger smiles at the thought and goes on:

– In between, though, we did have more exhilarating events. For instance when the sliding-ways were to be wedged under a ship before launching, making it possible to remove the shoring-timbers and the bow-chocks. For this operation we carpenters were lined up on the slipway in two files, one on either side of the sliding-ways, sledgehammers in hand; and at a signal from a "shantyman" we all started a rhythmical "beating-song" which was to ensure that the strokes from our sledgehammers were so precise that the ram-wedges were driven in both sides of the sliding-ways at the same time.

After the apprentice years, which Oscar Jæger recalls as a good period, he performed his military service in the engineer troops.

– After my military service I had the opportunity to have a look around. This resulted in employment at a yard for wooden ships and a short period with B&W in Copenhagen, before I returned to Odense.

Oskar Jæger has kept his skill as a craftsman during his spare time. He is a keen yachtsman, and – what is hardly to be wondered at – he has built his own boat. Of wood, of course.



Art at the Sea Training School

– This picture can take you in your dreams out into the wide, wide world, a world which lies open to you, and it is my hope that the painting will inspire such thoughts, said Georg Kürstein Nielsen, Headmaster of the Merchant Navy Sea Training School at Sønderborg at the unveiling of a large wall decoration in the messroom of the school.

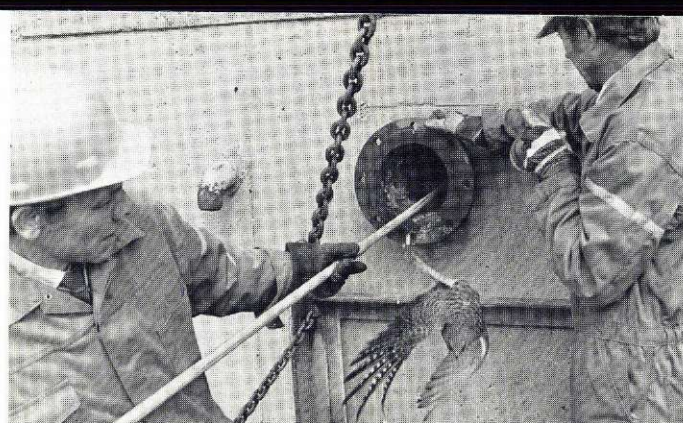
The wall decoration measures four times 14 metres and is a gift from the A.P. Møller og Hustru Chastine Mc-Kinney Møller Foundation. Fritz Carstensen of Sønderborg is the artist behind the work.

The school had invited local ar-

tists to make proposals for the decoration. Teachers and students at the school cast their votes, and with no less than 98% of the votes Fritz Carstensen was given the assignment.

The decoration shows a central compass symbolising the training at the school, surrounded by maritime symbols, different types of vessels and subjects from all over the world. Right from our own Dybbøl Mølle at Sønderborg to the Fuji volcano in Japan.

The photo shows Fritz Carstensen in front of his impressive decoration.



Falconry at the Lindø Yard

When the Tyra modules in dock 2 at the Lindø Yard were being prepared for launching, the workers found that a kestrel had built a nest and was sitting on two eggs in one of the outlet pipes of the dock.

As they did not wish to harm either the bird or its eggs, Falcks Redningskorps (Falcks Rescue Service) at Kerteminde was sent for so that they might rescue the eggs before the docks were flooded with water.

In spite of energetic protests on the part of the kestrel, the men succeeded in getting hold of the two eggs, which were then passed on to the Zoo at Odense where they will be hatched.



Nothing has been seen of the kestrel since then. Hopefully it has found a safer nest.

Visitors from the IADC

From 31st March to 2nd April the president, Mr. Chester Bengé, and the executive vice president, Mr. Ed McGhee, from the IADC (International Association of Drilling Contractors) visited the Maersk Drilling Center at Svendborg and the Svendborg Maskinmesterskole. Mr. Bengé had brought IADC plaques, and these were presented to the personnel manager, Mr. Eghorn, Maersk Drilling, and Mr. Jens Schmidt, who is the training manager and is in charge of the day-to-day running of the Center, and to the training instructor, Mr. Claus Bihl. The plaques were given as a token of appreciation of the school. The Mayor of Svend-

borg, Mr. Viggo Schultz, and Mr. Jørgen Hansen from the Svendborg Maskinmesterskole were also present.

Among other things Mr. Chester Bengé said: "Your training is a credit to Maersk and to the entire drilling industry".

Mr. Schultz held a reception at the City Hall, and the visitors also got a chance to go sight-seeing on Funen and Tåsinge, to visit Hans Christian Andersen's house and Valdemar Castle.

In the picture Mr. Schultz is welcoming Mr. Bengé (left), and Mr. Schmidt (middle) is proudly holding the newly acquired plaque.



Kite Festival 1983 in Bangkok

Kite Flying is one of the oldest and most popular outdoor games for Thai people. More than 350 years ago, in the reigns of Sukothai and Ayudhya reigns the people of Siam or Thailand adopted kite flying at their traditional festival especially during April and May each year.

