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On October 2, 1984, at the Lindø Shipyard, Mrs. Sally Ann Møller, elder daughter of Mr. A.P. Møller, gave her father's name to Construction no. 105, a product carrier of about 50,000 tons deadweight for the Company. The ship was named the "A.P. Møller". It was a special day for both the Company and the Yard. Present at the ceremony were several distinguished guests who had been close to Mr. A.P. Møller, through the Company or in other ways: members of the family, Mr. Erik Ringsted, now 94, Managing Director of the Yard from 1933 to 1961, Shipowner Georg Andersen, Captain H.K. Larssen, to name but a few. They liked the new ship with the fine name. They remembered Mr. A.P. Møller and his work and the history of the Company and the Yard. And they hoped for a positive and constructive future.

A few weeks later we saw that life in private industry can be harsh. The largest shipping company in Sweden, Salén, our close associate for many years, went bankrupt.

A firm founded by an excellent man, Shipowner Sven Salén, and tended carefully for decades had to give up the fight. We are deeply sorry and sympathize with our Swedish friends and colleagues. This sad event illustrates the tough realities of life. We remember the words from the director of a very large, well-founded, and efficient concern of international fame, a couple of years back: "No company can ignore the risk of running into trouble".

To us, it is a reminder that we must always be careful, cost-conscious, and industrious, always live within our means, and exercise vigilance to avoid losses.

Our 1984 results are not yet available, but I know that we have worked hard, been diligent and conscientious. For this, I and my executives are very grateful. We wish you all a Happy New Year.

MÆRSK MC-KINNEY MØLLER

"The Dyvig Report has been widely discussed. Few have had a chance, however, to study its contents. Danish foreign and defence policies are essential to the future of this country, and therefore we enclose a summary of the Report with comments written for internal use by the Public Relations Department".

MÆRSK MC-KINNEY MØLLER

New ship: the "A.P. MØLLER"

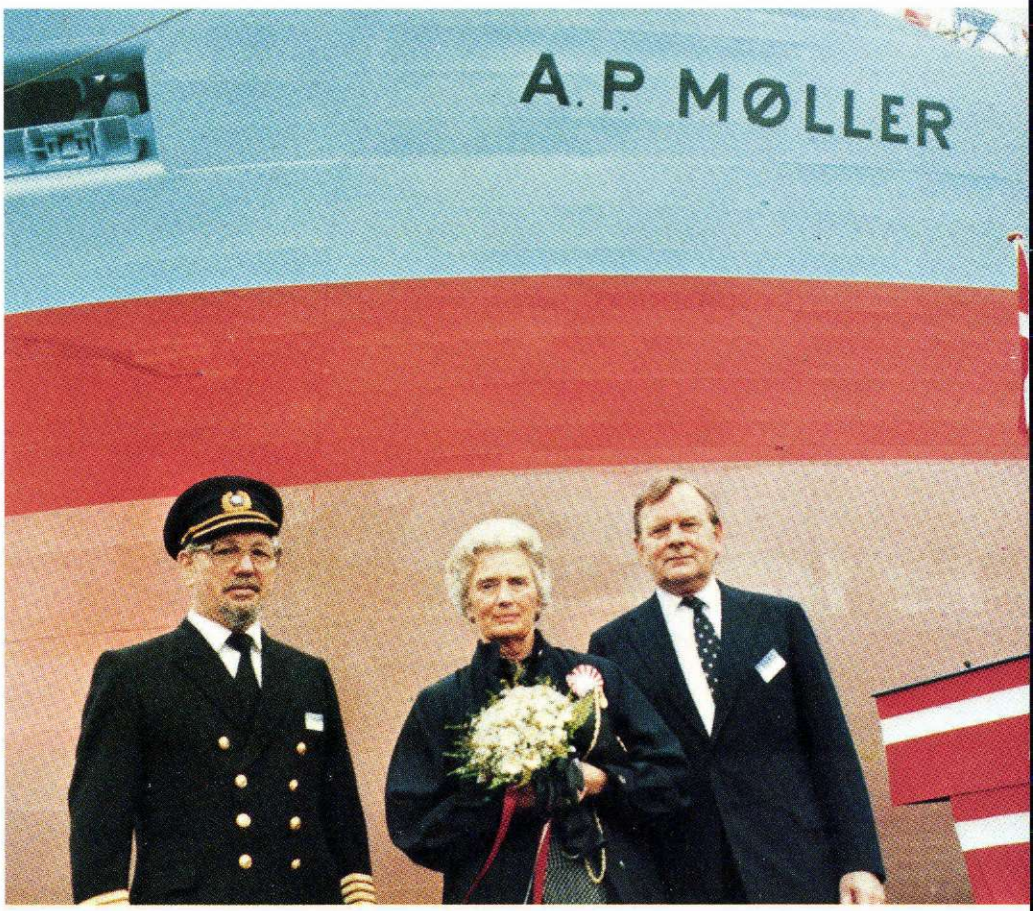
October 2 is Shipowner A.P. Møller's birthday. This year, at Odense Steel Shipyard, his elder daughter, Mrs. Sally Møller, named a new product-carrier for the A.P. Møller Shipping Company after her father. The "A.P. MØLLER" is the first of a series of three ships from the Yard for the Company. This is the second Company ship named "A.P. MØLLER". In 1965 the then Heir to the Danish Throne, Princess Margrethe, gave the name to a turbine tanker weighing 98,170 tons deadweight. This was then the largest Danish ship, and she attracted considerable attention when introduced in January 1965 at Langelinie Quay in Copenhagen.

The new product-carrier, whose home port is Dragør, weighs 50,600 tons deadweight; her 15 tanks in four separate systems have a capacity of 53,657 cubic metres. The main engine, a 12,250 BHP B&W 5L70MCE, yields a maximum speed of 16 knots. B&W Holeby has supplied the auxiliary engines.

The ship is 182.57 metres long overall and 32.20 metres wide; her depth is 17.60 metres.

The Yard arranged "Open House" on Saturday and Sunday, October 6 and 7. Pouring rain and strong winds didn't keep 10,273 people from visiting the "A.P. MØLLER", whose officers showed the guests around and answered a multitude of questions.

Visits had to end at noon on Sunday. The ship went on her trial run at 1 p.m.; several hundred spectators waved Danish flags and cheered, and the Yard Orchestra played a



The sponsor, Mrs. Sally Møller, with the ship's master, Captain Johannes Djurhuus, and Managing Director Troels Dilling, of the Yard.

Folk dancers wearing traditional costumes from Rømø, Dragør, and Svendborg, places of importance to Shipowner A.P. Møller, gave a splendid performance at the naming ceremony.

Crowds of people were waiting when the gates were unlocked for the "Open House" on Saturday morning.

Many visitors wanted to go on board the product-carrier "A.P. MØLLER".

Many visitors braved strong winds to watch from the Outfitting Quay when the "A.P. MØLLER" was towed out from the Yard for her trial run.

splendid march while the "A.P. MØLLER" was being towed from her berth.

The ship was, of course, the main attraction at the "Open House", but guests were also invited to visit the Yard. Some 50 members of the staff there had agreed to act as guides at various points on the route, which took visitors along the production line through construction halls and workshops. That gave them a good impression of modern shipbuilding techniques.

In the masters' canteen, the display boards, the models, and the two video screens of the large Company Shipping Exhibition showed the development of the A.P. Møller Shipping Company from 1904 to the present. Members of staff from Esplanaden manned the exhibition. At the Training Centre video tapes were shown of Queen Ingrid naming the container ship "REGINA MÆRSK", and in the Entrance Hall at the Administration Centre models and pictures of ships built at the Yard were on display along with a model engine room; and there were practical demonstrations on how to design an engine room. So, the Yard buzzed with activity all weekend at this "Open House" to present the "A.P. MØLLER".

On Wednesday, October 24, the new ship - the seventh from the Yard this year - was delivered to the A.P. Møller Shipping Company. She then sailed for Ventspils in the Baltic Sea with her master, Captain Johannes Djurhuus, Chief Engineer Preben Tørnæs Valsted, Chief Officer Palle Mogens Jensen, and Chief Steward Jørgen Weitling Petersen.

Opening the Tyra Field

Prime Minister Schlüter and Mr Mærsk Mc-Kinney Møller arriving at the Tyra Field.

On the Tyra Field in the North Sea, every day is a working-day. But October 1 was quite a special working-day for the crew on board, the staff on shore, and, particularly, for 40 guests who accompanied Shipowner Mærsk Mc-Kinney Møller and Prime Minister Poul Schlüter at the opening of official deliveries of natural gas to D.O.N.G. A/S.
The guests went by Maersk Air helicopters from Esbjerg Airport to the Tyra Field, where they were welcomed by Platform Manager Svend Larsen Møller.
In October, the weather is frequently rough on the North Sea. But October 1 was a lovely day. The sun was shining and the sea was calm, when Mr Mærsk Mc-Kinney Møller showed the Prime Minister and the other guests around the largest project in the history of Danish industry.
But the visit lasted just a few hours so the guests saw only part of the installations. The bottom deck of the central platform is 22 metres above sea level and 48 metres - 16 storeys of an office block - below the helideck. Mr Svend Møller Larsen gave the guests expert information on one of the production platforms which takes the gas up from the ground, and on the riser platform sending DUC gas to D.O.N.G. The guests also saw some of the gas processing installations and the power station before going to the control room for the opening ceremony.
At 12 noon precisely the Prime Minister pressed two buttons which stopped trial deliveries and started the actual contract deliveries. Then the Prime Minister had to leave, but before the other guests returned to shore, they enjoyed a meal which they had richly deserved after climbing so many stairs.

Prime Minister Schlüter and Mr Mærsk Mc-Kinney Møller with other guests on a bridge, 100 metres long, connecting the central platform to the riser platform.

Prime Minister Schlüter has just pressed the button sending the gas ashore. On a television screen the guests saw the gas flame from the flare platform shrink to mark that deliveries from DUC to D.O.N.G. had begun.

New ship: the "OLUF MÆRSK"

On Saturday, August 25, Mrs Doris Todman, wife of the American ambassador to Denmark, Mr Terence A. Todman, named a new gas tanker for the A.P. Møller Shipping Company at the Odense Steel Shipyard Ltd. The "OLUF MÆRSK" is the second of two Company gas tankers of the same type as the S-ships which the Yard delivered to the Company in 1981 and 1982; they were described in Mærsk Post no. 3/1982.

