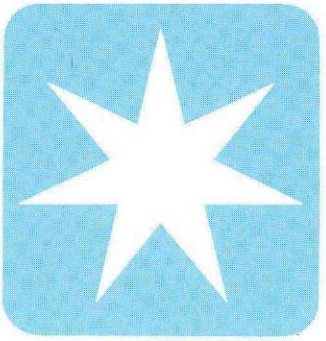
MÆRSK POST

1/1983



MÆRSK POST

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We live in a world of declining economic cycles, of balance of payments deficits and with inability of a number of countries to repay their debts. Unemployment is high and fluctuating exchange rates create uncertainty and are counterproductive to capital investments. Thus, in Denmark in 1982 we experienced first an increase in the Dollar rate of exchange of 25%, then a drop of 8%.

Some Far Eastern countries manage better than most Western countries - and not without reason. They work diligently and with pleasure. They tighten their belts when needed, and they cut their coats according to their cloth.

Europe, unfortunately, has fared relatively badly. For a considerable time Europe has systematically exported jobs to more industrious Far Eastern nations without payment, only to import later on - and against payment - the products we could not muster the energy to produce ourselves.

Shipping had a difficult year during 1982. The tanker and bulk markets suffered, the liner and container services were hit by reduced trade and harmful protectionist initiatives here and there. Offshore markets were acceptable, but already in the early months of 1983 a surplus of drilling rigs as well as supply vessels has developed.

Last year I predicted that 1982 would become a difficult year. It became more difficult than I had imagined. 1983 will probably be even more difficult than 1982.

Admittedly, during recent weeks some people have expressed some optimism concurrently with the drop in international interest rates and in oil prices. It is to be hoped that the optimism will prove justified; but even at best it will be a long time before it can positively affect the shipping markets.

Although times are tough and the outlook for 1983 unfavourable, and although we are burdened with expenses far greater than those of our most skilled competitors, I am not really a pessimist - a point stressed in my New Year address to the staff at Esplanaden. Through concerted efforts, diligence, achievement, care, frugality, and ingenuity we will simply pull through and advance further, following the motto of the American saying: "When the going gets tough, the tough gets going". And it is well to remember that we of A. P. Møller - Maersk Line have certain advantages. We have good tools. Our fleet is efficient and modern, our ships and rigs are well designed and well equipped. And we have the advantage and strength of a good, industrious, and loyal staff in our offices wherever they may be, at sea, in the air, and in our affiliated companies.

MÆRSK MC-KINNEY MØLLER

"DIRCH MÆRSK" - the largest product-carrier

"DIRCH MÆRSK" is towed from Odense Steel Shipyard.

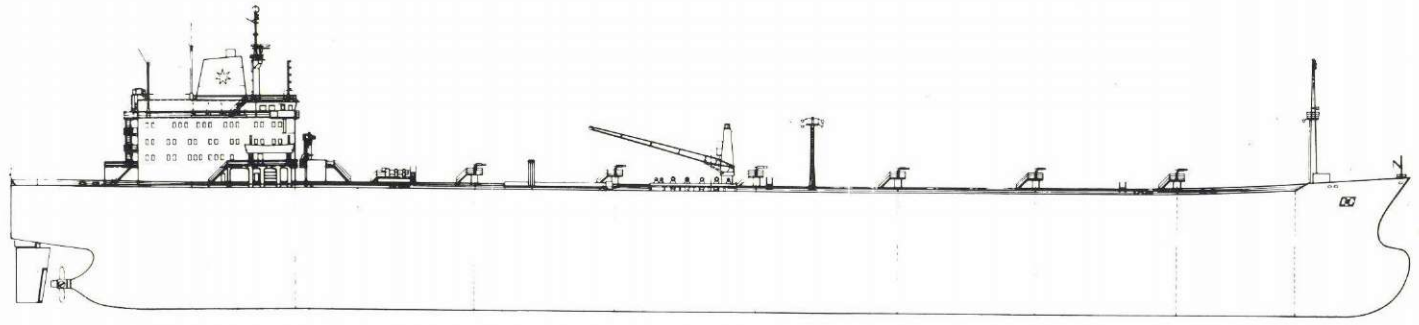
On 11 December 1982, the first in a series of three advanced product-carriers for A.P. Møller was named at Odense Steel Shipyard, sponsored by Mrs. Lis Hartel, well-known Danish horsewoman and Olympic winner. The name was "DIRCH MÆRSK".

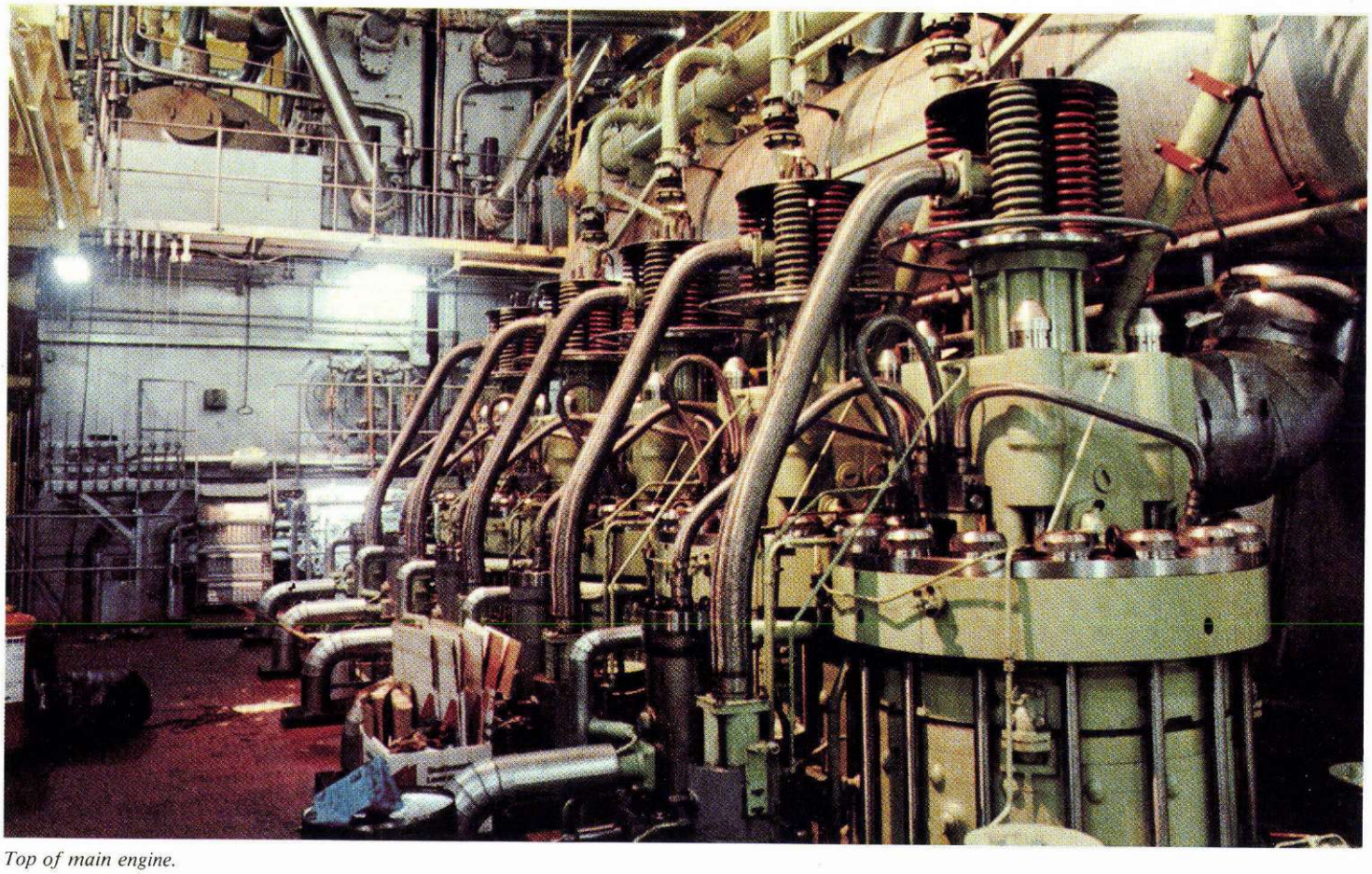
On 12 January, "DIRCH MÆRSK" was taken over by A.P. Møller, with Captain Poul V.J. Haase as master, Kurt Jacobsen as chief engineer, Carsten A. Nielsen as chief officer, and Per Bech Nielsen as chief steward.

With "DIRCH MÆRSK" A.P. Møller has received yet another type of product-carrier. With a deadweight of 98,200 tons she is the largest MÆRSK ship in this category, and the fleet of product-carriers now counts 22 ships varying in size from 13,300 to 98,200 tons deadweight.

The three new ships are constructed as singlescrew product- and crude-carriers with the machinery and accommodation aft, a continuous deck, and a bulbous bow, and

The sponsor, Mrs. Lis Hartel, together with Yard Managing Director Troels Dilling.





Top of main engine.

they are constructed to carry refined products as well as crude-oil, separately or simultaneously.

Main particulars:

Length overall	236.05 m
Length b.p.	226.50 m
Breadth moulded	39.90 m
Depth	20.50 m
Draught design	12.17 m
Deadweight corresp.	abt. 72,700 t
Cargo tank cub. capacity (100% full) incl. sloptanks	102,750 m³
Segregated ballast capacity (100% full)	32,100 m³
Speed, design draught	abt. 15.75 knots
Effect in normal service condition	13,140 BHP

The ships are built to Lloyd's class +100 A.1 "Oil Tanker" with special notations - cc., +LMC, UMS.

Tank section

The cargo-tank section consists of 16 separate tanks - two of which are sloptanks - all of them specially coated, making them easy to clean, for instance when changing from crude to refined products, or from one refined product to another.

The pipe system is constructed so that via four cargo pumps - each with a capacity of 1,800 m³ per hour - four products can be loaded or discharged simultaneously, without getting in contact with each other.

The ballast tanks, also numbering 16 - one in the fore-ship, one aft, and seven by two wing-tanks - are totally segregated from the cargo tank section, and the capacity of the ballast tanks is sufficient to secure the necessary ballast condition, which means that ballast water need not be carried in the cargo tanks under normal weather conditions.

Engine system

The main engine is a five-cylinder B&W, type 5L90GFCAE, developing 14,600 BHP. Besides, three six-cylinder B&W auxiliary engines are installed, type 6S28LH-4, each joined to a 60 Hz AC generator with a capacity of 90 kW. In addition to the auxiliary engines a 200 kW emergency generator is installed, which will start automatically in case of "blackout" on the main switchboard, and deliver current for the emergency- and navigation lights, the emergency fire-pump, or one of the steering-engine pumps.

Navigation equipment

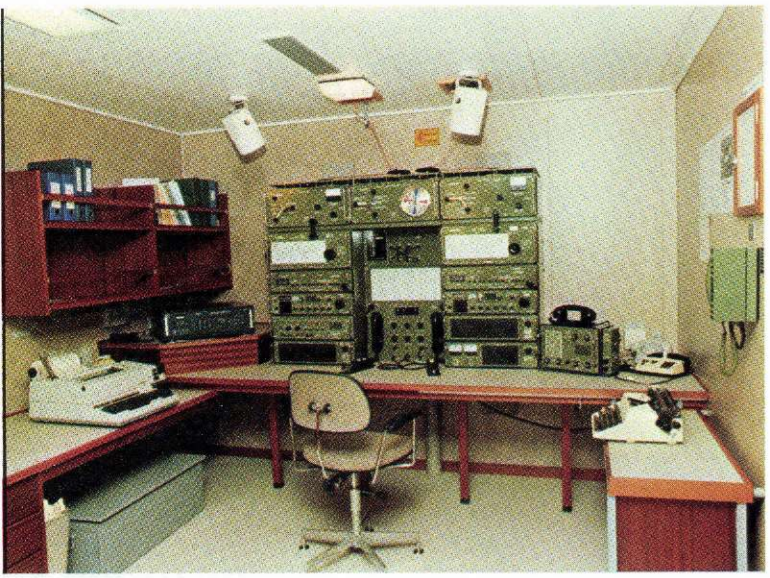
The navigation equipment comprises the most modern apparatus, such as satellite navigation, weather facsimile for optimum routing, and an anti-collision unit connected to the radar system.

