

MÆRSK

POST 4/1985



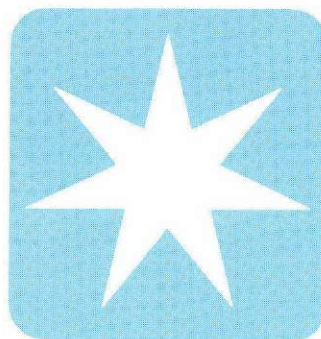
MAERSK POST

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1985 has been no easy year.

The shipping crisis continued. It intensified for some of our ships, and manifested itself in areas which have produced reasonable results in recent years.

Other circumstances, such as fluctuating exchange rates, increased protectionism and political measures both at home and abroad complicated matters.

In such circumstances special efforts are needed. We are fortunate that so many have responded.

In the head office, on the ships, in the organizations abroad, and in affiliated companies performance is high. Frequent visits to customers and markets, ever more efficient management of the ships by sea and shore staff and continuous efforts to find and develop new business are all activities necessary to ensure our continued existence.

At the turn of the year I wish to express my thanks for these contributions. My thanks also go to the families who often make sacrifices and whose positive support is essential.

I wish all employees, associates and their families a Merry Christmas and a Happy New Year.

MAERSK MC-KINNEY MØLLER



Mrs Chastine Estelle Mc-Kinney Møller and her children Sally, Mærsk (right), and Hans.

The “CHASSIE MÆRSK” and the “CHASTINE MÆRSK”

The story of a tradition: six ships named after Mr A.P. Møller's wife, Mrs Chastine Estelle Mc-Kinney Møller.

By HOLGER MUNCHAUS PETERSEN

The first ship named after Mrs Chastine Estelle Mc-Kinney Møller, wife of Shipowner A.P. Møller, was launched on April 26, 1910 from the shipyard, A. Vuyk en Zonen, Capelle an der Ijssel in Holland. Mr A.P. Møller's brother, Mr Oluf Mærsk-Møller, named her the “CHASSIE MÆRSK”. She was number 254 of the new constructions from this shipyard which had also built the sister ships, the “PETER MÆRSK” from 1906 and the “ANNA MÆRSK” from 1908, the first new ships in the MÆRSK fleet.

The “CHASSIE MÆRSK” was of 2,200 tons deadweight. She was 71.32 metres long and 10.82 metres wide. Her triple expansion engine from C.T. Grey of South Shields yielded 766 IHP. She had two holds totalling 3,194 cubic metres grain and four hatches with four derricks. As was customary at the time, she was rigged with a few sails.

She was delivered to A/S Dampskibsselskabet Svendborg in June 1910. She sailed on the North Sea, the Baltic Sea, and, particularly in winter when Baltic ports were closed by ice, on the Mediterranean.

Denmark remained neutral during the First World War, so Danish ships continued to operate internationally after the outbreak of war in 1914. But the “CHASSIE MÆRSK” also called at Danish ports, operating an almost regular service for a while from September 1914, carrying coal from Blyth in England to Korsør.