The new ship weighs 18,270 tons deadweight, and her seven tanks, in four separate systems, have a capacity of 15,000 cubic metres. The main engine is a 13,000 HP B&W 6L67GBE, yielding a maximum speed of 18 knots. The auxiliary engines were supplied by B&W Holeby.

Svendborg is the ship's home port, but she will join the other A.P. Møller vessels of this type in their world-wide operations. Following delivery on Friday, August 31, in Aarhus, the "OLUF MÆRSK" sailed to Stade in West Germany, and Zeebrugge and Antwerp in Belgium. Here she loaded up before proceeding via the Suez Canal to Ulsan in Korea and Kinuura in Japan. From there she sailed to Alaska to collect cargo for Taiwan.

Captain Johan Elias Egholm is in command of the ship, and Povl L. Axelsen is Chief Engineer. Richard Forsberg is Chief Officer, and the Chief Steward is Helge H. Larsen.

The sponsor, Mrs Doris Todman, with Captain Johan Elias Egholm, Ambassador Terence A. Todman, and one of their sons, Mr Terence A. Todman, Jr.

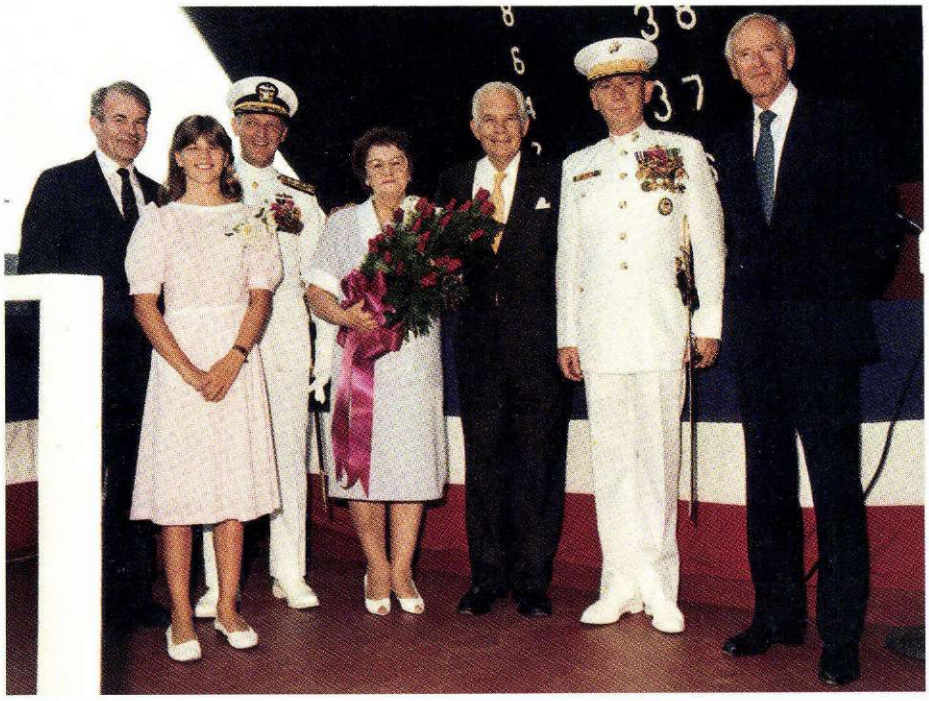
"CORPORAL LOUIS J. HAUGE, JR." ex "ESTELLE MÆRSK"

The "CORPORAL LOUIS J. HAUGE, JR." is the first of five Maritime Prepositioning Ships (MPS) to be reconstructed for Maersk Line, Limited, by Bethlehem Steel Corporation. Three of the MPS vessels are being reconstructed at Bethlehem's Sparrow Point facility in Baltimore, Maryland, and two at their facility in Beaumont, Texas. After delivery, the vessels will be chartered from Maersk Line, Limited, by the Military Sealift Command.

The "CORPORAL LOUIS J. HAUGE, JR." is a multipurpose cargo vessel capable of carrying containerized cargo, bulk cargo, ro/ro cargo, and break bulk cargo. The MPS vessels provide mobile long term storage of vehicles, equipment, ammunition, and other supplies to support a Maritime Amphibious Brigade. The MPS vessels are capable of independently unloading all embarked cargo at a pier or from off-shore through the combined utilization of roll-on/roll-off stern ramp and side ports and lift-on/lift-off cargo handling provided by shipboard cranes. The MPS vessels are also equipped with a helicopter platform. It will be manned with an operating crew of 23 while accommodations are available for a total of 144 persons including personnel from the Military Sealift Command, communication crew, maintenance crew, and U.S. Marine Corps cargo surge team.

The "CORPORAL LOUIS J. HAUGE, JR." has been rebuilt to the requirements of the U.S. Coast Guard and reclassed to the highest standards of the American Bureau of Shipping for cargo vessels.

The navigation and safety features are extremely advanced. The vessel is equipped with two radars, a satelite navigation system, a LORAN-C, a speed long, recording echo depth sounder, a Decca Navigator, course recorder, main and emergency transmitters and receivers, VHF/FM radio telephone and a bridge-to-bridge radio telephone. The vessel is also equipped with smoke, heat, and combustible gas detection systems coupled with firefighting capability in the form of a saltwater firemain, sprinkling, fixed foam and CO_2 fire extinguishing systems.



At the Naming Ceremony were Vice Admiral William H. Rowden, Commander of the Military Sealift Commando, and, on his left the sponsor, Mrs Catherine Braunschweig, eldest sister of Corporal Louis J. Hauge, Jr. On her left: the Honorable Clarence D. Long, the House of Representatives, Washington D.C., and General Paul X. Kelly, Commandant, U.S. Marine Corps, Washington D.C. On the extreme left: Mr Birger Jürgensen, Executive Vice President, Maersk Line, Limited, with his daughter, Ms Anne Mette Jürgensen, who was Maid of Honor. On the extreme right: Shipowner Mærsk Mc-Kinney Møller.

Main particulars:

	Original	Reconstructed
Length o.a.	182.30 m	230.25 m
Length b.p.	167.00 m	215.00 m
Beam	27.43 m	27.43 m
Depth	16.50 m	21.30 m
Deadweight, design	21,050 t	21,000 t
Draught, design	9.75 m	9.57 m
BHP	15,960	16,800
RPM	112	122
Speed	18.6 (90% MCR)	17.2 knots

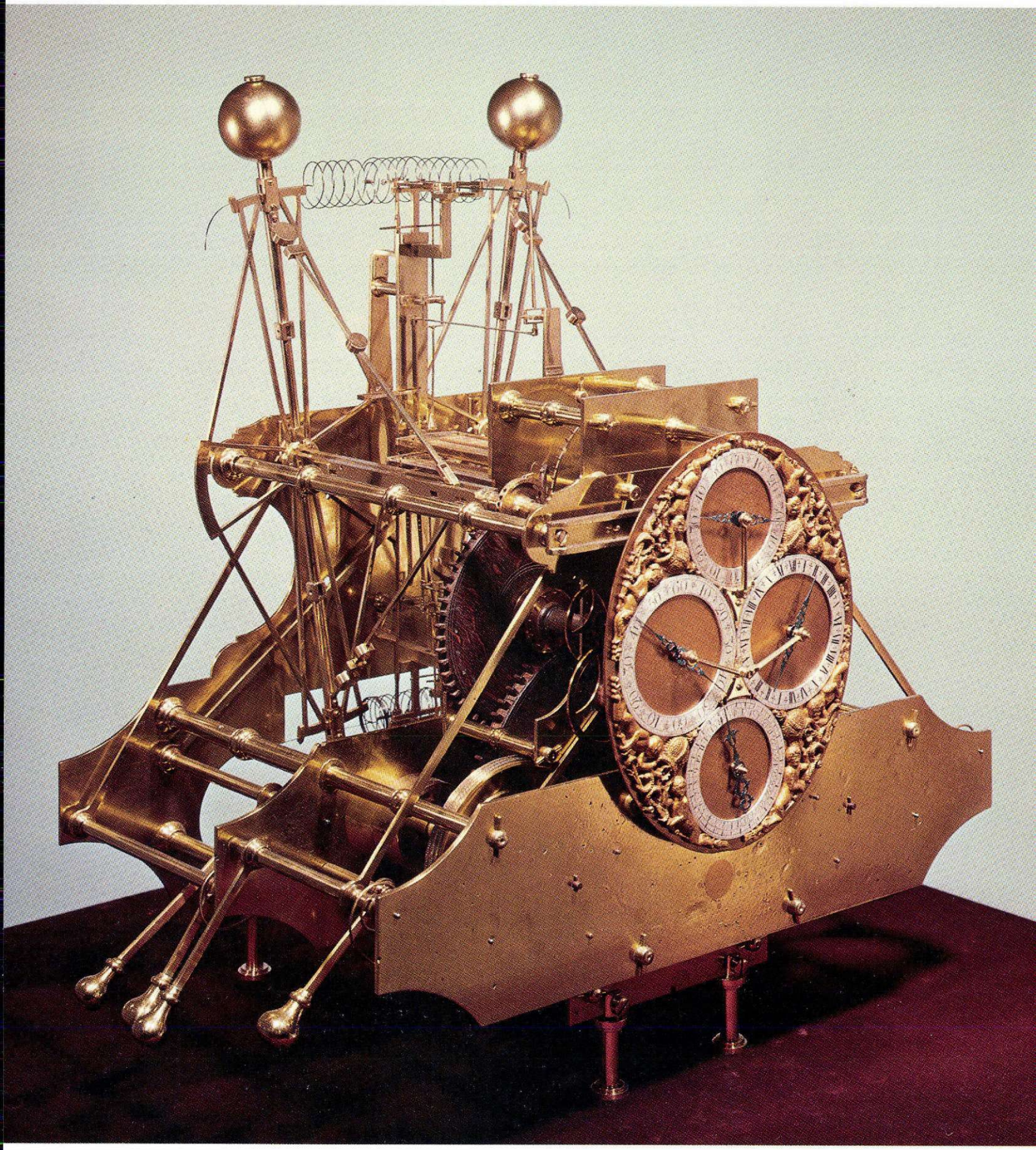
Cargo capacity: 347 20-foot containers, 33 of which refrigerated, 850 tons of break bulk cargo (1,400 pallets), 11,150 square metres of trailer deck for rolling cargo (vehicles etc.), 5,100 cubic metres of fuel for vehicles and helicopters, 320 cubic metres of fresh water. The ship can also carry 175 cubic metres of fresh water for use on board and 2,330 square metres of bunkers.

