

MÆRSK POST

3/1983



MÆRSK POST

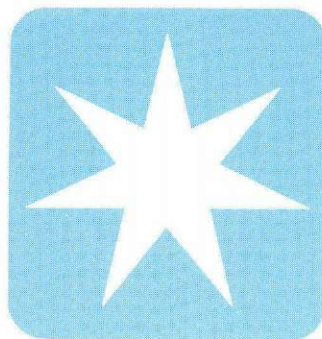
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In 1975 the "ADRIAN MÆRSK" became the first proper container vessel to operate on the US-Far East Line. Since then she has been joined by eight sister ships.

These vessels were expected to be efficient, fast, and reliable. They fulfilled expectations and have been in continuous operation ever since.

In 1978 we decided to add a section to our nine A-container vessels so that we would be able to react to changes in the market. One condition of the agreement was that no ship should be idle for more than three weeks. Few shipyards could meet these terms. One of them though was the Hitachi-owned Innoshima Shipyard near Hiroshima. They carried out the alterations according to a schedule worked out by the Company and the Shipyard to ensure that service to our customers on the US-Far East Line suffered no disruptions.

Since then, the larger L-container vessels have to some extent replaced the A-ships which now operate on the US-Middle East and the Europe-Far East Lines. They continue to do a good job.

In 1981 we considered replacing the turbine engines in the four A-ships on the Europe-Far East Line with diesel engines and adding to them yet another section. This would bring down bunkering costs and reduce fuel consumption.

After careful consideration we decided to implement this re-building programme. In June of this year the Hitachi Innoshima Shipyard started work on the project; it is expected to take two months to re-build each vessel. The "ARTHUR MÆRSK" left the Shipyard on 22 August, as the first of the re-built ships, and it was put into service immediately between the Far East and Europe. Reconstruction of the remaining three ships will be completed by May, 1984.

We have had good results from the "ARTHUR MÆRSK", and we have decided also to re-build the other five A-ships. For years to come the Company will then benefit from the service of the nine container vessels, which have already pulled their weight for the past eight years to ensure that the Mærsk fleet has expanded its container activities. A sensible and successful project - but far from inexpensive.

This issue of MÆRSK POST includes the account of a misadventure at the Steuart Tower building which houses the offices of Maersk Line, San Francisco. The misadventure meant that the staff were barred from their offices for nearly two weeks.

Temporary office facilities were resolutely set up at Shippers Imperial in Oakland and at Pacific Westbound Conference in the centre of San Francisco. Excellent work by the staff ensured that Maersk Line conducted business as usual and even managed to handle an exceptionally large amount of cargo in spite of the cramped and often primitive conditions.

We were pleased to see that the Company's staff were not paralysed by a serious misadventure, but it gives us occasion to stop and think. Other offices may be hit by such accidents and it would be wise, therefore, to take this possibility into consideration and to make the necessary provisions to meet a similar emergency.

MÆRSK MC-KINNEY MØLLER

Queen Ingrid was greeted by children and adults waving Danish flags on the crowded fittingout quay.



Queen Ingrid together with Shipowner and Mrs. Mærsk Mc-Kinney Møller, and Mr. Troels Dilling, Managing Director of the Yard.



Queen Ingrid meet the officers of the ship.

Her Majesty Queen Ingrid names the third "REGINA MÆRSK"

On Saturday, September 3, Her Majesty Queen Ingrid did the Company and the Yard the great honour of naming the "REGINA MÆRSK" at Odense Steel Shipyard. This is the third ship built at the Yard for A. P. Møller to which Queen Ingrid has given the name "REGINA MÆRSK".

The first christening took place on November 27, 1954. Queen Ingrid named a tanker of 26,822 tons deadweight - the largest vessel in the Danish merchant navy at the time and the first ship of the MÆRSK fleet to have a light blue hull. Previously all hulls had been painted grey.

A. P. Møller's first supertanker was named the "REGINA MÆRSK" on June 15, 1971. Being of 284,000 tons deadweight it was the largest vessel ever built in Europe.

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





The most recent "REGINA MÆRSK" is the first of a series of four sophisticated containerships. It is an elongated version of the first L-ships, similar to the "LUMA MÆRSK".

The "REGINA MÆRSK" is of 43,000 tons deadweight, with a container capacity of about 2,500 TEU. The ship is a 241 metres long and 32 metres wide. It is fitted with a B&W diesel engine of the new fuel-saving type, which develops 47,000 HP.

The "REGINA MÆRSK" was handed over on September 19 and subsequently she sailed for the East Coast of America to join the Maersk Line service between the USA and the Far East.

Master of the ship is Captain Karl Nielsen. Sven Høi Jacobsen is chief engineer, Kristian Sørensen is chief officer, and Steigrim vid Stein is chief purser.

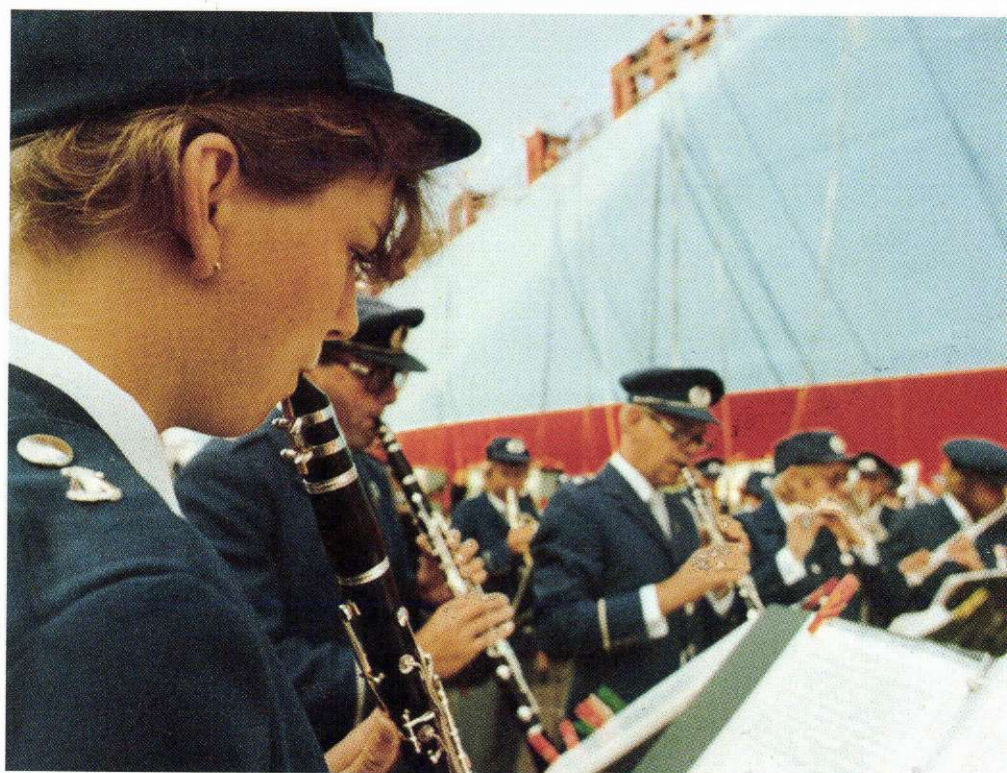
The ship has a crew of 21.

4,000 Guests

In connection with the launching, the Yard had invited all employees and their families to an "Open House" arrangement, so when Queen Ingrid arrived she was greeted by children and adults waving Danish flags on the crowded fittingout quay.

After the launching all the "Open House" guests were served refreshments and then were invited on board the "REGINA MÆRSK". As you can see from the pictures, the ship soon became very crowded indeed.

At 4.30 p.m. the Yard closed its gates and calculated the total number of guests: nearly 4,000.