Accommodation

The accommodation, which is installed in the deckhouse aft, consists of single cabins with separate bath and toilet. The master, the chief engineer, and the senior officers also have separate bedrooms. In addition, there is a captain's saloon and a hospital with two beds, besides mess-rooms and saloons with TV monitors and video tape-recorders. There is also a gymnasium with appliances and table tennis, and there is a swimming-pool on the uppermost deck aft of the funnel.

There is a crew of 21.

Bridge and chart room.



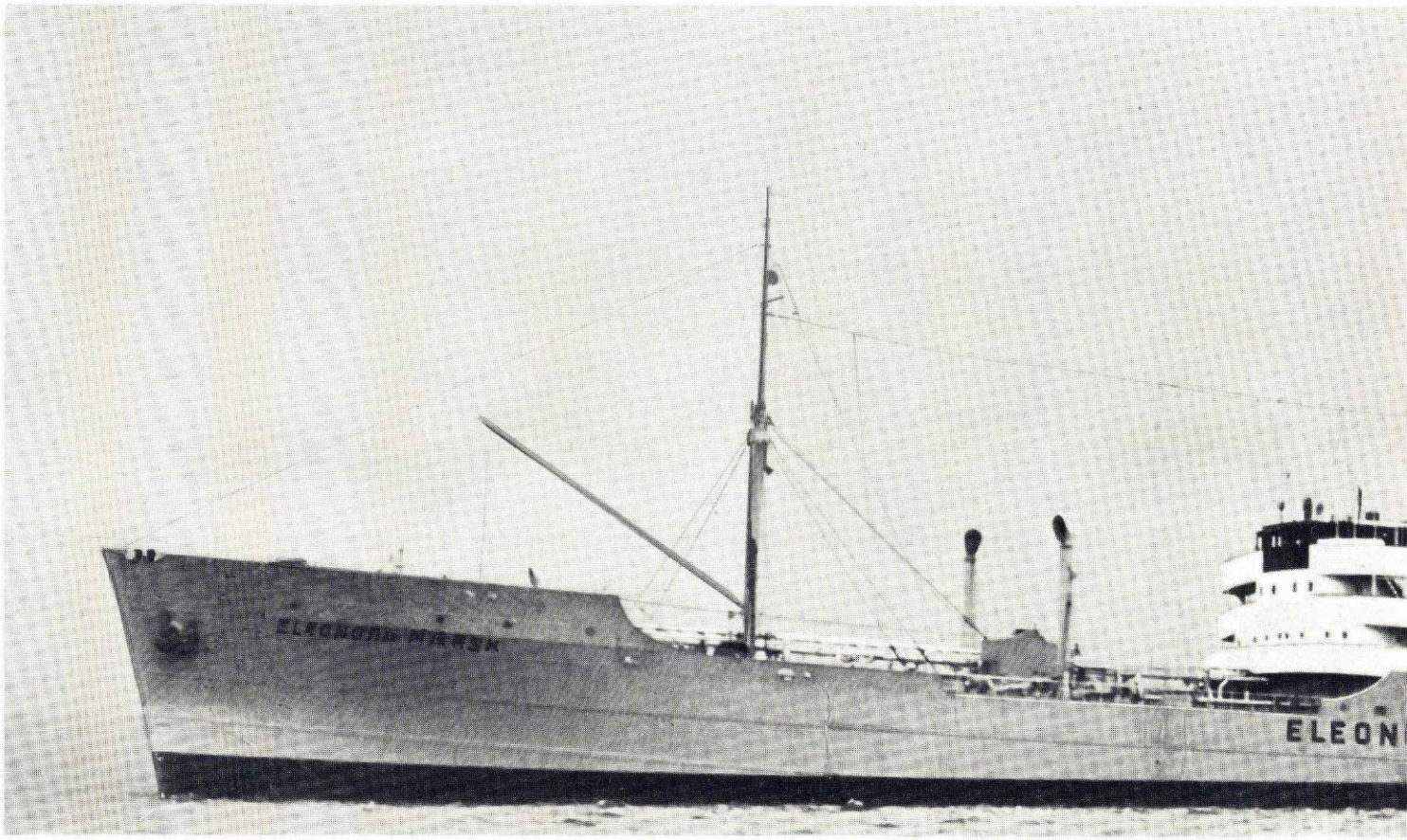
Radio room.

Officers' smoking-salon.

Crew's mess-room.

One of the crew cabins.

When the "ELEONORA



At the outbreak of World War II in September 1939, the MÆRSK fleet consisted of 47 ships. 24 of these were lost in the War. One of them was m.s. "ELEONORA MÆRSK", which had served under British flag since April 1940 when she was requisitioned by M.O.W.T - the Ministry of War Transport. This is an account of the shipwreck by the late 1st engineer of the ship, Aage Hoffmann Petersen, Svendborg.

In April 1941, "ELEONORA MÆRSK" was sent as a supply vessel from Port Said via Alexandria to Suda Bay on Crete by the British naval authorities.

The passage from Port Said to Alexandria did not take place in convoy, whereas the voyage from Alexandria to Suda Bay - it lasted three or four days - was made under convoy. I do not recall the exact date of arrival in Suda Bay, but it was in late April.

The crew spent the first week of the stay in Suda Bay on board - except some Norwegian and Swedish deck hands who went on land in one of the ship's boats after a couple of days.

Later the majority of the remaining crew also went on land. The master, the 2nd officer, the 3rd engineer, and a couple more stayed on board one more night, and did not land till the following morning.

The bombing increased.

The reason why officers and crew left the ship was that the bombing of military targets on land and of ships at anchor increased day by day and from hour to hour, which made the stay on board extremely risky.

Every day an engine officer, a bridge officer, and an assistant went on board to stoke up the boilers, keeping up steam for possible discharge (to British naval vessels). They also started up an auxiliary engine to generate current for the ancillaries, refrigerator etc.

As the 3rd engineer and 2nd officer were willing to go on board together with an assistant to maintain the necessary functions, the rest of the officers remained ashore.

Bombs near the ship

During a heavy bombing-raid some bombs were dropped very near the ship. The bearing-caps were split, the switchboard burst in several places, the foundation bolts of the auxiliary engines came out of their sockets or were split, and the refrigerator burst.

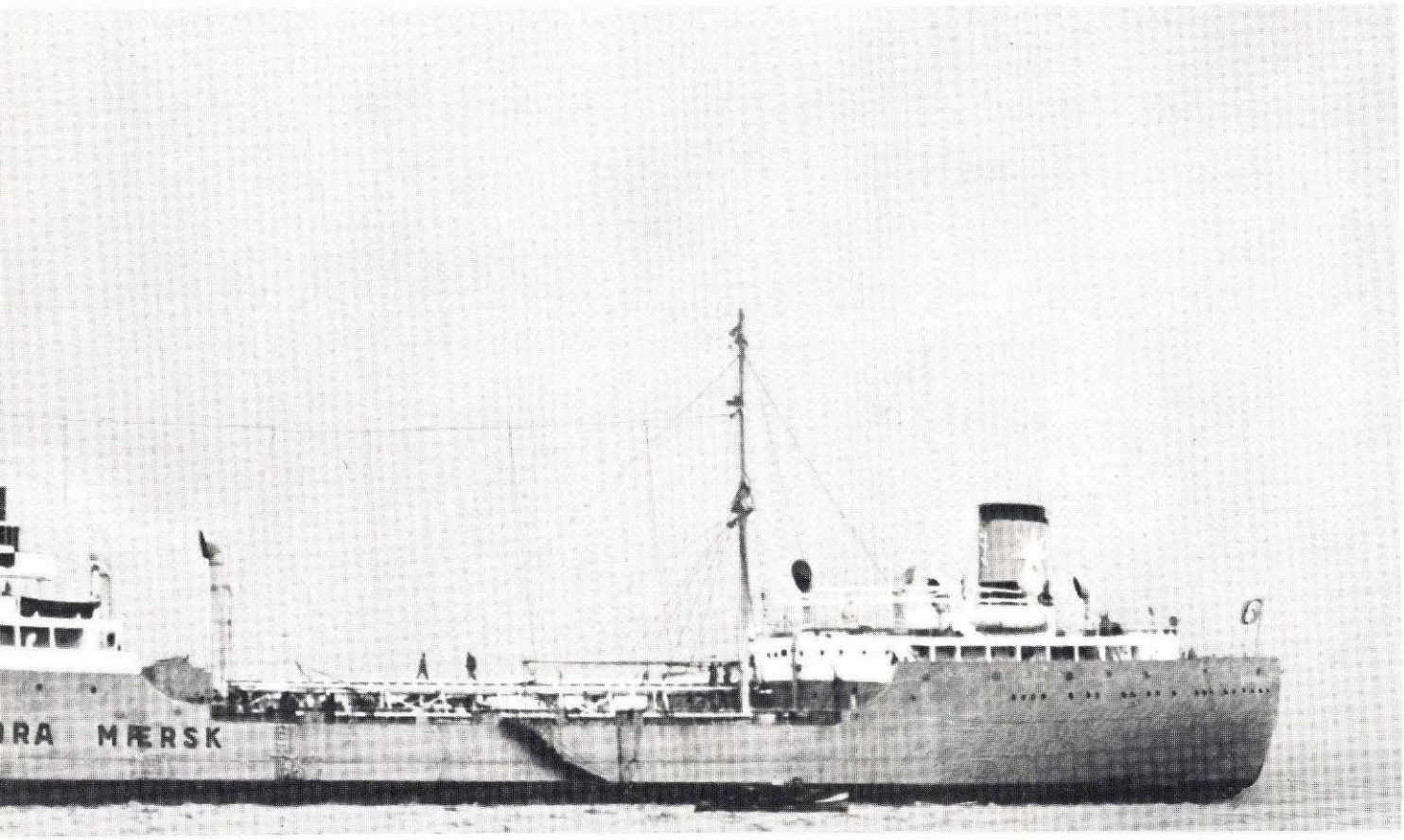
The chief engineer called upon engineers and assistants to go on board and tidy up the mess. Also the master and the 1st officer went on board the same evening.

The engine crew immediately began repairing the damage in the engine-room. The repair work was finished a couple of hours after midnight. The main engine and the auxiliary engines were given a run and were found in order - as far as circumstances permitted.

It is my personal impression that if the naval authorities had allowed us to put to sea together with the convoy that left Suda Bay the following evening, we might have reached Alexandria safely with our ship.

However, we stayed on. Now and then British warships called to get bunkers, but they became fewer and fewer, and at last there came none. All we could do now was to wait for "ELEONORA MÆRSK" to become the target of the bombs of Nazi terror

MÆRSK" was sunk



m.t. "ELEONORA MÆRSK", built 1936 at Deutsche Werft in Hamburg. The ship had a lenght of 153.7 metres and a breadth of 20.9 metres, and the deadweight was of 15,900 tons. The engine yielded 5,200 BHP, giving the ship a speed of 13.5 knots.

planes - without being able to do anything to save the ship.

Hit by bombs

In the afternoon of May 17th, "ELEONORA MÆRSK" was hit by several bombs between amidships and the poop, and the oil still left in the stern caught fire. The fire later spread to mess-rooms, cabins, and engine-room, just as the ammunition stored in the former cadet cabin blew up.