Among various types of kites, the long-time favourite design are "Chula" (star shape) and "Pakpao" (square with small opening at top corner). Each year there have always been close competition between these two kites, and the winners will be honoured with a special trophy as well as certain cash prizes.

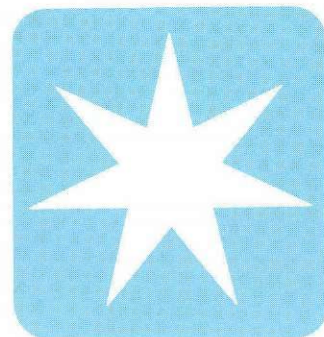
This year, in particular, the Tourism Authority of Thailand and the Sports Promotion Organization of Thailand, together with a local brewery firm, have organized a special Kite Festival '83 which was officially opened by Her Royal Highness Princess Maha Chakri Sirindhorn on Sunday April 3rd.

It was a fantastic sight when over 1,000 kites of all shapes, sizes, and colours danced in the sky in the blistering heat of Bangkok's summer sun. The picture shows some of the various designs of kites.

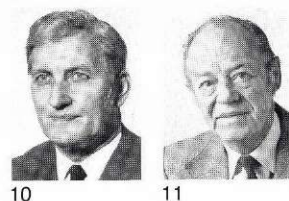
Prasit Rungnapha



Personalia



ESPLANADEN



25 Years Anniversary

1. Henning Hvenegaard
1 June
2. Per Arvedsen
24 June
3. Niels Erling Mikkelsen
15 July
4. Søren Lauritzen
1 August
5. Knud Hedemark Nielsen
1 August
6. Klaus Kristian Simonsen
1 August
7. Esther Steenberg
15 August

Retiring

8. Poul Jægerholt
1 June
9. Kjeld Andersen
6 June
10. Erik Barfoed
6 June
11. Helge C. Eliassen
6 June

THE FLEET



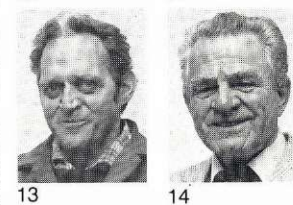
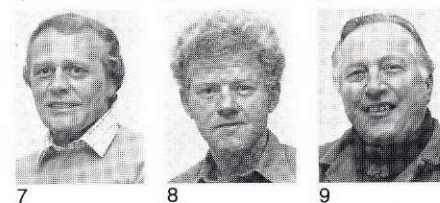
25 Years Anniversary

1. 1st Engineer Edwin Kristian Albertsen
12 June
2. Captain Johan Hendrik Egholm
23 June
3. 2nd Engineer Erling Hansen
23 June
4. Captain Kurt Vagner Hau
1 July
5. 1st Officer Richard Fritz Noreif Thomsen
18 August

Retiring

6. Captain Erik Rasmussen
30 June
7. Captain Christian Mortensen
31 August

THE YARD



50 Years Anniversary

1. H.A. Holst
30 August

25 Years Anniversary

2. Jens Hedelund Rasmussen
10 June
3. Mogens Helge Andersen
10 June
4. Kjeld Karlson
14 June
5. P. Brøner Jensen
1 July
6. Bendt Pedersen
1 July
7. Mogens B. Nielsen
1 August
8. Niels P. Christiansen
5 August

9. Eigil Schmidt Christiansen
5 August
10. Georg Strange Rasmussen
5 August
11. Flemming Søfeldt
12 August
12. Folmer Chr. Sundstrup
12 August
13. Arthur Christensen
26 August

Retiring

14. Axel Cederholm
30 June

Obituary

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

Einar Fredsbo-Sørensen
Roulund
18 March

Hans Verner Petersen
The Yard
15 April

Jens Chr. Mikkelsen
The Yard
26 April

Birgith Sejersen
The Yard
30 April

Ole Kielgaard Sørensen
The Yard
30 April

Viggo Nellemann
Roulund
2 May

1st Engineer Jens Aksel Andersen
ex m.t. "HENNING MÆRSK"
10 May

Mogens H. Rasmussen
Esplanaden
19 May

ROULUND



1

25 Years Anniversary

1. Hans Egon Knudsen
19 June

BUKH



1



2



3

25 Years Anniversary

1. Willy Madsen
28 July
2. Erik Nielsen
19 August
3. Berg Offersen
27 August

ORGANIZATIONS ABROAD



1



2



3

25 Years Anniversary

1. K. Horisawa, Tokyo
16 June
2. S. Horie, Osaka
16 June
3. Mogens Lauridsen, Houston
1 August



New local correspondent

With this issue of MÆRSK POST, Mr. Thavi Tantisunthorn has assumed the task as local correspondent for Thailand after Mr. Prasit Rungnapha.

We bid welcome to Mr. Thavi Tantisunthorn at the same time thanking Mr. Prasit Rungnapha for his efforts during the past three years.

Maersk Air's newest helicopter, the Super Puma,
in front of the office building in Esplanaden.