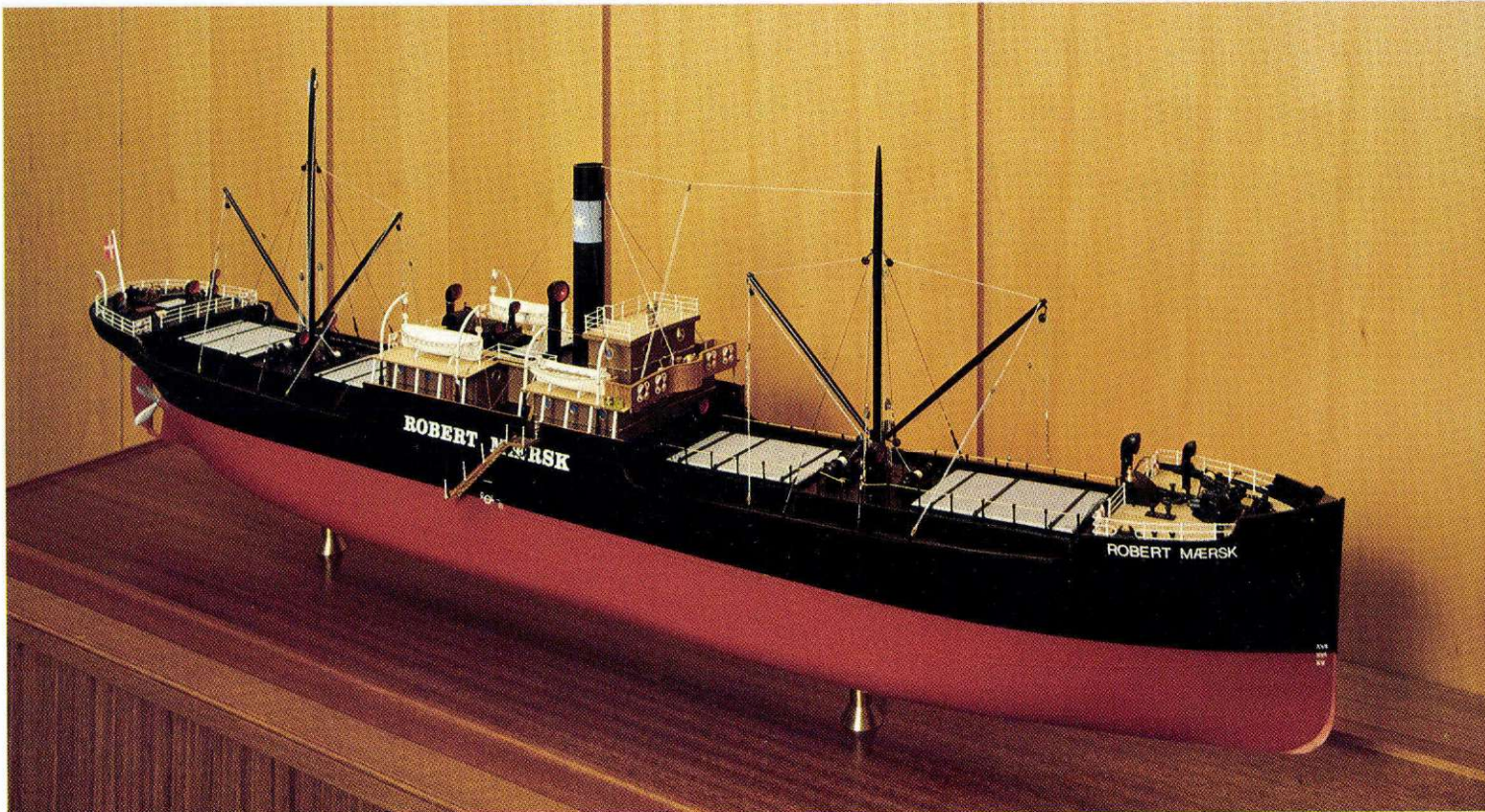


A tribute from the staff

On his 70th birthday Mr. Mærsk McKinney Møller was presented with a gift from the members of staff at Esplanaden, the overseas offices, and affiliated companies. The gift consisted of a painting by Julius Friedländer (Danish painter, 1810-1861): "The Sailor's Farewell" showing the Custom House Quay, and a water colour by the Danish artist Martinus Rørbye (1803-1848): "View from the Parthenon Including a Greek Smoking his Pipe". The photograph shows Mr. Møller with Mr. Torben Lynge (left), Miss Kamma Rasmussen, and Mr. Niels Pries, who presented the gift on behalf of the staff.

In May, 1920, s.s. "ROBERT MÆRSK" of 2,200 tons deadweight, the first ship to be built at Odense Steel Shipyard, was handed over to A. P. Møller. This beautiful model of the "ROBERT MÆRSK" is a gift from the staff at Odense Steel Shipyard and is on display at Esplanaden. The drawing and papers concerning the "ROBERT MÆRSK", bound in Mærsk-blue leather, were presented with the model.

Mr. Møller was also very gratified to receive gifts from other affiliated companies and business associates.





New vessel: "DORTHE MÆRSK"



The sponsor, Mrs. Lisbeth Schlüter, is shown around the new ship by Captain Jørgen L. Olesen.

Saturday 4 June at Odense Steel Shipyard marked the naming of the second in a series of three advanced product-tankers of 98,200 tons deadweight, ordered for A.P. Møller. The ship was named "DORTHE MÆRSK" and the sponsor was Mrs. Lisbeth Schlüter, wife of the Prime Minister, Poul Schlüter. Like "DIRCH MÆRSK", described in Mærsk Post no. 1/1983, "DORTHE MÆRSK" is constructed to carry both refined products and crude oil, separately or at the same time. The cargo-tank section consists of 16 separate tanks, specially treated to facilitate cleaning, for example when changing from crude to refined products or from one refined product to another. Additionally, the pipe system is constructed so that, via four cargo pumps, four different products can be loaded or discharged simultaneously. The total cargo tank capacity is 102,750 m³. Other 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

The main engine is the latest version of B&W's fuel-saving diesel engine which, with a total continuous output of 14,600 BHP, gives a service speed of over 14 knots.

After delivery, which took place on 21 June, "DORTHE MÆRSK" set course for Ras Tanura in the Arabian Gulf to load naphtha for Japan.

The master of "DORTHE MÆRSK" is captain Jørgen L. Olesen and Ib Petersen Plet is chief engineer. Ole Bang Poulsen Nielsen is chief officer and Aage Frederik Matz chief steward.

There is a crew of 21.

The MÆRSK-stars multiply in Britain

Nowadays, no-one at the London office stands up and cheers at the sight of a truck with a Mærsk-container crossing Southwark Bridge, even though it passes by The Maersk Company's windows by the Thames.

But it was quite different a year ago, when each container gave rise to celebration. Although the organization had been agents for a number of Maersk Line services, an actual cargo booking to and from Great Britain was a rarity. Incredibly, Maersk had no U.K. cargo rights at all on the most natural route between Europe and The Far East.

Things changed, however, with Maersk Line's 1982 agreement with the Far Eastern Freight Conference, which involved servicing Great Britain. In order to carry this out, the Maersk Company built up a new liner department, Maersk Line U.K.

As the English market is among the largest within European traffic, the Maersk Company had to set up regional offices at Leeds and Birmingham, and harbour offices at Hull and Grays. Additionally, Liverpool, Manchester and Newcastle each has a permanent representative reporting to Leeds. All activities are co-ordinated in London, where there is also a sales office covering the south of England.

Even though the MÆRSK flag was being raised in many corners of Britain in 1982 and 1983, it remains an unfamiliar one to most customers and suppliers. Outside shipping circles, Maersk is virtually an unknown quantity - at the moment.

Not that anyone is hostile. The Maersk Line's representatives are always received with well-known British courtesy. But as the market is extremely conservative, it takes the shipper a long time to make a decision for a "trial shipment" with the new service.

Not only are British shipping lines both competent and well established on the home market, but competition from outsiders is considerable. So it's very encouraging that a number of the largest companies in Britain are already regular customers of Maersk Line U.K.

Cargo from the Continent is transported to Britain on feeder vessels and distributed through a southerly port in London (Grays) and a northerly one at Hull. Cargo from Britain goes via Bremerhaven and Rotterdam to The Far East on Maersk Line's large, high-speed container vessels.

The three main criteria stated by British ship-



The head office in London is right beside the Thames in Black Swan House, Kennet Wharf Lane, Upper Thames Street. This is a view from the Mærsk-blue Southwark Bridge, showing to dome of St. Paul's Cathedral in the background.

pers for using the Maersk Line are fast transit time, strict adherence to schedule and efficient documentation.

But Maersk activity in Britain is by no means limited to liner traffic. Since 1971, the Maersk Company Limited have been operating an independent, self-contained shipping company, originally with bulk carriers, which have now all been sold, and more recently with offshore vessels and tankers.

The Maersk Company now own and operate a total of 16 vessels; this will rise to 17 when they take delivery of another newbuilding from Dannebrog Shipyard in Århus.

Specifically, the present vessels comprise four supply vessels, two anchor-handling tugs, six large A-H fire-fighting tugs, a combined diving/rapid intervention vessel, two tankers and a product-carrier. The newbuilding is one of the world's most advanced offshore vessels.

It's worth pointing out that over half the fleet has been built in Danish yards; the Odense Steel Shipyard, in particular, has reason to be pleased with its customer's success. Other ships in the fleet have been constructed in Holland, Norway and Korea.

The Maersk Company has followed the careful policy of long charter-parties for most of its vessels, a policy which has really paid off in the rapidly falling offshore market. Even so, with more ships arriving on the open market and with increasing competition, particularly from Norway, Maersk are being forced to accept substantially lower freight rates to keep all units operational.

Following substantial growth in recent years, the shipping company can today muster around 425 employees on land and at sea. Although company management is based in London. Scottish representatives are to be found in both Aberdeen and Peterhead, regular ports-of-call for most of the vessels. Ever since its founding in 1951, the Maersk Company has been involved in broking; today, it also has a chartering department and a bunker purchase department.

The company is also the owner of Britship Limited, a ship management company, and are joint-owners with Maersk Air of Maersk Air Travel Agency in London.

All these activities have produced more MÆRSK-stars in Britain and, consequently a need for more staff.

At the present time, the Maersk Company and its subsidiaries have a total staff of around 550.



The London office with the Commercial and the Technical Departments.

The latest addition to the Maersk Company's fleet, the 58,900 tdw product-carrier "MAERSK ASCENSION", which was taken over on 13 July in Portsmouth and immediately went on long-term charter to the British Ministry of Defence.



The Leeds office, Enterprise House, St. Paul's Street.



The Birmingham office, Neville House, Hagley Road.



The Hull office, Queen Elizabeth Dock.



The Grays office, Bruce's Wharf.



The Peterhead office, South Bay Marines Base, Scotland.

A-ships grow with the job

In 1978, nine of the Company's container vessels - the so-called A-ships - were lengthened by 40 feet.

It has now been decided to lengthen four of them by a further 40 feet and, at the same time, to replace the turbine engine with a diesel engine. A major re-building project carried out in record time.

In 1981, as a result of high bunkering costs, it was found advantageous to carry out a major re-building of the four A-ships on the Europe-Far East Line; to replace the turbine engines with diesel engines and, at the same time, to lengthen the vessels to give a further 40 foot container section and increase the reefer-container capacity from 94 to 150. Naturally, the final decision on such a re-building could not be made before careful costing and a detailed study of the fundamental aspects of structural strength, vibration and sound level.

A number of alternatives, and their respective costs, were studied and test models were used to check factors such as speed and current velocity.

Tenders

The next step was to invite tenders from different shipyards, and to present them with very specific scheduling criteria: Each re-building was to be executed within about two months; 62 days for re-building of the first ship, and 55, 58 and 56 days respectively for the subsequent three vessels.

These criteria could be met by the Hitachi organization, and the Hitachi Innoshima yard was eventually selected after lengthy negotiations.