Immediately after the bombing the master boarded the burning ship together with some of the crew to save whatever could be saved of ship's papers and crew's belongings.

The majority of the crew's clothes were saved, but most of them had to abandon everything later during this Crete episode. I myself did not rescue any of my clothes or other belongings.

After the bombing of "ELEONORA MÆRSK" the crew no longer had any ship to stick to. This was announced to the British naval authorities, who arranged for transportation to the other side of the Bay, where there was a marine camp. The crew stayed in this camp for a couple of days.

Across Crete

The situation developed in such a way that soldiers as well as the crews of bombed ships were ordered to abandon the camp and move across Crete to a point of evacuation on the south coast.

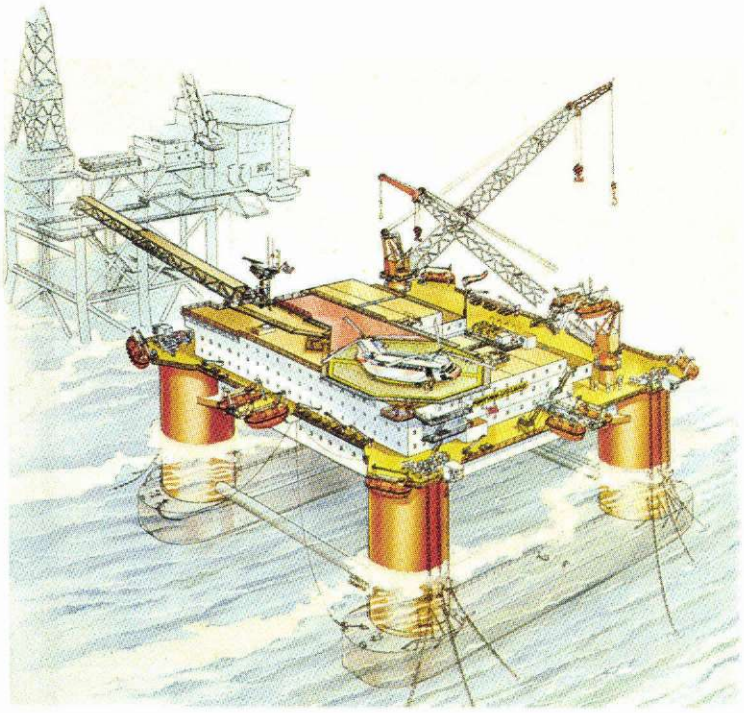
During this 50-mile march the crew of "ELEONORA MÆRSK" were split up because of the difficulties of the landscape and transportation problems, and I thus found myself alone among the retreating Allied forces after a couple of days.

On board the cruiser in which I made the voyage from Crete to Alexandria I met the master and a Chinese crew member from "ELEONORA MÆRSK". We had a not very pleasant crossing, during which our convoy of warships was exposed to continuous attacks by German dive-bombers, and the battle-cruiser in which I was sailing reached Alexandria shortly before midnight on 30th May 1941.

Aage Hoffmann Petersen

Postscript

In 1948, the wreck of "ELEONORA MÆRSK" was salvaged by the Greek firm, S. Restis & Co. In 1950, it was bought by J.A. Reinecke of Hamburg and towed to Germany, where it was repaired and converted by AG Weser of Bremen. After conversion the ship was named »ROLAND«, and on 24th November 1951, it was put into service as Germany's largest ship - of 17,750 tons deadweight. In 1960 the ship was sold to Italian breakers. It was not broken, however, but sold to Francesco Pittaluga of Genoa, from now on sailing under the name of "NININ", until it was once more sold for breaking three years later. On 5th May 1963, it arrived at La Spezia in Italy - finally going to the breakers.



A drawing of the floating hotel platform "FORTUNA", at present being built in Sweden. "FORTUNA" has a capacity of 600 beds.

The gas project is launched

Even though a few platforms have today been installed at the Tyra Field, 1983 will be the year when Dansk Undergrunds Consortium's gas project is launched.

The project, the largest Danish industrial project ever, is estimated to be in the region of ten billion Danish kroner in today's prices. And the background of it is the agreement reached in 1979 between the DUC companies, A.P. Møller, Shell, Chevron, and Texaco, and the state-owned company, Dansk Olie og Naturgas A/S. The agreement covers the delivery of 55 billion cubic metres of gas, commencing on 1 October 1984. After an initial period of about two years, the annual production of gas will attain its level of 2.5 billion cubic metres per year. The gas is delivered to D.O.N.G. A/S ex platform.

The Gas Group

The entire project is managed for DUC by Dansk Boreselskab A/S, who has set up a special department, commonly termed the Gas Group. It has its head-quarters in Copenhagen, but during the coming months a large proportion of its staff will be stationed at Esbjerg to keep abreast of events.

The Gas Group has established itself at the former Vestværft in Esbjerg harbour, where office as well as storage facilities are available. And there is direct contact with Danbor Service at the other end of the harbour area, from where the supplyships and the helicopter transports are managed.

From far and wide

The first act in the great "launching" of the gas project is the installation of jackets (leg constructions), decks, and modules for altogether nine platforms at Tyra East and Tyra West. Of these nine, three extraction platforms have been installed (two at Tyra East and one at Tyra West), besides the jacket for the pumping and riser platform, Tyra East E, from where the gas-pipe runs to the west coast of Jutland.

During the coming months, various yards will load the constructions onto barges, secure these constructions, and signal clear for departure. Time will show whether any of these unusual transports will go via the Port of Esbjerg, as a shipment of this kind in the North Sea demands favourable weather. Thus, the Clerk of the Weather may very well be the one to "decide" when the installation phase may be completed.

The nine jackets, forming part of the Tyra Field, are coming from Monberg & Thorsen of Aalborg (four), McDermott Ltd., Scotland (four), and the last and biggest, the central accommodation and processing-platform at Tyra East, named TCPA, will be delivered by yards in the Netherlands and France.

The twelve modules that will contain the processing- and accommodation sections of the Field are built at the Lindø and Aalborg yards.

The large jackets that will keep the platforms in their position are produced by Vølund A/S, Jørgen Bladt A/S, Monberg & Thorsen, and SIF in the Netherlands. The 100-metre-long bridges connecting the platforms are built by North Sea Contractors, Sønderborg.

Offshore

The installation work offshore will be carried out by the Dutch shipping company Heerema, who have at their disposal the two largest floating cranes in the world, the sister ships "HERMOD" and "BALDER", both of which will be engaged.

During the installation work, which is expected to last for a couple of months, the large crew offshore will not be needed. But as soon as the next phase, the hook-up, begins, everything will be different.

The hook-up, the extensive assembly and finishing-off phase, will, when working all out, require 1000 men at a time at the Tyra Field.

That many cannot be housed in the existing accommodation modules, even including the two of the Tyra Field itself, so the floating hotel platform, "FORTUNA", at present being built in Sweden, has been chartered. This platform will accommodate 600 people, and combined with the existing accommodation it will all add up.

Onshore

Even onshore hectic activity will be seen. Particularly at Danbor's base, of course, but also with the hundreds of contractors delivering machinery, office equipment, pumps, valves, tools, food, scaffolding, paint, cables, and a lot of other articles.

To Maersk Air the establishing of the Tyra Field will mean an almost 100 per cent increase of the seat capacity. So far, at Esbjerg Airport, Maersk Air has operated five helicopters, type Bell 212, each seating a maximum of nine passengers. For the hook-up phase two Super Puma helicopters have been bought, each seating 20 passengers.

Late this summer, the main part of the "launching" will be over, but extensive operations will still lie ahead, until about June 1984 when the first valve is opened, letting the gas into the pipe system, thus putting the complicated processing installations to the test. And on 1 October 1984, the Tyra Field will deliver its first gas.

The three jackets for the TWC, TED, and TWD platforms seen from an unusual angle. TWC weighs about 1400 tons, whereas the other two weigh each about 550 tons.

Modern model-building

Over the years the A.P. Møller Shipping Companies have had so many models built of their ships that it is possible to follow the development of the fleet from the first ship, s.s. "SVENDBORG", in 1904, right up to the most recent ships.

The many models are placed at Esplanaden, in A.P. Møller offices around the world, at the Kronborg Maritime Museum, and at navigation and engineers' schools, just as they are often used in exhibitions. Several of the models have formed part of the "A.P. Møller Maritime Exhibition", which has toured several Danish towns during the past two years. They always arouse great interest with children as well as grown-ups, who admire the great accuracy reflected in even the minutest details.

One of the newest is a model of the containership, m.s. "LUNA MÆRSK". Like several of the A.P. Møller models it has been built by Andresen and Meyer of Copenhagen, a modern model workshop that builds many other things besides ships' models. Thus, during the past year, models have been built of loudspeakers and TV cabinets for B&O, making it possible to judge about appearance and functioning before a production is set in motion. This also applies to railway carriages for Scandia, a new enzyme factory for Novo, modules for the oil- and gas-fields in the North Sea for Monberg & Thorsen, the design of aircaft for SAS, and many other things. There are really no limits to what may be shaped in models.

Today, fibre-glass, acrylic fibre, and brass are used to a great extent, being less sensitive to moisture and changes of temperature than wood. And if several identical models are to be built, it is both faster and cheaper to cast the ship's hull in fibre-glass than to have it made of wood. It also makes the model lighter, which may be very important if it is going to be transported often, for instance in connection with exhibitions.

When building a ship's model of fibre-glass you first produce a three-part form of fibre-glass over a solid wooden hull, which - like the other parts for the model - is made to a 1:100 scale according to the original draft for the ship. When all three parts - two ships' sides and the deck - are complete, they provide a mould in which a series of fully identical ships' hulls of fibre-glass may be cast.

And this is how a model of "LUNA MÆRSK" is built by Andresen and Meyer:

1. The completed mould in which the hull is cast in fibre-glass. On the table is the third component of the mould, the deck.

2. The casting of the hull has been completed, sand-blasted, and given a final polishing to make the surface smooth and uniform. On the wall and the shelf under the table are the many drawings that are followed very closely.

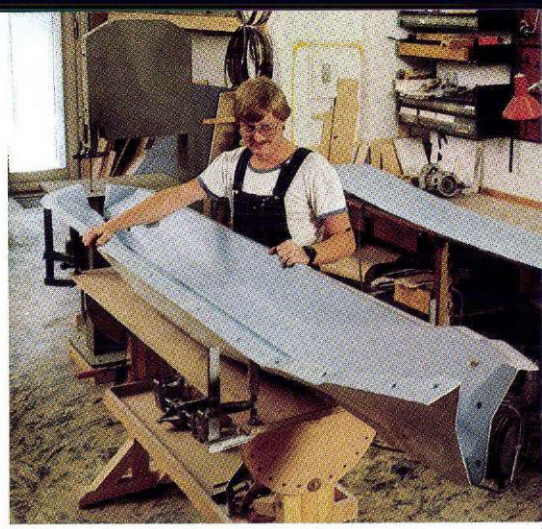
3. The deck-house is made of brass plates. Formerly it was also made of wood, but metal provides a finer and smoother surface, and there is no risk that the paint will blister because of moisture or for other reasons.

4. When all major parts of the model are completed, everything is put together to ascertain if all the components match. After possible adjustments the model is disconnected again, and the single parts are prepared for painting.

5-6. The hull is painted.

7-8-9. The many hundred tiny parts are made of acrylic and PVC plates and of brass plates and pins of varying size. It is a handicraft that demands accuracy, dexterity, and great patience.

