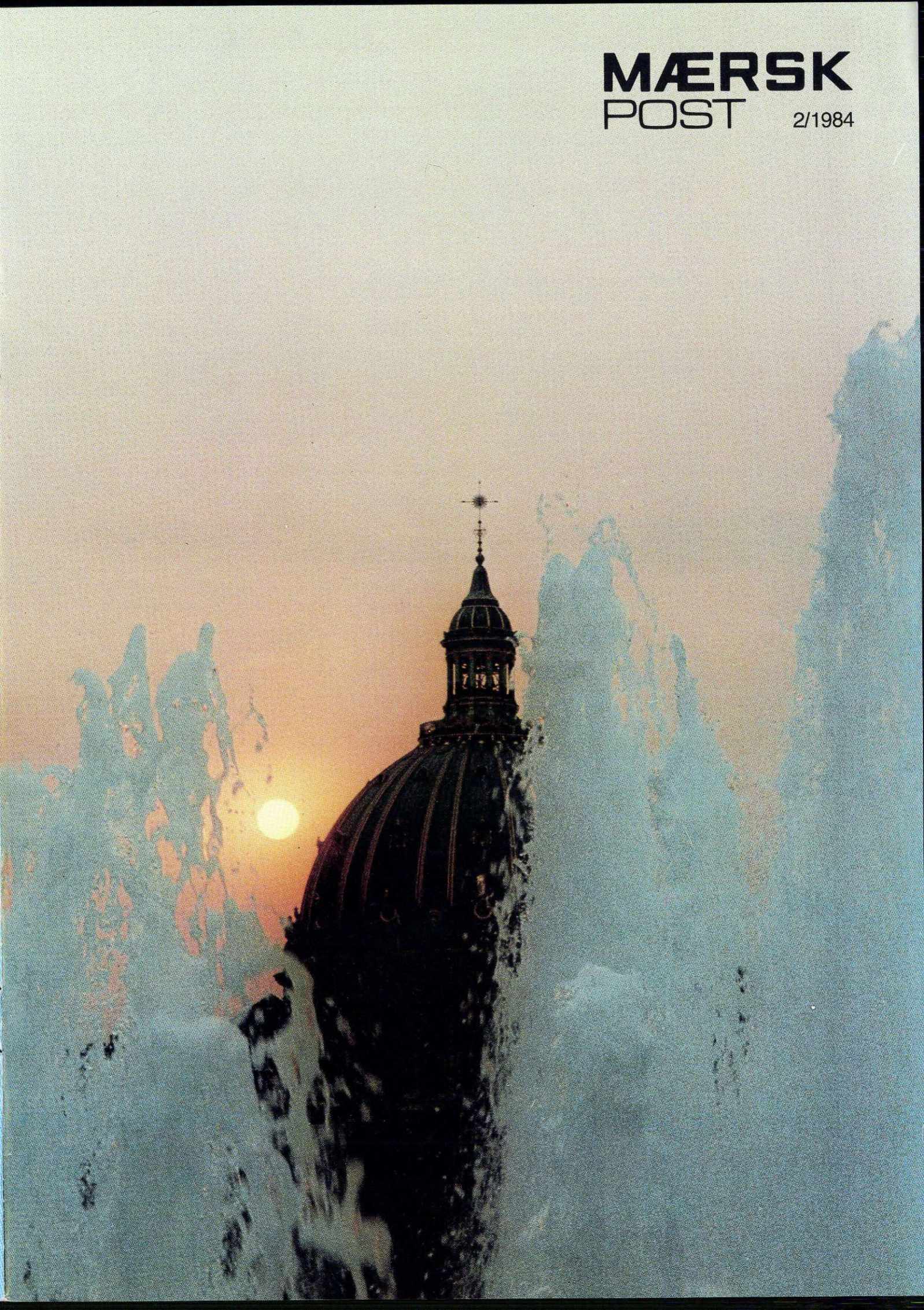
MÆRSK POST

2/1984



MÆRSK
POST

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The fountain in Amaliehaven in Copenhagen, with the dome of "Marmorkirken" in the background.

Volume 23, No. 2
June 1984

On June 16 Lady Rosemary Baxendell named the Lindø Construction no. 102, a container vessel for the A.P. Møller Shipping Company, at the Odense Steel Shipyard. Sir Peter, her husband, is the highly esteemed Chairman of the Shell Transport & Trading Co. Ltd., with whom the Company has enjoyed excellent business relations for many years.

The Lindø 102 is the last of a series of ten container vessels built for the Company by the Odense Steel Shipyard Ltd. These fine ships do credit to the Shipyard as does their prompt delivery. The Company's Technical Organization likewise deserve praise for their part in designing some first class ships.

Unfortunately, the vessels differ in size, so the old models must be lengthened. Far-sighted planning from the outset would of course have been preferable.

Following her trial run the Lindø 102 will sail for Copenhagen. She will be at anchor at the Langelinie Quay and be open to the public from June 30 to July 2. Company shareholders will have had an opportunity to visit the ship prior to this, and on July 7 members of the Company staff and their families will be invited onboard. At the same time, an exhibition will be arranged on the quay side charting the history of the A.P. Møller Shipping Company from 1904 to the present.

In June 1981 a similar arrangement took place on board the container vessel "LICA MÆRSK". The public was invited to see an A.P. Møller exhibition, and although the ship had to sail 36 hours later, more than 14,000 guests visited the ship and the exhibition; some even had to be turned away.

Arrangements involving other new vessels in Aarhus, at the Lindø Yard, and in Randers brought the total number of visitors that year to just below 72,000. The Company was pleased to register this positive domestic interest in our activities, and we look forward to greeting our guests again: "Welcome on board!"

MÆRSK MC-KINNEY MØLLER

The Odense Steel Shipyard Ltd. – building for the future

The Odense Steel Shipyard Ltd. was founded in 1917-1918 by Shipowner A. P. Møller. The first ships weighed about 2,000 tons deadweight, but gradually larger constructions were introduced. The Odense Canal did not allow ships exceeding 46,000 tons deadweight to pass; therefore it was decided in 1957 to build a new yard at Lindø, between Odense and Kerteminde.

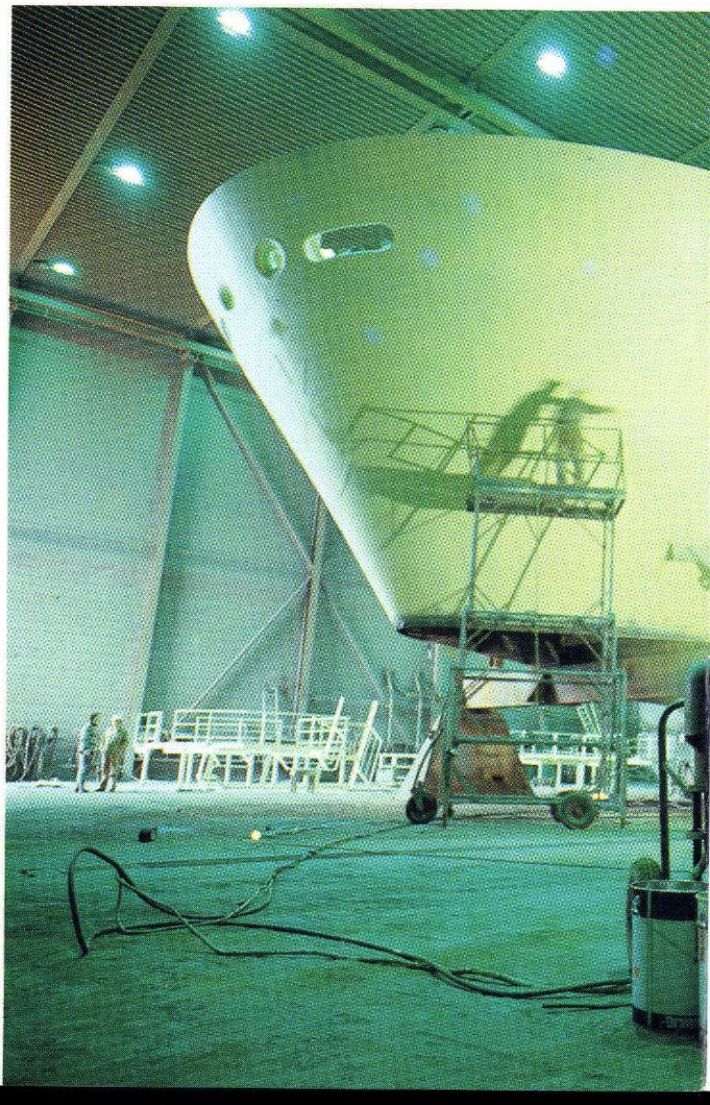
The Lindø Yard was opened in 1959 and covers 850,000 square metres. Much work takes place indoors in order to shorten construction time, and 125,000 square metres are under roof. This means better working conditions and reduced dependence on the fickle Danish weather.

The Odense and Lindø Yard has built about 300 ships for customers all over the world. In the 1960s and 1970s the Yard was known for its construction of some of the world's largest supertankers weighing up to 340,000 tons deadweight.

The programme was expanded following the oil crisis, and today it comprises nearly all types of commercial freighters for international shipping. Constructions since 1977 include product-carriers, bulkcarriers, semi-container and ro/ro vessels, container vessels, gas tankers, supply vessels, and ocean-going barges. The Yard also produces

Computer-controlled cutting of steel plates.

Welding the hull sections in the Assembly Hall.



Sand blasting and special-coating a foresection in one of the big halls.

The main engine, assembled with countless other components, results in a complete engine-room section.

equipment for the offshore industry, e.g. modules for processing platforms in the North Sea.

In 1983 the Yard completed 13 units: two product-carriers of 98,200 tons deadweight each, one container vessel of 43,000 tons deadweight, one bulkcarrier of 137,000 tons deadweight, two coal barges of 8,000 tons deadweight each, plus seven modules for the Tyra Field in the North Sea.

Current orders will last till well into 1986. The shipyard has already delivered some of the eight constructions which must be completed in 1984:

m.s. "DAGMAR MÆRSK" (Lindø no. 98)
Product-carrier, 98,200 tons deadweight.

m.s. "LAUST MÆRSK" (Lindø no. 100)
Container vessel, 47,000 tons deadweight.

m.s. "LOUIS MÆRSK" (Lindø nr. 101)
Container vessel, 52,000 tons deadweight.

m.s. "OLGA MÆRSK" (Lindø no. 103)
LPG/NHB carrier, 15,000 cubic metres.

Such an extensive programme demands careful planning and efficient production. Since its opening 25 years ago the Lindø Yard has undergone constant expansion and modernization. In recent years comprehensive technical changes have been introduced to improve production and increase efficiency. This development will be continued in the years to come so that the Yard may compete with the best and most efficient shipyards in the world.