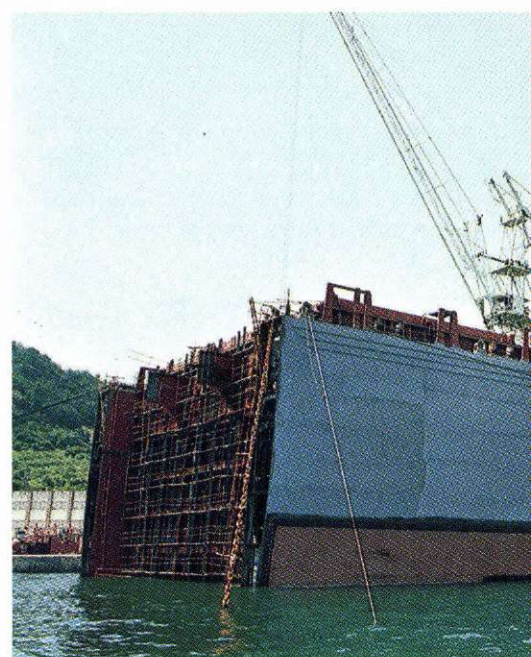
Hitachi Innoshima had the advantage of knowing the A-ships already, having carried out a 40-foot lengthening of all nine vessels in 1978.

For the main engine, a Hitachi-B&W motor was chosen, type 10L90GB, developing 45,800 BHP at 97 revs./min. Additionally, three six-cylinder Daihatsu auxiliary engines type 6D626A are to be installed, each connected to a Nishishiba 60 Hz water-cooled generator with a capacity of 1,000 kW (450 volts - 720 revs./min.); together with a Shinkokinzo turbo-generator which runs a Nishishiba 60 Hz water-cooled generator with a capacity of 1,100 kW (450 volts - 3,600 revs./min.). In addition to the auxiliary engines, there is a gas turbine emergency generator which will start automatically in the event of a "black-out" on the main switchboards and supplies power for emergency lighting, navigation lights, emergency fire pump, and one of the steering-gear pumps.

A great deal of calculation work was done on vibration and noise, which the Company strove to keep to the same levels as before the re-building.

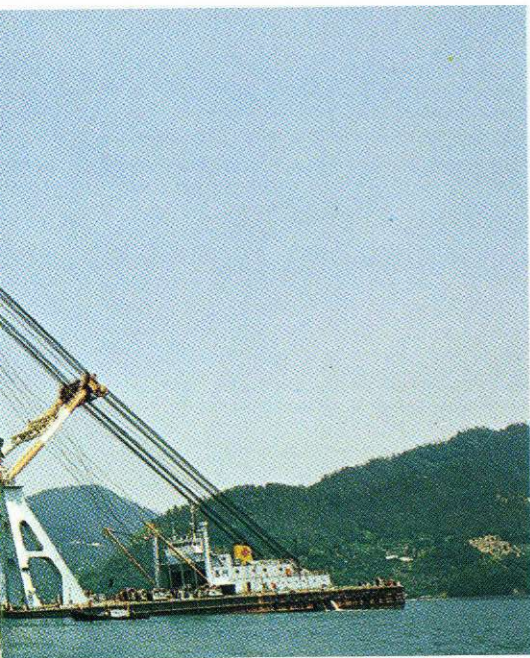
The necessary planning for the mechanics of

Moving of the deck-house



BY L. O. JOHANSEN

Cutting



lengthening and re-building was carried out by the shipyard. To save time, it was decided to construct a complete, new stern section in advance, so that it lay ready, equipped with all vital machinery, when the first A-ship arrived. This was the first stage.

The second stage involved moving the entire deck-house in a single lift operation from the existing A-ship to the new stern section. After this, the A-ship was to be docked, ready to be cut through and welded to the new stern section.

The four ships chosen for re-building were all built by Blohm + Voss in Hamburg.

The re-building

The t.s. "ARTHUR MÆRSK" was the first vessel to be re-built. Immediately on its arrival at Hitachi Innoshima, the yard went ahead with the precise marking for the cut-through. The deck-house was to be detached 800 millimetres below the main deck, thereby creating a cofferdam when the deck-house was lowered onto the main deck of the new stern section. This cofferdam was where all the piping and electric cables were to be assembled at a later stage. Work began on cutting the many pipes and cables running from the engine room to the bridge and deck-house. At the same time, in order to reduce the weight of the deck-house, yard personnel removed the funnel, all installations in the engine casing, the radar mast, the antennas, the gas turbines and the lifeboats.

The new stern section, m.s. "ARTHUR MÆRSK", stabilised by two large floaters welded onto each side, left dock on 19 June and was moored astern of t.s. "ARTHUR MÆRSK". During the next day, the deck-house was moved with the help of a floating crane with a maximum lifting capacity of 1,300 tons. The calculated weight of the deck-house, 1,240 tons, proved very accurate: when the indicator on the crane registered 1,245 tons, the deck-house lifted slightly by 100 millimetres; it was to stay in this position for an hour as a safety precaution. After this, it was lifted up, over to the new stern section, and put into position. It was another remarkable example of Japanese precision that the whole operation was carried out smoothly in less than six hours.

The next day - 1 July - the t.s. "ARTHUR MÆRSK" was docked for cutting and dismounting of the fin stabilizers, which were to be transferred to the m.s. "ARTHUR

MÆRSK". Just like before, a large floater was welded to each side of the stern section. The cutting was naturally carried out with great care and then the front section was ballasted so that it remained on the keel blocks when water was let into the dock. After this, the stern section of t.s. "ARTHUR MÆRSK" was towed out of the dock and the new stern section was towed in. The next step was a crucial levelling operation, so that the dock could be emptied of water and the welding begun. Extra longitudinal reinforcements were welded on the top of the tanks in the cargo holds, at the sides of the adjoining tanks in three of the cargo holds, and on the main deck and sides of the vessel. The weight of steel used in these re-inforcements totalled 140 tons. After the m.s. "ARTHUR MÆRSK" left dock on 21 July, all engine and systems were given a thorough testing.

At the same time as the re-building, all the repair and maintenance work carried out during *any* stay in dock were performed as usual; not to mention the considerable work involved in the up-dating of design and instructional material and the drawing-up of new certificates.

Result

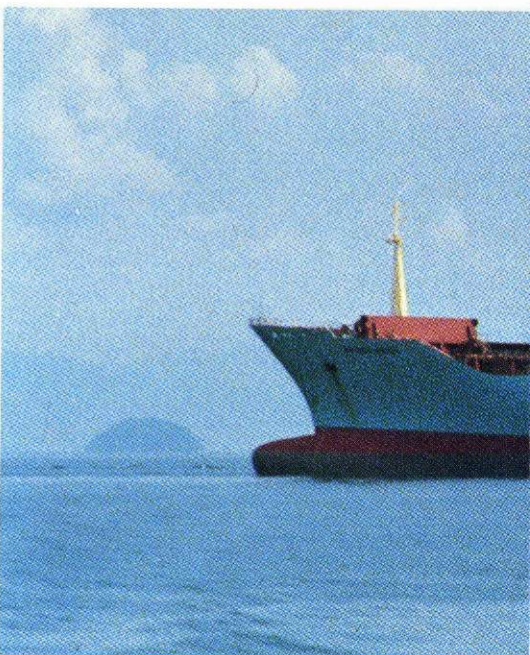
The tests carried out were just as stringent as those for a newbuilding: speed and manoeuvring trials, measurement of vibration and noise levels, and fuel consumption. Results came very close to calculations made during the model tests; indeed, vibration and noise level were very satisfactory, while speed was slightly better than predicted.

The shouts of enthusiasm (in Danish and Japanese) were therefore understandable when the A.P. Møller Company formally took delivery of m.s. "ARTHUR MÆRSK" from Hitachi Innoshima on 22 August at 13.15 hours. And just 45 minutes later, the m.s. "ARTHUR MÆRSK" set sail on active service again.

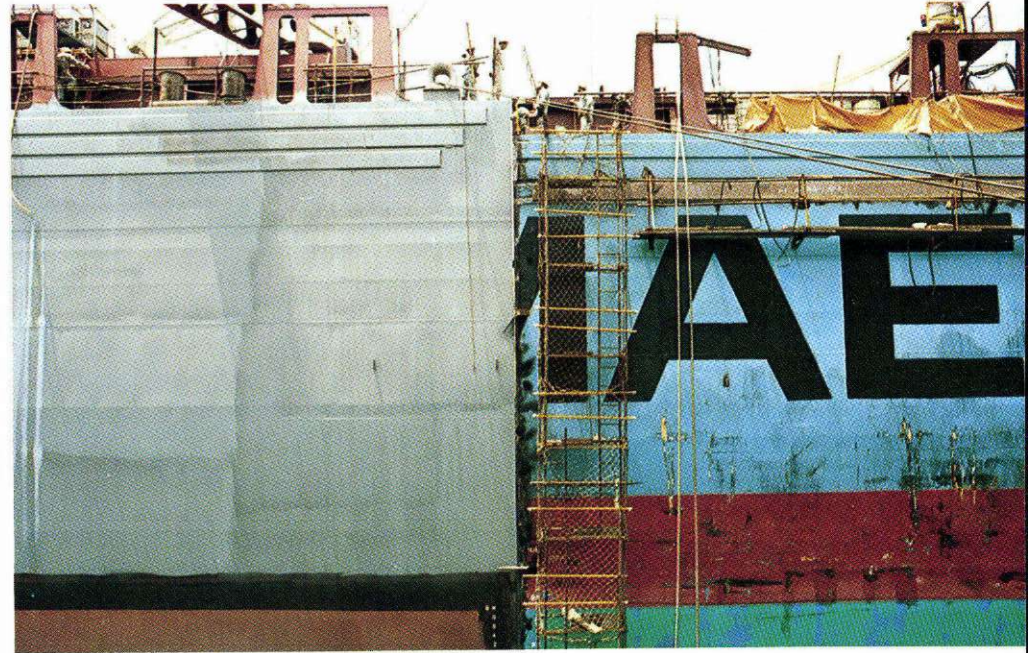
The Hitachi organization can be proud of their professionalism; especially as the work was carried out in half the time normally calculated with for this type of project.

Work on the re-building of the next A-ship is already pushing ahead - the vessel being the "ANDERS MÆRSK". After that, come the "ANNA MÆRSK" and the "AXEL MÆRSK". By May 1984, this massive re-building programme for all four vessels should be completed.