10. The model is assembled. Here the hatch covers of acrylic plates are mounted.



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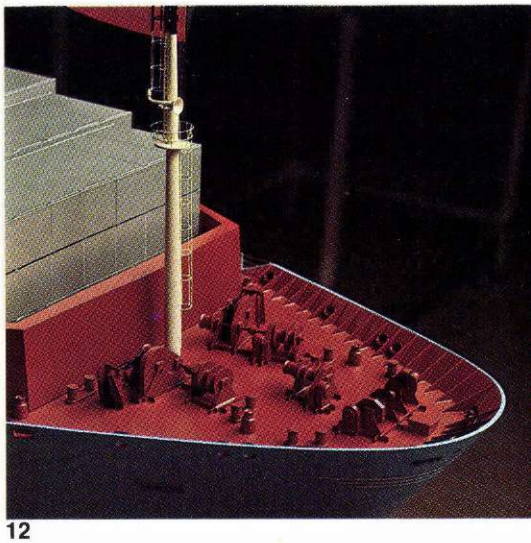

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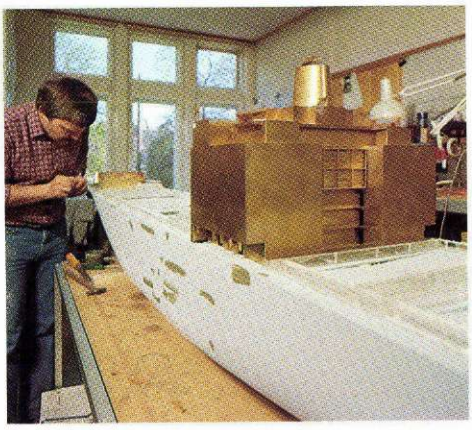

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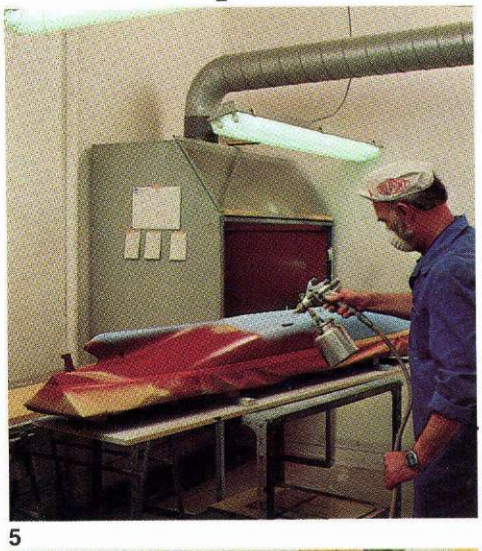

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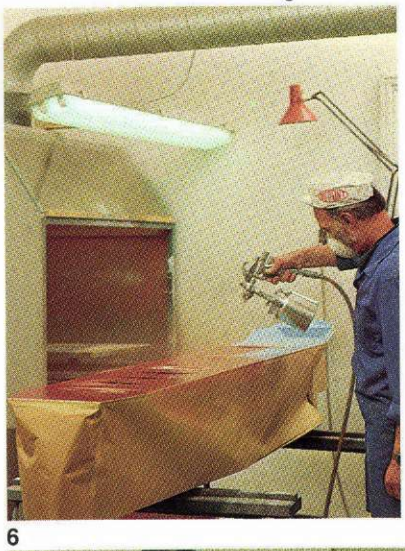

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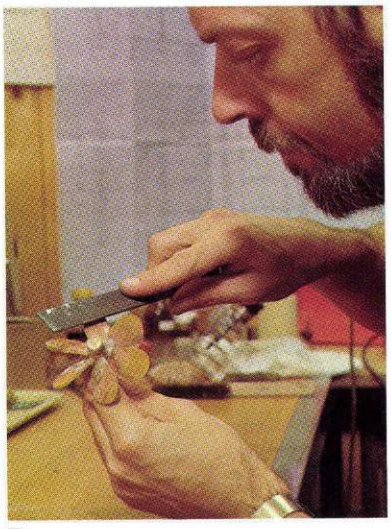

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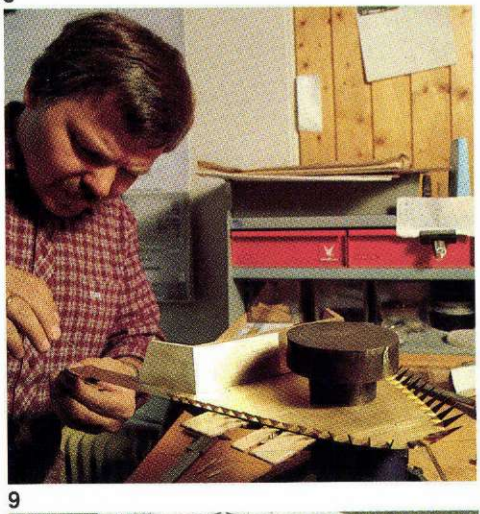

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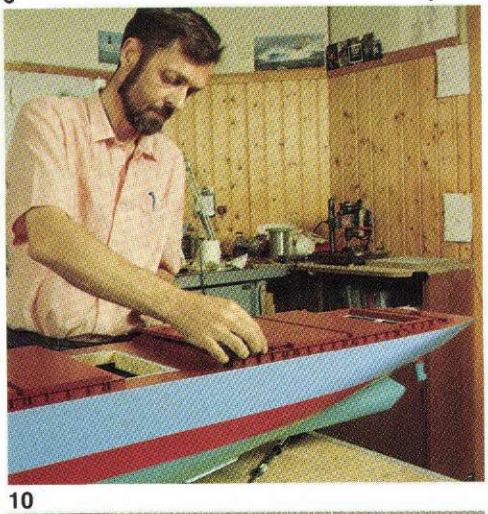

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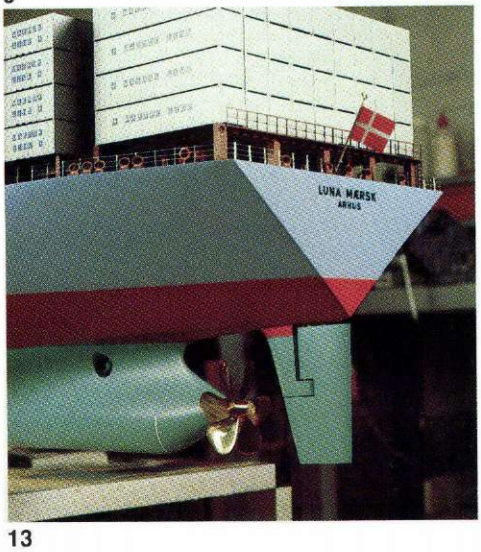

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11. The deck-house is fitted, and the model begins to look like a real ship.

12-13-14. Close-ups showing the great accuracy with which even the smallest details have been carried out.

15

15. Now even the containers have been put in place, and the model is scanned with a view to final polishing and adjustments.

16. The model is almost ready for delivery. Erik Bjerggaard Hansen of the A.P. Møller Newbuilding Department controls that everything has been carried out correctly.

17. This is the completed model of "LUNA MÆRSK", on show in Maersk Container Line at Esplanaden. The model has a length of 2.40 metres, a breadth of 0.32 metres, and a height of 0.52 metres, and it has taken about 350 working-hours to produce.

16

17

THE MÆRSK FLEET 1983

January 1st, 1983

CRUDE-CARRIERS

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

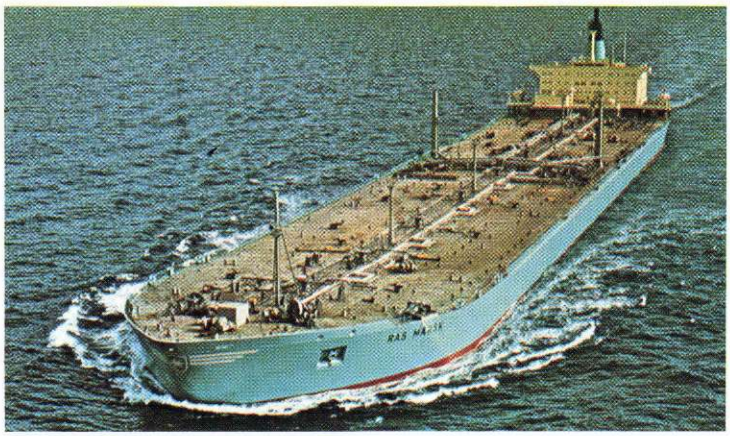
of the same type:
m.t. "MARIE MÆRSK"
built 1962. 35,935 tdw.

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

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

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

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



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

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

PRODUCT-CARRIERS

m.t. "HANS MÆRSK"
built 1982
Nakskov Shipyard
13,845 tdw.

of the same type:
m.t. "HERTA MÆRSK"
built 1982. 13,845 tdw.
m.t. "HULDA MÆRSK"
built 1982. 13,845 tdw.
m.t. "HENRIETTE MÆRSK"
built 1982. 13,845 tdw.

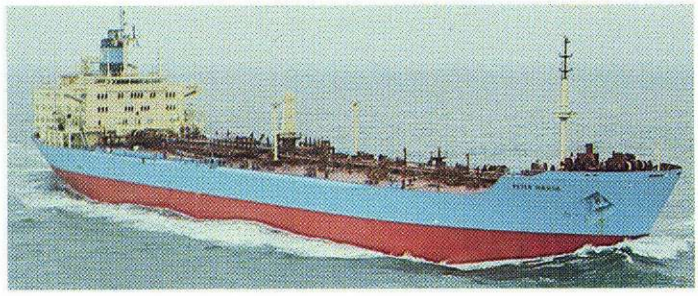
m.t. "GUDRUN MÆRSK"
built 1973
Kaldnes Mekaniske
Verksted A/S
31,540 tdw.

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

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

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

of the same type:
m.t. "PRIMA MÆRSK"
built 1982. 47,803 tdw.
m.t. "PAULA MÆRSK"
built 1982. 47,803 tdw.



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

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

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

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

GAS TANKERS (LPG)

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

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

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

of the same type:
m.t. "SVENDBORG MÆRSK"
built 1981. 15,070 m³
m.t. "SUSAN MÆRSK"
built 1981. 15,070 m³
m.t. "SVEND MÆRSK"
built 1982. 15,070 tdw.

CONTAINER VESSELS

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

t.s. "ANDERS MÆRSK"
built 1976
Blohm + Voss Hamburg
32,500 tdw.

of the same type:
t.s. "ADRIAN MÆRSK"
built 1975. 32,610 tdw.
t.s. "ALBERT MÆRSK"
built 1975. 32,500 tdw.
t.s. "ARNOLD MÆRSK"
built 1975. 33,110 tdw.
t.s. "ANNA MÆRSK"
built 1975. 32,610 tdw.
t.s. "ALVA MÆRSK"
built 1976. 33,110 tdw.
t.s. "ARTHUR MÆRSK"
built 1976. 32,500 tdw.
t.s. "AXEL MÆRSK"
built 1976. 32,500 tdw.
t.s. "ARILD MÆRSK"
built 1976. 33,110 tdw.

m.s. "LAURA MÆRSK"
built 1980
Odense Steel Shipyard Ltd.
34,240 tdw.

of the same type:
m.s. "LEISE MÆRSK"
built 1980. 34,240 tdw.
m.s. "LEXA MÆRSK"
built 1981. 34,240 tdw.
m.s. "LICA MÆRSK"
built 1981. 34,240 tdw.
m.s. "LEDA MÆRSK"
built 1982. 34,240 tdw.
m.s. "LUNA MÆRSK"
built 1982. 44,221 tdw

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

of the same type converted during 1980:
m.s. "CHRISTIAN MÆRSK"
built 1968, orig. 13,866 tdw.
conv. 25,007 tdw.
m.s. "CLIFFORD MÆRSK"
built 1968,
13,000/25,130 tdw.
m.s. "CHASTINE MÆRSK"
built 1968
13,810/25,067 tdw.
m.s. "CLARA MÆRSK"
13,789/25,078 tdw.