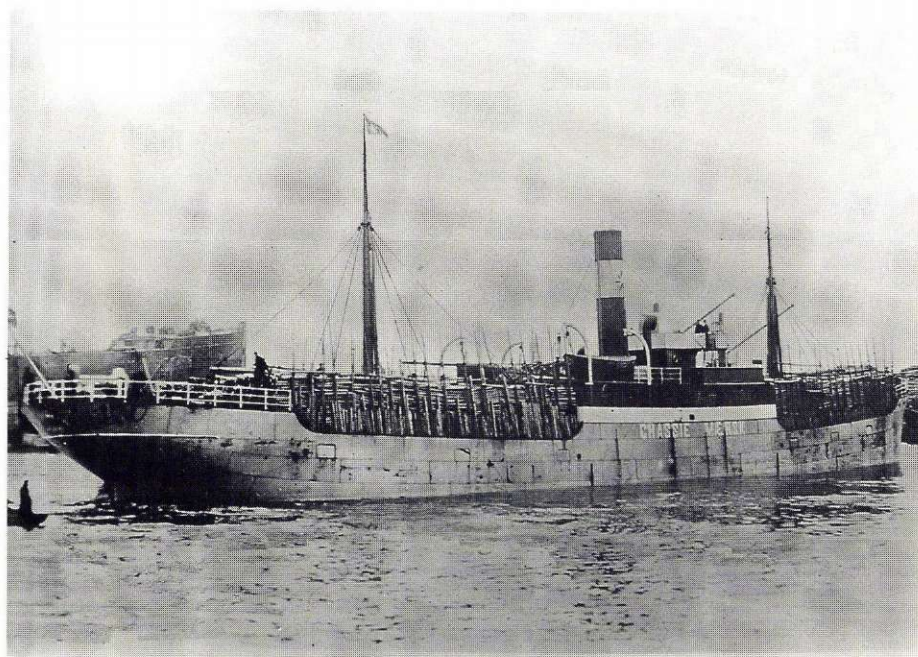
On July 14, 1915 the “CHASSIE MÆRSK” arrived at Baltimore after her first transatlantic crossing. She took nearly three weeks to load rye and wheat and on August 8 she sailed for Nykøbing Falster. She was stopped by British men-of-war and taken to Stornoway for a check of her cargo and papers. Ap-

parently, the British were dissatisfied with the recipient; most of the cargo was unloaded before the ship was permitted to continue towards Denmark.

The “CHASSIE MÆRSK” made a few more transatlantic crossings. From August 9 to September 7, 1916 she again loaded cargo in Baltimore and again she was taken to Stornoway for examination. This time, everything was fine, so after four days she was permitted to continue to Copenhagen.

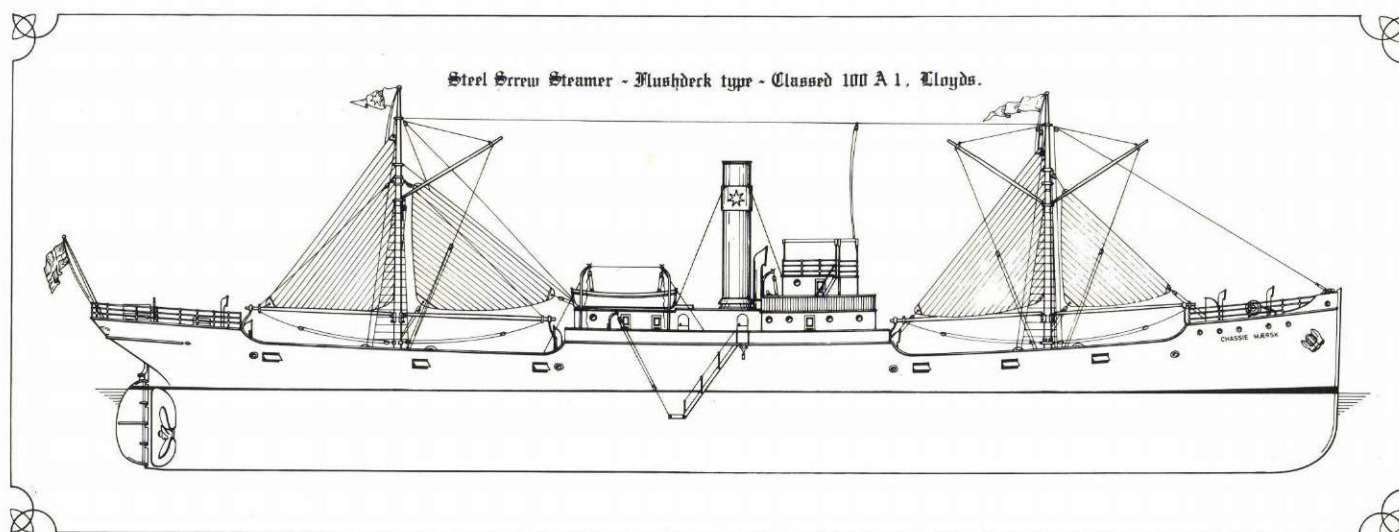
Having unloaded her cargo in Copenhagen she continued to Elsinore, Malmø, Bureå, and Kallholmen before taking on board 681 standards of timber for Boulogne in France. She continued to Barry Dock in Wales where she took bunkers. At 1 a.m. on December 14 she sailed, fully loaded, for Lisbon.