L.O. Johansen



Joining





“MÆRSK EXPLORER” the first rig in the Kattegat

The “MÆRSK EXPLORER” was the first jack-up rig to perform exploration drillings in “internal Danish waters”, or to be specific, 30 nautical miles north of Zealand, close to the small island in the Kattegat called Hesselø.

For several years now the “MÆRSK EXPLORER” has been operating for Dansk Undergrunds Consortium in the Danish part of the North Sea. The Kattegat drilling is also made on behalf of Dansk Undergrunds Consortium, whose participants in this area are A.P. Møller and Shell (in the North Sea the Consortium includes Texaco and Chevron as well).

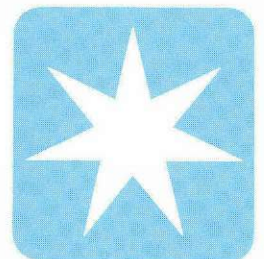
This exploration drilling, which was begun in early August, is called Hans-1, and at the time of writing, drilling operations are still in progress in the area. The Consortium does not expect to be finished until mid-October, and of course we are all waiting anxiously for the results.





MAERSK DRILLING

October 1st, 1983



MAERSK DRILLING:



NORTH SEA JACK UPS

Name: "MÆRSK EXPLORER"
Type: Independent three leg self-elevating mobile offshore drilling platform
Yard: IHC Gusto BV, Schiedam, Holland, 1975
Dimensions: 239 x 225 x 25 ft.
Length of Legs: 343 ft.
Water Depth: 205 ft. North Sea winter
224 ft. North Sea Summer
Airgap: 55 ft.
Rated Drilling Depth: 25,000 ft
Accommodation: 70 persons



Name: "MÆRSK ENDEAVOUR"
Type: Independent three leg self-elevating cantilever mobile offshore drilling platform
Yard: RSV Gusto Engineering BV, Schiedam, Holland, 1982
Dimensions: 226 x 259 x 28 ft.
Length of Legs: 350 ft.
Water Depth: 205 ft. North Sea winter
225 ft. North Sea summer
Airgap: 55 ft.
Rated Drilling Depth: 20,000 ft.
Accommodation: 75 persons



MODEC 300-C JACK-UPS

Name: "MÆRSK VIKING"
 Type: Modec 300-C-35
 Independent three leg self-elevating cantilever mobile offshore drilling platform
 Yard: Mitsui Ocean Development & Engineering Co., Japan, 1981
 Dimensions: 219 x 190 x 26 ft.
 Length of Legs: 405 ft.
 Water Depth: 300 ft.
 Airgap: 25 ft.
 Rated Drilling Depth: 20,000 ft.
 Accommodation: 82 persons



Name: "MÆRSK VALIANT"
 "MÆRSK VICTORY"
 Type: Modec 300-C-38
 Independent three leg self-elevating cantilever mobile offshore drilling platform
 Yard: Mitsui Ocean Development & Engineering Co., Japan, 1981
 Dimensions: 219 x 190 x 26 ft.
 Length of Legs: 405 ft.
 Water Depth: 300 ft.
 Airgap: 27 ft.
 Rated Drilling Depth: 20,000 ft.
 Accommodation: 80 persons



Name: "MÆRSK VOYAGER"
 "MÆRSK VENTURER"
 "MÆRSK VANGUARD"
 Type: Modec 300-C-38
 Independent three leg self-elevating cantilever mobile offshore drilling platform
 Yard: Mitsui Ocean Development & Engineering Co., Japan, 1982/1983
 Dimensions: 219 x 190 x 26 ft.
 Length of Legs: 405 ft.
 Water Depth: 300 ft.
 Airgap: 27 ft.
 Rated Drilling Depth: 20,000 ft.
 Accommodation: 82 persons



MARATHON Le TOURNEAU - CLASS 82

Name: "MÆRSK ENDURER"
 Type: Marathon LeTourneau Class 82, independent three leg self-elevating mobile offshore drilling platform
 Yard: Marathon LeTourneau Offshore Pte. Ltd., Singapore, 1977
 Dimensions: 203 x 168 x 22 ft.
 Length of Legs: 357 ft.
 Water Depth: 250 ft.
 Airgap: 25 ft.
 Rated Drilling Depth: 20,000 ft.
 Accommodation: 80 persons



SEMISUBMERSIBLE

Name: "MÆRSK PIONEER"
 Type: Twin hull semisubmersible column stabilized drilling vessel. Santa Fe Mariner II type.
 Yard: Korea Shipbuilding & Engineering Corporation, Busan, Korea, 1977
 Dimensions: 270 x 106 x 42 ft.
 Water Depth: 600 ft.
 Rated Drilling Depth: 20,000 ft.
 Moon Pool Size: 17½ ft. x 17½ ft.
 Accommodation: 80 persons



SUPPORT TENDER

Name: "MÆRSK ASSISTER"
 Type: Support tender designed to operate with diesel electric workover rig. The tender is nonpropelled and is moored on location by an 8 point mooring system
 Yard: Missouri Valley Bridge & Iron Company 1945
 Converted by Hitachi Shipbuilding & Engineering Co., Ltd., 1975
 Dimensions: 328 x 50 x 15 ft.
 Accommodation: 108 persons
 Special firefighting monitors are installed on the bow for fighting platform fires.

ATLANTIC PACIFIC MARINE CORP.:



JACK-UPS

Name: "GULF COMMANDER"
Type: Shallow water cantilever jack-up vessel capable of working in 100 ft. of water during hurricane and non-hurricane seasons (40 ft. airgap is required during hurricane seasons).
Yard: Marathon LeTourneau, Vicksburg, USA, 1969
Dimensions: 124 x 124 x 14 ft.
Length of Legs: 201 ft.
Rated Drilling Depth: 14,000 ft.
Water Depth: 100 ft.
Accommodation: 44 persons



Name: "RANGER III" & "RANGER IV"
Type: Propulsion assisted mat supported jack-ups capable of operating in still water depths up to 70 ft.
Yard: Bethlehem Steel Corporation, Beaumont, Texas, 1975/1977
Dimensions: 115 x 74 x 8 ft (upperhull)
110 x 84 x 8 ft. (mat)
Length of Legs: 129 ft. (Ranger III)
145 ft. (Ranger IV)
Rated Drilling Depth: 16,000 ft. of 2 7/8" or 9,000 ft. of 4 1/2" drill pipe
Accommodation: 30 persons (Ranger III)
32 persons (Ranger IV)



APMC BARGES NOS. 1, 7, 8, 9, 10, 11, 12 & 14

Barge 7, 8, 9 and 10 are posted type barges.
Dimensions: 200 x 54 x 12 ft.
Water Depth: 20 ft.
Rated Drilling Depth: 25,000 ft.
Accommodation: 40 persons
Barge 11, 12 and 14 are non-posted barges.
Dimensions: 209 x 54 x 12 ft.
Water Depth: 20 ft.
Rated Drilling Depth: 25,000 ft.
Accommodation: 40 persons

EGYPTIAN DRILLING COMPANY:



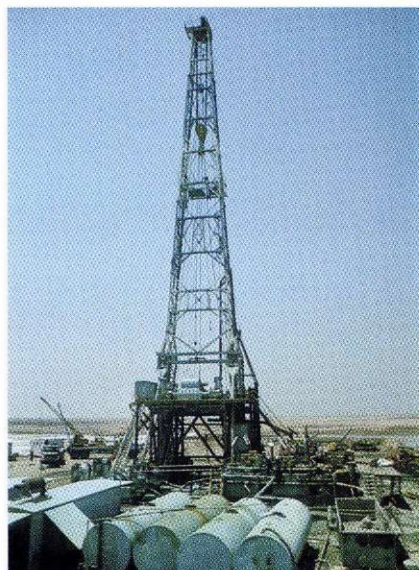
JACK-UPS

Name:	"SNEFERU" "SENUSRET"
Type:	Modtec 200-C-45 Independent three legs self-elevating cantilever mobile offshore drilling platform
Yard:	Mitsui Ocean Development & Engineering Co., Japan, 1980/1981
Dimensions:	204 x 190 x 22 ft.
Length of Legs:	357 ft. "SENUSRET" 328 ft. "SNEFERU"
Water Depth:	250 ft. "SENUSRET" 225 ft. "SNEFERU"
Rated Drilling Depth:	20,000 ft.
Accommodation:	80 persons



SELF-CONTAINED PLATFORM RIG

Name:	EDC RIG 22
Type:	Platform - self-erecting, heavy-duty workover drilling rig nominally rated to handle 17,000 ft. of 2 7/8" drill pipe or 10,000 ft. of 4 1/2" drill pipe
Yard:	Continental-Emsco 1970, rebuilt June 1978
Dimensions:	47 x 14 x 20 ft.
Accommodation:	55 persons



LANDRIGS

Name:	EDC RIG 1, 2 and 4
Rated Drilling Depth:	From 12,000-16,000 ft.
Hook Load:	From 350,000 lbs- 1,330,000 lbs
Rotary Load:	From 350,000 lbs- 1,000,000 lbs
Accommodation:	50-68 persons



Heading for the Tyra Field

At the end of June and the beginning of July eight processing modules were transported on four large barges to the eastern production and processing platform of the Tyra Field.

The modules, built by the Odense Steel Shipyard, weigh from 270 to 1,800 tons and have

an overall weight of more than 10,000 tons. About 800 people have been involved in the building of the modules over a period of 18 months.