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

FEEDER VESSELS

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

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

GENERAL-CARGO VESSELS

m.s. "MARCHEN MÆRSK"
built 1974
Nakskov Shipyard
21,300 tdw.

of the same type:
m.s. "MARGRETHE MÆRSK"
built 1975. 21,300 tdw.
m.s. "MATHILDE MÆRSK"
built 1975. 21,300 tdw.
m.s. "MC-KINNEY MÆRSK"
built 1975. 21,300 tdw.

CAROLINERS

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

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

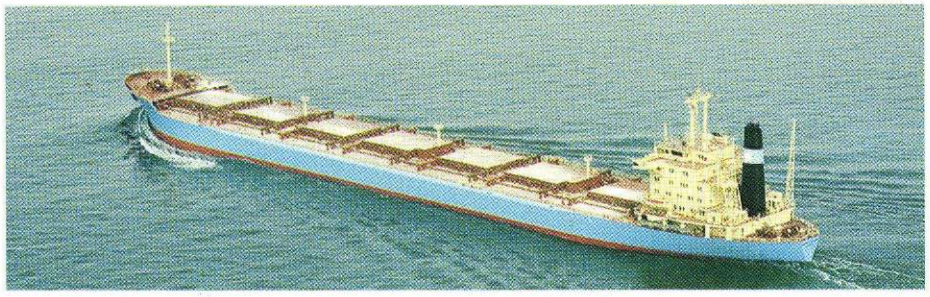
BULKCARRIERS

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

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

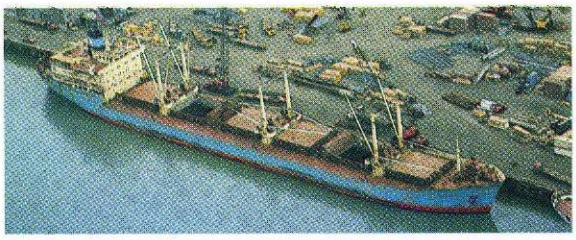
m.s. "MAERSK SENTOSA"
built 1981
Hitachi-Ariake, Japan
63,777 tdw.

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



CAR/BULKCARRIERS

m.s. "MAERSK CADET"
built 1973
Kaldnes Mekaniske Verksted A/S
24,107 tdw. 1,300 cars



PURE CAR-CARRIER

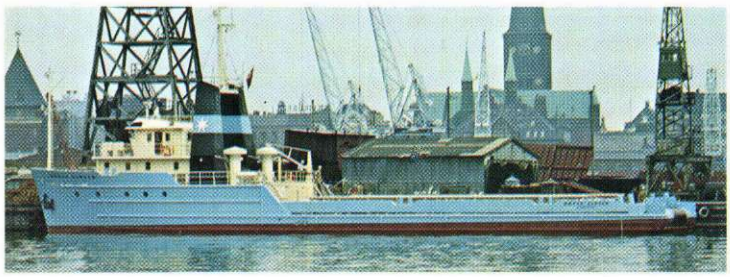
m.s. "MAERSK WAVE"
built 1980
Oshima Shipbuilding Co. Ltd.
2,000 cars

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

SUPPLY VESSELS

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

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



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

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

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

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

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

m.s. "MAERSK HANDLER"
built 1980
Samsung Shipbuilding Co., Ltd.
9,280 HP. 1,940 tdw.

of the same type:
m.s. "MAERSK HELPER"
built 1980
9,280 HP. 1,940 tdw.

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

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

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

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

ANCHOR-HANDLING TUGS

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

A-H FIRE-FIGHTING TUGS

m.s. "MAERSK RETRIEVER"
built 1979
Odense Steel Shipyard Ltd.
20,500 HP. 2,000 tdw.
of the same type:
m.s. "MAERSK RUNNER"
built 1980. 20,500 HP. 2,000 tdw.
m.s. "MAERSK RULER"
built 1980. 20,500 HP. 2,000 tdw.
m.s. "MAERSK RANGER"
built 1980. 20,500 HP. 2,000 tdw.
m.s. "MAERSK RIDER"
built 1982. 20,500 HP. 2,000 tdw.
m.s. "MAERSK ROVER"
built 1982. 20,500 HP. 2,000 tdw.

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

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

DIVING/RAPID INTERVENTION VESSEL

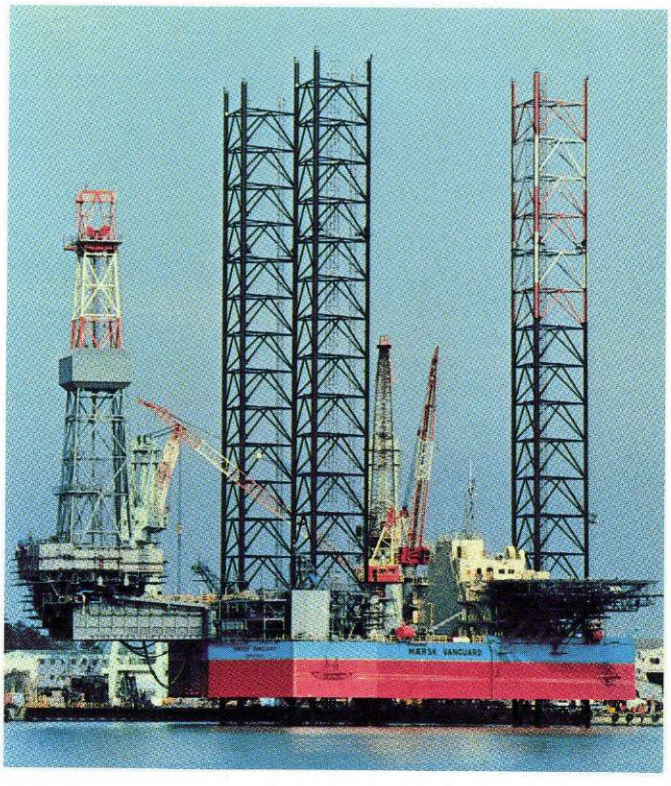
m.s. "MAERSK DEFENDER"
built 1976
Singapore
1,250 tdw., dynamic positioning

Naming of last H ship

Mrs. IngMarie Jacobs, sponsor of the "HENRIETTE MÆRSK", together with the master of the ship, Captain Sv. E. Thomsen (right), and Chief Engineer Jens Peter Sørensen.

On 3 December, the last in a series of four product-carriers of 13,800 tons was named at Nakskov Shipyard by Mrs. IngMarie Jacobs, wife of Senior Vice-President Flemming Jacobs, A. P. Møller.
The ship, which was named "HENRIETTE MÆRSK", has Copenhagen as its home-port. It is registered in Lloyd's highest class, and it has 12 twelve cargo tanks with a total capacity of 14,000 cubic metres. In addition, there are 12 wing tanks totalling 4,000 cubic metres for pure ballast. The construction is so flexible that the ship can carry almost any type of refined products, besides vegetable oils and many types of chemicals.
Shortly after the naming the "HENRIETTE MÆRSK" was taken over by A. P. Møller, with Capt. Sv. E. Thomsen as master, Jens Peter Sørensen as chief engineer, Leif Nielsen as chief officer, and Jonny A. Garst as chief steward.

Naming of last Modec rig



Mrs. M. K. Nomura, sponsor of the "MÆRSK VANGUARD", together with her husband, Mr. M. K. Nomura, Executive Managing Director, Nichimer Corp., and Managing Director Hans Georg Andersen, Managing Director of Maersk Line Tokyo, and his wife.

On 20th December, the last in a series of eight Modec jack-up rigs for A. P. Møller was named by Mrs. M. K. Nomura, wife of Executive Managing Director M. K. Nomura, Nichimer Corp.
The rig, which was named "MÆRSK VANGUARD", was built by Kanrei Shipbuilding Co. Ltd., Japan, and is now working for Total ABK off Abu Dhabi in the Arabian Gulf.
With the taking over of "MÆRSK VANGUARD", the fleet owned by Maersk Drilling and the associated companies now comprises a total of 28 rigs (25 offshore units and three landrigs), operating practically all over the world.

Presentation of "MÆRSK TRAINER"

On 18 January, a new Well Control Simulator, purchased by Maersk Drilling and installed at the Svendborg Maskinmesterskole, was presented to an invited audience and the Danish press. On the same occasion Maersk Drilling was able to announce that the Well Control Course of the Training Centre had been approved by IADC (International Association of Drilling Contractors), and that the written authorization would be sent to Maersk Drilling after IADC's board meeting in Los Angeles 17-19 February.

In 1982, the International Association of Drilling Contractors comprised 1,946 companies with 5,334 active drilling units, and the approval means that when entering into contracts abroad, Maersk Drilling is able to substantiate that the drilling personnel has passed a Well Control Course approved by IADC - an approval which, on a world basis, has been given to very few schools.

The idea of such a school originated in 1972, when A.P. Møller asked Svendborg Maskinmesterskole if they would like to take part in the training of personnel for the oil-drilling industry. The answer was yes, and after careful studies of conditions abroad Svendborg Maskinmesterskole was able to arrange the first course of oil technology: an introductory course.

These courses continued until 1978, when Maersk Drilling, in co-operation with Svendborg Maskinmesterskole, planned an extension of courses to comprise even other courses. In 1979, Maersk Drilling bought a Blow-Out Prevention Simulator, which was installed at Svendborg Maskinmesterskole, and Blow-Out Prevention courses were begun with Toolpusher Harald Hagde as instructor, just as the permanent teaching staff of the school were engaged in the teaching. The school was now able to provide courses in Well Control and Oil Drilling Introduction, besides Maintenance, Basic Drilling, and Drilling Practices.

In 1980, an increase of activities was made through a course in Thyristor Techniques, together with a five-week Oil-Drilling Course for experienced floorhands and derrickmen, and in co-operation with Danish Red Cross a first-aid course was worked out, with special reference to rig personnel. At the same time Maersk Drilling took in the first class of 'pupils' - deck- and engine officers - who will receive a three-year drilling course, and in 1981, another two classes of 'pupils' were engaged.

In 1982, Maersk Drilling then bought the new Simtran Well Control Simulator, which has now been installed and put into service at the Maersk Drilling Training Centre at Svendborg Maskinmesterskole.

The Well Control Simulator, which has been named "MÆRSK TRAINER", is intended to make the pupil - beginner or experienced toolpusher - familiar with both typical and unexpected situations during a drilling operation. It is constructed as a true copy of the derrick floor of a drilling rig with full-size instrumentation and panels, just as handles, manometers, clutches, etc., manipulated by the pupil, look and react like the real equipment of a drilling rig.

The simulator is fitted with nine different sound effects, stemming from for instance mud-pumps, brake, rotary table, and compressed air, which are synchronized to sound as when the specific installations are functioning, and which are emitted through loudspeakers that are placed so that the sounds are coming from the right directions.

For added visual realism the kelly and the drillpipe are projected in life-size on a screen, enabling the pupil at the control desk to activate and control the rotational and up-and-down movements.