Two days later, at 11.30 a.m., at 47.05 N, 07.49 W the look-out discovered a submarine



The first "CHASSIE MÆRSK", built in 1910, on the Baltic Sea en route to England with a full load of timber.

The "CHASSIE MÆRSK" from 1920.



to port. A shell passed right in front of the ship, and the engine was stopped immediately. The submarine was German and indicated that the ship's papers were to be checked. The ship's master, O. Hansen, was taken to the submarine in a dinghy.

Having hastily examined the ship's papers the submarine captain ordered the sinking of the "CHASSIE MÆRSK". He gave the crew ten minutes to abandon their doomed vessel. The men rowed to the s.s. "GERDA" of Esbjerg which had also been captured by the Germans and now flew the German flag. They were locked up and the "CHASSIE MÆRSK" was sunk.

The two Danish crews remained on the "GERDA" for a couple of days and were joined by the crew of a British ship which had also been sunk. All were then ordered to row ashore. On December 19, they arrived safely at Cape Finisterre on the Atlantic coast of Spain. Then the "GERDA" was sunk, too.

The s.s. "CHASSIE MÆRSK" 1920

The second "CHASSIE MÆRSK" was of 7,600 tons deadweight. She was 107.22 met-

res long and 15.20 metres wide, and thus the largest-ever ship, at the time, in the MÆRSK fleet.

She was built by F. Schichau in Danzig who also constructed her 2,800 IHP triple expansion engine. Her four holds could take a total of 10,902 cubic metres grain.

Her builder's certificate of July 9, 1920 named Dampskibsselskabet af 1912 A/S as her owner and Copenhagen as her home port, but the latter was changed that same year in October to Svendborg.

On July 18, 1920 the "CHASSIE MÆRSK" sailed to Luleå in Sweden to load cargo for Rotterdam. She was in continuous operation, made several transatlantic crossings and sailed to the Pacific a few times. She never called at a Danish port.

Her last voyages clearly show that the "CHASSIE MÆRSK" was in the tramp trade. On September 11, 1920 she called at Hamburg where she remained for two weeks loading 1,524 tons of cellulose and 4,500 tons of salt for Calcutta, India. She called at Newcastle where she took on 1,476 tons of bunker coal for her long voyage. She passed through

the Suez Canal on October 16 and arrived at Calcutta on November 6.

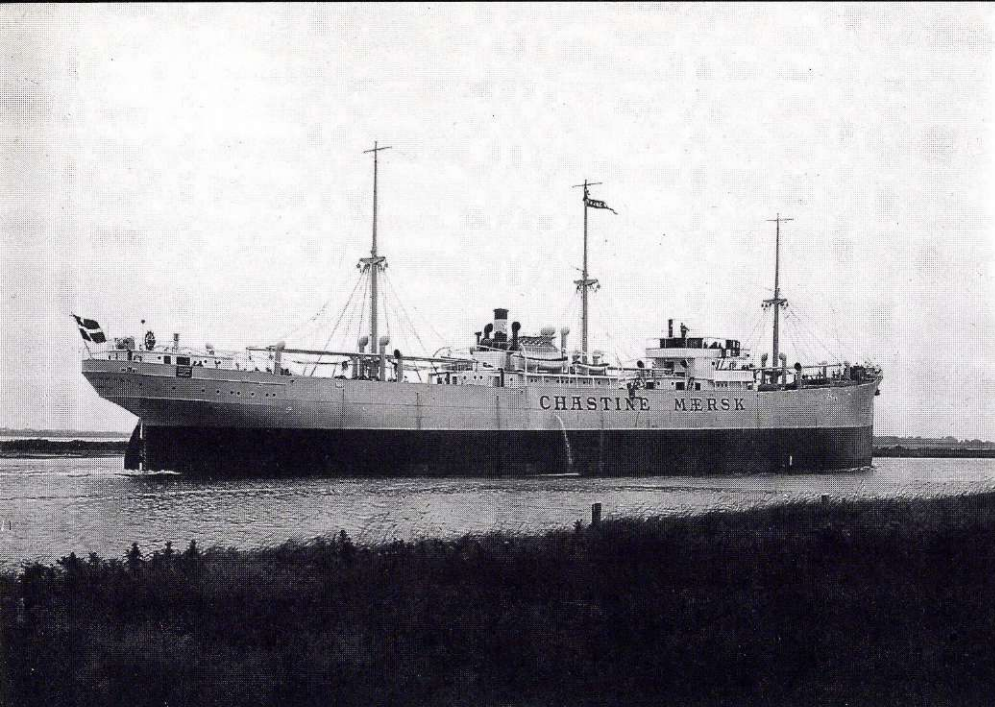
Durban was her next port of call; here she spent ten days from December 7 loading 6,578 tons of coal for Sabang in Indonesia. In heavy thunder showers and pouring rain the "CHASSIE MÆRSK" ran aground on January 7, 1922 off Rando Island near Sumatra. The engine reversed at full speed, but she was stuck. Gaugings showed that holds 1 and 2, the deeptank, and the engine and boiler rooms were waterlogged.