The setting-up of the production centres Tyra East and Tyra West will be completed by the spring of 1984 so that the Tyra Field

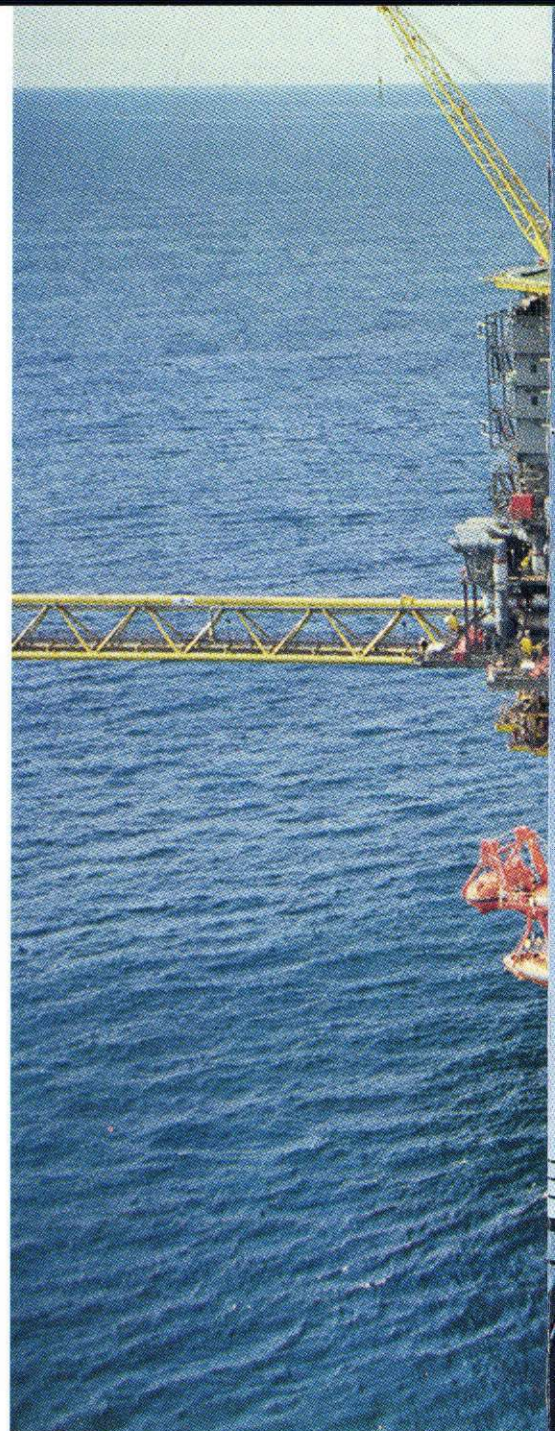
will be ready to supply the Danish consumers with natural gas on 1st October 1984. The picture shows two of the modules - heading for the Tyra Field - passing the 13 m high lighthouse at Enebær Odde by the mouth of Odense Fjord in the Kattegat.

The hotel platform "FORTUNA UGLAND", where there's room for 600 people.

The biggest cinema in the North Sea with room for 200 people.



The food is good and there's plenty of it.



Report from the North Sea

During the last few years Mærsk Post has kept its readers informed of the activities on the oil and gas fields of the North Sea.

This time we are bringing you a report from one of the many working out there: the man in charge of work on Tyra West, C.J. Lorentzen.

The North Sea, June 1983

As you've already read in Mærsk Post, the Hook Up phase is in full swing on the Tyra Field and we're pretty busy out here. With only Tyra West operational, the work force hasn't reached its maximum yet, but even so we're up to around 450 men at the moment. Until we move to the Tyra West platform on 19 July we're living on the hotel platform "FORTUNA UGLAND", where there's room for 600 people.

"FORTUNA UGLAND" is something special. This monster is no beauty but it's well designed and furnished to give everyone good elbow room; there are maximum two to a room - when we get over to the Tyra West platform, it'll be four.

On "FORTUNA UGLAND", we've got the biggest cinema in the North Sea with room for 200. There are two TV rooms - for smokers/nonsmokers - showing video films daily for people off duty. For the Hercules types who have enough physical energy left after a long, hard day, there's a swimming



pool, a sauna and an exercise room; for the more normal types there's a reading room, a smoking room and a room for music.

There are free clothes-washing facilities for everyone and we have cleaning staff that keep the whole place spotless. The food is good and there's plenty of it, well-cooked by people who know their job.

You might be interested in how our future home - Tyra West - was put together because it was quite an operation. The four packages making up the platform's topsides facilities were sailed out partly from the De Groot Yard in Holland, who produced the module support frame; and partly from the Ålborg Yard in Denmark, who were responsible for the process module, the control module and the accommodation module. These packages, weighing between 1,000 and 2,000 tons, were lifted into place by the semi-submersible crane vessel, "BALDER", and the ship-like crane vessel, "ODIN", both from the Dutch shipping company, Heerema. The "BALDER", with a 2,000 ton and a 3,000

ton crane, handled the module support frame, while the "ODIN", with a 3,000 ton crane, took care of the Ålborg modules.

Safety regulations are really tough out here and anyone breaking them gets sent home right away. This hasn't happened yet though because everyone knows how necessary the regulations are and they take special care.

No one can work over the side without a life belt and there's always a lifeboat by the platform in walkie-talkie contact with a permanent watch on the platform itself. Consumption of liquor is absolutely forbidden.

Quality demands on materials are tough, too. No piece of steel or pipe or spare part must be supplied without a certificate, and not a single job of work considered finished before it has been approved by Danbor's QA (Quality Assurance) section and DnV (The Norwegian Veritas).

Especially critical quality control is applied to welding. Most weldings must be X-rayed and are immediately rejected if there is the

slightest fault. Naturally, these strict quality criteria apply also to the welders themselves. They must all carry a certificate and anyone producing three weldings with faults is sent ashore for an extra certificate test. If he repeats his mistake on his return, he just has to face the fact that offshore work isn't for him.

This may sound inhuman but the platform has to operate under very high atmospheric pressures (up to 350 atmospheres) in the worst possible North Sea weather. Human life is at stake.

The people out here work on two-week shifts, that is two weeks here, two weeks' leave. And you really need that two weeks' rest because 14 days out here means 168 hours' work.

But even with the hard work, people are satisfied really. They know they have a good job with a regular salary - for the next year at least.

C.J. Lorentzen

Maersk Line San Francisco carries on

BY JOHN HARKIN

This article shows how the staff in a Maersk Line Office handle an unusual and very unpleasant situation and do their utmost to keep going under most unfavourable conditions.

On Sunday May 15 an industrial accident forced the temporary closure of the Steuart Street Tower which houses the Maersk Line Agency in San Francisco. An electrical transformer, located in the sub basement, had caught fire and released a toxic chemical called P.B.C., which formed part of its insulating material.

City officials immediately sealed the Tower, and building officials notified tenants. Maersk Line employees were contacted by their department managers and asked not to report to work on Monday but to be available or in contact because officials initially expected the office to be open on Tuesday.

As it turned out we were not allowed back into our office until almost two weeks later. Of course, business had to go on. Monday

night, when it was apparent that the Tower would be closed indefinitely, department managers contacted various personnel and asked them to report to Shippers Imperial, our Container Freight Station in Oakland, to set up temporary Traffic, Documentation, Freight, Cashier and Sales Offices. Conference Department personnel were given room to work at the Pacific Westbound Conference offices in the city. At this point no one knew how long we would be out of our regular offices.

As time went on, more and more people were asked to report to Shippers Imperial. In a very short time we were virtually at full staff with all departments operating. It wasn't easy and none of us really enjoyed the dislocation. Physical conditions were cramped, since we had moved into Shippers Imperial's existing area and on top of their regular staff. Also, communications facilities were not at all what we were accustomed to in San Francisco where we had full telephone, telex, and computer systems. We were all very thankful, however, for the extremely gracious and cheerful support and assistance of everyone at Shippers Imperial. Their willingness to help made things a lot easier for us.

Quite a few people were also placed at the Oakland Terminal in the Maersk Line Operations Offices. Here too, conditions were cramped and difficult but the Operations Manager and staff made every effort and gave us complete support. We could not have done it without them.

To sum it all up, it was a difficult experience that none of us would want to repeat but we were pleased to know we had been able to come through it. Certainly our customers were pleased that we were able to maintain our service despite the inconvenience.

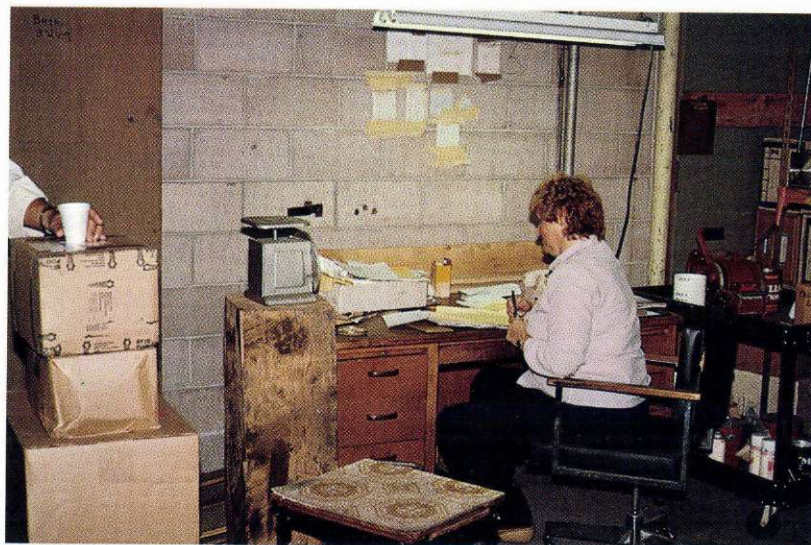
We were eventually allowed to re-enter our San Francisco office on Wednesday May 25. It was good to be "home".