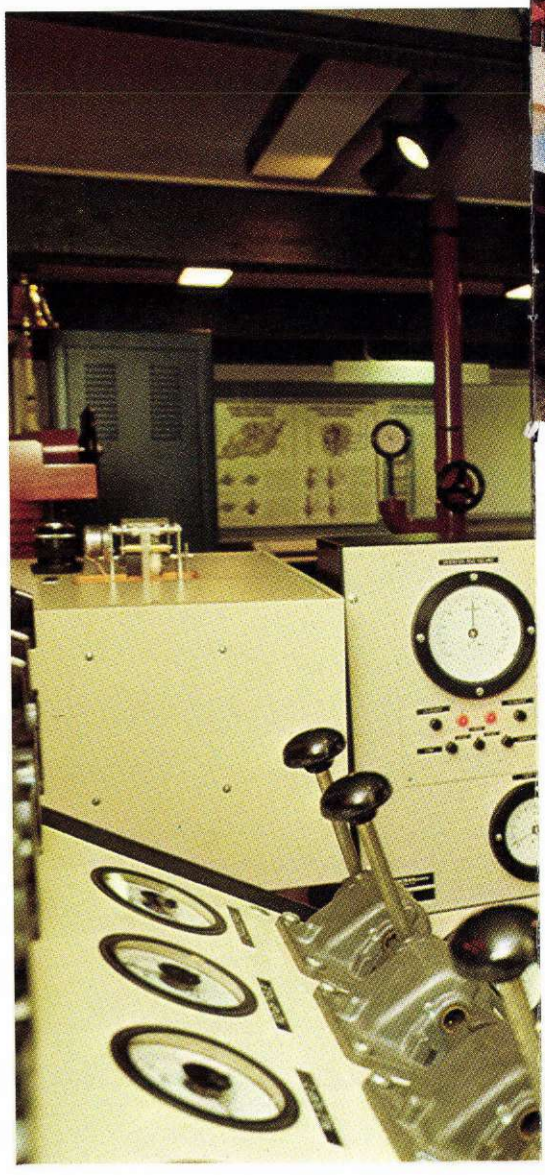
The simulator is computerized, and simulation models aimed at training the pupil in normal as well as more complicated drilling operations are programmed beforehand.

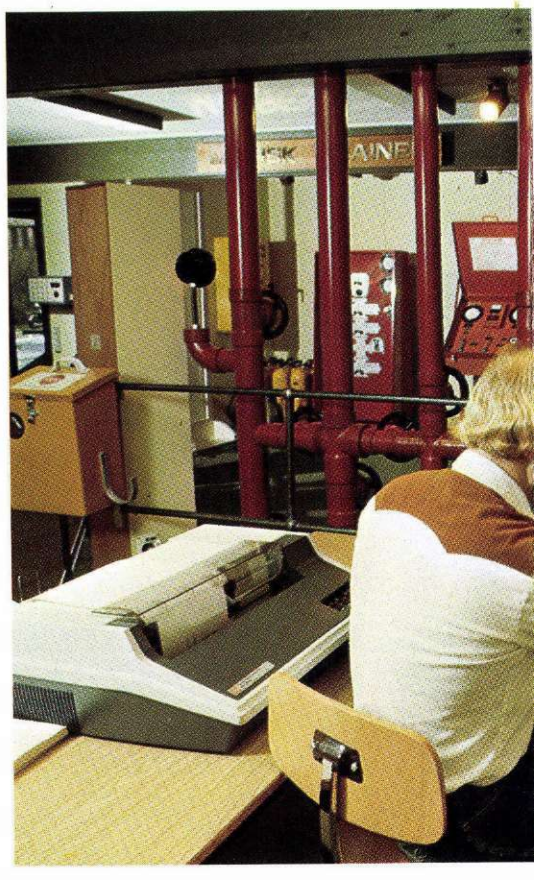
In addition, a number of sequences have been provided which enable the instructor to pre-programme operational events, such as formation pressure increase, lost circulation; and various equipment failures - such as pump failure, valve failure, or a plugged bit nozzle - may be made to occur at any time during the exercise. The design is so simplified that a complete training exercise can be programmed within fifteen minutes. Also, the simulator is so flexible as to allow the instructor at the control desk to check all the factors that influence the exercise, and to 'freeze' the exercise, if desired.

Finally, the entire exercise is registered by the computer, so that after the exercise the instructor is able to demonstrate the mistakes the pupil may have made; mistakes which, during a real drilling operation, may mean production stoppage, wrecked material, environmental damage, and, if it comes to the worst, loss of human life.

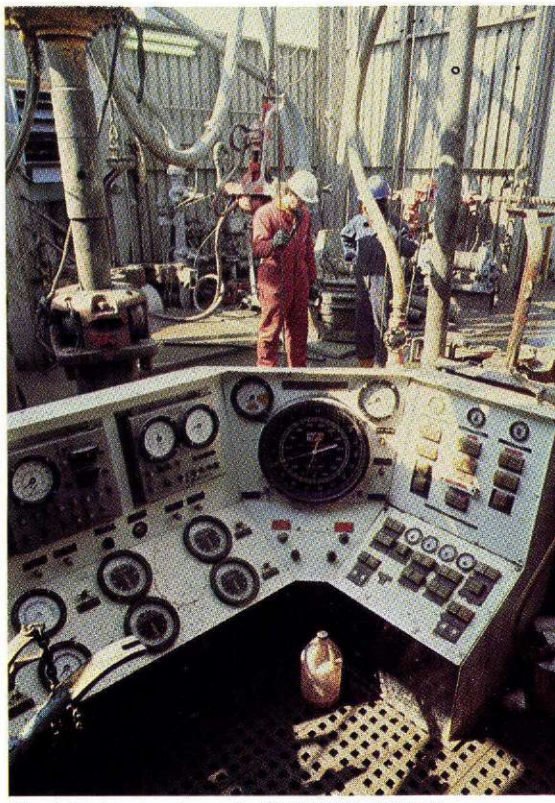
Therefore, it is important that the pupil trains these difficult situations so carefully and so often that he simply gets it in the blood stream, and automatically deals with any situation that may arise in the proper manner.

For, what is the motto in A.P. Møller ships and aeroplanes is also the motto on the drilling rigs: Safety first!

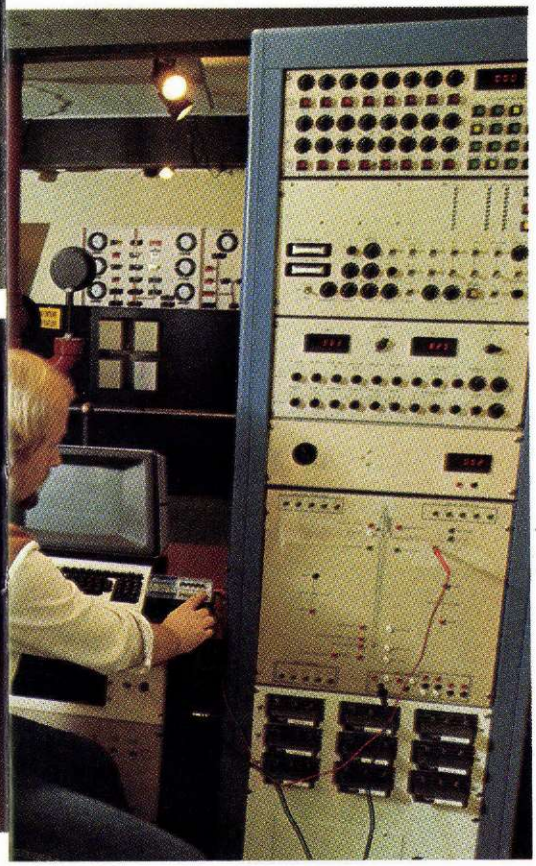


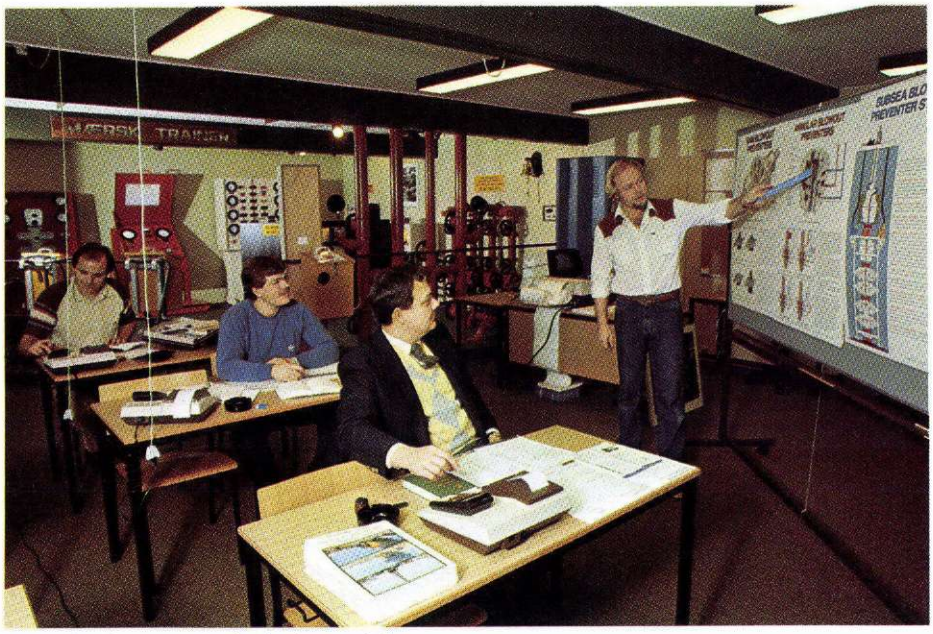


The leader of Mærsk Drilling's training centre, Training Manager Jens Schmidt, at the driller's console of the "MÆRSK TRAINER" in Svendborg.



The driller's console on the "MÆRSK EXPLORER" in the North Sea.





From the classroom. In the background the "MÆRSK TRAINER".

The instructor at the computer, through which he may manage and check the exercise, at the same time checking the 'pupil' at the "MÆRSK TRAINER".

Every change of owners or entry of a new ship is recorded in the Shipping Register, which is a large ledger with one sheet for each ship.

Birth certificates for Danish ships

According to the Merchant Shipping Act a Danish ship must have a Danish home-port. Any Danish locality may be selected as home-port, provided ships are able to call at it. But, has a town any advantage of being selected as home-port? This and many other questions in connection with the registration of ships are answered in detail in this article, written by Mr. Arne Raff LL.B., ships' registrar and chief of the Shipping Register.

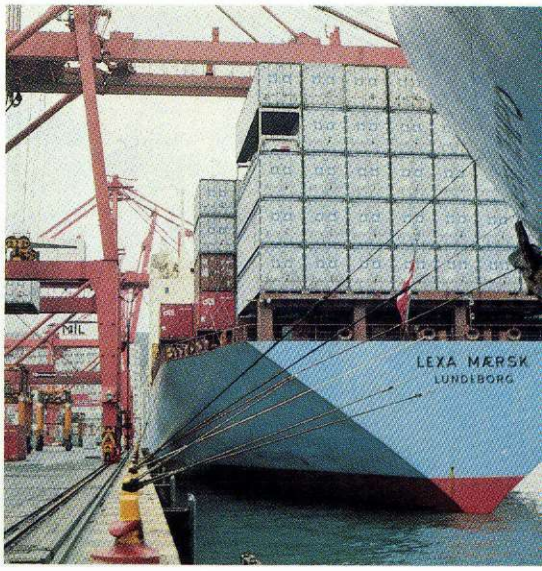
Under the Marine Division of the Danish Department of Trade, which is the supreme administrative authority for the complex of rules pertaining to persons and conditions relating to the sea, there are five institutions each responsible for its own limited field.
These institutions are the Merchant Navy Training Board, the Government Inspection of Ships, the Directorate for Seafarers, the Ice Surveillance Service, and the Shipping Register.
Even though the names themselves of these institutions give a certain indication of their spheres of activity, only a limited number of people are acquainted with the functions looked after by the Shipping Register. The main reason is that it will be chiefly owners of ships who contact this institution; but as many seafarers are nourishing a secret dream of some day possessing a ship, big or small, maybe just a tiny pleasure craft, a few facts should be given here about the activities of the Shipping Register.

Registration office for ships' mortgages
As stated, the Shipping Register is an institution under the Department of Trade, but it is somewhat exceptional compared with the other bodies under the Department and with the Ice Surveillance Service. The Register might be compared with a court registry.
The principal task of the Register is to keep a record of the ownership of Danish vessels, which is done by registering the title deeds of the purchasers.
Few people are in doubt that the acquisition of real property should be followed up by the registration of the transfer deed (the title deed) and of the mortgage deeds which normally pertain to any deal in real property.
Exactly the same thing happens when somebody buys a ship. The Shipping Register is thus a registry office for ships' deeds and mortgages.
Besides serving as a registration office, thus looking after civil law interests (safeguarding the rights of property and the interests of creditors), the Shipping Register also functions as a marine registry. The fact is that a Danish ship is a floating part of Danish territory, wherefore, according to public law, all Danish ships must be registered.