The Naming Ceremony took place at Bethlehem Steel Corporation's Sparrows Point Shipyard on July 14, 1984, and the Sponsor, Mrs Catherine Braunschweig is the eldest sister of the late Corporal Louis J. Hauge, Jr., who was killed in the Second World War and awarded the Congressional Medal of Honor posthumously.

The "CORPORAL LOUIS J. HAUGE, JR." was taken over by Maersk Line, Limited, and delivered on a 25 year Time Charter to the Military Sealift Command on September 7, 1984. The vessel has since her delivery successfully been practicing her future functions at various locations along the U.S. East Coast.

£ 20,000 for a chronometer

PHOTOS: THE NATIONAL MARITIME MUSEUM, LONDON



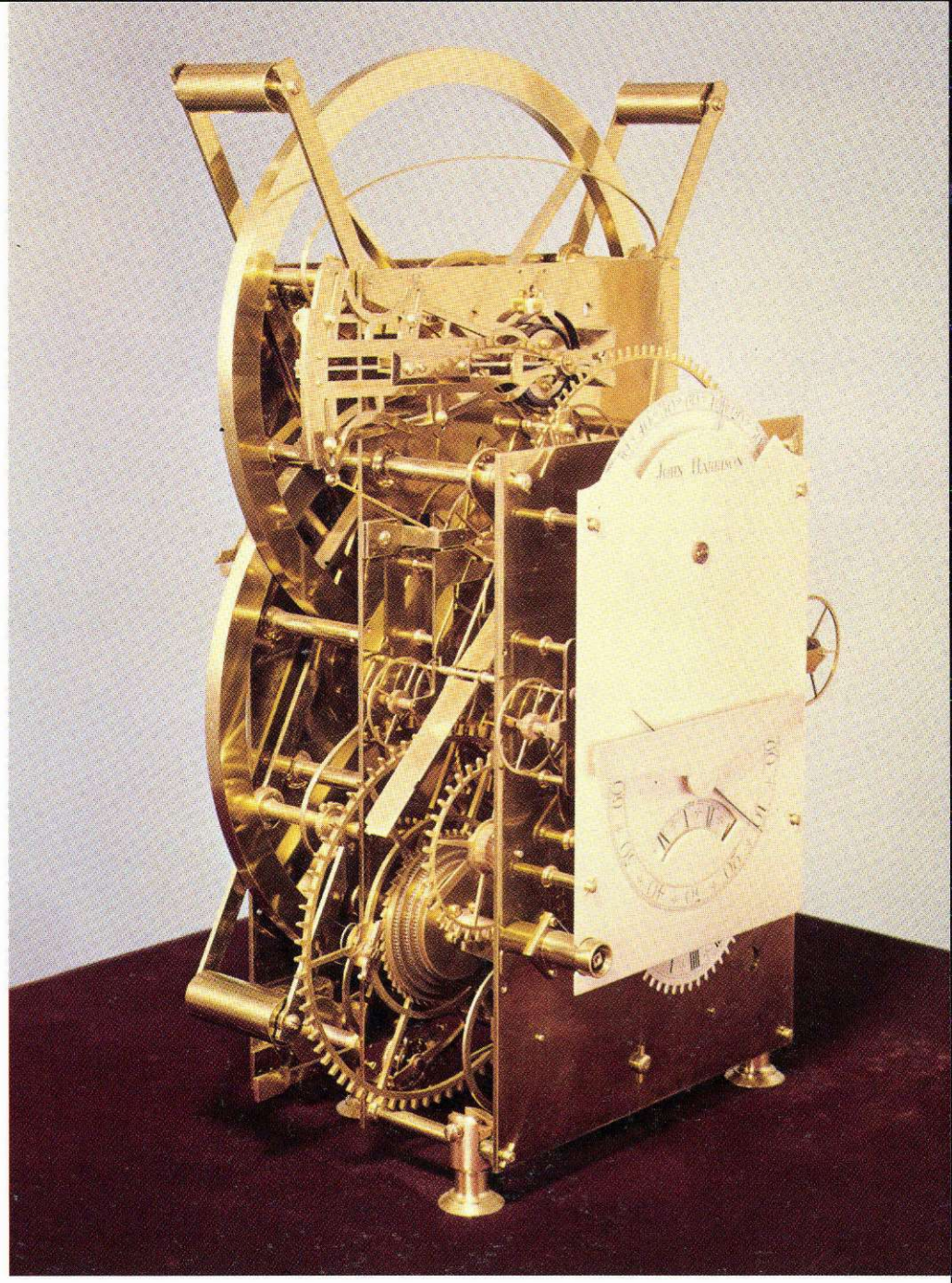
In the 17th and 18th centuries ocean-going traffic between continents increased greatly and, with it, the need for a precise method for ascertaining a ship's position. Accurate timekeepers were essential, but pendulum clocks required stable positioning, so they were of little use on board a ship.

For centuries, sailors had known the simplest form of astronomical navigation: finding the latitudes running parallel to the Equator. This caused few problems, but ascertaining their position in relation to the longitudes running from the north to the south pole was more difficult. They knew that the sun moved 15 degrees from east to west in an hour, and that it reached its highest point at 12 noon. If they knew the time at 0 longitude - Greenwich time that is - they could then work out their position. Greenwich time being, say, six p.m. they would multiply 15 degrees by six and arrive at their approximate longitude. But they had no precise clocks; they used sand-glasses which were fairly inaccurate, and therefore they were unable to ascertain their position with any precision.

In 1714 the British Government decided to offer an award of £ 20,000 for a ship's chronometer which would not be affected by damp, changes in temperature, and the movements of a ship. The prize would be awarded only if a trial run from England to the West Indies - taking about six weeks - could be concluded with a maximum deviation of half a degree. The clock had to be accurate to within three seconds in every 24 hours. Such precision was essential because an error of only four seconds produced a positional deviation of about one nautical mile at the Equator.

Among those who entered the competition were John Harrison and his younger brother James. Their father was a joiner, and their first clocks, built while they were still boys, were made almost exclusively of wood. They exploited the natural properties of different varieties using e.g. self-lubricating guaiacum (real lignum vitae) to reduce friction. They also constructed a pendulum insusceptible to changes in temperature. By 1726 they had built two intricate clocks based on these principles - probably the world's most precise clocks at the time. They checked their precision against innumerable astronomical observations and calculations, and this experience no doubt inspired them to construct a chronometer.

Left: the first chronometer, the H.1 completed in 1735. It took John Harrison five years to built the clock which measures 60 centimetres on all sides and weighs about 33 kilos.



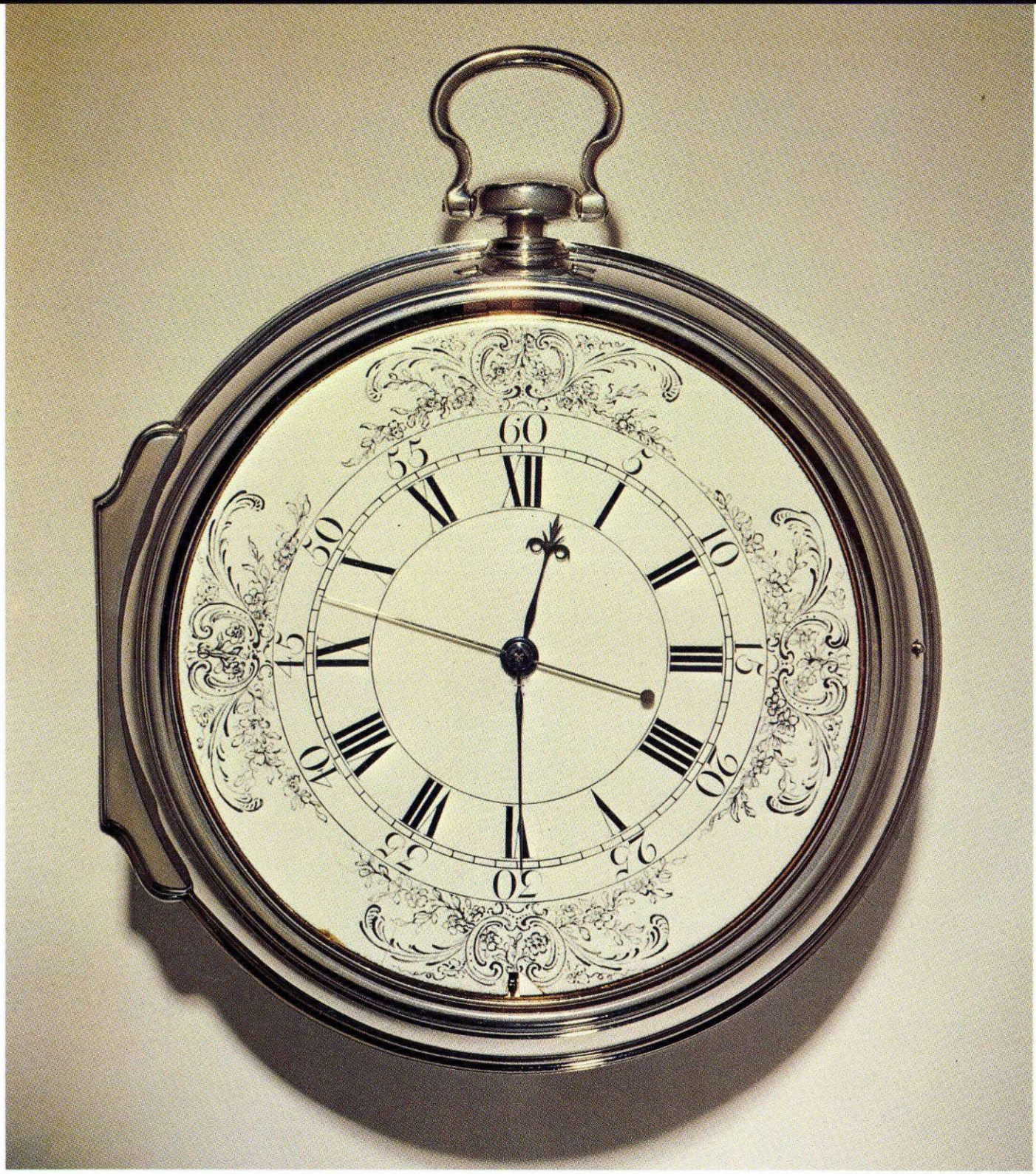
The H.3. which took 17 years to build. And John Harrison wasn't even happy with it.