John Harkin

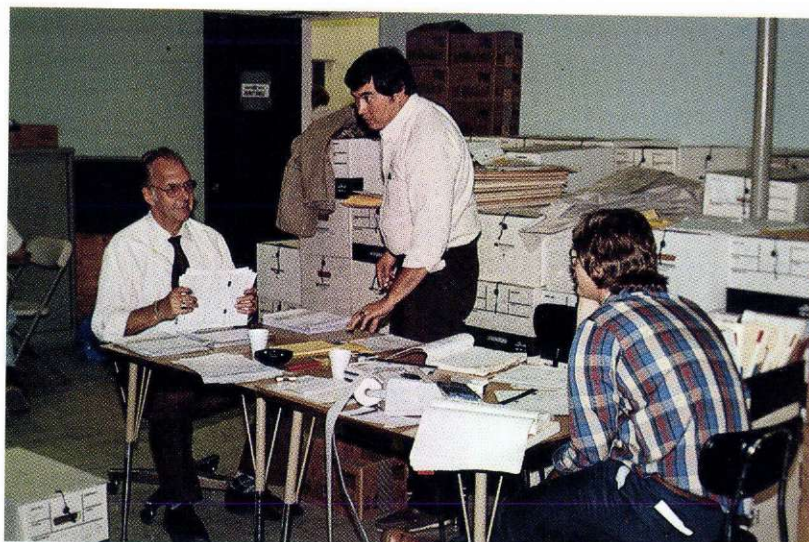




Stewart Street Tower.



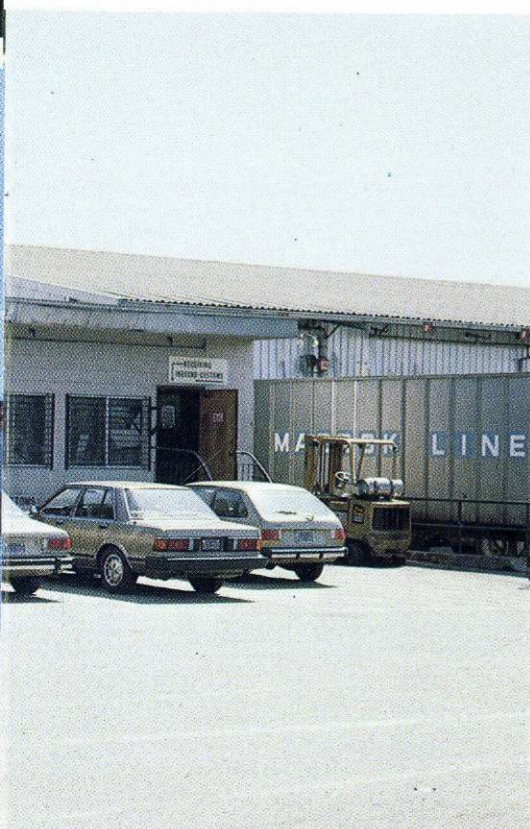
Inbound Traffic Department.



Freight Department.



Traffic and Documentation Departments.



Maersk Air widens its horizon



On 1 May, Maersk Air reached something of a milestone in its 15-year history when it took over the airline, AirBusiness. The word "milestone" is appropriate because AirBusiness is the first Danish airline to be granted a concession for regular routed flights abroad - in this case, between the two Scandinavian "oil-towns", Esbjerg in Denmark, and Stavanger in Norway. The license granted by the Danish and Norwegian authorities, provisionally for a five-year period, also allows the picking up and landing of passengers at Thisted in Denmark. The new company will bear the name AirBusiness A/S and will be run as an independent company under Maersk Air with its own management and its own technical and operational organization. Esbjerg Airport, already the home base of Maersk Air's heli-

copter division, will remain so for the new company. The takeover should be seen as another aspect of Maersk Air's numerous activities in Esbjerg. Quite apart from the helicopter division, which includes a fleet of two Aerospatiale AS 330 L Super Puma helicopters and five Bell 212's, Maersk Air flies the domestic route between Copenhagen and Esbjerg with the Danish airline, Danair. AirBusiness currently covers the Stavanger route with six weekday flights a week, but it is planned to step this up when the winter scheduling takes effect from the end of September this year. In addition to this routed traffic, the company can undertake all types of taxi/charter flying of passengers and cargo. AirBusiness use the Brazilian-built EMB-110

Bandeirante, a two-engined turboprop aircraft seating 18 passengers. The large hatch makes it eminently suitable for transportation of large units of freight such as spare parts for ships and equipment for drilling rigs.

Interline agreements with SAS and foreign airlines make it possible for travel agencies and their customers to make direct reservations on AirBusiness routes through the global computer reservation system. Whether the customer is in Esbjerg or at an overseas destination, the booking will reach AirBusiness in seconds and the customer will receive his confirmation immediately.

Jan Gotfredsen



A “Star Festival” in Japan

There is a legend from Ancient China about two stars in love who are fated to drift alone along the Milky Way, never to meet except for one day a year: the 7th evening of July. This legend, combined with a faith peculiar to Japan, has brought about the Star Festival, a custom going back many years. As the day draws near, families - especially those with children - write wishes and poems on small sheets of coloured paper or tablets; they then tie these to bamboo branches and decorate the front of their house with them. At the same time, they prepare a special dish as a gift to the stars in their reunion. The dish is placed in a corner of the house with a good view of the starry sky, and the whole family gathers to spend some pleasant hours together.

When the day is over, the gifts to the stars are allowed to float gently down the river or out to sea.

Regrettably, this charming family custom seems to be dying out now. But, as the photographs show, it is still remembered with affection in some communities in Japan.

For those interested in astronomy, we can tell you that the the two lonely stars refer to Altair and Vega.

S. Osano



The Brooklyn Bridge Centennial

BY BARNEY BRENNAN

Photos by Geoffrey Smyth, Time Magazine, and The New-York Historical Society



Trustees of the Brooklyn Bridge Company on the Brooklyn end of the footbridge used for stringing cables.



View of the Brooklyn Bridge, looking towards Brooklyn, c. 1894.

On May 24 New Yorkers celebrated the 100th Birthday of the Brooklyn Bridge - as only New Yorkers can - with hoopla, parades, harbor craft salute and with a spectacular \$200,000 fireworks display as the climax.

A few words about the bridge: A century ago, lunacy, controversy and tragedy melted together in steel and stone to produce history. The Brooklyn Bridge was born, thanks to the imagination of John Roebling, the perseverance of this family and the courage of thousands of immigrant workers. Longer than any bridge of its time, it spans 1,595 feet over the wind-swept water of The East River. The 276 foot towers had to be built of stone to withstand the turbulent currents and strong winds, and to provide support for railway traffic. The roadway had to be high enough above the river (135 feet) to accommodate the many ships passing below. It was built by immigrant laborers who were paid \$2.25 a day to work under perilous conditions. The men worked in caissons - huge diving bells, on the floor of the river, used for excavation and later for the foundations - without electricity or telephones. Fire, explosion and a crippling sickness known as caisson disease - the "bends" - took the lives of 20 men before the bridge was completed, nine years behind schedule, at a cost of almost 16 million dollars.

The bridge began with John Roebling, the

owner of a wire-rope company in Trenton, New Jersey, and a builder, inventor and philosopher. His impatience with the Fulton Street Ferry (the only transportation between the cities of New York and Brooklyn) led to the dream of a faster, safer route. A group of investors known as the Brooklyn Bridge Company initially financed the venture but it soon became the responsibility of the two cities.

Roebling was killed in 1869, even before construction began; he died from injuries sustained when an East River Ferry crashed into the pier on which he was standing. His son, Colonel Washington Roebling, was appointed chief engineer and inherited many of the problems: strikes by workers, accusations of corruption, physical setbacks.

Fighting a fire in the Brooklyn caisson left the second Roebling a victim of the "bends", and then his eyesight failed. For the 14 years it took to build the bridge, his wife Emily served as go-between, chief assistant, confidante and supporter. Some say that the bridge would never have been completed without her.

When the bridge finally did open, on May 24, 1883, Washington Roebling was unable to attend the festivities. He sat in his home overlooking the span, and with the throngs of citizens on both sides of the river, he watched the President of the United States (Chester Arthur) stride over from the New

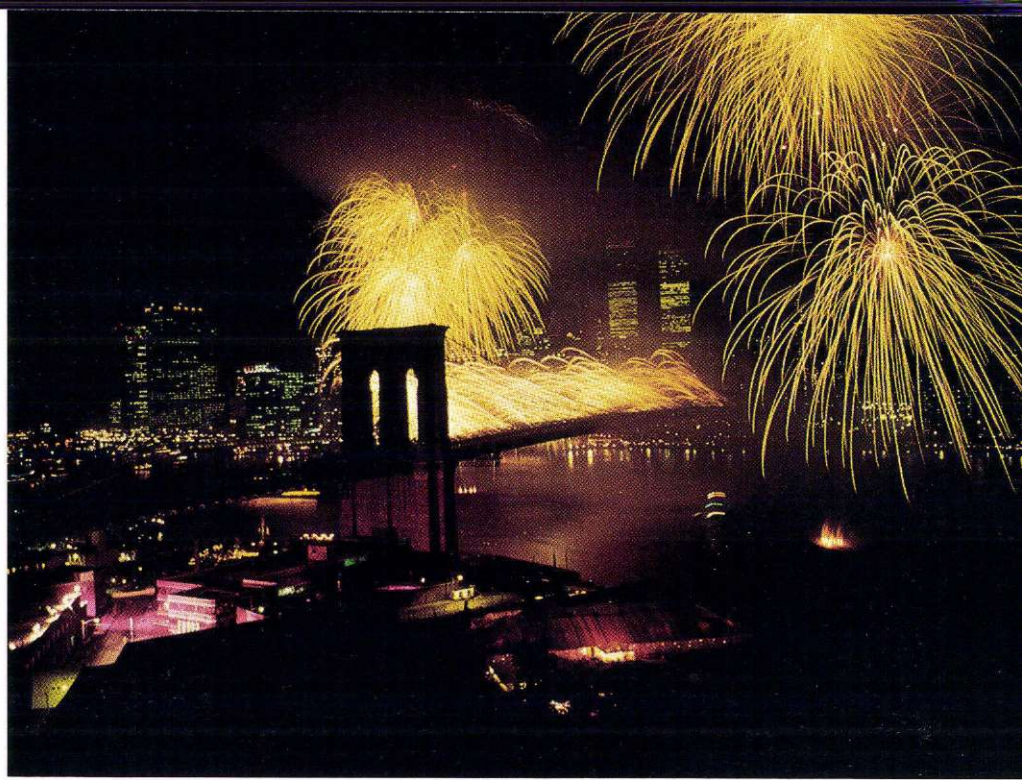
York side (this was perhaps the most memorable feat the President performed during his administration).