The crew could do nothing, so they soon returned to Denmark leaving the ship's master, the chief officer, and the chief engineer behind at the place of grounding.

On February 14 the Em. Z. Svitser salvage steamer "PROTECTOR" arrived. Intense salvage attempts proved fruitless; work was discontinued on April 6, and the wreck sold at an auction.

The m.s. "CHASTINE MÆRSK" 1923

Two ships named "CHASSIE MÆRSK" had met with dramatic ends. Fortunately, no lives had been lost, so newbuilding number 14



The "CHASTINE MÆRSK" from 1923 was the first motor ship to carry the name.

The "CHASTINE MÆRSK" from 1945 in the roads of Hong Kong.



from the Odense Steel Shipyard, launched on April 12, 1923, was named the "CHASTINE MÆRSK".

Being of 7,980 tons deadweight - the largest ship in the MÆRSK fleet was again named after Mr A.P. Møller's wife.

The ship was 111.90 metres long and 14.87 metres wide. She had four holds and five hatches, a shelter deck, and three masts. Her capacity was 11,950 cubic metres. Her two engines totalled 2,200 IHP; they were six-cylinder, four-stroke, single-action Burmeister & Wain diesel engines whose two propellers allowed a top speed of 10.5 knots. Her home port was Svendborg and her owner A/S Dampskibsselskabet Svendborg.

On July 25, 1923 at six a.m. the "CHASTINE MÆRSK" left Odense to commence her first voyage, and on August 10 at five a.m. she arrived at New York. She continued to Trinidad and Bombay. She operated overseas, but made a few calls at Danish ports, including one at Copenhagen for repairs in June 1924.

In 1928 the "CHASTINE MÆRSK" joined the newly established US-Far East service.

She sailed from Savannah on August 29 and called at Baltimore, New York, Norfolk, Newport News, Savannah, and San Pedro. On November 12, she reached Yokohama. Having visited Kobe, Shanghai, Manila, and Iloilo, she left Pula Pandan on December 15 and arrived at Baltimore on February 7, 1929.

In modern terms, the ship was rather slow, but her long travelling time was due mainly to slow loading and unloading. Today, container vessels sail at more than double the speed, but loading and unloading have also been reduced to only six hours at some ports.

The "CHASTINE MÆRSK" also tramped when her line schedule permitted, and as new ships of the line were bought in the 1930s the ship sailed exclusively in the tramp trade.