They soon realized that the clock couldn't be made exclusively of wood. Expensive steel and brass were needed. They applied for money to the committee which had been set up to judge the clocks submitted in the competition. John Harrison, however, had difficulties explaining his ideas to others, and he was very keen not to reveal too many details for fear that others might steal his ideas. He was referred to George Graham, a member of the Royal Society and himself an excellent watch-maker who had the expertise to understand and appreciate Harrison's ideas. Graham was so impressed that he gave Harrison a personal interest-free loan so that he could start work on the clock.

Five years later, in 1735, the clock, known as the H.1., was completed. It was large and bulky, measuring about 60 centimetres on all sides and weighing approximately 33 kilos. Harrison introduced some detailed modifications to the clock on board a barge, and in 1736 it was tested on board a ship sailing from London to Lisbon and back. Harrison himself was on board, and his estimate of the ship's position proved to be 60 nautical miles nearer the mark than the captain's assessment.

The Committee felt, however, that the clock was not sufficiently precise to deserve the award. Instead, they granted him £ 500 for an improved version. The H.2. was completed in 1739 and made entirely of brass, but at 47 kilos it was both larger and heavier than the H.1.

Before the H.2. had been tested at sea Harrison decided to construct an even better chronometer. He was on his own now, his brother not wanting to continue. In 1741 he advised the Committee that the new clock would be ready for its trial voyage to the West Indies within two years. The Committee granted him another £ 500.



The H.4. is really just a large pocket watch, measuring a little over 13 centimetres in diameter. Finished in 1761, it was an enormous improvement on John Harrison's first three clocks.

It took Harrison 17 years to finish the H.3. though, and even then he was unhappy about the result. He asked for the trial voyage to be postponed so that he could construct a fourth and smaller clock. He succeeded. The new clock had a diameter of just over 13 centimetres; it resembled a large pocket watch and was far superior to his first three versions.

On November 18, 1761, the H.4. was taken on board the naval vessel "DEPTFORD" in Portsmouth harbour. It was to go on a trial voyage from England to Jamaica and back. John Harrison was now 67 year old. He felt unable to undertake the voyage and sent his son, William, in his place.

The voyage took five months and the clock deviated from Greenwich time by just one minute. It had more than qualified for the prize.

But another 12 years were to pass before Harrison received his just reward. The Committee kept adding demands to the requirements originally laid down by Parliament. They wanted Harrison to turn all his clocks over to them and to make all his drawings available. And they asked him to construct yet another clock suitable for mass production.

By now Harrison was an elderly man, but nevertheless he began work on the H.5. which he completed at the age of 79. King George III had tested the clock in his private laboratory at Richmond, and he gave Harrison his full support. Even so, another year passed before the Committee gave in. In 1773 - 38 years after the completion of the first clock, the H.1. - Harrison finally received full recognition.

Crane 1 is ready for lifting. Strengthening plates have been added to the outside surfaces of the upper and lower legs and the sillbeams. Temporary bracing is in place on the legs just above the portal flange disconnecting point. An 800 ton capacity crane with a 255-foot boom is mounted on a barge, total no-load displacement of 2500 tons. The barge is here shown ballasted down at the stern to compensate for the lifted load of container crane.

Container cranes raised at Port Newark

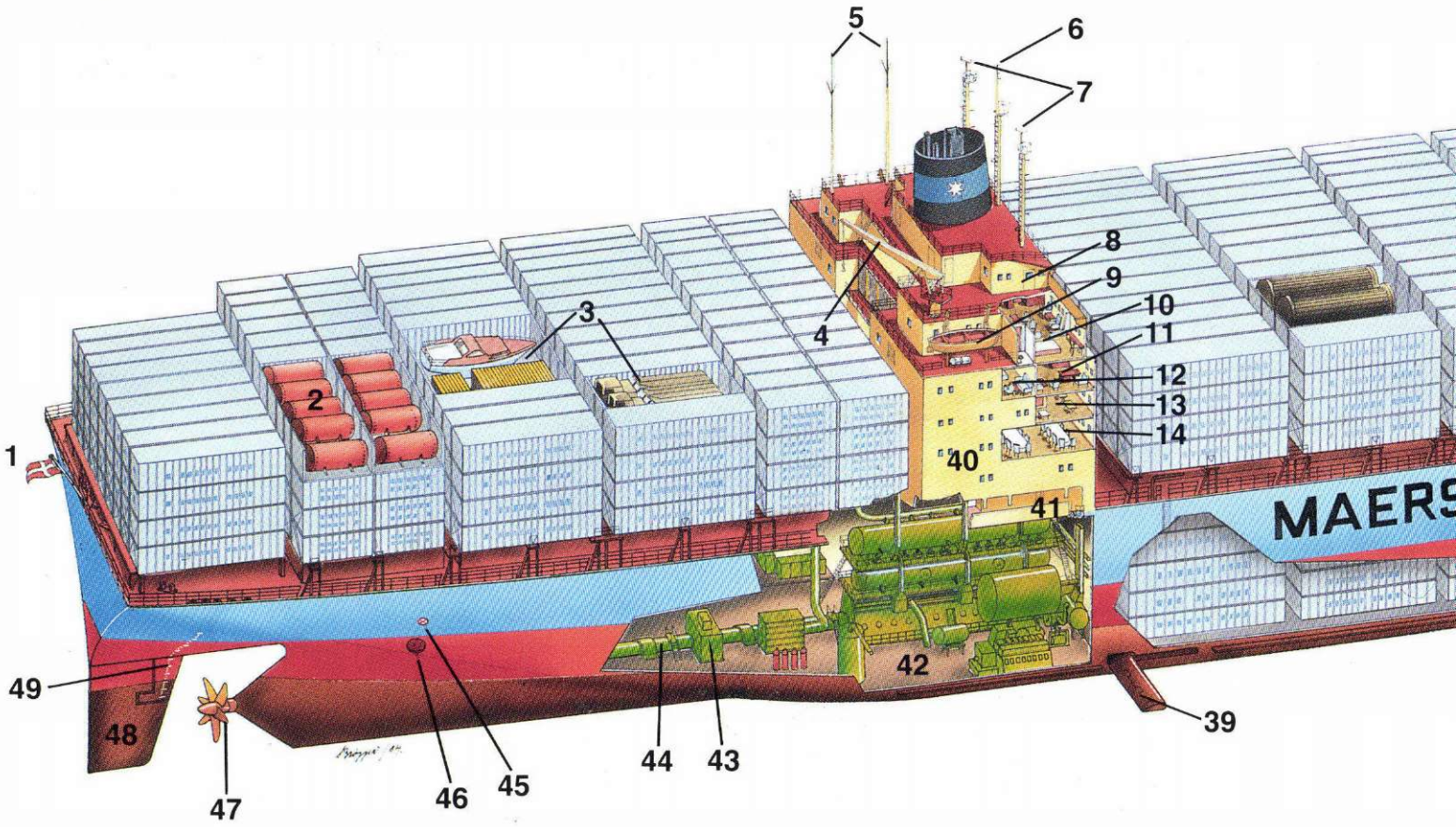
Crane 1, A-frame disconnected from the portal frame, is lifted off and swung over Berth 50 to bolt on the leg stub extensions and to permit Crane 2 to roll by. The portal frame is lifted by two multi-wheeled dollies and rolled back clear of the crane rails. This enabled Crane 2 to gantry past Crane 1 from the off-berth tiedown area onto Berth 51 proper. Crane 2 continued to be operational during the down period of Crane 1.

Crane 1, new leg stubs attached and the portal frame rolled back onto the crane rails, is lifted back atop the portal frame. Adjusting its position and slowly lowering, the barge crane sets the A-frame down ever so gently on to the portal frame. The connecting flanges are then completely bolted up and torqued for final tightness. Two weeks, just fourteen days, after Crane 1 was lifted off, Crane 2 began the same journey. Each crane was lifted off, leg stubs added, and the crane lifted back on, all in one (very long) day.

With the advent of the L-type container ships and the increased deck loading to five-high it was evident that the container cranes in Port Newark would have to be raised. After preliminary planning, project engineering was authorized on March 21, 1984. Physical modification of the cranes began on July 16 in preparation for the actual raising which started on August 19. Modification and raising were completed on September 11, after which both cranes went back into service. Crane 1 was raised 17.5 feet, Crane 2 12.5 feet. Each crane was out of service just ten days. Ship operating schedules were maintained without interruption or delay during the modification period. The two cranes now have a clear lifting height of 90 feet above the crane rails, or, 100 feet above Mean Sea Level. This clearance will enable Berth 51 to handle all Maersk Container Line ships and ship loadings, now, and into the foreseeable future.

Text and photos by Don Brame

A container vessel:



m.s. "LARS MÆRSK" operates on the Maersk Line USA-Far East service. She was built at the Odense Steel Shipyard Ltd. (the Lindø Yard) and delivered to the A. P. Møller Shipping Company on June 29, 1984.

She can carry more than 3,000 20-foot containers and has the world's largest single-axle diesel engine, a fuel-saving B&W type 12L90GBE yielding 47,500 HP in all.

Further essential details:

Length	270 metres
Breadth	23 metres
Depth moulded	20 metres
Max. draught	13 metres
Deadweight appr.	52,000 tons
Service speed	23 knots

The accommodation is built for a complement of 34 crew members and consists of single cabins with private baths and toilets for the whole crew and separate bedrooms for the captain, the chief engineer, and senior officers. There are mess rooms and saloons with TV sets and video recorders plus an indoor swimming pool and a well-equipped gymnasium with table tennis facilities.

For internal information

Summary of the "Dyvig Report"

4 December 1984

This is the general conclusion to the Report: "No individual NATO country can define its attitudes in a vacuum. A spirit of good understanding and respect for the conditions of cooperation within NATO must remain fundamental elements in all Danish defence policy concepts".