The changes include automation and the introduction of computers wherever possible. One example may be taken from the design department where computers may produce a sheer draught of a ship to customer's specifications in a few hours. This job used to take several weeks.

Computers also control the cutting of steel plates and sections, ensuring speed, precision, and uniformity.

The stock control system provides a third example. It includes between 300,000 and 400,000 pieces of equipment needed for the construction of a modern ship – from single pipe supports to diesel engines of up to 50,000 BHP.

All this information is available throughout the organization. More than 100 screens and several printers have been placed in departments where the system is needed every day, such as drawing offices, Production Engineering Department, stores, and Production Planning.

The central concept of the system is this: information on a specific part, a pipe or an instrument, say, need only be registered once to be available for a number of different purposes.

The system facilitates precise planning of e.g. the manufacturing of a pipe in the workshop, its surface treatment etc. It also ensures that the pipe is delivered on time to the area of the Yard where it must be fitted.

It is essential that individual parts arrive in the right place at the right time, because the Yard maintains flow-time production; in the following description numbers in brackets refer to the aerial photograph of the Lindø Yard on pp. 6-7.

First the steel. Plates and sections arrive on ships, mostly from Denmark and Sweden, to the Material Receiving Quay (1) from where they are taken to the Plate (2) and Section (3) Stockyards. Here two magnet 20-tons and two five-tons cranes do the sorting.

The Yard can receive, store, and process more than 200,000 tons of steel every year.

When required, the steel products are placed on automatic conveyer belts by the magnet cranes. They are taken to Surface Preparation (4) i.e. sand blasting and coating. When they have been primed, the products are taken on the automatic conveyer belts to Edge Preparation (5).

Large automatic blowpipes, controlled by pre-programmed tapes, cut them to the desired shapes and sizes.

Cranes then take the steel products to the processing and assembly halls, where plates and sections are welded together to form large hull sections of up to 300 tons. Every hall is equipped to handle specific sections: straight hull block units (6), hull sub-assemblies (7), and curved hull block units (8).

The sub-assemblies are stored (9), whereas the block units are taken to Surface Preparation (10) on trucks. The largest truck has 48 wheels in four sets of 12 and has a capacity of 320 tons. It is automatic and has a hydraulic platform.

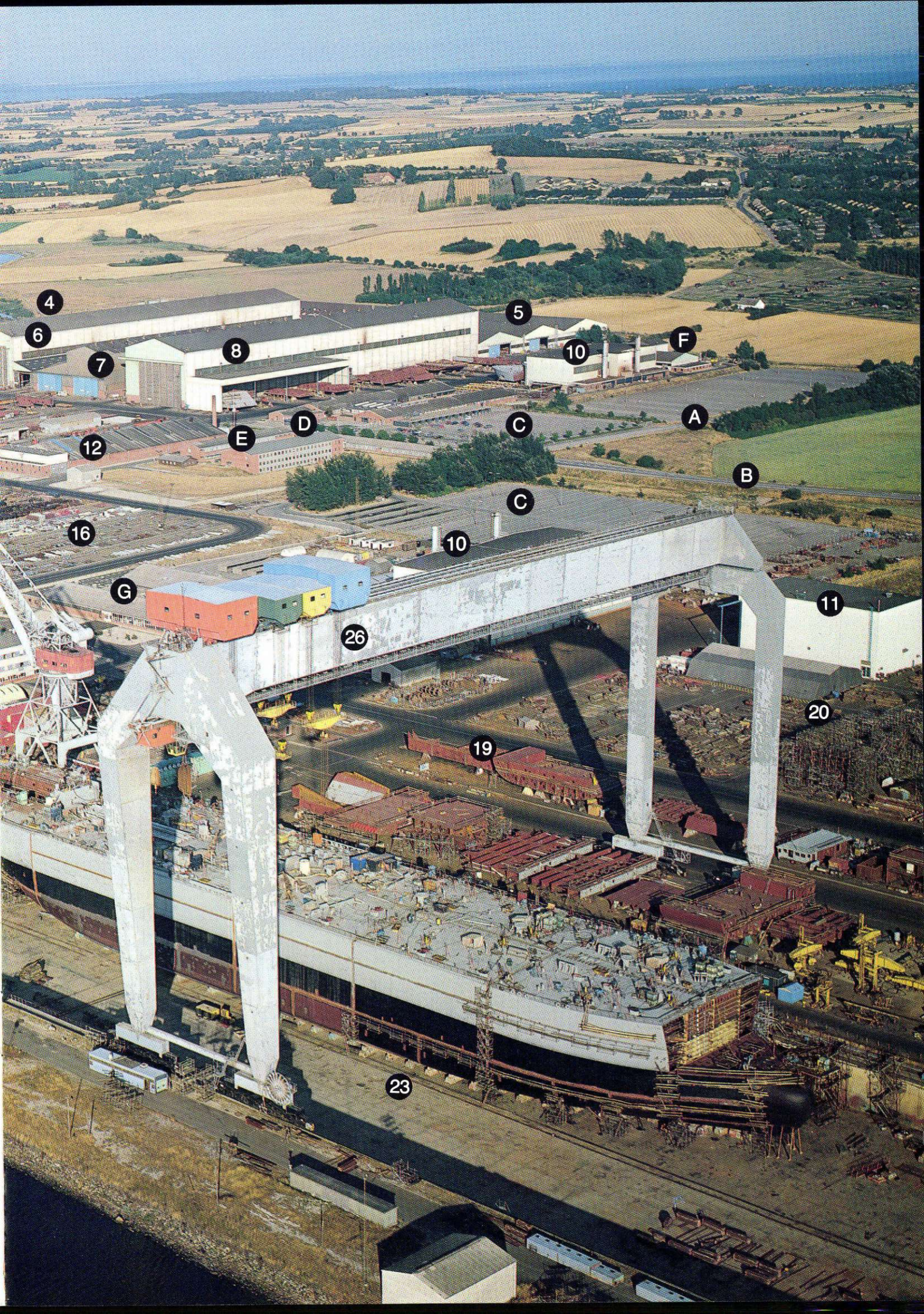
In Surface Preparation the block units are sand blasted and given special or protective coatings. Units with special coatings are taken to Accelerated Hardening (11) where they are exposed to temperatures of up to 60°C.

When finished, the block units are stored (19) in the dock area.

The container ship, "REGINA MÆRSK" at the Outfitting Quay and the product tanker, "DAGMAR MÆRSK" at the Building Dock.

1. Material Receiving Quay
2. Plate Stockyard
3. Section Stockyard
4. Surface Preparation
5. Edge Preparation
6. Assembly of straight hull block units
7. Assembly of hull sub-assemblies
8. Assembly of curved hull block units
9. Storage of hull sub-assemblies
10. Surface preparation of hull block units
11. Accelerated hardening of special coatings
12. Goods reception and store
13. Outfitting shops
14. Apprentice Training School
15. Pipe Stockyard
16. Storage of outfitting components
17. Fitting of machinery components into hull block units
18. Dock Offices
19. Storage of hull block units
20. Subsuppliers Area
21. Building Dock I
    For vessels up to 200,000 tdw measuring 300 × 45 × 10 metres
22. Building Dock II
    For vessels up to 200,000 tdw measuring 300 × 45 × 10 metres
23. Building Dock III
    For vessels up to 650,000 tdw measuring 415 × 90 × 11 metres
24. Outfitting Basin
25. Outfitting Quay
26. Gantry Crane
    lifting capacity, 800 tons

A. To Munkebo
B. To Odense
C. Car Parks
D. Main Gate
E. Administration
F. Maintenance Shops
G. Canteens, Baths, etc.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An automatic truck with 48 wheels. taking a completed engine-room for assembly in the Building Dock.

The engine-room model, scale 1:15, used in construction work and the mounting of the engine-room.

In the Building Dock a section is lifted into place by Lindø's gantry crane, lifting capacity 800 tons.

While the block units are being processed and assembled, the Outfitting Shops (13) produce thousands of parts needed on a ship. Nearly all trades are represented: pipe fitters, blacksmiths, locksmiths, mechanics, electricians, storage workers, carpenters, joiners, painters, coppersmiths, plumbers etc. Numerous specialists sent out by sub-contractors also take part.

Hull units are constructed in processing and assembly halls; engine and pipe units are fitted in a similar way (17). These units are then built into the hull units and taken to the dock area (19).

This work is carried out with reference to a complete 1:15 scale model of the engine room, showing engine and pipe units as well as gratings, ladders, cable trays, foundations, miscellaneous automatic panels, starters, pipe-line trays, storerooms, and workshop equipment.

During outfitting the model is placed near the Outfitting Quay for easy reference by Shipyard fitters, supervisors, and works engineers, and inspectors from the Shipping Company.

The model is also used to instruct the engine-room staff.

Ships are assembled in building docks (23). Building Dock III was constructed in 1968-1969 for supertankers of up to 650,000 tons deadweight; the dock is 415 metres long, 90 metres wide, and 11 metres deep, and today two ships may be constructed in it side-by-side or prow-to-stern.

Most hull units are assembled into blocks of up to about 700 tons in the dock area; this saves crane lifts. The gantry crane (26) then places them in the building dock. It is one of the largest cranes in the world; it may lift approximately 800 tons, is about 110 metres high, and spans 148,5 metres.

Construction in the building dock completed, the vessel is launched. The dock is then filled with water, allowing the ship to float. The process takes about nine hours. The dock gates are removed, and the ship is towed to the Outfitting Quay (25) for finishing. When a ship has left the dock, the gates are replaced; draining the dock takes about 14 hours. Construction of the next ship may then start.

Once a ship has been finished, it is sent on a trial run prior to delivery.

300,000 to 400,000 pieces af equipment and more than 100,000 steel parts have been joined to build a ship.

New ship: the "LOUIS MÆRSK"

On Saturday, March 24, a new container vessel for the A.P. Møller Shipping Company was named at the Odense Steel Shipyard by Mrs. Varvara Wahl, wife of Mr. Mogens Wahl, Chamberlain and Private Secretary to Her Majesty the Queen of Denmark. The "LOUIS MÆRSK" is the third in a series of four container vessels built for the Company at the Shipyard. The "REGINA MÆRSK" was the first ship to be delivered, in September of last year, and the "LAUST MÆRSK" followed in January of this year.

The ships have been developed from a series of six vessels completed by the Odense Steel Shipyard from 1980 to 1982. Numerous details have been changed to facilitate everyday running and maintenance; fuel-saving modifications have been made to the engine.

The "LOUIS MÆRSK" has fifteen separate holds, one more than the "LAUST MÆRSK". That makes her one of the largest container vessels in the world.

The main engine is the latest B&W twelve-cylinder, fuel-saving diesel engine, yielding a total of 47,500 HP.