President Arthur walked across the bridge for free, but ordinary New Yorkers had to pay for the privilege. There was a one cent toll for pedestrians from its opening day until 1891. Until 1911, there were tolls for horseback riders (a nickel) and horse-drawn vehicles (ten cents and up, depending on the number of horses). Even hogs and sheep couldn't travel for free - two cents was their fee.

The bridge was a great leap forward in engineering terms - one that many people considered impossible at the time. John Roebling thought his design entitled the bridge "to be ranked as a national monument - a great work of art", but some of his contemporaries considered it impractical and unsafe. The bridge is held up by its 3,000 ton foundations, its four cables that can hold 11,200 tons each, and its 14,400 miles of wire. But critics attacked the bridge's suspension style - unheard of for long bridges - and its elevated promenade. Experts said the bridge would be too frail: it was subsequently found to be six times stronger than necessary for that era.

Now back to 1983 and the celebration on May 24 which started off with a parade - the marchers began gathering in Brooklyn not long after dawn and numbered some 18,000

Celebration



The fireworks were very impressive. 24 columns of fire shot up every second.

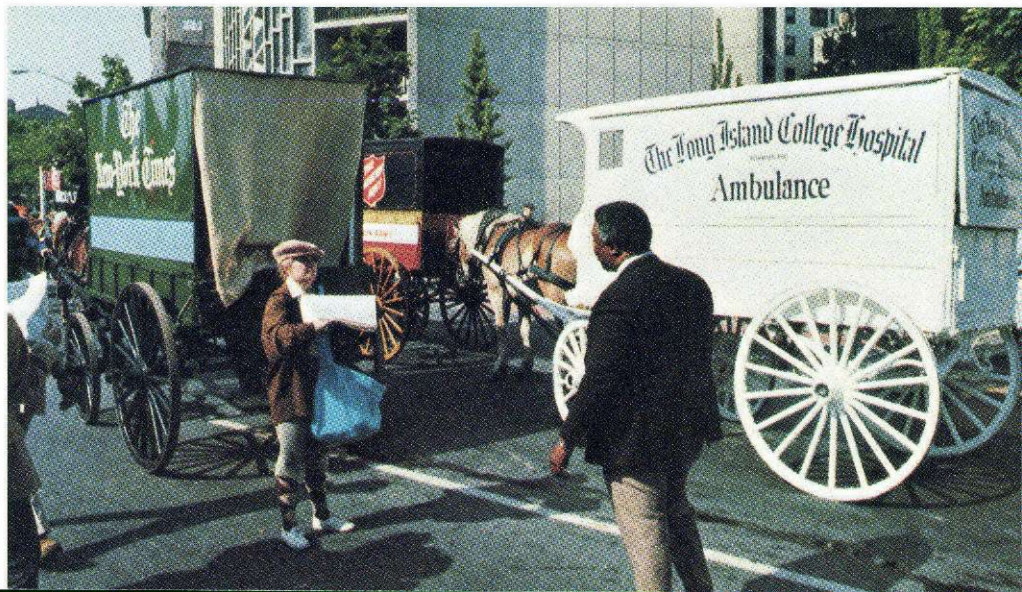


Pedestrians on the Brooklyn Bridge approach., c. 1905.

by the time they embarked on their 3½ mile walk over the bridge and into downtown Manhattan. The parade consisted of scores of bands, horse-drawn surreys, landaus and wagons filled with people dressed in the period costumes of 1883. One hundred and thirty-one of Roeblings descendants from as far away as California and Paris had been invited to participate. Later in the day a thousand boats gathered in the harbor and after parading up the East River, anchored below the bridge to await the fireworks display. Cheering crowds, 1.5 million on the Manhattan waterfront and 650,000 across the choppy East River in Brooklyn, gathered to watch the 30 minutes of fireworks blazing and crackling overhead. Just before the fireworks, a sound and light show had its première for spectators scattered on shore and on tugboats, ferryboats and chartered vessels of every description. The fireworks finale ended with 3,600 detonations taking place in 2½ minutes, 24 flames a second - a blazing spectacle of sound and color. It was a show that lived up to every spectator's childish, unreasonable expectations, and when it ended the great bridge, massive and spare, looked uncommonly great.

Barney Brennan

Old horse-drawn vehicles took part in the Centenary parade.



Danish Prime Minister visits Maersk Line in Tokyo



The Prime Minister is warmly welcomed to Maersk Line K.K.

Mr. Poul Schlüter, the Danish Prime Minister, arrived in Tokyo on Sunday evening July 31, to start one week's visit. Although unofficial, the visit was to include talks with Mr. Y. Nakasone, the Japanese Prime Minister, Mr. S. Abe, the Foreign Minister, and leading Japanese business executives.

The afternoon following his arrival, on August 1, the Prime Minister visited Maersk Line K.K.'s Tokyo office, located in front of the Imperial Palace. He was accompanied by Danish government officials and Danish business and press delegations including Mr. Per Groot, the Danish Ambassador to Japan; Mr. Bjarne Fogh, Executive

Vice President of the A.P. Møller Group, and President of the Danish Shipowners' Association; Mr. Nils Wilhjelm, President of Industrirådet; and Mr. Erik Platz, Chairman of Dansk Slagterier and ESS-Food.

The visitors were welcomed by Mr. Hans G. Andersen, President of Maersk Line K.K., together with his Vice-President Mr. S. Fujii, and after an orientation by Mr. Andersen on Maersk Line's business activities in Japan, the delegations were shown round the offices. During this tour, they were able to talk to the General Managers of Maersk Line K.K.'s profit centres.

S. Osano



The Prime Minister talking to President Hans Georg Andersen.



A tonic for the orchestra

In the middle of their hectic concert season, the Odense Steel Shipyard Orchestra have received a musical tonic in the shape of 10,000 kroner. The money is part of a 25,000 kroner gift from ELSAM to the Shipyard's personnel on the naming of "EL-SAM FYN".

The 10,000 kroner was handed over to Mr. Egon Clausen, the chairman of the orchestra, at a

concert held in the Lindø Yard canteen during the annual get-together of elderly, retired workers.

- We are delighted with the gift, which couldn't have come at a better time, said Egon Clausen.

- Running a 34-man orchestra with decent instruments costs money. Now we have the chance to replace some of the oldest instruments.

Maersk Air Singapore



In March, Maersk Air officially opened its new office in Singapore, staffed by a Manager and two assistants and offering the full range of travel agency services.

Among the many customers it services are, of course, some of the Maersk companies in Singapore and Malaysia; hopefully, all other Maersk companies in this

region will gradually make use of its facilities.

Many customers and friends of Maersk Line and Maersk Companies have been introduced to this new company and we expect that Maersk Air Singapore will grow into a prominent travel agency in Singapore in the near future.

David Tan

Longboat rowing in Copenhagen

The 25th August was a cold, grey day when the Danish Merchant Navy Welfare Board staged its 28th annual longboat rowing competition along Langelinie Quay in Copenhagen. But just as the start signal for the first heat was given, the sun came out, warming the participants and spectators for the rest of the day.

There were 21 crews consisting of Eights and a Coxswain. Again this year A.P. Møller had one ladies' and one men's crew. Neither of our crews was very optimistic about winning this year's match as, in the first heat our ladies' crew was to meet the "Hundested Mermaids", and girls from the "Georg Stage" training-ship - both very strong crews in top form. Also, in the first heat the men's crew was to

meet the "Hundested Fishermen", who have won the match for the last five years running. Our crews had trained hard for a couple of months and started off the match with great fighting spirit. But it wasn't enough: both crews were beaten in the preliminary heats and did not make it to the finals.

As was expected, the "Grenå-Hundested Line" won the ladies' match, the "Georg Stage" crew came in second and the "Hundested Mermaids" came in third. Once again the winning crew in the finals for men was the "Hundested Fishermen", no. 2 was the crew from the "Grenå-Hundested Line" and no. 3 a combined crew from Møn Naval Station and the Klintholm fishermen.



The ladies show optimism before the start.



Rescue operation by "MAERSK TRITON"

On 18 June, after a 12-hour search, m.s. "MAERSK TRITON" picked up six men from the Indian Ocean. They were survivors after the German vessel, m.s. "ESTEDEICH", had been wrecked 15 hours before.

Less than two weeks later, on 30 June, Mr. H.G. Hauschildt, the owner of the "ESTEDEICH", visited Esplanaden. He wished to express his gratitude personally for the action of the crew of the "MAERSK TRITON",

under the command of Captain H. Rask Kristensen.

On behalf of A.P. Møller, Mr. Poul Rasmussen received two very lovely inscribed plates in tin, as mementos of the rescue action.

One of the plates now hangs side-by-side with a photograph of the "ESTEDEICH" in the Officers' room at Esplanaden. The other was presented to Captain H. Rask Kristensen when the "MAERSK TRITON" was in Kalundborg at the beginning of August.

Football in London



Fielding a very strong "A" team, Maersk UK have won this year's five-a-side tournament, played in London in June. Three mens' and one ladies' team were entered by Maersk, but only Maersk "A" were able to qualify from the first round. Their spotless record of results started off with all three qualifying games being won 1-0, with goals by Mick Walker, John Melchior and Mike Patching. The semi-final, against Danish Porcelain's A team, was convincingly won by Maersk "A" by 4-0 (Jim Palmer scoring 3 and Mike Pearn 1). The gruelling and very well matched 40 minute final between Maersk "A" and

Danish Bacon "A" ended 1-0 to Maersk, with Jim Palmer scoring a superb goal in the very last minute of extra time. A special note should be made that without Mark Taylor's skill as goalkeeper for the Maersk team, this success would never have been possible.

The Maersk victory was celebrated in fine style in the evening at the Danish Embassy in London where the team got champagne for their efforts, but no cup was presented as unfortunately last year's winners had forgotten to return it!