The official title of the Report is "The Position of Denmark in Relation to the Defence Policies of the 1980s", and its conclusion lends full support to the Government in its disagreement with the Opposition, particularly the Social Democratic Party, over Denmark's separate political stance in NATO and over the use of nuclear weapons. The Report was released on November 29, 1984.

It contains a detailed review of military and political conditions which have combined, since the Second World War, to define the framework and the issues of the Danish position on defence policy in 1984.

The summary to the Report covers three major subjects: the relationship between international defence policies and Danish attitudes to negotiations on arms reductions and control, NATO objectives, and Danish opportunities for taking active defence initiatives. This is a brief abstract of the summary:

Arms reductions and arms control:

In all relevant contexts Denmark has sought to intensify attempts to reduce and control arms, on the assumption that this country is totally dependent on the international security situation.

These attempts have not proved widely successful, mainly for three reasons:

Military rearmament is a symptom, not a cause of international disagreements. It is of central importance, therefore, to realize that if these fundamental disagreements cannot somehow be eliminated there is little likelihood that the symptoms: rearmament and the arms race, may be removed through disarmament initiatives alone.

Secondly, arms reductions and arms control are of vital importance in all defence policies, and no government will accept initiatives which cannot be assessed in advance and controlled.

Thirdly, technological advances are in themselves factors which complicate attempts to render predictable developments in the field of defence policy.

Finally, this chapter of the Report states that, the above-mentioned facts apart, certain steps towards arms reduction have been successful, e.g. the agreement not to spread nuclear arms, the agreement to stop nuclear arms tests, and the SALT I agreement. Denmark supported all these negotiations.

NATO objectives and problems:

In the section on NATO it is argued that Alliance possibilities, political and military alike, are clearly dependent on mutual trust and solidarity. The report maintains that the conditions which led to the signing of the Atlantic Treaty and to Danish membership are still fully active.

NATO objectives: The Alliance has three objectives, now as before. Firstly, the formulation of credible defence and deterrence policies. Secondly, the attempts to reduce tension between East and West and the establishment of reliable and fair agreements on arms control and arms reduction. Thirdly, "every one of us is responsible for maintaining good relations between the United States and Europe".*)

The Report emphasizes Denmark's small economic and military contributions to NATO and concludes that Denmark's possibilities lie in attempts to reduce tension between East and West. It also states that in this very area Danish political efforts have proved much more effective than in any other defence policy field.

NATO problems are said to stem from a lack of internal agreement and from the fact that the Soviet Union represents a factor which cannot be counterbalanced by the European countries alone.

The Road Ahead - Danish possibilities:

In a section on "The Road Ahead" the Report recommends traditional defence policies which still command widespread support: namely, that the way to safety lies, first and foremost, in comprehensive and patient international cooperation. And the Report maintains, as mentioned above, that a spirit of good understanding and respect for the conditions of cooperation within NATO must remain fundamental to Danish defence policy.

The Report comments on current issues in the Danish public debate, e.g. on the Social Democrat/Liberal proposal for a Nordic nuclear-free zone:

- In fact, a nuclear-free zone is an entirely new, untested, and in many ways, unsafe

basis for Danish defence policies, among other reasons because of the problems posed in relation to the positive guarantee of safety which is the essence of our membership of the Alliance.

Finally, the Report states that Denmark may only secure separate arrangements through negotiations within NATO and with our allies. In this way, potential negative effects on defence cooperation within the Alliance can be avoided.

The Report maintains that Denmark has real possibilities for political influence. And "...Denmark will work to create a system of firm guidelines for improved cooperation between East and West, a system which may withstand the set-backs which occur from time to time".

Preliminary Government comments:

When the Report was made public the Secretary of State for Foreign Affairs, Mr. Uffe Ellemann-Jensen, made some preliminary comments on behalf of the Government. They only serve as a first initiative for political negotiations. The comments may be summarized in five points:

1. Denmark is placed very close to the East-West opposition which constitues the framework of our defence policy. This is not true in foreign policy generally; here North-South issues will probably prove more important in a long-term perspective.
2. There was no alternative to NATO in 1949 - and there is no alternative today! The Alliance guarantees our military safety, but it is also, in many ways, the best political tool for eliminating, or at least reducing, tensions between East and West.
3. When fundamental importance is attached to our membership of the Alliance, our relationship with the partners becomes equally important. If we ignore solidarity with our partners in the Alliance, in a military and political sense, we render the representation of Danish views less forceful.
4. The Western European element in defence policy must be carefully considered - both in the light of our present commitments (to the EPS for European political cooperation) and of the structures that we know, but of which we are not a part, particularly the revived Western European Union.
   The Government does not take the view that defence cooperation with the United States must be replaced by cooperation among Western European countries, but it may be relevant to develop a more distinct European profile within the Alliance.
5. The Nordic countries have not chosen a common defence solution; this alternative may be attractive, but it is hardly realistic.

The Secretary of State for Foreign Affairs emphasized the fact that the Government will give more detailed comments to the Report in its statement to the temporary committee which will be formed by the Danish Parliament prior to the Parliamentary debate.

Opposition comments:

The Social Democratic Party has adopted a cautious attitude towards the Report. They have paid particular attention to the section on NATO strategies ("flexible response" as opposed to the earlier strategy of massive retaliation in a nuclear war). They strongly emphasize the view that Denmark must remain a member of NATO "particularly if loyalty to the Alliance may go hand in hand with active attempts to change NATO strategies".

Parties to the left describe the Report as "prejudiced".

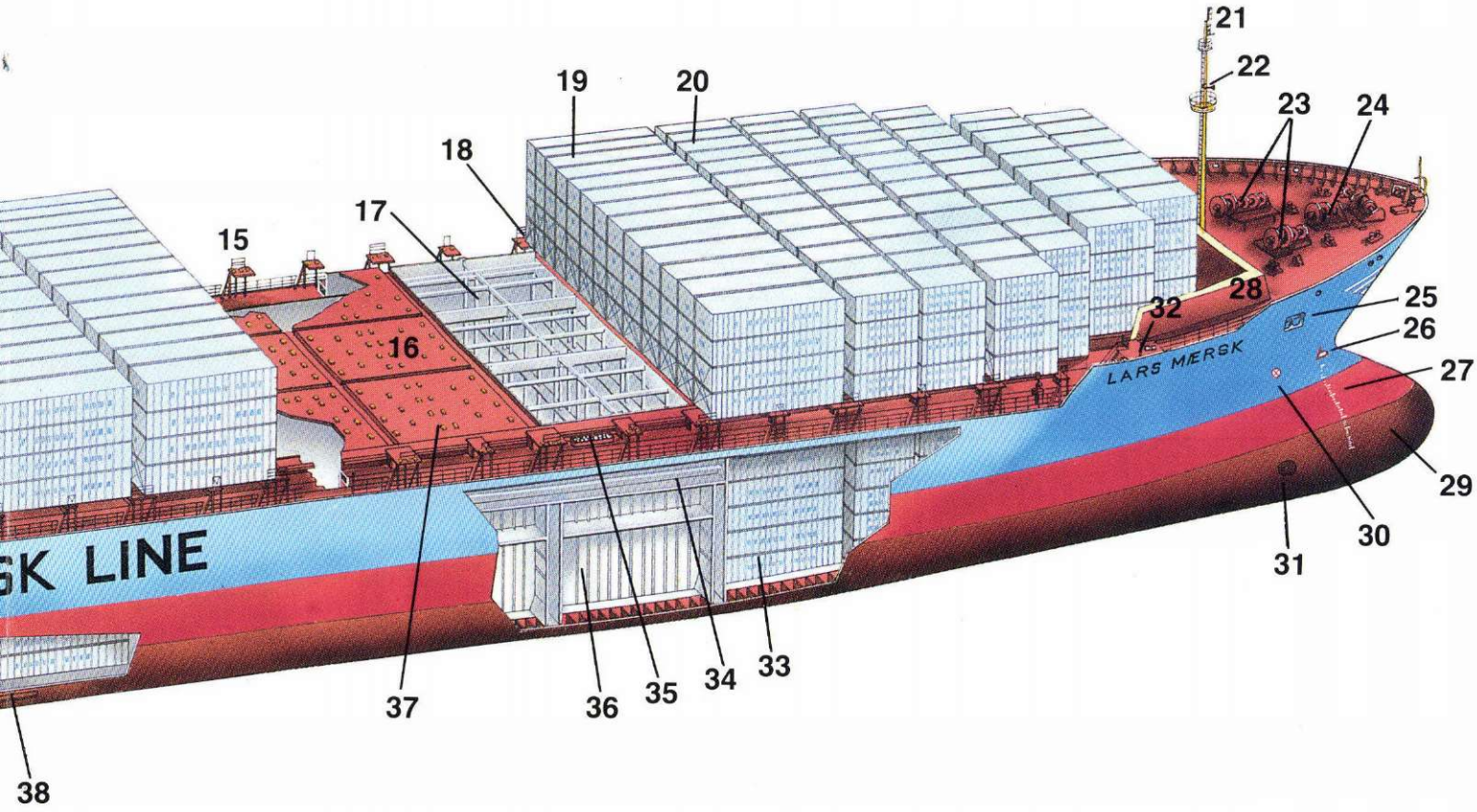
The terms of reference and members of the Committee:

On June 15, 1984, the Danish Prime Minister asked the Secretary of State for Foreign Affairs to form a committee of experts who were to compile a comprehensive report on the Danish defence position. The report will be discussed in Parliament at a later stage.

Chairman of the Committee is Peter Dyvig, Permanent Undersecretary of State, the Foreign Office. Other members: Henning Gottlieb, Commissioner, the Prime Minister's Office; Mogens Frederiksen, Deputy Permanent Undersecretary of State, and Jørgen Wahl, Head of Divison, the Ministry of Defence; Ambassador Per Groot, adviser on arms reductions; Vagn Egebjerg and Hans Henrik Bruun, Heads of Division, the Foreign Office.