Further essential details:

Length ..... 270 metres
Breadth ..... 32 metres
Depth moulded ..... 20 metres
Max. draught ..... 13 metres
Deadweight, appr. ..... 52,000 tons
Speed ..... 24 knots

The ships contain saloons and messrooms as well as gymnasiums and swimming-pools. 34 crew members all have single cabins with private bathrooms.

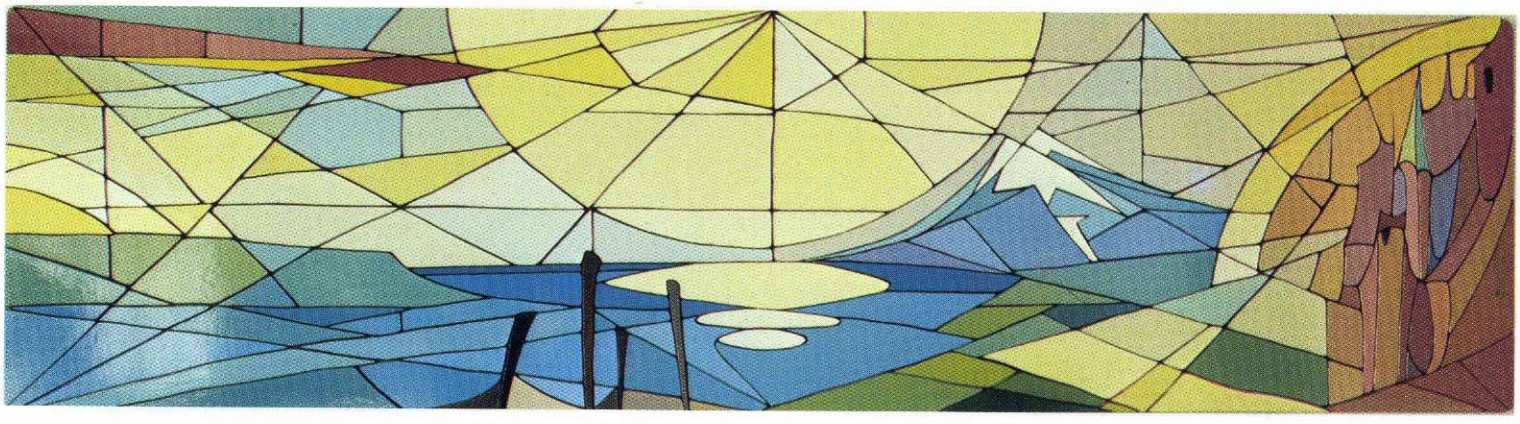
The "LOUIS MÆRSK" was delivered on March 30 in Aarhus. She sailed to New York to enter the Maersk Line USA-Far East Service.

Captain Henrik L. Solmer is in command of the ship, and her Chief Engineer is Mogens Aagaard. Klaus-Dieter Braun is Chief Officer, and the Chief Steward is Ole Martin Nielsen.

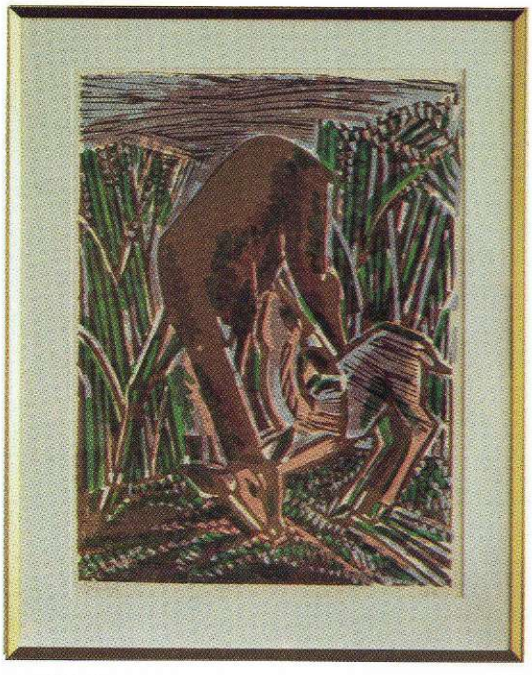
The sponsor, Mrs Varvara Wahl, and her husband, Mr Mogens Wahl, Chamberlain and Private Secretary to H.M. the Queen of Denmark, with their two children, Irina and Jens Wahl.

Eduard Borregaard

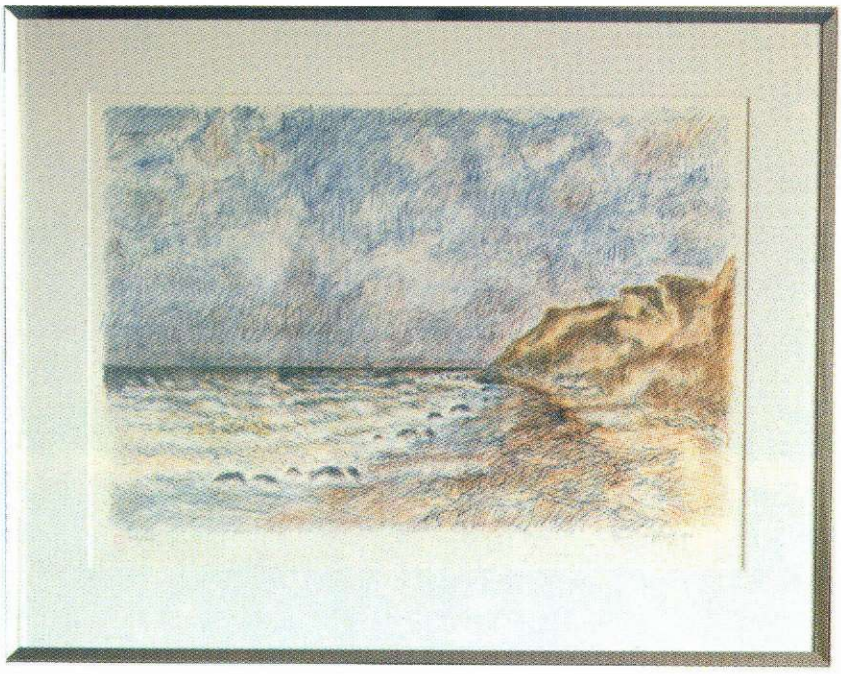
Leif Ewens



"The Sun Rising", collage by Benny Møller.

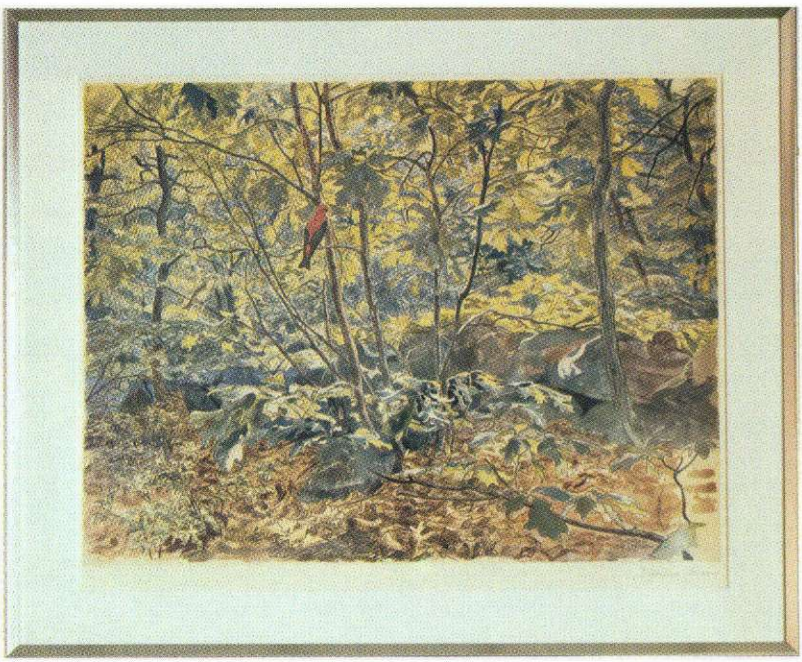


Axel Salto

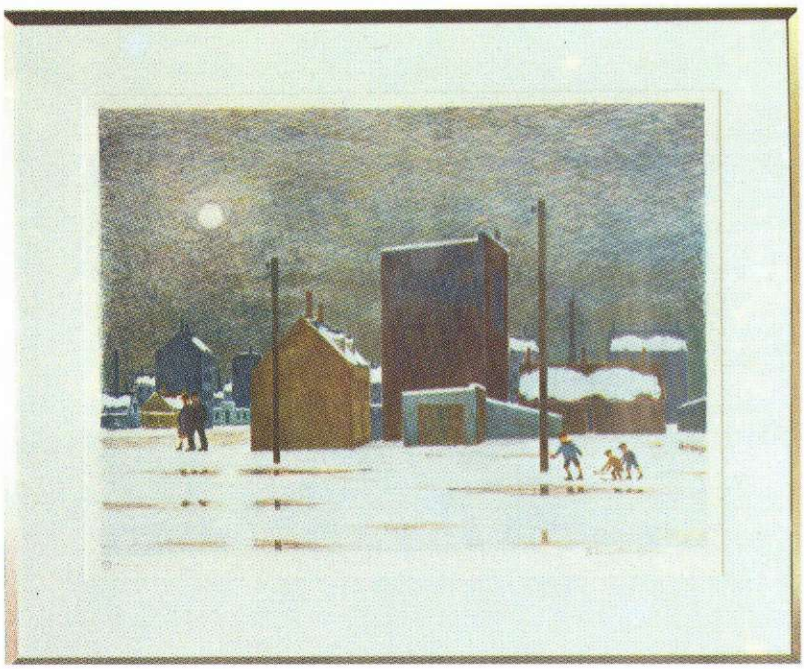


Ernst Syberg

"The Dronningmølle", by Jørgen Wendt



Johannes Larsen



"Sunshine on Aleksandravej in January", by Folmer Bendtsen

Art on board

When sailors go on long journeys they are away from home for months on end. Their ships become their second homes, and modern accommodation is designed to create a "homelike" atmosphere, with upholstered furniture, curtains, and wall-to-wall carpets. On board the A.P. Møller ships pictures on the walls add considerably to the homelike atmosphere.

In the past, the shipyard and the sponsor of a ship would donate an oil painting or two to be hung in the saloon. The Company books record the purchase in 1954 of three pastels and one water-colour for the saloons and for the Captain's and the Chief Engineer's quarters on the new vessel "OLIVIA MÆRSK". Gradually, pictures were introduced into junior officers' cabins, and today they can be found in all common rooms and cabins.

On March 30 the Company took charge of one of its most modern container vessels, the "LOUIS MÆRSK". She has 89 pictures, one collage in the officers' dining saloon, and a relief above the swimming-pool.

The number of pictures in a ship varies according to type, size, and age, older ships having fewer pictures, but a considerable number of works of art are being carried around the world on board the more than 100 ships which make up the Company fleet.