At the outbreak of the Second World War she was running phosphate from Safi to Fredericia, and her first two voyages were reasonably smooth. Her third one started on December 14, 1939 at Fredericia where she loaded cargo. She was docked and classed at Elsinore and on January 14 she sailed for Safi. Mine hazards forced her to sail along the

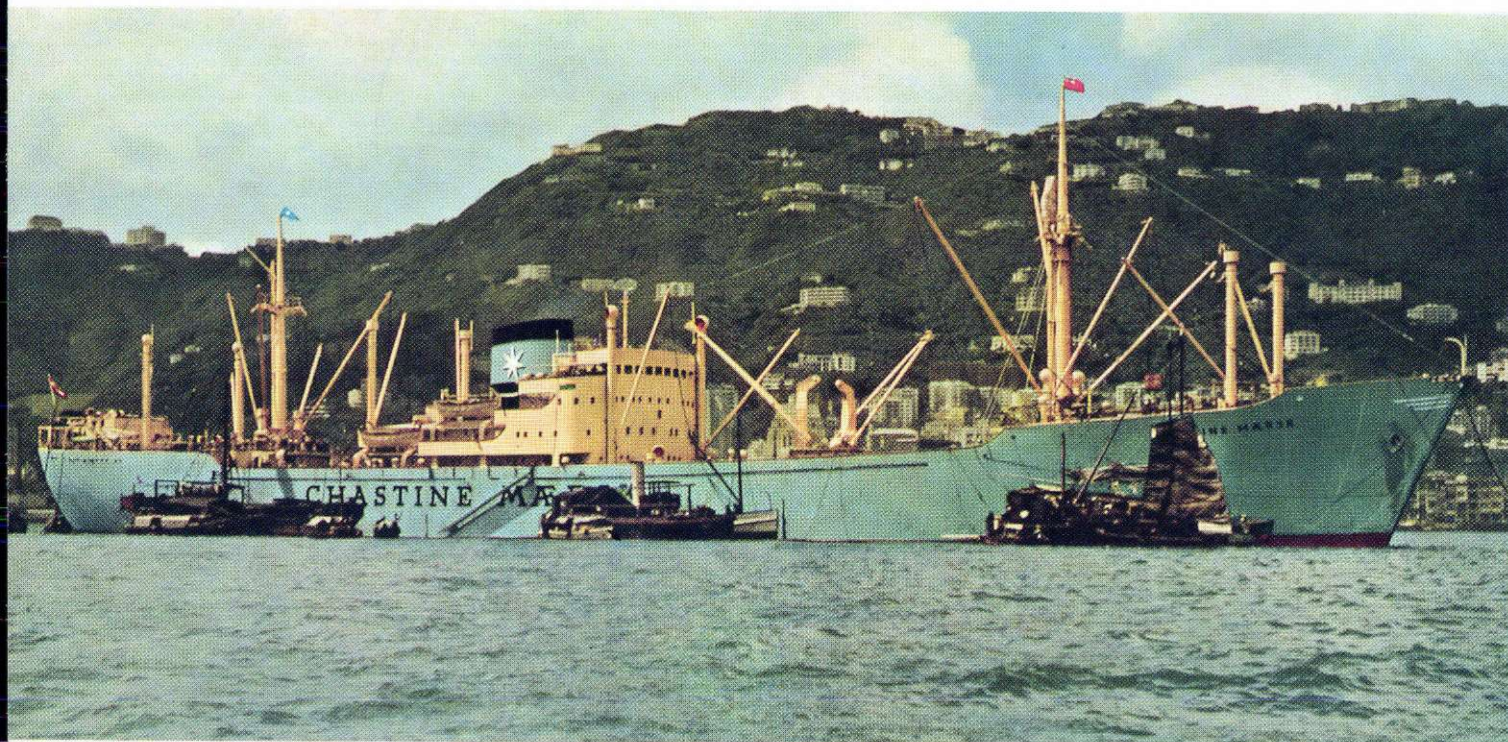
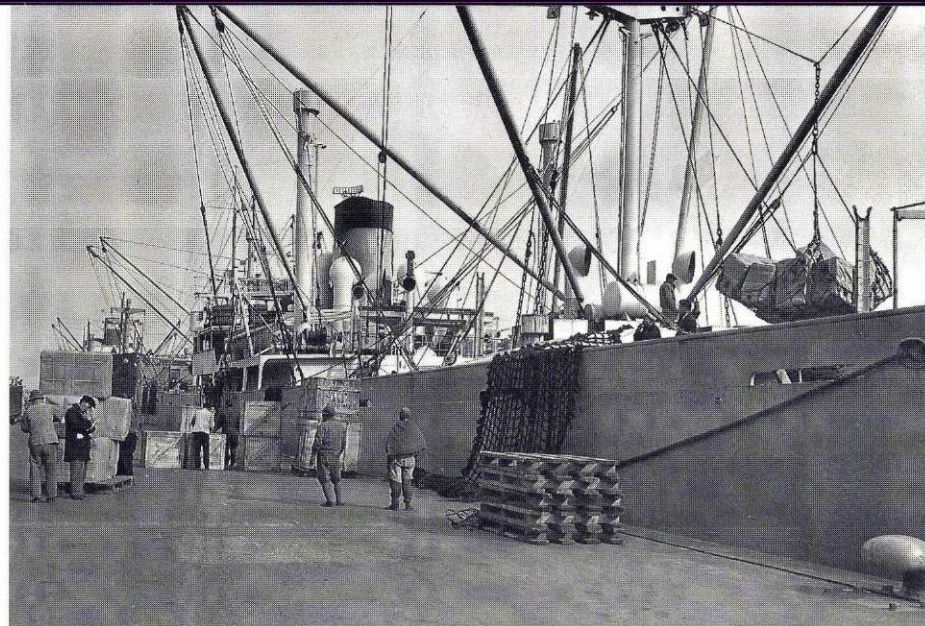
Norwegian coast to Bergen and into the Atlantic, towards the Faroe Islands, where she was stopped for control by British men-of-war on January 19. Everything was fine, and ten days later she arrived at Safi. Having unloaded 7,600 tons of phosphate she sailed for Fredericia on February 2.