**) This is a quotation in part from Lord Carrington's first speech as Secretary General to NATO given on June 25, 1984.*

: the "LARS MÆRSK"



1. National flag
2. Tank containers
3. Flatrack containers
4. Stores crane
5. Radio antenna
6. Lanterns and signal lights
7. Radar antenna
8. Bridge
9. Lifeboat
10. Captain
11. Chief Officer
12. Deck apprentice
13. Gymnasium
14. Dining saloon
15. Lashing platforms
16. Hatch covers
17. Cellguides
18. Container lashing
19. 40′ containers
20. 20′ containers
21. Masthead light
22. Tyfon
23. Windlass
24. Mooring winch
25. Anchor
26. Mark for bulb
27. Draught-marks
28. Breakwater
29. Bulb
30. Mark for bowthruster
31. Bowthruster
32. Sidelight
33. Cargohold (seven tiers of containers)
34. Service corridor
35. Storage bin for container lashing gear
36. Ballast tanks
37. Container sockets
38. Bilge keel
39. Stabiliser fin
40. Accommodation
41. Accommodation ladder
42. Main engine
43. Shaft generator
44. Propeller shaft
45. Mark for sternthruster
46. Sternthruster
47. Propeller
48. Rudder
49. Draught-marks

New ship-building technology

Numerous members of staff from Odense Steel Shipyard Ltd. and Mærsk Data cooperate on the introduction of advanced technology

Mærsk Data and Odense Steel Shipyard Ltd., two companies in the A.P. Møller Group, cooperate to create new activities within advanced technology CAD/CAM.

What is CAD/CAM?

CAD/CAM stands for *C*omputer *A*ided *D*esign and *C*omputer *A*ided *M*anufacturing. The subject is information processing.

The traditional method of designing and constructing ships stored information in drawings. CAD/CAM places it in a computer memory where it is used to produce designs, make calculations, and control machine tools.

The advantages of CAD/CAM are:

- Better and faster research of alternatives giving better and faster construction terms.
- Much faster corrections.
- Briefer schedules for each product.
- Savings on materials and reduced waste.
- Improved opportunities for standardization.
- Manual data processing reduced to a minimum.

Mærsk Data and Odense Steel Shipyard have started to introduce new technology with these advantages. It creates flexibility in constructing new ships at the Yard and reduced production time for each individual ship. We aim to maintain and develop the competitive position of Odense Steel Shipyard.

How to use CAD/CAM?

In the design and construction of ships CAD can be used to define hulls, estimate strength, draw pipe-line diagrams, design engine rooms, and maximize the use of steel plates and pipes.

Picture no. 1 shows an engine room being designed on a computerized drawingboard. Picture no. 2 shows a body plan being drawn up according to a design system known as FORAN. In picture no. 3 a computer is being used to discover the most economical position of steel items on a steel plate; it also controls blowpipes producing the individual items.

CAM uses CAD information directly to control blowpipes, and this makes cutting along curved lines much easier. Picture no. 4 shows a numerically controlled blowpipe.

The CAD/CAM system

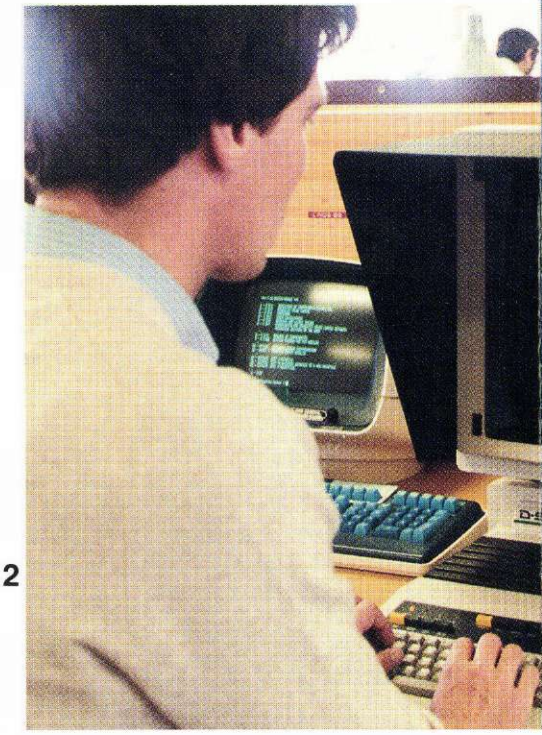
The Yard now has two computers working independently with CAD/CAM programmes and communicating with the very large Mærsk Data computer centre in Copenhagen. The drafting departments at the Yard already have more than 20 computerized drawing-boards in operation.

Many Mærsk Data members of staff work in their own department at the Yard to maintain and develop the CAD/CAM system. Picture no. 5 shows a section of this department.

Numerous members of staff from the Odense Steel Shipyard and Mærsk Data have now started to use the technology of the future. It will also be introduced elsewhere in the A.P. Møller Group.

KBM

1



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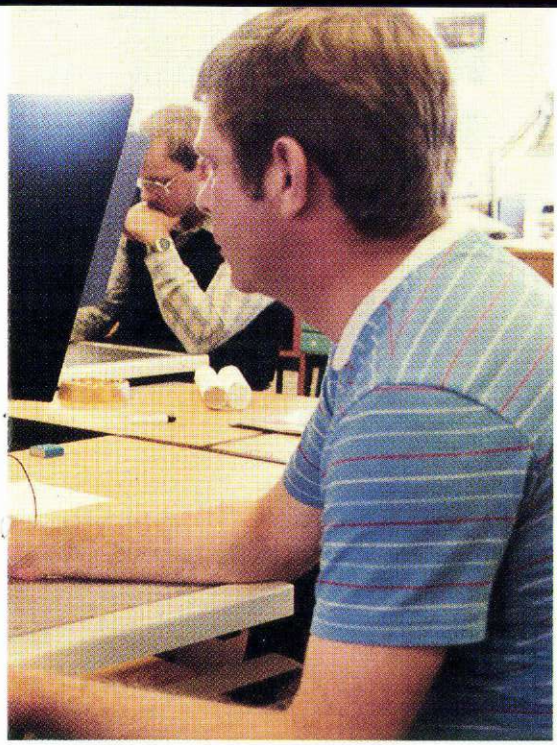

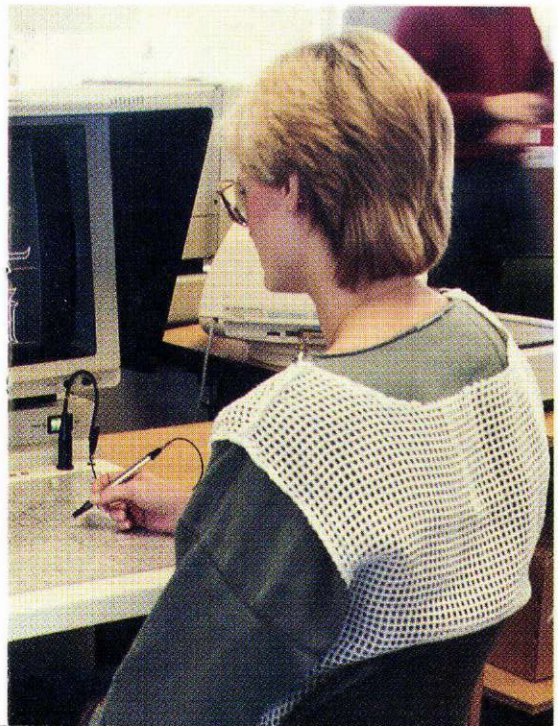

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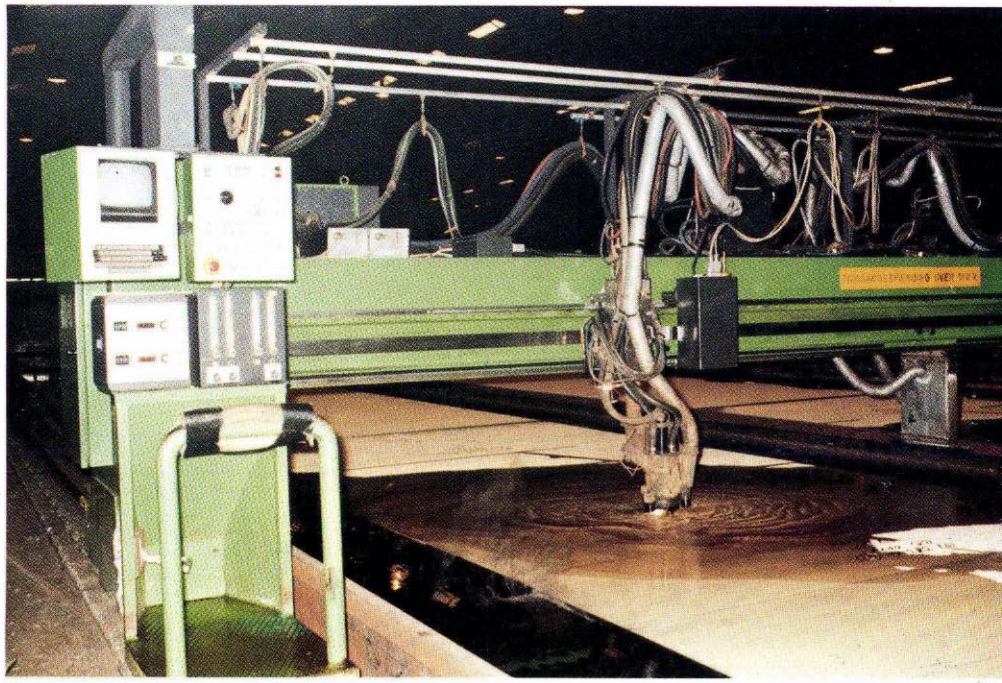

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Longer legs for the "MÆRSK ENDEAVOUR"

In early 1984 a contract was signed with the Swedish shipyard Götaverken for the lengthening of the legs on the "MÆRSK ENDEAVOUR" rig. Shortly afterwards the shipyard started building three new leg sections, each about 30 metres long and weighing 300 tons.

In mid-August the rig concluded its work for Chevron on Elly 1 in the Danish sector of the North Sea. Then it was towed to the shipyard in Gothenburg, and during September 7 and 8 the new sections were lifted on top of the existing legs. The picture shows a Swedish crane, its hook 145 metres above sea level, lifting the first section.

The new sections were then welded onto the legs. The welding was done in protected cubicles 77 metres up, and electricity was used to keep the welding areas between 150 and 230 degrees centigrade. It took 400,000 electrodes, weighing 20 tons in all, and 300,000 metres of welding wire to produce the new sections, weld them onto the legs, and reinforce the lengthened legs.

The legs are now 136.5 metres long, increasing the operational potential of the "MÆRSK ENDEAVOUR" to depths of up to 91.4 metres as opposed to 62.5 metres.