The pictures include oil paintings, water-colours, pastels, lithographs, silk screen prints, wood cuts, and etchings. Most are Danish, and many of Denmark's well-known artists have been - and are still - represented on board A.P. Møller ships. They include Folmer Bendtsen, Karl Bovin, Hagedorn-Olsen, Henry Heerup, Aksel P. Jensen, Johannes Larsen, Axel Salto, Hans Scherfig, Per Sonne, Lars Swane, Sigurd Swane, Ernst Syberg, and Fritz Syberg.

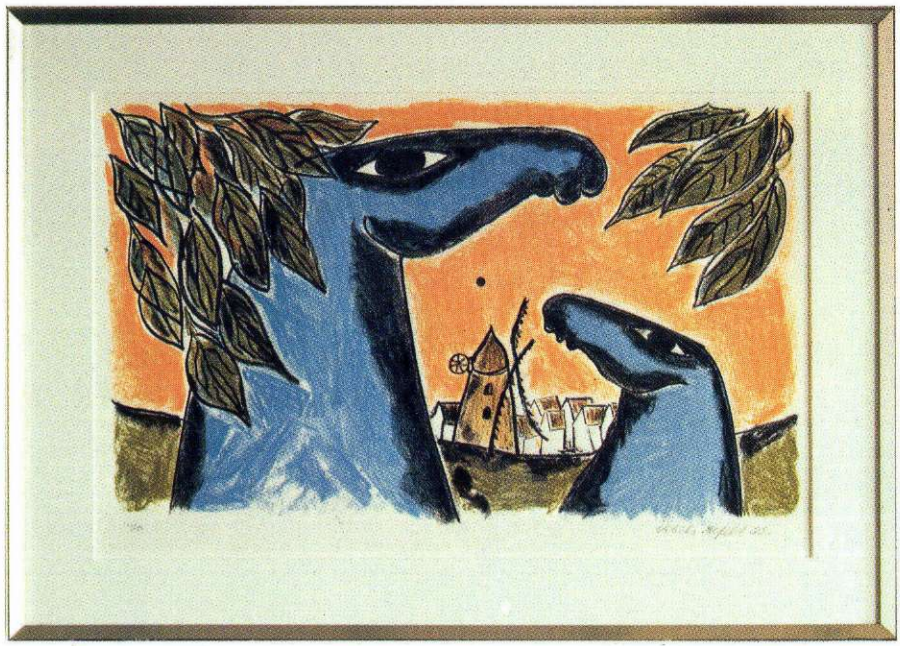
Most of the pictures are naturalistic representations of Danish subjects. Recently, young officers have shown a growing interest in non-figurative art, which interest is reflected particularly in the common rooms, where the pictures often serve a decorative purpose. Pictures are chosen to ensure that people will derive pleasure from them for as long as a ship remains in service.

Pictures are bought from galleries, from the artists themselves, or at auctions. The Company keeps in touch with a large number of Danish artists, receives pictures for selection from some galleries, and visits others at regular intervals, along with art exhibitions, in order to keep abreast of developments.

The Company has owned some of its pictures for many years. Before a ship is sold the most valuable pictures are removed. They are transferred to other ships or sold at auctions. But pictures often remain on board, so several former A.P. Møller ships still carry representative selections of Danish art around the world.

The photographs on these two pages show the collage, the relief, and a few of the 89 pictures from the "LOUIS MÆRSK".

Lars Swane



Vibeke Alfelt

"Penguins", relief by Lise Jonas

"The Garnisons Kirke", by Bonfils

Henry Heerup

The "OLGA MÆRSK" on her trial run.

New ship: the "OLGA MÆRSK"

Mrs Bibs Madsen, the sponsor, and Mr Troels Drilling, managing director of the Odense Steel Shipyard.

On Saturday, April 28, a new gas tanker for the A.P. Møller Shipping Company was named at Odense Steel Shipyard. Mrs. Bibs Madsen, wife of chief physician Dr. Sten Madsen, was the sponsor and named the ship the "OLGA MÆRSK". The guests included apprentices from the training ship "FULTON" with their skipper, Mr. M. Frohn Nielsen, and senior pupils from the Kerteminde Primary School.

The "OLGA MÆRSK" is the first of two new A.P. Møller gas tankers belonging to the same type as the four S-ships, delivered to the Company by the Yard in 1981 and 1982. They were described in detail in Mærsk Post no. 3/1982.

The "OLGA MÆRSK" weighs 18,270 metric tons deadweight. Her seven tanks, in four separate systems, have a total capacity of 15,000 cubic metres. The main engine is a B&W 6L67GBE of 13,000 HP, yielding a maximum speed of 18 knots. The subsidiary engines were supplied by B&W Holeby.

The "OLGA MÆRSK" will join the other ships of her type operating world-wide in the A.P. Møller fleet. Following delivery on May 10 in Aarhus, the "OLGA MÆRSK" sailed south to collect cargo for the U.S. in Holland and Spain.

Captain Knud Frerks is in command of the ship, and Poul Vestergård is Chief Engineer. Per Andersen is Chief Officer, and the Chief Steward is Johnny A. Garst.

Lights at Hamlet's Castle

Thanks to the electric lighting it's now possible to study the beautifully detailed work on the museum's many models of both old and new ships.

Chairman of the Fund, Shipowner Mærsk Mc-Kinney Møller, switching on the lights.

The Museum of the Merchant Navy at Hamlet's Castle has had to rely on natural light ever since it was opened 69 years ago. No electricity meant short opening hours in winter, and often the exhibits were just barely discernible in the gloom. Visitors were few, therefore, at the time of year when other museums enjoy their best season.

On October 2, 1976, the Museum celebrated the centenary of the birth of Shipowner A. P. Møller. Electricity was then installed in the room which housed the anniversary exhibition. The lights remained when the exhibition closed over a year later, so the room could be used for special purposes, but gloom continued to reign in the other 25 rooms.

Electricity was the greatest wish of the Museum for many years. It would mean acceptable visiting conditions and enable the Museum to introduce modern exhibition methods. But it wasn't easy. Many different considerations made the project comprehensive and costly. The old castle was built by Erik VII of Pomerania in the early 15th century. It is on the Grade One list of protected buildings, and special attention had to be paid to the danger of fire.

Plans were drawn up which satisfied the authorities, but 1.55 million Dkr. was still needed for the project. The money was granted on application to the A. P. Møller og Hustru Chastine Mc-Kinney Møllers Fond til almene Formaal. In november of last year the Museum was closed to the public, the extensive lighting systems were installed, and at the same time all the rooms were redecorated. On April 16, some 100 specially invited guests attended the opening ceremony in newly decorated rooms.

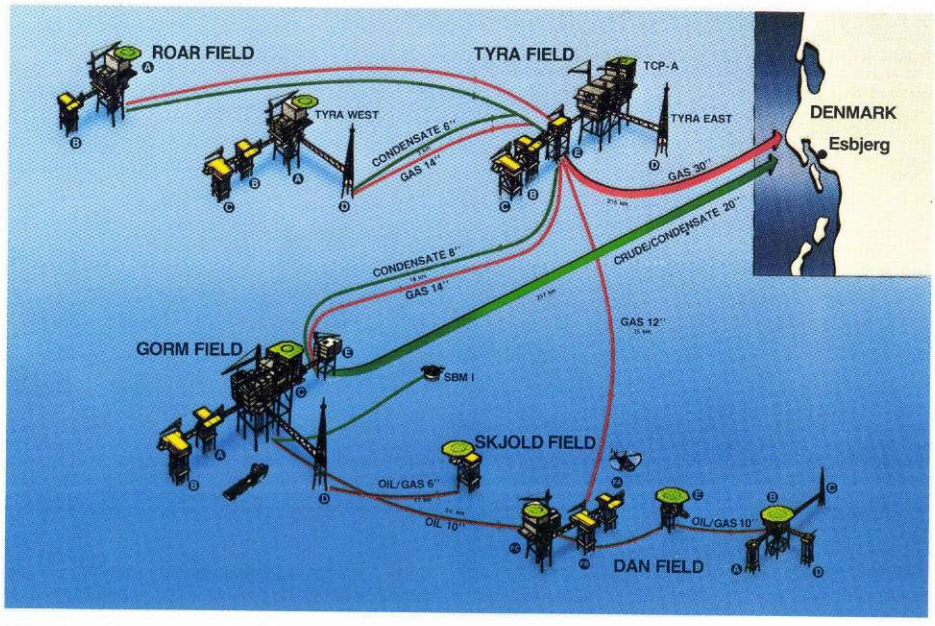
Shipowner Mr. Mærsk Mc-Kinney Møller, Chairman of the Foundation, said, when switching on the lights:

"As a child I was taught always to remember to switch off the light. When I returned from America some years later, electricity was still rationed. So switching off lights has become second nature to me. My father and I have both been favourably disposed towards this museum and impressed by its management, so the Foundation agreed to meet the expenses of installing electricity even though other important tasks strained our resources. Anyway, I hate gloominess, so now I'll try to brighten things up."