On February 13, at 61.30 N, 02.00 E, a German submarine appeared, and although her light signals were incomprehensible, her intentions were clear. The engine was stopped immediately. The submarine fired a shell which hit the water two ships' lengths ahead of port. The ship's master with all the ship's papers sailed immediately to the submarine in a lifeboat. While he was on his way, another shot was fired. The shell struck near the forecabin, and another lifeboat was lowered. The captain of the German submarine flicked through the papers and announced that the "CHASTINE MÆRSK" would be sunk. The supply of water and provisions and the compasses in the boats were checked, and 27 shells were fired at the ship which sank at 8.15 a.m.

That afternoon the crew was picked up by the

The "CHASTINE MÆRSK" loading cargo in Yokohama in December 1948.

The "CHASTINE MÆRSK" from 1953 in the roads of Hong Kong. Notice the two cranes.



Norwegian steamer "HILDA" which had been directed to the lifeboats by a British aircraft. On the following day, they were all put ashore at Ålesund.

The "CHASTINE MÆRSK" was one of four neutral ships sunk by the German submarine "U-25" in early 1940 - the others being one Swedish and two Norwegian ships.

In August 1940, the "U-25" was sunk off Ter-schilling in Holland.

The m.s. "CHASTINE MÆRSK" 1945

On September 29, 1943 the Odense Steel Shipyard launched their new building number 86, a motor ship of 9,030 tons deadweight. The ship was 124.78 metres long and 16.61 metres wide with a shelter deck, five holds, and five hatches. She had a nine-cylinder, two-stroke, single-action Burmeister & Wain diesel engine yielding 5,500 IHP and a speed of 14 knots. In point of type, she differed from the other liners by e.g. having only one large deck house. She was named the "CHASTINE MÆRSK".

Her home port was Copenhagen, and she was Shipowner A.P. Møller's personal property. The war delayed her completion until July 10, 1945, when her certificate of nationality etc. was issued. Two days later she left the Odense Steel Shipyard for Gothenburg, where she had her bottom cleaned after her long wait. On July 31, she arrived at Norfolk. Here, she was carefully demagnetized - because of the serious mine hazard - and loaded 8,012 tons of flour for the hungry on the Continent. A couple of similar voyages ended on November 23 when she unloaded her cargo in London. From there, she sailed to Rosario and Buenos Aires in Argentina to collect cargo for Aarhus, Korsør, and Svendborg.