Danish flag - Danish owner
The Merchant Shipping Act stipulates that a ship must have a Danish owner to be able to fly the Danish flag. This is readily understood in the case of ships owned by single persons, but difficulties may arise when the owners are legal entities such as companies or associations of any imaginable kind.
An association is considered to be Danish if it is managed solely by Danish subjects domiciled in this country. A joint shipowning company - joint ownership of a single vessel - is Danish if at least two-thirds of the shares are on Danish hands.
Partnerships are Danish when at least two-thirds of the partners are Danish and domiciled in this country.
The logics regarding Danish ownership suddenly stop, however, when it is a question of joint-stock companies and other companies with limited liabilities. In such cases only the composition of the board counts (two-thirds must be Danish and domiciled in this country); the actual ownership of the joint capital of the company does not count.
With the registration of the ships' deeds, which requires special deed formulae, handed out free of charge by the Shipping Register and district customs offices all over the country, an accompanying, requisite documentation of the owner's Danish citizenship (birth certificate, certificate of registration or the like) must be submitted in the shape of special formulae duly filled in and signed. They are available free of charge.
As a curiosity it might be added that a joint-stock company is taken to be Danish by the Companies Act if the management and half of the board members are domiciled within the EEC, whereas the Merchant Shipping Act stipulates, as mentioned before, that two-thirds of the board members must be Danish and domiciled in this country, in order that the company may own a ship under Danish flag.

Home-port of a ship
The Merchant Shipping Act also requires Danish ships to have its home-port within the realm, and that name as well as home-port shall be stated on the ship.
Regarding ships' names of vessels over 20 tons it must be ensured that no two vessels bear identical names or names that may be orally or visually confused with each other or with the international distress signal MAYDAY. Shipping companies may reserve name systems for themselves, like for example the MÆRSK fleet, thereby securing the sole right to a »family name« for the ships.
Any Danish locality may be selected as home-port provided it has a landing-stage (harbour, jetty or the like), no matter whether the ship which displays its name as her home-port is able to call.
It is not very likely that "LEXA MÆRSK" will call at Lundeborg, "ANNA MÆRSK" at Dragør, or "KARAMA MÆRSK" at Skovshoved.

Disciplinary punishment
The selection of a home-port has practically no legal consequences.
According to the old Seamen's Act of 1952, a disciplinary punishment might be imposed upon seamen if they transgressed any rules on board, and they might in such cases be fined an amount corresponding to seven days' wages. Such amounts were then allotted to the seamen's charitable institution, called »Bombebøssen«, if the fines had been imposed on board ships with Copenhagen as their home-port, whereas similar institutions around the country were allotted amounts stemming from ships with home-ports in each respective area.
During 1963 the »Bombebøssen« in Copenhagen received 92,000 kroner from imposed fines.
The rules about disciplinary fines were abolished with the new Seamen's Act of 1974.



It is not very likely that "LEXA MÆRSK" will call at Lundeborg.

The selection of home-port has no economic consequences for the town or municipality in question.
For sailors the only consequence is that actions may be brought against them in the law court of the particular district in which the home-port is located. This concerns legal matters pertaining to the service on board; ref. §64 of the Seamen's Act.

The birth certificate of the ship
When deeds and other documents have been received in the Shipping Register, they are gone through, and if they are in order, the change of ownership or the entry of a new ship is recorded in the Register, which is a large loose-leaf ledger (one sheet for each ship). Before the document is returned, a photostatic copy of the entire document is made, including the entries of registration, whereupon the photocopy is filed in a special folder (the file), containing all registered details about each registered ship, i.e. deed, mortgages, easements, and possible attachments and distraints.
In connection with the final transaction for a newly registered ship, the Shipping Register makes out a certificate of nationality, which must always be kept on board as a documentation that the registration is in order.
The certificate of nationality is the »birth certificate« of the ship, as it may identify the ship regarding name, home-port, registration letters, tonnage, engine effect, possible port registration number, and information about the master's name and qualifications.
The certificate also entitles the ship to assistance from Danish foreign office representative if this should be needed.

Compulsory registration
The procedure described above applies to the majority of the Danish merchant navy, but for practical reasons certain limitations exist.
The compulsory registration applies to *all ships of 20 tons or more,* though with the exception of warships. Floating docks and the like are not held to be ships, and all non-selfpropelled barges, lighters and similar units are exempted from duties of registration, even though these craft may by principle be held to be ships.
A compulsory registration of nationality also applies to *ships below 20 tons.* They are registered locally by the district customs offices (in Copenhagen by the Shipping Register).
The ships' register comprises
every passenger vessel regardless of size;
every decked cargo vessel regardless of size;
every cargo vessel and every barge of 4 tons or more;
every vessel with a length of 6 metres or more, if it is used for commercial fishing, and finally
every vessel used commercially for the picking up of stones or filling.
The only types of ships that need not or cannot be registered are the pleasure craft.
The registration of nationality in the ships' register, and the right thereby attained to receive a certificate and to sail under Danish flag, is not in itself a registration of ownership with a possibility to have mortgages registered in connection with a sale or the raising of a loan, and all owners of ships with a tonnage of between 5 and 20 tons are entitled to have such ships listed in the Shipping Register.
This provision has been utilized to a very great extent during recent years, as even small pleasure or commercial craft are rarely bought for cash.
Vendors or lenders will normally demand that registered mortgages be provided as security for outstanding debts, and this forces the owners to have their ships listed by the Shipping Register.

Ca 12,000 documents per year
As the national registration of all commercial vessels above a certain size is compulsory, either with the Shipping Register or in the ships' register, a rather exact account of the Danish merchant navy is available. Strangely enough, the ships fall into three almost equally large portions, ca 3,000 registered ships of 20 tons or more, ca 3,000 ships between 5 and 20 tons where an entry in the Shipping Register has been applied for, and ca 3,000 ships under 20 tons registered in the ships' register.
The first two groups, pertaining to the proper ships' register, stand for an annual registration of about 12,000 documents - deeds, mortgages, distraints, changes of home-port, etc.
For part of these documents certain stamp duties are stipulated, amounting to about 25 million kroner annually.
The information about the extent of the work in the Shipping Register covers 1982, and the amount of work has not changed much during the last five years.

It began in 1650
The registration of ships dates very far back. It appears from reports from the customs offices to the superintending customs authorities that around 1650, ships' registers were kept by the customs offices, and the Government Archives contain proper ships' registers going back to about 1800.
By an act of 13th March, 1867, the registration of ships was centralized through the establishment of the »Central Ships' Registering and Measuring Office in Copenhagen«.
The original principles of ships' registration were continued by the Ships' Registration Act of 1st April, 1892, and not till through an act of 29th March, 1957, have they been brought up to date, based on the experience gained by the Judicial Registration Act of 1926.
A harmonizing of these two acts ought to be aimed at as far as possible, which is to say that just now the act on ships' registration should probably be brought up to date as soon as possible, with the amendments that have been made within the registering of deeds during recent years.

Floating oil-boom in central Copenhagen

On 17 December, several Copenhageners popped their eyes open at the sight of a 200-metre floating oil-boom from Roulund's Fabriker, laid out in the Holmen's Canal off Christiansborg in the middle of Copenhagen.

The occasion was that on the previous day, at the 'Industry Building', Roulund's Fabriker had been awarded the 1982 ID prize by the Danish Design Council for outstanding industrial design, or, as it was termed at the handing over, "for having demonstrated their special knowledge of materials and processes to bring forth an outstanding new product, thus improving their competitiveness in Denmark and on the export markets".

The new product in question was Roulund's floating oil-boom, RO-BOOM, which Copenhageners now had an opportunity to watch at close quarters.

The floating oil-boom solves an environmental problem of current interest by sealing off an oil-slick in the sea, making it possible to mop up the oil and prevent serious damage to the marine fauna and pollution of the beaches.

Floating oil-booms are easy to use, and they are so sturdy that they may even stand ramming by a ship, just as they are easy to clean after use. They are produced in modules and delivered in containers, so that they can be carried easily and fast by lorry or plane, being transferred by ship to the locality of the oil-slick.

Floating oil-booms were introduced less than two years ago, and till now more than 10,000 metres have been sold.

The Thurø Twins

On January 17th, Captain Jørgen Lauritz Olesen and Captain Poul Otto Olesen, of Svendborg, celebrated the 25th anniversary of their employment with the A.P. Møller Shipping Companies.

It is unusual for Mærsk Post to make special mention of anniversaries, but this is the question of an unusual anniversary, Jørgen and Poul Olesen being twins. They were born on Thurø on 23 September 1932, and since that day they have trodden the same path, privately as well as professionally.

Identical Interests

They always stuck together as children. And they always agreed. That was a great advantage. Everything is easier if you are two.

They were in the same form at school, and they had the same job in the afternoon and on Sundays. They were errand-boys at a baker's shop, where they served in turns every second day. That was also an advantage. Partly they earned some pocket-money, and partly they took it in turns to have a day off. And the baker was never short of an errand-boy if one of them was taken ill.

Even their pastimes were identical. During their boyhood years they both went in for yachting very eagerly, being tossed on the waves of the Funen archipelago in tiny sailing-boats, built locally by the Thurø yacht-club.

Today, they have another hobby in common. They make canvas embroideries. When you are at sea for long periods, you need something to fill your spare time. It has resulted in many pieces of needlework over the years, such as very beautiful seats for chairs and many artistic works, adorning their walls. They worked with one of the themes at the same time - without one knowing that the other was at it, too. So, even their tastes are similar. There is another example of that, a blue vase which Jørgen Olesen bought while he was living at Esbjerg. A couple of days later, Poul Olesen's wife, Sonja, came from Svendborg to pay a visit. When she observed the vase, she exclaimed: Well, I never...! Poul just bought one like that back home in Svendborg!

Serving at Sea

They both agreed that they would go to sea once they had finished school. Not so strange, after all. Their father served as an A.B. with A.P. Møller during and after World War II. In addition, they had two uncles who were at sea, and, apparently, the taste for the sea was inherited. Today, Jørgen Olesen has a son who served as an engine cadet with A.P. Møller, and who is now an engine officer. And his daughter has served as a stewardess in one of the A.P. Møller A ships.

The two brothers put to sea within a month of each other. That was in 1947. They were only fourteen then, and they started as messroom-boy and cabin-boy, respectively. They went on as junior seamen, ordinary seamen, able seamen, until they performed their military service in the navy 1953-54. Even here they went together. Though they did not serve on board the same torpedo-boat, they were in the same squadron, and they were together when on land.

After being demobilized they began their sail training-ship period, and in 1956, they joined the Svendborg School of Navigation.

On 27 June 1957, they both passed their finals as navigation officers, and on 17 January 1957, they took their master's certificate. The very same day they joined the A.P. Møller Shipping Companies and put to sea as 3rd officers, as it was then called. In 1959, they were promoted 2nd officers, and in 1962, chief officers. They both served in general-cargo ships and tankers until, in 1976, they were promoted to the rank of master, and given the command of A.P. Møller's first two supplyships, "MÆRSK SUPPLIER" and "MÆRSK FEEDER", both based at Esbjerg.

After close to three years' service in the North Sea they returned to the tanker fleet. They served as relief masters of R-type ships until 1977, when Jørgen Olesen was appointed master of "KARAMA MÆRSK" and Poul Olesen of "KAREN MÆRSK" - two of the largest A.P. Møller ships. In 1982, they were transferred to the product-carriers, and according to the plans they will take over the next two D-type product-carriers - sister ships of "DIRCH MÆRSK" - which are expected to join the A.P. Møller tanker fleet, respectively, in June and October this year.