After satisfactory testing of the new legs, the rig was delivered by the shipyard on October 12. It stayed there, however, awaiting calmer weather; but on November 19 it was towed to the British sector of the North Sea, and in late November it started drilling operations for Ranger Oil off Great Yarmouth.

Maersk Drilling in Saudi Arabia

By John D. Payne, Ras Tanura

The Maersk Drilling shorebase in Ras Tanura.

Maersk Drilling started operating in Ras Tanura, Saudi Arabia, in July 1982. Anyone visiting us today would, we hope, say "What a good shorebase and what a well-run operation".

This was not so in July 1982. We felt that we ran the shorebase as well as possible with the facilities available to us at the time. We rented one small office and had a place to sleep, but we had no telex or telephone of our own.

The "MÆRSK VENTURER" arrived at Ras Tanura on June 28, 1982, and was followed by the "MÆRSK VOYAGER" on July 11, 1982. Visa formalities delayed the full manning of the rigs, which went into operation on August 30 and 31 in the Marjan and Zuluf Fields respectively. The drilling crews spent the next two months familiarizing themselves with the local formation strata, laying the foundation for the excellent team-work which is typical of both rig crews today.

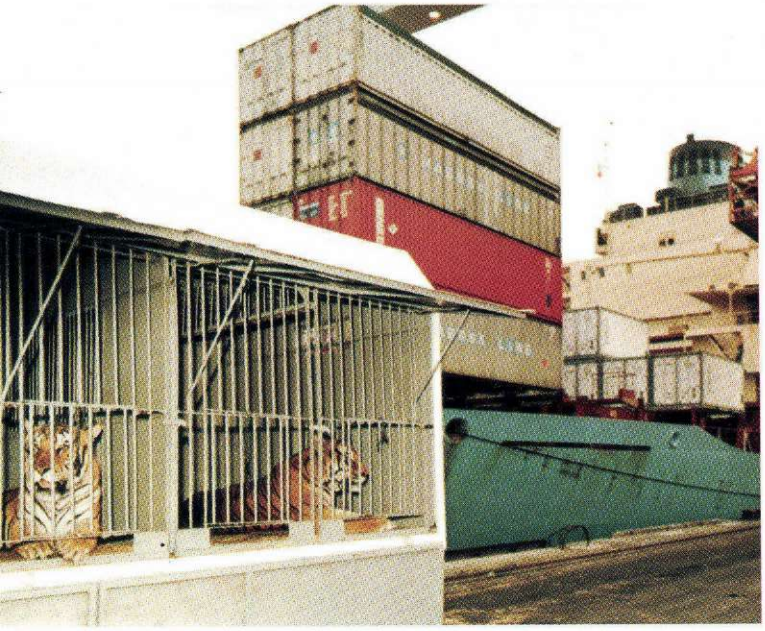
We are proud to be able to say that after two years the "MÆRSK VENTURER" and the "MÆRSK VOYAGER" have a 100 percent service record with no downtime. 13 wells were drilled by each unit in 1983. An added feather in our cap was a letter from Aramco to the "MÆRSK VOYAGER", in which Aramco praises the achievement of drilling 12 wells with crossing well bores in record time.

At the same time, in 1982, the shorebase, slowly but surely, started to take shape. Sewage and water pipes were installed in October/November, telephones and telex were set up in November/December, and by late December we had our permanent supply of electricity to replace the generator we had used until then. The storage yard had also been completed by this time.

We hope that the completion of these two years marks the beginning of a long and fruitful period with Aramco in Saudi Arabia.

The "MÆRSK VENTURER", which operates in the Arabian/Persian Gulf off Ras Tanura together with the "MÆRSK VOYAGER".

Rounding up...



Tigers on board

On August 22, the container vessel "ARTHUR MÆRSK" received an unusual cargo in Hamburg: nine Bengal tigers in two cages on wheels from the DDR-Staatszirkus. Animal trainers Marietta and Oscar Sperling accompanied the tigers on the voyage to Kobe in Japan. They had signed a one-year contract with a Japanese circus, and they had chosen Maersk Line because it offers the fastest service to Japan. The voyage from Hamburg to Kobe takes 26 days.

– Every day each tiger had one meal of about ten pounds of prime beef, explains the ship's master, Captain T.B. Christiansen.

– Initially, sawdust was used to keep the cages clean; later they were washed down with hoses instead, and one of the tigers positively enjoyed the showers. The animals seemed generally happy during the voyage and never showed any signs of distress.

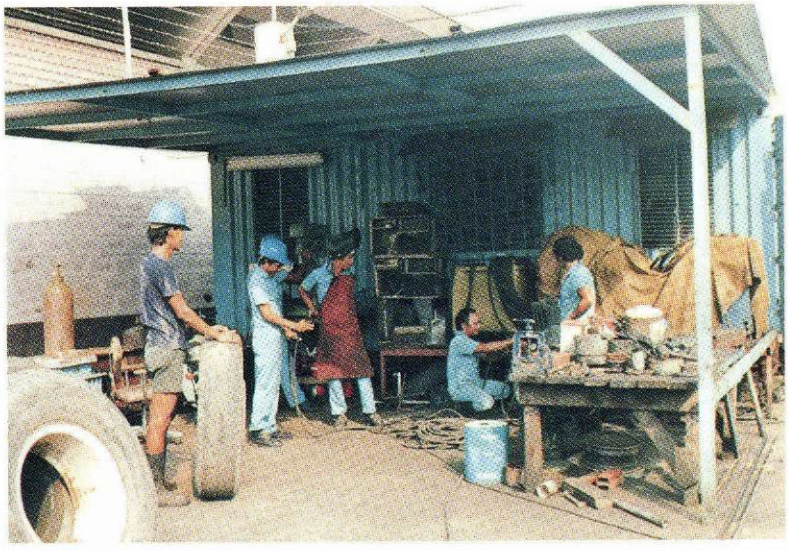
Silver wedding on board

On October 24, during the "OLUF MÆRSK"s maiden voyage from Stade via Ulsaan in Korea to Kinuura in Japan, Captain Johan Elias Egholm and his wife, Frigerd, celebrated their silver wedding. They were woken by part-songs and received gifts; and in the evening there was an excellent dinner for everyone on board - a traditional Danish silver wedding.

Birgit Forsberg
Radio Officer

New coat for "JETTE MÆRSK"

The article on Maersk Air in the last issue of Mærsk Post mentioned that the Maersk Air business plane "JETTE MÆRSK", a British Airspace HS 125, was about to be repainted. The picture shows the plane - white with a blue stripe for many years - in its new colours, now common to all Maersk Air planes.



New workshop for repairs and maintenance

Maersk Line has been in Manila for over 50 years, and now it has finally opened its own workshop for repairs and maintenance with its agent for the past three years, the Maersk-Tabacalera Shipping Agency (Filipinas) Inc. The move was designed to cut down on costly repairs of shipping equipment.

In a further attempt to reduce costs, two old containers, a 40-footer and a 20-footer, were cleaned out and converted into a rest room for the workers and a store room for tools and spare parts. The containers were placed behind the Agency office in the Container Freight Station (CFS) compound. All repairs are done either at the CFS or at the Container Yard at the International Port in Manila.

Perhaps this small workshop (see picture) can compete in terms of workmanship with some of the leading local firms. The 14 workers have received instruction from their supervisor, Herman Fajardo, an engineer trained by Maersk Line, on repairing and maintaining toploaders, forklifts, yard-hustlers, chassis, and containers the Maersk Line way.

The workshop may be proud of its expertise in repairing not only Maersk Line equipment but also company-owned cars, on which they can do emergency work whenever needed.

Lydia Cervantes

The "ADRIAN MÆRSK"'s maiden voyage

The three A-ships in the Optima Project were described in the last issue of Mærsk Post. On September 17, the first of these, the "ADRIAN MÆRSK" - having been reconstructed at the Hitachi Innoshima Shipyard - left for Nagoya in Japan to join the Far East-Middle East service. The picture shows the ship on her maiden voyage in the Malacca Straits.

New Air Business service

Air Business has received official permission to extend its service from Esbjerg to Stavanger in Norway to include, from October 1, Aarhus/Tirstrup Airport. At the same time the company's Shorts 360 has replaced the Bandeirante plane.

There are flights every day except Saturday and Sunday leaving Esbjerg and Aarhus respectively in the morning, and Stavanger around noon. This direct service attracts all types of passengers, but it offers special advantages to businessmen who will appreciate the time and money saved by avoiding a change of planes in Copenhagen. The service will probably also improve commercial relations between Denmark and Norway.

Furthermore, the inclusion of Aarhus/Tirstrup has established the first domestic service - between Esbjerg and Aarhus - in Jutland.

Air Business is a Maersk Air subsidiary company based at Esbjerg Airport, where extensive hangars and workshops are being built; they will be completed in the spring of 1985.

Today, Air Business employs about 70 staff, and its fleet comprises three Shorts 360s. The company operates the Stavanger service and, on contract for Maersk Air, many of the domestic Danish services. It also undertakes charter flights.

Jan Gotfredsen

From the "LEISE MÆRSK" to the Red Cross

With the advent of video films on ships, the 16mm film projector has become redundant. On the "LEISE MÆRSK" it was decided to put the projector to good use on its retirement from sea service.

On September 9, 1984, in Baltimore, Maryland, the ship's projector was handed over to the Baltimore Chapter of the American Red Cross. Mr Jim Pursley, ARC Personnel Director, received the projector on behalf of the American Red Cross and presented the "LEISE MÆRSK" with a certificate of appreciation.

The projector will be used to show Red Cross volunteers training films in life-saving techniques, such as resuscitation for both drowning and cardiac arrest victims. The ARC offers assistance in the case of natural disasters, as well as offering community volunteer services, service to military families and veterans, safety- and blood-donor services, youth services, and finally nursing and health services.

The picture shows Mr Jim Pursley, ARC Personnel Director, Baltimore, receiving the projector from Chief Officer Jørn Jeppesen and Radio Officer R. Dewar Twist, "LEISE MÆRSK".

R.D.T.

New Regional Office in the U.S.

On September 1, the Maersk Line Agency Cleveland/Detroit was designated as the Regional Office for the area encompassing Ohio, Kentucky, Northern West Virginia, Western Pennsylvania, Indiana, and Michigan.