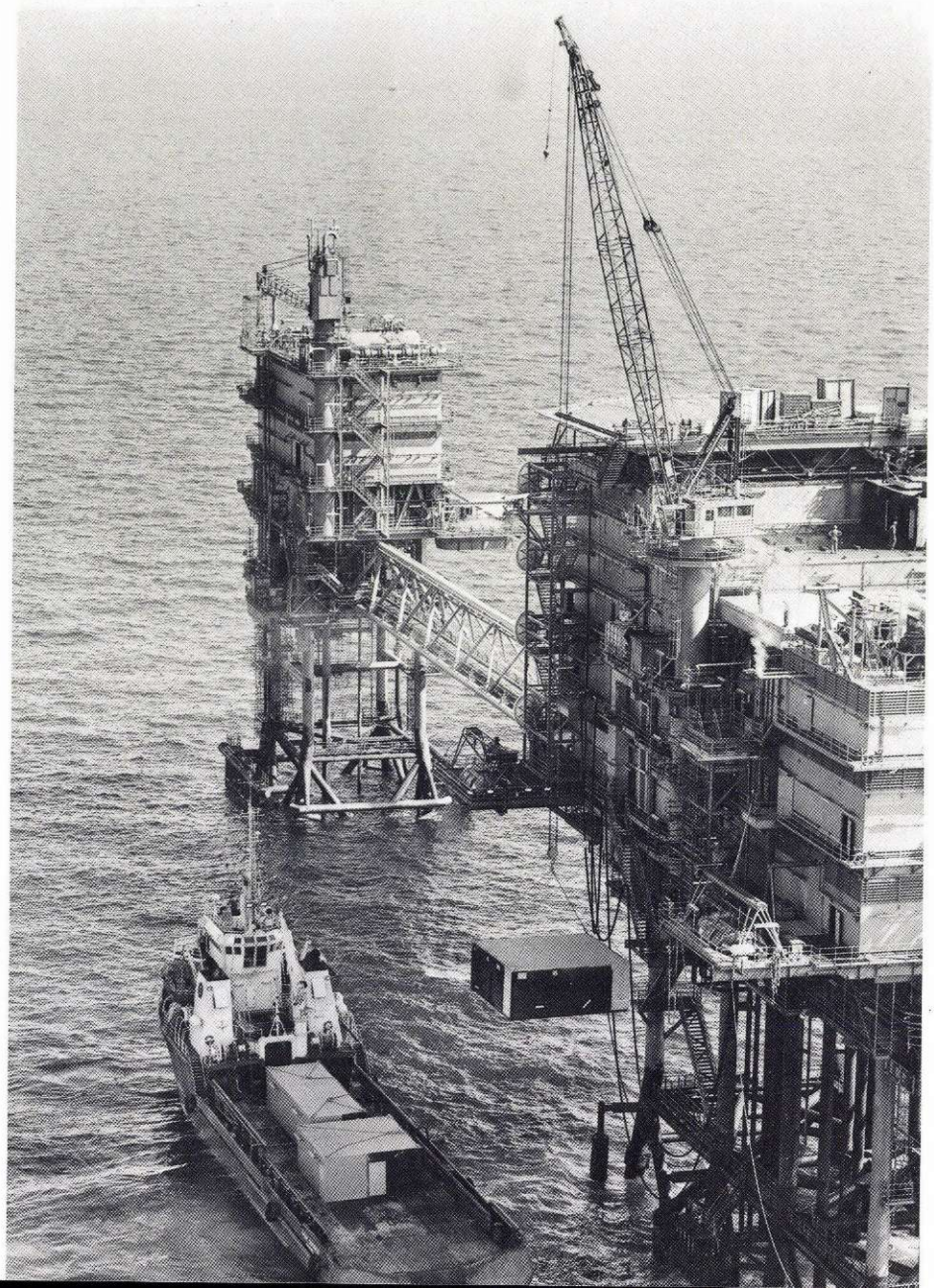
Mr. Mærsk Mc-Kinney Møller then switched on the lights by signalling "Full Speed Ahead" on an old engine-room telegraph set up for the occasion.

Speakers also included the Minister for Trade and Industry, Mr. Ib Stetter, and the Curator of the Museum, Mr. Hans Jeppesen, who expressed his gratitude saying that "1984 will always be remembered as the year when lights were installed in the Museum."

North Sea News



The Dan Field showing the extension project.



Dan Field extension

Oil production from the Dan Field started in 1972. The Field consisted of one wellhead, one processing, and one flare platform. 134,000 tons in 1973 fell short of original expectations of a yearly production of approximately 500,000 tons.

In 1976 and 1977 a new platform was added, yielding a record yearly result of 509,000 tons in 1977. In 1983 production totalled 241,000 tons.

In 1984 modifications will be introduced to allow oil and gas from the production well to be transported in one existing pipe-line from the Dan Field to the Gorm Field. Gas, therefore, need not be flared, and present production of about 5,000 barrels per day may be increased to nearly 9,000 barrels.

The increase is expected to take effect from August 1984, and yearly production from existing facilities will probably be about 400,000 tons.

A.P. Møller has just submitted a plan to the Ministry of Energy on behalf of the Dansk Undergrunds Consortium for increased production from the Dan Field. The plan includes three new platforms and more than 20 wells; investment requirements are expected to be 4,000 million Dkr.

The DUC has been working on this project for some time. It is based on information from two appraisal wells and from extensive reservoir-technical and geological investigations.

The project comprises two wellhead platforms and one platform with processing facilities, utilities, and a control and accommodation module. Pipe-lines will connect the processing platform to existing facilities at the Dan, Gorm, and Tyra Fields.

Final decisions on the project will be made following governmental approval. Production is expected to start in late 1986.

The new installations will yield an estimated six million tons of oil in ten years, production peaking at approximately one million tons in the first year, and then decreasing slowly.

New Gorm Field accommodation module

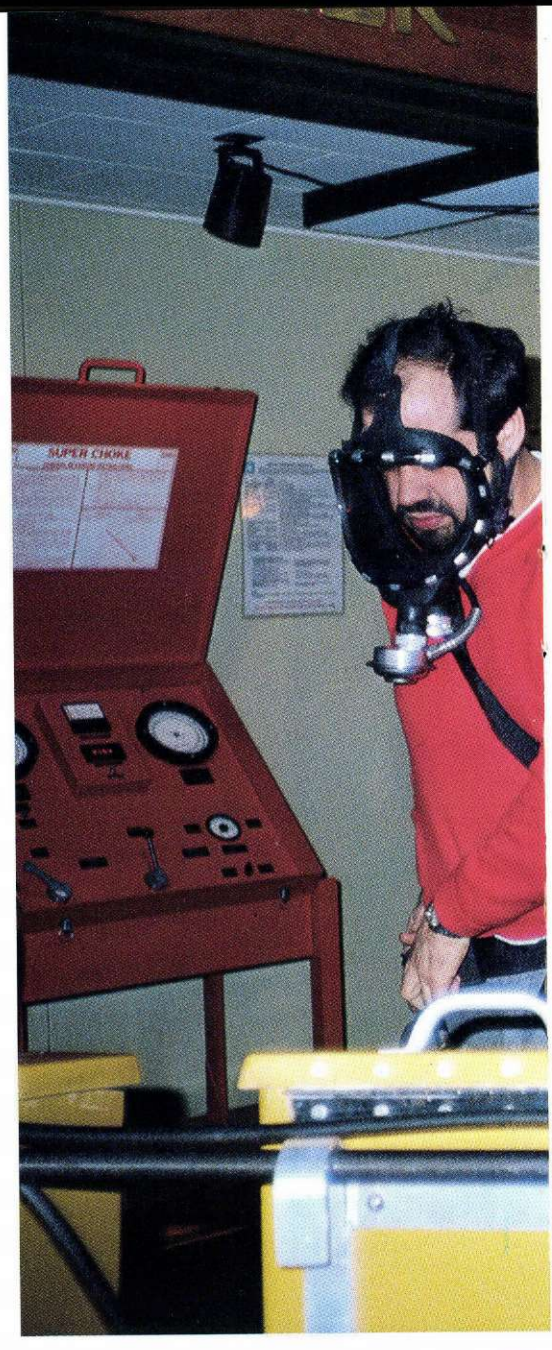
Minor construction work on the Gorm Field and the near-by Dan and Skjold Fields requires accommodation for men who are not members of the regular platform crews. A module will be added, therefore, containing cabins and common rooms for 16 people plus a cinema and a gymnasium.

Supply ships will take the module to the Field in four units. The permanent cranes will handle the installation, thus saving the rental on costly construction equipment.

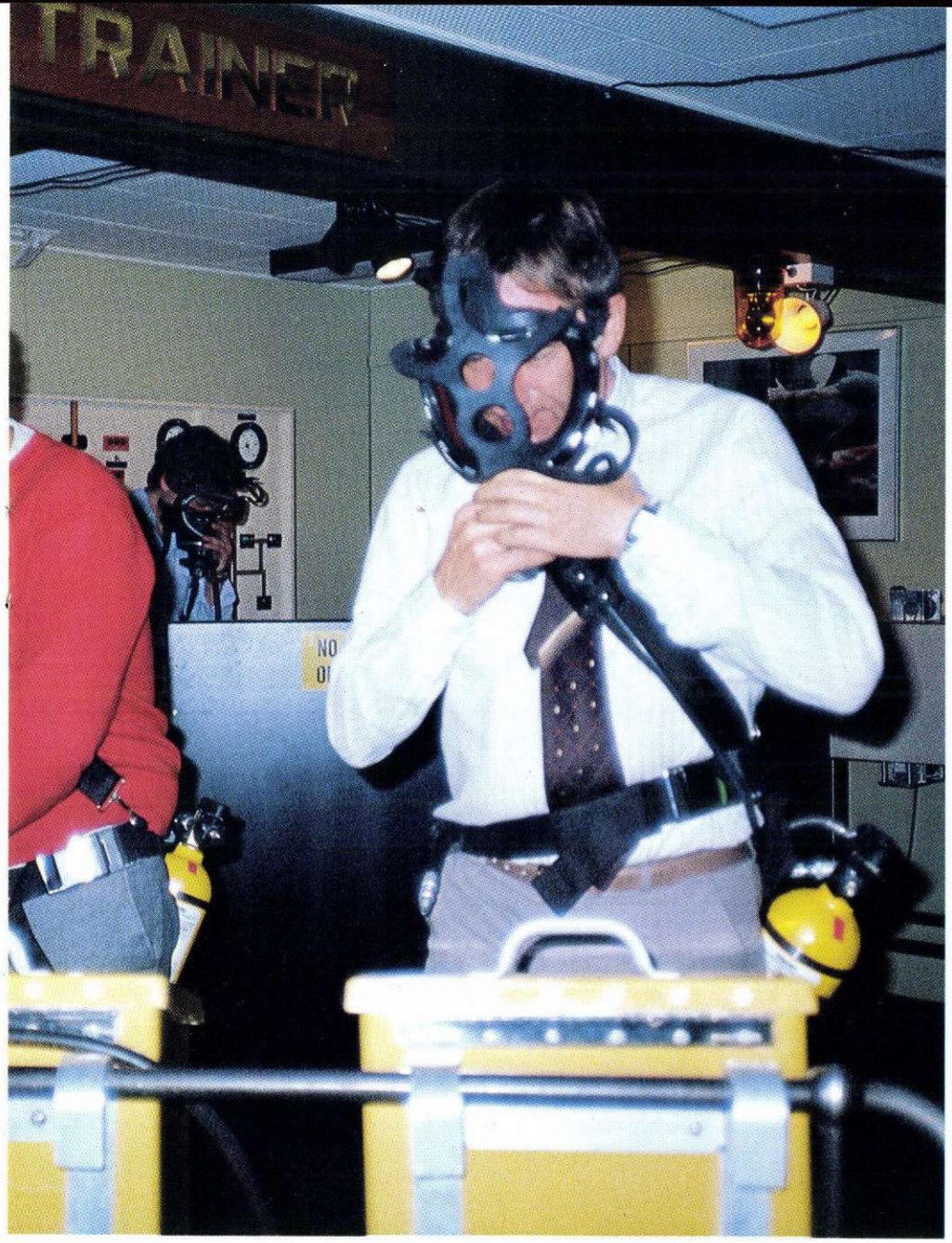
The picture shows a unit being lifted into position. Another unit is in place in the top right hand corner of the picture, while the last two units are ready on the deck of the supply vessel.