So, they still tread the same path.

A funny detail in connection with their promotions in A.P. Møller is the fact that Jørgen Olesen has always been first. He was also employed first back in 1947. And he was married first. Pure coincidence - and yet. After all, he was born first!

Interchanged Identities

Though they have been sailing for 36 years, they have never sailed together. But they have often met around the world - particularly during the period when they were deck officers in general-cargo vessels of the Philippine service, as it was then called. Mistakes of identity were frequent. For instance, at Keelung where they passed each other in the harbour fairway. Poul Olesen was leaving, and Jørgen Olesen was entering. The Chinese stevedores looked perplexed at Jørgen Olesen when his ship had come alongside the very same quay which Poul Olesen had just left. They simply could not grasp it. They had just seen him depart, and now he was back! Jørgen Olesen enjoyed their bewilderment and carried the joke a bit further before he explained to the stevedore foreman how it came about.

A similar thing happened at Esbjerg. Jørgen Olesen had been sailing in the supplyships for a few months when Poul Olesen was sent over. He was sitting in his ship one morning when the agent came on board. He said good-morning and had a good look at Poul Olesen. Then he asked: "Have you got mumps?"

No. Poul Olesen did not think so. But the agent just sat there talking of mumps. Poul Olesen said nothing, realizing that the agent was mistaking him for his brother. He would like to see how far it worked. Not till when the agent was about to leave, did the chief engineer tell him: "You know, it is not the Olesen you usually talk to. This is his twin brother."

The agent became so embarrassed that he almost dashed up the stairs and on land. Only late in the evening did he come back. - I am so sorry, he said to Poul Olesen. - I did not know.

Poul Olesen told him not to take it too seriously. He was used to it. He also knew that his face was a bit more rounded than his brother's. That was why the agent thought he had mumps.

Already at school it was hard to tell the difference. One of their teachers never got round to it. He always called them the Olesen brothers, and when he wanted to call one of them in class, he pointed and said: *"Hey, that Olesen!"*

Those incidents have been plentiful over the years. They are becoming rare now that Poul Olesen has grown a beard.

– It is easier now to tell one of us from the other, he says. - But then again people find it hard to remember who is called what. So, we really are not much better off.

Beard or no beard... the Thurø twins will always be like each other - in private as well as in service.

Maersk Line, Baltimore, awarded a trophy

Maersk Line Agency-Baltimore regularly participates in the Maritime Softball League, and finished the 1982 season with the teams best record to date. The final record was 17 wins and only 6 losses, which resulted in the Baltimore agency team being tied for 1st place. Advancing to the playoffs, it was not until the second round which resulted in the team's elimination in the final race for the championship. Pictured from left to right: Bottom Row: G. Oakjones, E. Seal, C. Colgan, N. Colgan, B. Colgan. Middle Row: G. Bakalich (Manager), P. Wozniak, D. Wozniak, M. Brigerman, J. Hosky, L. Seal, G. Helm, S. Drocella, F. Fonte. Back Row: B. Wozniak, R. Wozniak, S. Christensen (A.P. Møller trainee), J. Folio, E. Peach.

Gregory Bakalich
Maersk Line Agency
Baltimore

Father Christmas visited "ANNA MÆRSK"

Six-year-old Christian, accompanying his father, Chief Officer B.B. Kristensen, together with his mother, was very worried, when Christmas was drawing near, that Father Christmas might not be able to locate "ANNA MÆRSK", en route from Tokyo to Long Beach, in the open sea. As appears from the photos he succeeded.

About 8 o'clock on Christmas Eve the 'landing lights' were lit and the ship's typhoon was sounded to guide Father Christmas, and shortly afterwards he 'touched down' in his bluepainted charter-plane from Maersk Air. Once Christian had assured him that he had been a good boy during the past year, Christmas presents were handed out, whereupon Father Christmas 'took off' again.

For Christian this became a Christmas he will probably never forget.

Maersk Line in the "middle of nowhere Norway"

Personal friends of mine toured Scandinavia this last summer, and in the small town of Flamm, Norway, met two men from Singapore walking on the road.

My friends are familiar with the Maersk Line logo and were surprised to see the men in the "middle of nowhere Norway" wearing a Maersk Line cap. My friends "had to take their picture" for me.

My friends do not know if the men are Maersk Line employees, however, here is the photograph.

B.T. Street
Maersk Line Agency
Chicago

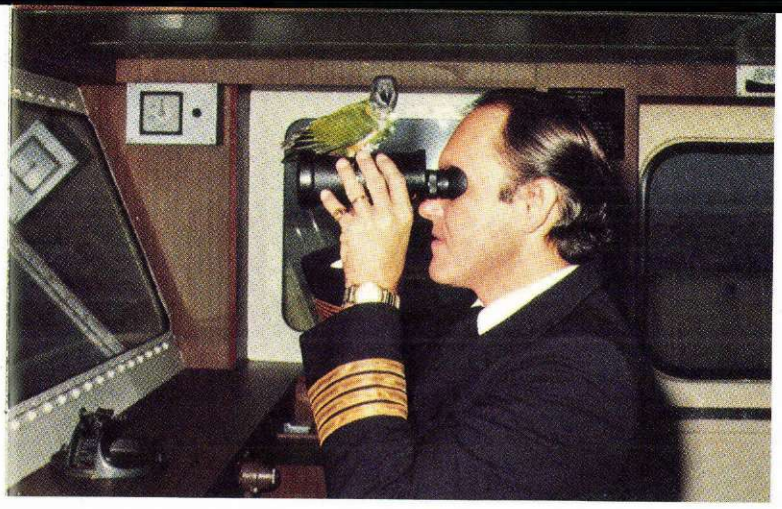
Christmas trees to Hong Kong

A traditional British Christmas has been made possible for 474 families in Hong Kong thanks to a 20-foot reefer container of Picea Abies from the Yattendon Estate, shipped for Blakedown (Hong Kong) Ltd. by Maersk Line. This variety of tree is not found in the Far East, and to ensure that the trees arrived in tip-top condition after their 27-day voyage, they were kept at a constant 2° Centrigrade, as well as being treated to minimise needle drop.

It is the first time Blakedown has shipped Christmas trees to the Far East, and a fast, reliable Maersk Line transit was vital. If the venture proves successful, Blakedown is hoping for bigger and better things next year.

The Christmas trees were loaded on the "ALVA MÆRSK", and the photo shows unstuffing of the container in the New Territories.

Steen Withen Nielsen



Parrot as passenger

Joey, a 21-year-old Senegal parrot, had a New Year's trip around the world with Maersk Line.

Joey, who was returning from Hong Kong to his owner's retirement home in Scarborough, is a seasoned traveller, and has made the round trip four times before.

Joey was not containerized for this voyage; in fact, none of Maersk Line's wide range of container equipment proved ideal for this 'light lift' cargo.

He spent the three weeks voyage in his cage with Captain Solmer, master of the "ARNOLD MÆRSK".

Captain Solmer said that Joey had been a good passenger, and continued, 'we are used to carrying cargoes that have never been moved by container vessel before, but this was our first parrot.'

Girl triumphed

At the Odense Steel Shipyard about 160 male apprentices were recently outdistanced when, for the first time, the Yard selected a girl as the apprentice of the year.

It was 22-year-old Conni Pedersen, who is just now completing her training as a shipbuilder. She is among the first four or five girls in Denmark carrying through an apprenticeship in this trade. The urge to become a shipbuilder was inherited from her father, who is also a shipbuilder at the Yard.

At the New Year reception of the Yard she was cheered by representatives of all staff sections, and a ship's clock and barometer with inscription was handed to her as a memento by Yard Manager Troels Dilling.

Rounding up...

London buses in Japan

Now, more than ten units of the famous London double-decker buses are spending their second life in Japan; five of them were carried by three Maersk Line container vessels and unloaded at Kobe and Tokyo ports from August through October 1982.

In Japan, traffic restrictions regarding the height of vehicles are rather severe with a view to city structure, and it has so far been difficult to let an idea of manufacturing and running double-deckers materialise.

A London double-decker appeared in Japan for the first time as one of the entertainments in a "British Week" fair held in 1965, the year after the Tokyo Olympic Games took place.

Three similar double-deckers are now in operation in a regular bus service, connecting two amusement quarters in downtown Tokyo in an attempt to make the shopping centre and the tourist spots of the area flourish; this service is the first and only one of its kind in Japan.

The double-deckers were manufactured in West Germany, fitted to road conditions in Japan, and they have become so much more popular than expected as to have lots of fans waiting in a long queue for a ride over the weekend.

However, London double-deckers are not authorized to travel in Japan because of their height. Therefore, we tried to trace the purpose for which they have been imported into Japan, selecting three double-deckers, and finding that the first one is on display near a restaurant in Osaka, attracting customers, the second one is at the entrance to the Izu Hakone National Park in a private sporting car museum; and the third one is by the coffee house run by the owner of the said museum. Thus, they are spending their second life holding the public eye.

S. Osano
Maersk Line K.K. Tokyo

Personalia

ESPLANADEN


1


2

25 Years Anniversary

1. Kai Bachmann Jørgensen
   1 April
2. John Guldbrandsen
   19 May

THE FLEET


1


2


3


4


5


6


7


8


9


10

25 Years Anniversary

1. Chief Engineer Flemming Groth
   1 March
2. Captain Hans Erling Andreasen
   8 April
3. Chief Engineer Kurt Tommy Jørgensen
   11 April
4. Captain Erik Valdemar Christiansen
   28 April
5. Chief Engineer Kjeld Bidstrup
   30 April
6. Chief Engineer Niels Ryom
   30 April

Retiring

7. Captain Aksel Jensen
   28 February
8. Repair Engineer Kai Breininger
   31 March
9. Captain Arne Thorup Thomsen
   30 April
10. Chief Engineer Knud Andersen
    31 May

THE YARD


1


2


3


4


5


6


7


9


10

25 Years Anniversary

1. Hans Ejvind Andersen
   11 March
2. Poul Fl. Hansen
   1 April
3. Anders Jørgen Nielsen
   8 April
4. Jørgen A. Hald
   9 April
5. Carl Erik Duus
   22 April
6. Jørgen Frank Petersen
   22 April
7. Carsten U. W. Rasmussen
   28 April
8. Bendt Preben Jensen
   6 May
9. Erik Madsen
   6 May
10. Peter Andresen Brandt
    27 May

BUKH

1

40 Years Anniversary

1. Eigil Jensen
   15 April

ROULUND

1

25 Years Anniversary

1. Holger H. Kristiansen
   19 May

ORGANIZATIONS ABROAD

1

2

3

4

25 Years Anniversary

1. F. Samunady, Jakarta
   1 February
2. A. Mito, Osaka
   1 April
3. A. Namba, Osaka
   1 April
4. Y. Higashimoto, Osaka
   1 April

Obituary

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

Able Seaman Lau Chun Wa
ex m.s. "ELEO MÆRSK"
19 November

Gunnar Jørgensen
DISA (Herlev)
10 December

Knud Rasmussen
DISA (Herlev)
13 December

2nd Engineer Willy B. Hallengreen Larsen
ex m.t. "HENNING MÆRSK"
2 January

Captain Christian M. Mebæk
9 January

Frede Christensen
Maersk Air
1 February

New local correspondent

With this issue of MÆRSK POST, Mrs. Ann Thornton has assumed the task as local correspondent for the United Kingdom after Steen Withen Nielsen, who will transfer to Jakarta.

We bid welcome to Mrs. Ann Thornton, at the same time thanking Steen Withen Nielsen for his efforts during the past four years.

MÆRSK

A.P. Møller's newest and so far largest product-carrier, ''DIRCH MÆRSK'', during her trials in the Kattegat.