The Cleveland Agency, consisting of a branch manager and a secretary when work started in 1976, has today grown to six employees. To accommodate this increase in staff it became necessary to establish new offices for the region; they were opened on October 1 in the Westgate Plaza Building (see picture).

Barbara O'Donnell
Cleveland

Rounding up...

Soccer in Singapore

On August 5, a soccer team from Maersk Line, Singapore, competed for the Shenton Cup 1984. The Shenton Medical Group, organizers of the event, provides medical services to major shipping lines in Singapore. 16 seven-a-side teams representing various large shipping companies took part in the competition. To qualify for the final, a team had to win all its seven ten-minute matches.

The Maersk team, consisting of ten players and a team manager, won the Cup. The prize money, 800 Singapore dollars, was generously donated to local charitable organizations, and the trophy was proudly displayed in the office for all to see.

David Tan

The A.P. Møller Arts and Crafts Association

On September 4, the Arts and Crafts Association at the A.P. Møller Shipping Company held its inaugural General Meeting at Esplanaden, after a research group had assessed the situation and proposed guidelines for the Association.

The Association's aim is to encourage interest in arts and crafts. Members will be invited to meetings and will also receive information about other societies and artists' associations, and about exhibitions, galleries, and museums. Substantial reductions will be offered on entrance fees to lectures, museums and galleries; there will also be reductions on art purchases and package tours, and other cultural events such as concerts and visits to the theatre. The Association will arrange exhibitions of works by one or more artists, and at every General Meeting works of art will be offered as prizes in a lottery. Any employee of Rederiet A.P. Møller A/S stationed in Copenhagen is eligible for membership.

The Association has already received several invitations to private views at art galleries and museums. A guided tour of the Nivaagaard collection in October was followed in November by two guided tours of the Glyptotek. In December the first independent exhibition will be arranged, with paintings by Carlo Rosberg. Mr Rosberg will also give a lecture on painting, to be held at Esplanaden. In January there will be a guided tour of the Matisse exhibition at the Louisiana Museum, as well as a tour of the large Van Gogh and Gauguin exhibition at Ordrupgaard.

These activities, plus a membership of nearly 200, suggest that the Association has got off to a very good start indeed.

T.O. Cup 1984

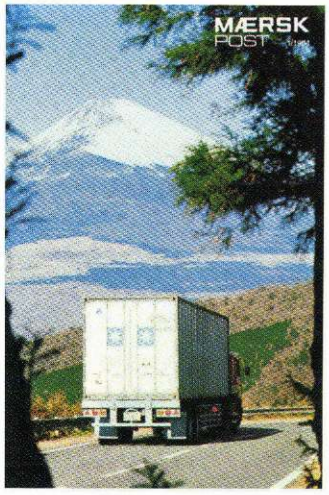
On Saturday, September 1, the Technical Department at Esplanaden held its annual yacht race. 48 members of staff sailed in moderate south-westerly winds, 13-15 metres per second, and all boats completed the course. The newly inaugurated Challenge Cup was won by the Ylva type "AQUILA", with Finn Quistgaard in command, in 4 hours 52 minutes and 40 seconds. In second place, four minutes later, came Bent E. Hansen in "BLUE RIBBON", and J. Haagen Frederiksen in "CUMULUS" came third. The two Company H-boats "KNOLD" and "TOT", under J.K. Højbjerg's and Aage Hansen's command respectively, also took part, coming in fourth and fifth. The start of the race by Svanemøllen power station is pictured above.

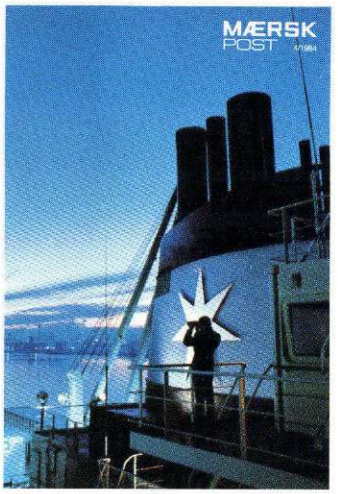
New American ship at Lindø

On Saturday, November 10, construction no. 110 was named the "SEA WOLF" at the Odense Steel Shipyard. The sponsor was Mrs James B. Rettig, wife of the Vice President of Crowley Marine Corporation in San Francisco. The vessel, a container ship weighing 24,200 tons deadweight, is the first of three constructions for the American shipping company.

The ship is of a new design, the ro/lo type with two container cranes and a stern ramp which allows for cargo to be driven directly onto the trailer deck aft. The ship can hold about 2,000 20-foot containers and 27 trailers.

The first picture shows m.s. "SEA WOLF" at the Lindø Outfitting Quay. The second picture shows the sponsor, Mrs James B. Rettig, and Mr Troels Dilling, Managing Director of the Yard.





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ESPLANADEN


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25 Years Anniversary

1. Ernst F.A. Petersen
   1 January
2. Leif Bach
   1 February
3. Erik Sjøstrand
   1 February

THE FLEET


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25 Years Anniversary

1. Chief Steward Henning Mikkelsen
   2 January
2. Captain Holger Rask Kristensen
   25 January
3. Radio Officer Hans Erik Sørensen
   1 February
4. Chief Engineer Ib Pedersen Plet
   6 February
5. Captain Flemming Palle Arne Petersen
   17 February

THE YARD


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25 Years Anniversary

1. W. Osbahr
   1 January
2. O. Elicin
   1 January
3. Hans Kristiansen
   8 January
4. Bent Preben Haslund
   25 January
5. Svend Jensen
   1 February
6. Bent Tage Pedersen
   1 February
7. Bent Skovstrøm
   1 February
8. Erland Hans P. Larsen
   1 February
9. R.C. Nygaard Christensen
   3 February
10. Erik Jensen
    8 February
11. Johs. Hansen Stenner
    8 February
12. A.E. Eiser
    15 February
13. Rudolf Petersen
    15 February
14. J. Hardorf
    1 March
15. Poul Erik Vinkel
    1 March
16. Svend Åge Pedersen
    8 March
17. Preben Mørup Larsen
    15 March
18. Gunnar Hansen
    15 March
19. Harry Nissen
    22 March
20. Gustav Arne Olsson
    29 March
21. Ejgil Andersen
    29 March

ORGANIZATIONS ABROAD


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25 Years Anniversary
1. T. Shibuya, Tokyo
   18 January

Retiring
2. F.T. Robertie, New York
   1 January, 1984
3. B. Brennan, New York
   1 February, 1984
4. Ed McNaboe, New York
   1 November, 1984

MÆRSK OLIE OG GAS


1

Retiring
1. Ebba Skovgaard
   31 December

BUKH


1

25 Years Anniversary
1. Villy Larsen
   17 February

ROULUND


1

25 Years Anniversary
1. Inge Sørensen
   1 March

DISA


17

25 Years Anniversary
1. Leif Bjørn Nielsen (Herlev)
   13 March

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

Cock/Steward Brian Price
ex m.s. »MAERSK RUNNER«
13 August

Eli Frederik Bundensen
The Yard
14 August

Able Seaman Olav Peder Sivertsen
ex t.t. »KAREN MÆRSK«
5 September

Sawas Suebsabtiwongse
Bangkok
25 September

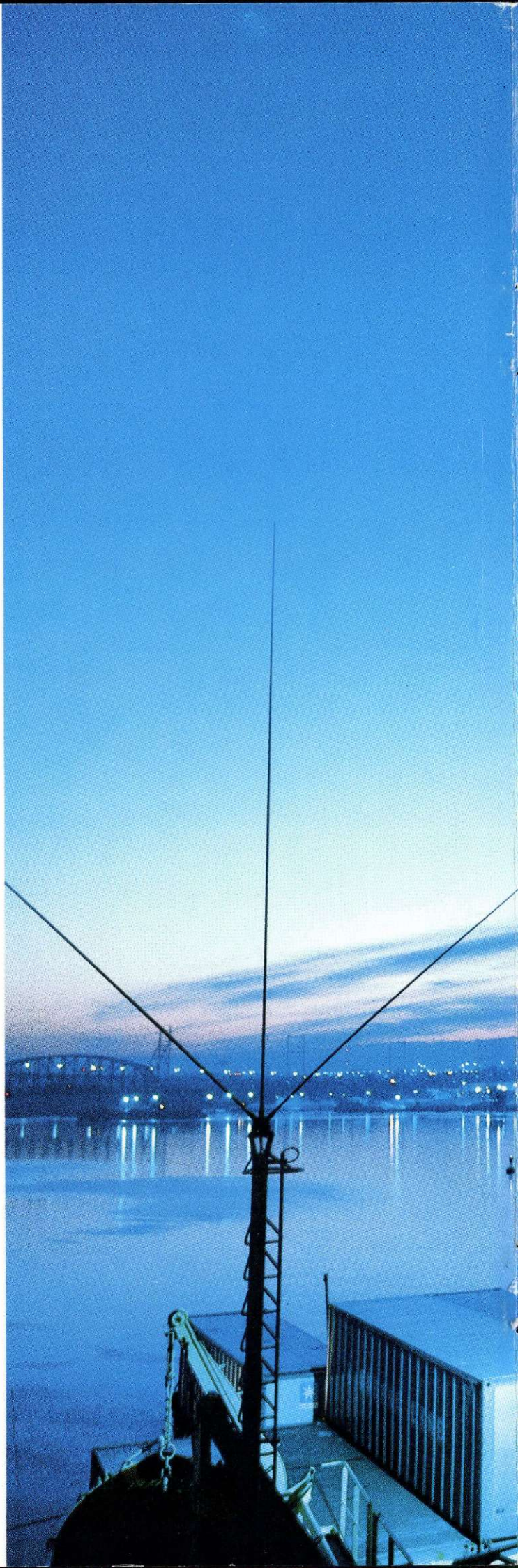
Niels Flemming Fordsmann
DISA
4 October

Crane Operator Gunnar Aulie
ex »MÆRSK PIONEER«
18 November

New local correspondent

With this issue of Mærsk Post, Ms Yvonne Brennan, Houston, has assumed the task as local correspondent for the U.S. Gulf Region
We bid welcome to Ms Yvonne Brennan at the same time thanking Ms Mary Jane Eck for her efforts during the past two years.

MÆRSK



The »CHARLOTTE MÆRSK«
sailing into Baltimore harbour on Boxing Day morning.
Photo: Mogens Carrebye