Drilling journalists

On March 28 and 29 a course on oil drilling was held at the Maersk Drilling Training Center in Svendborg. The course had been arranged by the A.P. Møller Public Relations Department and Maersk Drilling for eight journalists specializing in oil exploration and production. They were introduced to numerous aspects of oil drilling including e.g. rig types, manning, organization, rig components, drilling technology, directional drilling, drilling mud, analyses (logging), blow-out prevention, security, and training.
Before the course copies of "A Primer of Oilwell Drilling" were sent to the journalists by way of advance introduction to oil drilling terminology. At the start of the course they were given another fifty pages of course material.
Men who have worked for a couple of years on a rig normally take five weeks to complete the course. The journalists had to do it in two days on an extremely tight schedule. Concentrated work was required, even though some details had been excluded from the theoretical part, and practical exercises were kept to a minimum.
The journalists worked very hard. Their questions and their written tests proved that the introduction, although brief, had been useful in gaining them insight into various, often complicated drilling procedures, including also analyses and calculations.
They were divided into two groups for their practical exercises, including drills on the "MÆRSK TRAINER" - a simulator built and equipped exactly like the drilling floor on a rig. Their newly acquired theoretical knowledge was put to the test in drilling operations in which they were to monitor and control e.g. increased formation pressure, reduced circulation, malfunctioning pumps and valves, and blocked drill bits. The exercise also included a sudden leak of poisonous hydrogen sulphide. Tear gas was released into the simulator when the gas alarm was sounded, in order to render the exercise as realistic as possible. The journalists were to put their breathing apparatus, consisting of compressed-air cylinders with face masks, on their backs and continue work.
The tight schedule had left no room for practice on the use of the breathing apparatus, only for a demonstration. Nevertheless, the first group handled the situation perfectly. When the gas alarm was sounded they took just a few seconds to put on their breathing apparatus, after which they carried on drilling as before. The second group, however, became nervous at the sound of the alarm, and three of them failed to apply their masks in time. They had to leave the room very quickly to soothe their streaming, sore eyes and smarting throats in the open air. The fourth man had no trouble applying his mask; he remained quietly at his post by the drillers' console, continuing the drilling operations single-handed.
It looked like failure to the second group, but it proved to them that it is vitally important for everyone working on a rig to attend one, preferably several, safety courses. Because of the concentrated effort in this area Maersk Drilling were awarded the prize from The International Association of Drilling Contractors for the lowest relative number of personal injuries in their class in 1983.
Another practical exercise took place in the laboratory. Samples of drilling mud were analyzed to determine their density, apparent viscosity, filtration rate etc. Such tests are carried out at short intervals during all drilling operations and determine their progress. The journalists had been given only a short introduction; even so they handled the equipment and carried out the analyses correctly. That was further proof that the journalists had benefitted from the course; their improved background knowledge will no doubt help them in their future work, writing about the ever more extensive Danish oil and gas activities.



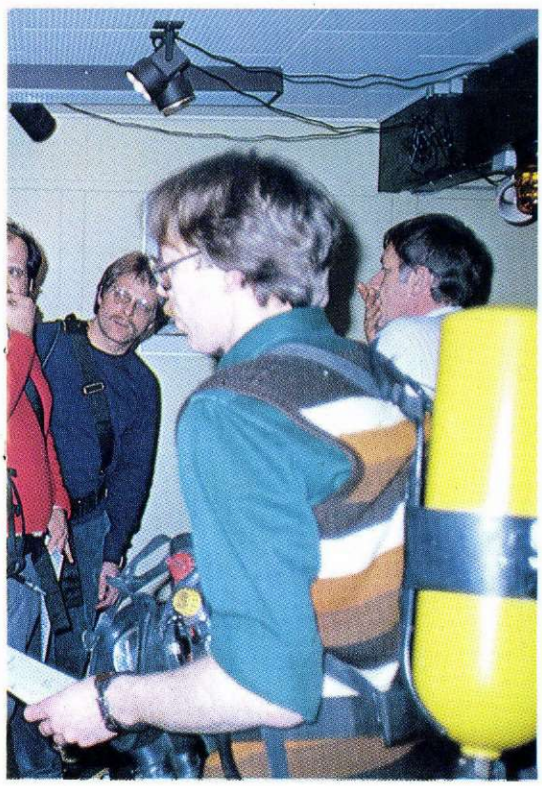
Claus Bihl, a teacher at the Maersk Drilling Training Centre, giving journalists final instrictions before the "MÆRSK TRAINER" drill.



The first group of journalists handled the "MÆRSK TRAINER" perfectly. They took just a few seconds to put on their breathing apparatus and then continued drilling.

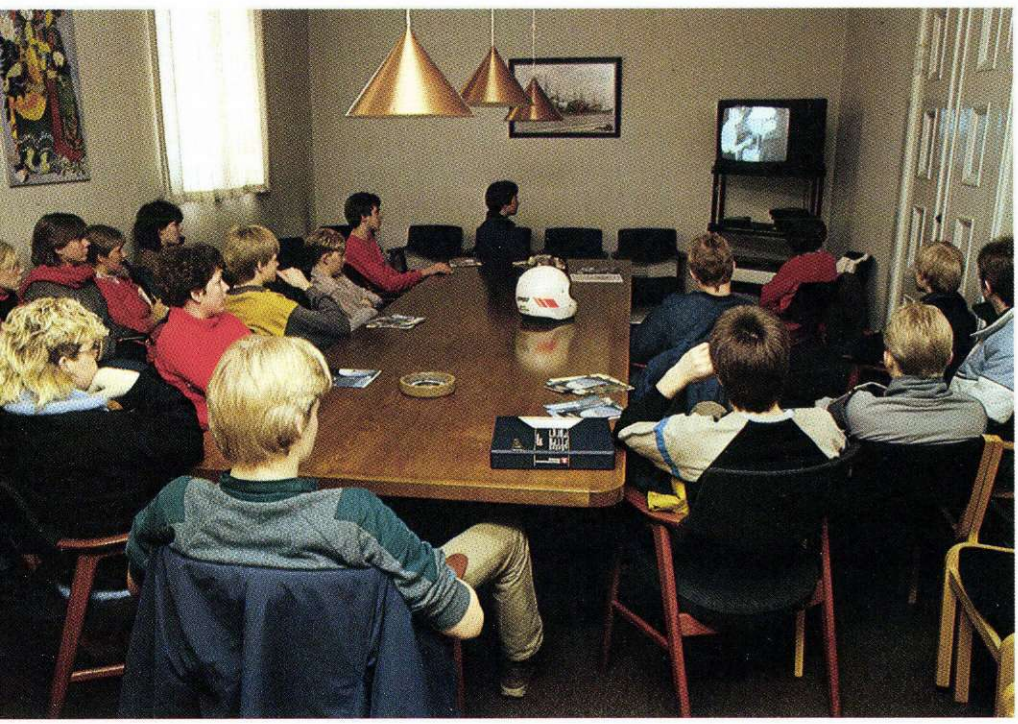
Gorm Grove, a journalist with the Jyllands-Posten, monitored numerous instruments at the drillers' console.

Journalists analyzing drilling mud in the laboratory.

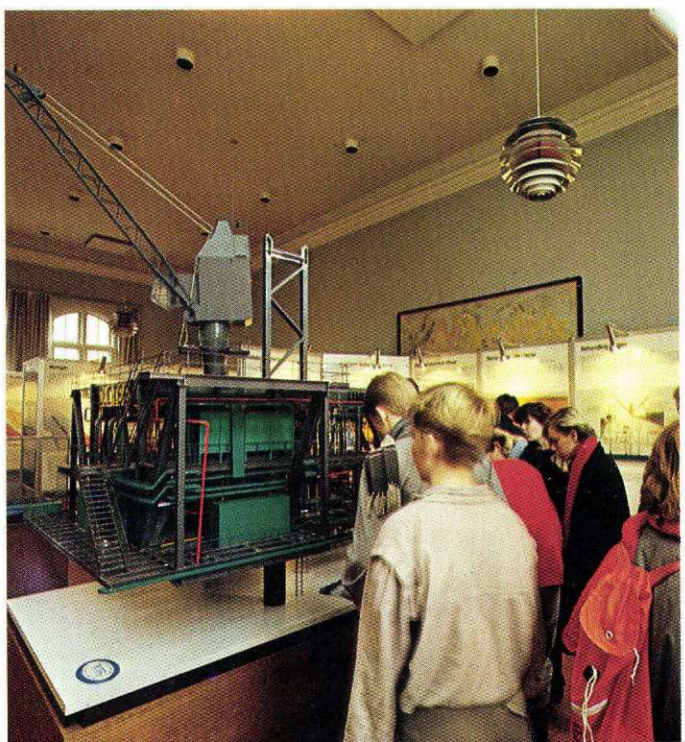


Senior pupils of the Vestervangsskolen in Esbjerg visited the DUC exhibition. In six weeks it was seen by more than 200 classes from schools all over the country.

A DUC exhibition in Esbjerg



A conference room has been set aside for teaching and the screening of DUC video tapes.



Visitors scrutinize a large model of the Tyra East B platform.

The Esbjerg Centre for Regional Development is currently showing "Danish Oil and Gas", an exhibition on Dansk Undergrunds Consortium, on loan from the A.P. Møller Public Relations Department. Schools and other interested parties are frequent visitors. The exhibition comprises 37 display panels and models of the supply vessel "MÆRSK BATTLER" and of the Tyra East B platform.

Originally it was arranged in connection with the DUC drilling in southern Jutland in 1980-81, but since then it has been expanded, kept up-to-date, and developed specifically for teaching purposes. Since 1981 the exhibition has been on almost permanent show, venues including the Museum of Geology at the University of Copenhagen, the Esbjerg Museum of Fisheries and the Merchant Navy, and the Museum of Natural History in Aarhus. The Museum of Geology at the

University of Oslo has just asked to borrow the exhibition.

It is now on show in the old Council Hall in Esbjerg, and an adjoining conference room has been set aside for on-the-spot teaching. There schools may watch DUC video tapes: "Oil from the Sea", "Gorm", and "The Oil People".

"Oil from the Sea" chronicles the construction in 1971-72 of the first Dan Field platforms, the very first permanent oil installations in the North Sea. It is an important document in the history of technology, as is the film on the Gorm Field, one of the most modern fields in the North Sea. This aspect of the exhibition is strengthened by a cinematographic rarity, "Gas Underground", which A.P. Møller is showing by kind permission of the Danish Institute of Film Production. It was commissioned by the Government Employment Committee and gives an account of gas drilling and production near Frederikshavn. It was filmed in 1941!

"The Oil People", the most recent DUC film, shows a variety of tasks typical of modern oil and gas production in Denmark.

The Public Relations Department at A.P. Møller and the Esbjerg Centre receive enquiries from both primary and secondary schools, from technical colleges, and from colleges of further education. The exhibition is used for topical teaching, excursions, extended essays etc. The DUC educational booklets, and the folders "Facts on the DUC", "The Gorm Field", and "The DUC Gas Project" are widely used in teaching throughout the country. The exhibition forms a much sought after supplement for teaching outside the classroom on oil and gas activities in Denmark. The figures confirm it: in six weeks the exhibition was seen by more than 200 classes from all over the country. Classes arrive every day, and teachers often arrange visits on their colleagues' recommendation.