Ann Thornton

Maersk Line Golf Day



On 13 May Maersk Line UK held its annual Golf Day at St. Georges Hill Golf Club, Weybridge. 50 players took part, and after playing nine holes in the morning, enjoyed an excellent lunch in the Club-house, and another nine holes in the after-

noon. The winner was John Carroll, Managing Director of Viceroy International Products Ltd., who received the silver cup from the Maersk Company Chairman, Sir Andrew Stark, at a dinner in the evening.

Ann Thornton

Football at Svendborg



In August a team from A.P. Møller's Workshop School at Svendborg took part in a seven-a-side soccer tournament for firms. 24 teams participated, and in the preliminary round our school won their four matches 3-0, 6-3, 3-0 and 3-0. In the finals on 29th

August the team played against a team from the firm of accountants, Edwin Munk, whom they beat 2-0. As the winner of the tournament the team from the Workshop School was given a cut glass decanter. The picture shows the team being congratulated on their victory, and the accountants are still smiling, in spite of their defeat.

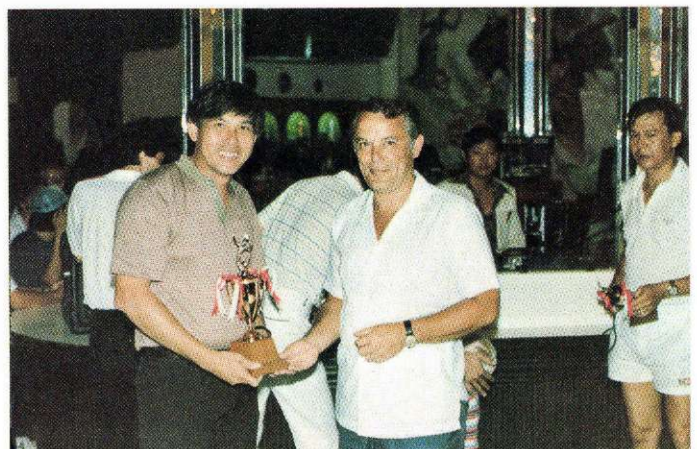


Jubilee gift for the training ship "DANMARK"

The 50th Jubilee of the training ship "DANMARK" was celebrated from 15-18 June in Copenhagen, first at Langelinie and then at Søndre Toldbod beside the Company's head office at Esplanaden.

It was here that Mr. Svend Aage Vilborg, Ships' Personnel, and Mr. Tim Krarup Sørensen, Inspection, went on board to present a jubilee gift on behalf of A.P. Møller.

The gift - a weather facsimile - was a popular one with Captain Vilhelm Hansen and his crew. - We are delighted with it, said Captain Vilhelm Hansen. - Getting accurate weather reports is of vital importance to a vessel under sail. And now we will be able to. Apprentices and officers on the "DANMARK" were guests at a dinner held at Esplanaden later in the evening.



A smiling Mr. Stephen Tan (left) is congratulated by Managing Director N. J. Iversen.

Tennis Tournament in Singapore

The 2nd Maersk Line Tennis Tournament took place on the 6th and 7th August. This tournament, which is certainly gaining popularity among our customers, had 21 participants, including Managing Directors, Shipping Managers and Supervisors of various Maersk custo-

mers; the Japanese, Americans and of course the locals. Mr. Tony Lim from G.W. Housewares and Mr. Stephen Tan from Northern Feather were the eventual winners of a tough competition with a high standard of tennis.

David Tan

Sports Day 1983 in Singapore



The Maersk Line Sports Club held its 8th Sports Day on 17th July.

Besides the normal track and field events, there were other games which required more brain than brawn. Many games also demand good team-work to win, something that some teams certainly demonstrated better than others.

There was of course the popular seven-a-side soccer competition where the teams fought tooth and nail resulting in fairly heavy casualties. Anyway, for many it was a refreshing change to get away from the daily routine and sweat it out on the field.

Sports Day is always fun and we look forward to the next one in 1984.

David Tan



The round-Zealand boat race

Once again, A.P. Møller personnel eagerly took part in the round-Zealand boat race, the largest of its kind in the world; some actually sailed in A.P. Møller boats, others in privately owned sailing boats.

A. Chr. Østergaard, Newbuilding Department, got the best

result for the Company by winning first place in his class. Sailing in his own boat, "Pernille" of Hundige, type Nordby 26, he completed the course in 48 hours and 8 minutes. Crewing for him were his wife and two children, a son of 18 and a daughter of 15, as well as one of his friends.

The durian - a very special fruit

In Singapore the months of June to August are well known for the abundance of a local, thorny, green fruit - the durian.

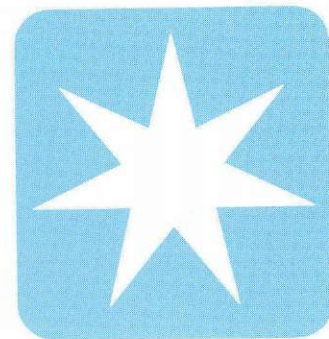
This fruit has a very hard, thick outer skin, with sharp thorns and is divided inside into sections where the flesh of the fruit, holding the seeds, is contained. As you can imagine, extracting the soft, yellowish fruit is an art in itself. It also has a very strong smell, which foreigners find overpowering.

The fruit, however, is so popular with the locals that Singapore imported 10.3 million Singapore dollars (about 4.6 million US dollars) worth of durians from Malaysia within three months this year. It is an expensive pleasure, as an average durian weighing two kilograms costs about seven US dollars, out of which only 400 grams of flesh can be consumed. In fact, one kilogram of edible durian works out at nearly 18 US dollars.

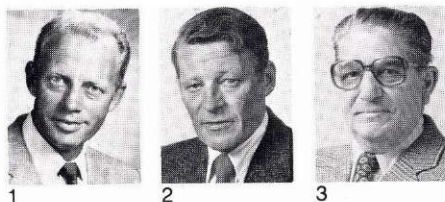
David Tan



Personalia



ESPLANADEN



25 Years Anniversary

1. Jørgen Oudrup Nielsen
25 September
2. Hans Jørgen Debel Jensen
1 November

Retiring

3. Kai Bachmann Jørgensen
15 November

THE FLEET



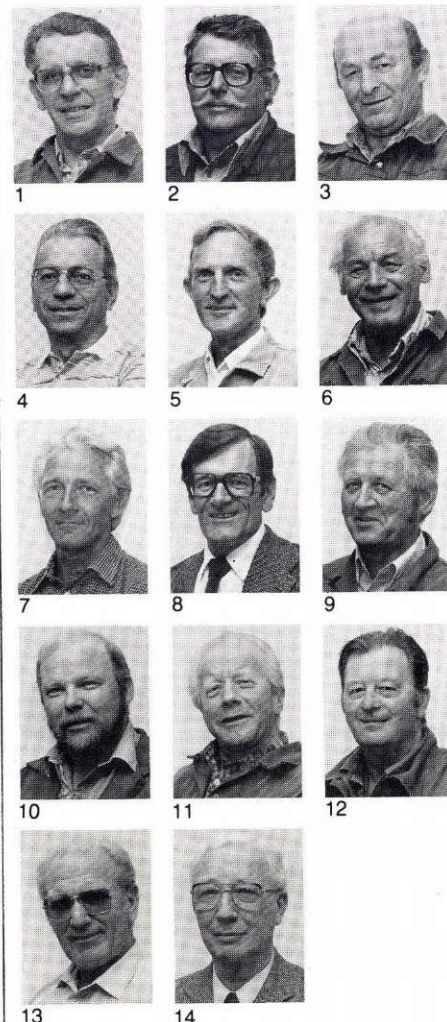
25 Years Anniversary

1. Captain Bent Boye Brinkholt
18 September
2. Chief Steward Kurt Sørensen
14 October
3. Captain Leif Nielsen
18 October
4. Captain Erik Husted Andersen
23 October
5. 2nd Engineer John Vexø Nielsen
30 October
6. Chief Steward Henning Casmose Jensen
4 November
7. Captain Jørgen Orla Hansen
10 December
8. Chief Officer Einer Villy Madsen
18 December

Retiring

9. Captain Svend Aage Jørgensen
30 September
10. Captain Palle Jørgen Christensen
31 October
11. Captain Jens P. Oszadlik
31 December
12. Chief Engineer Arne B. Brejnebøl
31 December

THE YARD



25 Years Anniversary

1. Erik Frede Simonsen
2 September
2. Børge Laurits Andersen
9 September
3. Hans Martin Hansen
30 September
4. Arne E. Johansen
1 October
5. Poul V. Nielsen
1 October
6. Flemming Sass Nielsen
7 October
7. Preben Johansen
1 November
8. Mogens V. Nielsen
1 November
9. Svend Åge Jensen
4 November

10. Preben Henri Hansen
18 November
11. Henry Henriksen Svane
25 November
12. Henning Fischer Madsen
25 November
13. Peter Krogh Hansen
15 December

Retiring

14. H.A. Holst
30 September

ROULUND



1

25 Years Anniversary

1. Knud Rasmussen
29 September

DISA



1



2

25 Years Anniversary

1. Arne Toft Jacobsen (Herlev)
1 October

Retiring

2. Arne Svendsen (Herlev)
30 June

Obituary

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

Motorman Pauli Evert Martikainen
ex t.s. "ALBERT MÆRSK"
27 May

Egon H. Mogensen
The Yard
7 June

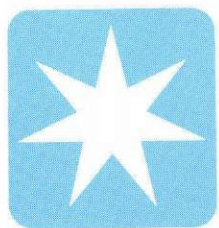
Electrician Jens Ove Nørgaard
ex m.s. "MARCHEN MÆRSK"
11 August

Ferdinand Sudiro
Jakarta
2 September

Pablo B. Medina
Manila
25 September

Gordon Lague Morrison
Drilling
27 September

Chief Officer Jens Heegaard Hofman
ex t.s. "ANNA MÆRSK"
17 October



MÆRSK

A. P. Møller's latest container vessel,
"REGINA MÆRSK" at the fittingout quay
of the Odense Steel Shipyard.