The Centre in Esbjerg is very happy with the exhibition. It has provoked enquiries from large and small companies, interested in the offshore market, who get a basic introduction to the oil and gas industry. Groups including Rotary clubs and trade organizations have also seen the exhibition, as have local government officials. No less than three of the Esbjerg banks have held their board meetings in the exhibition hall.

The APMC Rigs 17 (top) and 16 at work in Louisiana.

New rigs for APMC

In September 1983 the Atlantic Pacific Marine Corporation, Houston, purchased three additional inland barge rigs originally built in the second half of 1981.

One of the rigs, now renamed the APMC Rig 15, is a non-posted barge with a rated drilling depth of 25,000 ft., similar to APMC Rigs 11, 12, and 14.

The other two inland barges, now renamed the APMC Rig 16 and the APMC Rig 17, are posted barges with the following main characteristics:

Dimensions:	210 × 54 × 14 ft. with 14 ft. posts
Water depth:	about 24 ft.
Rated drilling depth:	30,000 ft.
Accommodation:	40 persons

These two rigs are the largest in the APMC fleet. They have 3,000 HP drawworks, 1,300,000 lbs. derricks, and 1,600 HP mud pumps.

All three new rigs have been classed as ✠ A1 with the American Bureau of Shipping.

The acquisition of these three rigs means that the APMC now operate the most modern and one of the largest fleets of inland barge rigs in the United States.

Maersk Air on rails

On February 18 the Helicopter Division of Maersk Air started work on a new, exciting, joint-venture project with the DSB (Danish Rail) and Elkon, a construction firm.

Gantries for overhead cables were to be erected at Elsinore Station as part of the DSB plans for widespread electrification. The order was brief and precise: "Service must not be interrupted!" This demanded very careful planning because both the passenger and goods services are particularly busy at Elsinore.

The project had been under way for quite a while, but various problems affecting the foundations etc. had caused delays. Consequently the helicopter division had reasonable time to plan the position of fuel depots, the length of cables from helicopter to gantries, the fastest method for mounting individual parts, and points of visual reference; they had time to compute distances to houses, trees, and other obstacles, and to circulate details of the plans to the authorities involved.

Work was carried out strictly according to plan. Less than five minutes flying time sufficed to place each mast and girder in position - a very satisfactory result.

The DSB, the Department of Civil Aviation, and other government institutions monitored the operation. Efficiency studies are being analysed to determine the advantages of employing the Maersk Air Helicopter Division for similar DSB projects in the future. So far this year, Maersk Air has been asked to do similar jobs at Copenhagen Central Station and possibly at Rødby.

Jan Gotfredsen

Rounding up...

Knight of the Dannebrog

A few Danish members of the A.P. Møller staff are Knights of the Order of the Dannebrog. This honour is rarely bestowed on other nationals, but on January 4, 1984, a royal command was issued that Mr. Alfred B. Ruhly, the President of Moller Steamship Company, be created a "Knight of the Order of the Dannebrog".

The Danish ambassador to the U.S., Mr. Eigil Jørgensen, presented the decoration to Mr. Ruhly at a reception in New York on January 27. Mr. Jørgensen stated that successful Maersk Line operations in the U.S. are extremely important to the health of the Danish economy. As a dynamic, overall manager of U.S. operations Mr. Ruhly had contributed to this success. Therefore he had been created a "Knight of the Order of the Dannebrog", an honour usually bestowed only on Danes for outstanding services.

Maritime day in London

At the beginning of April the Sydlangelands Maritime Efterskole visited London. The Maersk Company had arranged a maritime day which was greatly enjoyed by all 103 visitors. The picture shows the Maersk Company's guests in front of the building which houses the General Council of British Shipping.

Danish Foreign Minister visits Singapore

On March 29 Singapore rolled out the red carpet to welcome Mr. Uffe Ellemann-Jensen, the Danish Minister for Foreign Affairs, and his wife, Mrs. Alice Vestergaard. Their official visit lasted till April 17, and they were accompanied by numerous Danish reporters and businessmen.

Mr. Ellemann-Jensen met senior cabinet ministers and local businessmen, and he visited some Danish companies.

Our staff will always remember March 31 as the day when the office received its first visit from a Danish government minister. Mr. Niels J. Iversen, the Managing Director, welcomed Mr. Ellemann-Jensen and his party. They were briefed on Maersk activities in the area and were shown around the offices.

David Tan

The Lindø Yard in New York

The Odense Steel Shipyard was one of about 90 maritime companies - some ten of which were Danish - at the EXPOSHIP North America '84 in New York from March 19 to 23.

This international exhibition included a stand explaining the construction, capacity, and products of the Lindø Yard. A large model of the container vessel "LUNA MÆRSK" and a complete model of an engine room attracted many visitors. The picture shows Mr. Svend Hansen, of the Sales Department at the Yard, explaining the model to Dr. Henry A. Kissinger.

Dr. Kissinger spoke at a two-day conference on current shipping problems arranged in conjunction with the exhibition.

Moji welcomes the "ANNA MÆRSK"

Following her lengthening and the refitting of her engines at the Hitachi Zosen Innoshima Shipyard the "ANNA MÆRSK" called at Moji on February 18 to collect 80 containers of tyres, motor cycles, and miscellaneous cargo.

Mærsk vessels are always welcome at their ports of call in Japan. But the "ANNA MÆRSK" was the largest container vessel to call at Moji and therefore the City of Kitakyushu held a reception at the container terminal and on board the vessel to mark the event.

The picture shows the welcoming committee by the "ANNA MÆRSK".

MÆRSK POST nr. 1/1984

In the last issue of Mærsk Post there were unfortunately two mistakes:

When reporting the story behind the naming of the "LAUST MÆRSK" we stated that it was named after Shipowner Mærsk Mc-Kinney Møller's great-great-great-grandfather, the waling commander, Laust Michelsen, from Rømø. In actual fact, Laust Michelsen is Mr Mc-Kinney Møller's great-great-great-great-great-grandfather.

In the article, "Customs marking the launching, naming and christening of ships in Denmark", the "DRAGØR MÆRSK" was referred to as the Company's first reefer. This vas actually the "FRANCINE", delivered by the Odense Steel Shipyard in 1936.

Cups for "MÆRSK TRIMMER"

On February 7 Mr. Ib Stetter, Minister of State for Trade and Industry, and the Lord Mayor, Mr. Egon Weidekamp, attended the prize ceremony of the "International Seamen's Sports 1983" at the Town Hall, Copenhagen. In 1983 73 nations and 32,000 sailors took part in competitions at 37 ports throughout the world.

Mr. Finn Fuldby-Olsen, Director of The Danish Government Seamen's Service, presented 68 silver trophies to the winners who came from Scandinavia and other countries including Bulgaria, Cuba, Jamaica, Cameroun, Quatar, and the Soviet Union - 19 countries in all.

The supply vessel, the "MÆRSK TRIMMER", attracted particular attention on this occasion. On behalf of the crew her Chief Officer, Mr. Anders Wendel, received no fewer than three prizes: a silver trophy for third place in an international 3 × 60 metre relay race, and two silver cups, one for third place among Danish crews in the 3 × 60 metre relay race, and another for second place among Danish crews in the pentathlon, which included high jump, long jump, putting the shot, a 100 metre race, and a 3 × 60 metre relay race.

These competitions took place in Esbjerg in May 1983, and in the successful "MÆRSK TRIMMER" team were: Captain Knud Nielsen, Peter Poulsen, the Chief Engineer, Anders Wendel, Chief Officer, Wilhelm Bülow, the First Engineer, three Able-Seamen, Kurt Krøll, Lars Povlsen and Roland Madsen, along the the motorman, Kurt Bendorff, and the junior cook, Ove Nielsen.

The picture shows Anders Wendel holding the three prizes. They are now kept in a special cupboard on board the "MÆRSK TRIMMER".

"ADRIAN MÆRSK" in the lead

For the third year running the "ADRIAN MÆRSK" won the Merchant Navy Swimming Competition.

We were runners-up in 1980, but we won in 1981, 1982, and 1983. In 1981 we were also first in the Scandinavian Swimming Competition. The prize, a marvellous painting donated by Finland, now adorns the Officers' Smoking Room.

As far as we know, we are still well ahead this year. Several crew members have completed the marathon, and four members are taking part in the race "Around Thurø". One of them has already swum half the total distance of 30 kilometres.

Our prize cupboard, kindly given to us by the Company, is filling up with silver. If we go on like this we'll soon have to ask for an extra cupboard.

E. Rye Lund,
Master

Rounding up...

Chinese New Year marks anniversary

The Chinese New Year is the most important festival of the year; it is celebrated by Chinese communities all over the world. The Chinese calculate their year from the position of the moon, whereas the sun determines the length of the year in Western cultures; therefore the two never coincide.

The Chinese Year of the Rat (which is the first in a cycle of twelve) started on February 2, 1984. This coincided with the tenth anniversary of Corvetine Shipping (Taiwan) Ltd., the Maersk Line general agent in Taiwan. At the annual New Year party for members of staff from Taipei and Keelung, nine employees (out of an original total of 16) who have been with the company from the start, were congratulated by their colleagues. By Maersk standards, of course, ten years' employment does not constitute an anniversary, but, as shown on the photo, the Managing Director, Mr. Henrik H. Zeuthen, presented each of the nine with a token memento.

The photograph shows the Kaohsiung staff with husbands and wives after their New Year's party which took place a few days before the Taipei party. Various departments or individuals usually organize entertainment at these parties, and lots are drawn for prizes among all members of staff throughout the island.

The Chinese New Year lasts for three days, and throughout the entire period the sound of fire crackers can be heard at all the family parties traditionally held to celebrate the event. The first working day after the holidays is considered the most auspicious one for opening new businesses, whose owners then greet their customers with fire crackers and the famous dragon dances.

Welcome to Long Beach

The Rev. Arne O. Øystese of The Norwegian Sailors' Church in San Pedro, California, has sent this letter to Mærsk Post:

The Norwegian Sailors' Church in San Pedro, California, has had its rooms in the present building since April 1, 1950. The Norwegian, Danish, Swedish, and Finnish flags are flown outside the Church to indicate that we serve all Scandinavian ships calling at San Pedro, Port of Los Angeles, and Long Beach.

Last year Norwegian ships made the most calls, but Danish ships were not far behind. We registered 213 Norwegian and 183 Danish calls. In this connection it's interesting to notice that 145 out of the 183 calls were made by ships from the A.P. Møller Shipping Company! No other company made that many calls.

The Sailors' Church in San Pedro aims to provide the best possible service, to Danish ships, too, and to Maersk Line in Long Beach in particular. By writing this letter we wish to make ourselves known to you and to remind you that we are at your disposal.

What do we do at the Sailors' Church?

We visit the ships and bring them Danish newspapers.

We take people shopping.

In the evening we provide transport to the Church where sailors may phone their homes, enjoy a cup of coffee, relax etc.

We arrange sightseeing trips to e.g. Disneyland. The arrangements may be made by telex prior to a ship's arrival at Long Beach.

These are some of the things we do. We also try to express our Christian views when speaking to people on board or at the Church.

Please avail yourselves of The Norwegian Sailors' Church whenever you are in Long Beach.

We hope to see you soon!

Arne O. Øystese
Vicar

Bowling in Hong Kong

In 1983 the Interdepartmental Bowling League was again arranged by Maersk Line (Hong Kong) Ltd. Mr. and Mrs. P. Jørgensen opened the tournament on September 11, 1983. It lasted 18 weeks and involved 93 bowlers in ten teams from the entire Maersk Line (Hong Kong) Ltd., including the Terminal Office and the Brigantine. The games were played at the South China Athletic Association Bowling Ground. The exciting tournament ended in January, and Mr. P. Jørgensen presented the prizes at the annual staff dinner on January 24. The A-team of the Sales Department won the League, first and second runners up being the A-team of the Documentation Department and the Terminal Office team respectively.

The photograph shows Mr. P. Jørgensen presenting the prizes to the proud League Champions.

Thomas Thune Andersen

Museum receives award

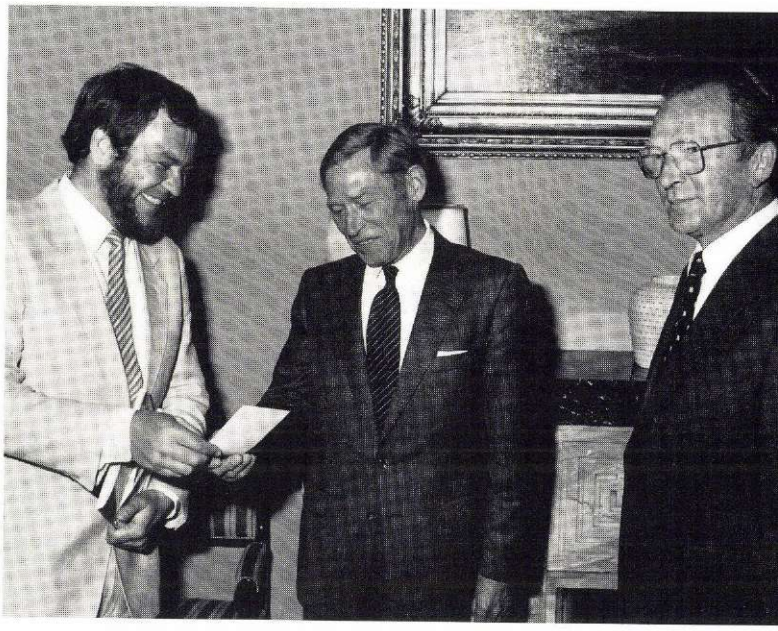
On May 24 the Museum of the Merchant Navy at Hamlet's Castle became the first recipient of the Shipping Award of the Danish Shipowners' Association. The Chairman of the Association, Mr. Bjarne Fogh, presented a cheque for 25,000 Dkr. to the Chairman of the Museum Committee, Mr. Tage Madsen, Deputy Permanent Secretary to the Minister for Trade and Industry. In his speech Mr. Fogh said:

"The Award is given to individuals and institutions in appreciation of their efforts to propagate general knowledge of Danish shipping.

This Museum receives nearly 100,000 visitors every year. No shipping institution in Denmark rivals this result. Adults and children alike may derive much information from various interesting exhibitions offering lively and instructive insights into the prominent position of Danish shipping in the world today.

This makes the Museum a worthy first recipient of the Shipping Award. The great improvements this winter to the rooms at the Museum must be followed by a campaign to attract even more visitors."

The picture shows, left to right, Mr. Hans Jeppesen, Curator of the Museum, Mr. Tage Madsen, and Mr. Bjarne Fogh at the ceremony.



Rescued by the "CHRISTIAN MÆRSK"

On November 21, the "CHRISTIAN MÆRSK", en route from New Orleans to Savannah, was sailing northward off the coast of Florida approximately 45 miles east of Cape Canaveral. At 1535 hrs. they received a call from a U.S. Coast Guard plane that a motorboat carrying two men was in distress about seven nautical miles away. The Captain, Mr. Niels Clausen, immediately altered course and located the men and their motorboat, the "GOLDEN ROD", within thirty minutes. Pedro Almanza and Antonio De Armas, both 36 years old and from Miami, and their 22 foot motorboat were taken aboard. The men were in good health but quite shaken and very hungry after their four-day ordeal. Needless to say, the men were very grateful to the Captain and crew of the "CHRISTIAN MÆRSK" for saving their lives. The U.S. Coast Guard was informed of the rescue and was told that the vessel was proceeding to Savannah for her scheduled call on November 22. The U.S. Coast Guard called off the search and notified the men's families in Miami.

Almanza and De Armas had sailed away from familiar shores around Miami on Friday, November 18, to do some leisure fishing on their day off. When they left Miami, both fuel tanks registered full, but after four hours they ran out of gas. Neither panicked, thinking they would simply hook up the reserve tank and head back to shore. The reserve tank was dry! They maintained their composure, at least until they had burned up all their emergency flares and run down their battery, cutting off any chance of radioing for help. After several hours without word of the men, their families alerted the U.S. Coast Guard in Miami.

All this while, the "GOLDEN ROD" had drifted farther and farther out to sea into a storm with ten foot waves. On Monday morning, after being pounded by waves and rain for nearly three days, the men sighted a ship passing about a mile away; but it did not see them.

Saved! Pedro Almanza, Antonio De Armas, and their motorboat in front of the "CHRISTIAN MÆRSK".

– It was then that we got scared. We were exhausted from bailing out the boat and had nothing left to signal for help, De Armas said.

When all hope seemed to be gone, the "CHRISTIAN MÆRSK" arrived on the scene.

– Our prayers were answered. The ship's Captain and crew were very, very nice. We are very grateful to them for being alive, added De Armas.

Maersk Line Agency at Savannah helped the men contact their families and find overnight accommodation. On November 23, two of the men's brothers arrived from Miami in a van with a trailer for the boat. The next day, November 24, was the American "Thanksgiving" holiday and we are sure that Pedro, Antonio, and their families had much to be thankful for back in their homes in Miami.

Donald R. Gale
Maersk Line, Savannah

Personalia

ESPLANADEN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2

25 Years Anniversary

1. Bent E. Hansen
   4 July

Retiring

2. C. Rentz-Petersen
   1 July

ORGANIZATIONS ABROAD


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2


3

25 Years Anniversary

1. William Farasey, Los Angeles
   1 April
2. Torben V. Blichfeld, Los Angeles
   4 July
3. Captain K. Albrecht, Tokyo
   24 July

Retiring

4. Margaret Kiratibhongse, Bangkok
   29 February
5. J. Komagata, Tokyo
   26 June
6. Y. Fujita, Tokyo
   30 June

THE FLEET


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8

25 Years Anniversary

1. Captain Holder Carstensen
   7 July
2. Captain Alf Højvang Rødebæk
   12 July
3. Captain Fritz Otto Nadolny
   16 July
4. Captain Knud Rasmussen
   1 September
5. Cook Poul Ejner West Johnsen
   10 September
6. Captain Høgni Mortensen
   30 September

Retiring

7. Chief Steward Johs. Ramshøj Christensen
   1 May
8. Chief Engineer Jes Peter Rasmussen
   1 August

ROULUND


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7

25 Years Anniversary

1. Finn Almind
   27 July
2. Eigil Dalager
   1 August
3. John H. Schortill
   12 August
4. Gunnar Truelsegaard
   14 August
5. Bent Vagn Petersen
   14 August
6. Svend E. Boisen
   18 August
7. Erik H. Jensen
   12 September

BUKH


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2

25 Years Anniversary

1. Lars Ole Rasmussen
   29 July
2. Folke Nielsen
   26 August

THE YARD


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25

40 Years Anniversary

1. Peter Mathiesen
   17 August

25 Years Anniversary

2. Per Lykke
   (Ejendomsselskabet Lindø A/S)
   1 July
3. Kjeld Chr. Laursen
   1 July
4. Peter C. Frahm
   9 July
5. Kaj Laurits Kristensen
   3 August
6. Arne Åge Bohn
   3 August
7. Ole Nørgaard Nielsen
   3 August
8. Chr. Peter Mathisen
   10 August
9. Max Jeppesen
   10 August
10. Henning Christensen
    10 August
11. Laurits Skak
    17 August
12. Kaj Bang Mikkelsen
    17 August
13. Leo Ingemann Jensen
    17 August
14. Jørgen Magnus Højstrand
    17 August
15. Leonhardt Pedersen
    31 August
16. Kaj Aage Petersen
    31 August
17. Poul Gunnar Pedersen
    31 August
18. Niels Elmelund Pedersen
    31 August
19. Frank Rasmussen
    1 September
20. Ejler T. Jørgensen
    1 September
21. Niels Ove Nielsen
    7 September
22. Hans Nicolai Hansen
    7 September
23. Niels Mogensen
    28 September
24. Aage Pedersen
    28 September
25. Aage Jensen
    28 September

DISA


1


2

25 Years Anniversary

1. Ib J. Christensen (Herlev)
   3 July
2. Leif Lohse (Slangerup)
   26 September

NEW local correspondent

John S. Harkin has served for many years as local correspondent to Mærsk Post for the U.S. West Coast. He has had to give up the job, now that he has moved from San Francisco to the office in Mexico.

We are very grateful to John J. Harkin for the work he has done and are pleased to welcome Wayne Almond who has assumed the task as local correspondent for the U.S. West Coast.

Obituary

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

Tage V. Jørgensen
The Yard
18 January

Aksel Høg
The Yard
11 February

Harris Danielsen
The Yard
12 February

Able Seaman Niels Arne Larsen
ex m.t. »NORA MÆRSK«
29 February

Per Kristensen Bach
ex »MÆRSK EXPLORER«
2 March

Chief Steward Arne Rasmussen
ex m.t. »NORA MÆRSK«
5 March

Bent Andersen
The Yard
16 March

2nd Engineer Joseph N. d'Souza
ex m.t. »GUDRUN MÆRSK«
16 March

I. Takamatsu
Tokyo
27 April

Boatswain Svend Aage Rasmussen
ex m.t. »NIELS MÆRSK«
22 May

Captain Harly Elo Pedersen
ex t.s. »ALBERT MÆRSK«
7 June