After the war, the "CHASTINE MÆRSK" became the first ship to carry cargo on the US-Far East service, arriving at Shanghai on May 28, 1946. She had "negative stowage loss", because the cargo included hull sections for wooden barges, with steel pressed in to the empty spaces. Her capacity, in terms

of space, thus increased considerably, the holds being used to an extraordinary extent. In October 1946 she returned to Denmark and loaded phosphate from Safi in Kalundborg.

In 1950 she entered the "Round the World Service". On August 5, 1952 she sailed from Baltimore to Rotterdam and on August 21 she arrived at Antwerp where she was taken over by her new owners Armement Deppe S.A., Royale Belge - Argentine S.A., who named her the "BRUGES".

In 1965 she was sold to a Liberian company and renamed the "ST. EMANUEL". She changed hands several times and her names included: "BORDAENEA" in 1970, "MARIA A" and "KARIN K" in 1973, and "PRABA" - home port Limassol - in 1974.

On December 20, 1975, having served for 30 years, the ship arrived at Santander to be scrapped.

The m.s. "CHASTINE MÆRSK" 1953

The Odense Steel Shipyard also built the



The "CHASTINE MÆRSK" from 1968 taking cargo on board in Japan.

The "CHASTINE MÆRSK", rebuilt in 1980.



next "CHASTINE MÆRSK". She was newbuilding number 122 from the Yard, launched on December 19, 1952.

She had two tweendecks and was of 9,550 tons deadweight. She was 136.37 metres long and 19.14 metres wide, and the total capacity of her holds was 17,456 cubic metres bales. She also had two small reefer chambers and nine deeptanks for liquid cargo. She had 20 derricks serving six hatches: 18 five-ton derricks, one 15-ton, and one 60-ton derricks, plus two ten-ton cranes between the 2nd and the 3rd hatches.

Her ten-cylinder Burmeister & Wain diesel engine yielded 11,400 IHP and a speed of 17.5 knots.

The "CHASTINE MÆRSK" sailed through Odense Fjord on April 11, 1953 arriving via the English Channel at Baltimore on April 22. Here, she entered the US-Philippines-Thailand-Hong Kong-Formosa-Japan service.

On January 17, 1968 her name was changed to "JESPER MÆRSK". In 1973 she was

transferred to the Liberian flag, and in 1976 she was sold, renamed the "NEW BEAR" and given Singapore as her home port. She ended her last voyage on November 29, 1982 with the breakers on Gadani Beach in Pakistan.

The m.s. "CHASTINE MÆRSK" 1968

In 1968, the traditional name was to be used for a new ship, newbuilding number 462 from Bergens Mekaniske Verksted which was launched and named the "CHASTINE MÆRSK" on April 27.

She was of 13,810 tons deadweight and was one of seven very sophisticated liners - the C-ships. She was 164.32 metres long and 24.44 metres wide. Her sister ships sailed e.g. on the US-Far East and the new Far East-Northern Europe services.

The C-ships had four decks, reefer chambers, six hatches, and six holds plus sideports for the best possible individual handling of all types of general cargo.

Her engine was a Burmeister & Wain diesel

engine built on licence in Norway. It yielded 20,700 IHP and a speed of nearly 23 knots. The bow propeller made for easy manoeuvring in port and rendered tugboat assistance almost superfluous.

In 1980 the "CHASTINE MÆRSK", as all other C-ships, was jumbORIZED at the Hitachi Shipyard in Japan and given a new forebody. She was rebuilt as a container ship which could carry 1,222 20-foot containers. Her length was increased to 197.07 metres and her deadweight to 25,067 tons, but her speed remained nearly the same in spite of the increase in her tonnage.

Today, the "CHASTINE MÆRSK" sails on the new Pacific Northwest-Far East service. This traditional name still lives in the MÆRSK fleet.

Holger Munchaus Petersen

Princess Benedikte visits Rosti



The visitors inspected the production of bases for parasols at the Ballerup factory. Left to right: Managing Director Mikael Olufsen, Princess Benedikte, Technical Manager Karl Rodholm, Countess Trampe, Production Manager Benny Markvardsen and Eva Kristensen.

The guests saw the stocks of raw materials and finished products in Ballerup.



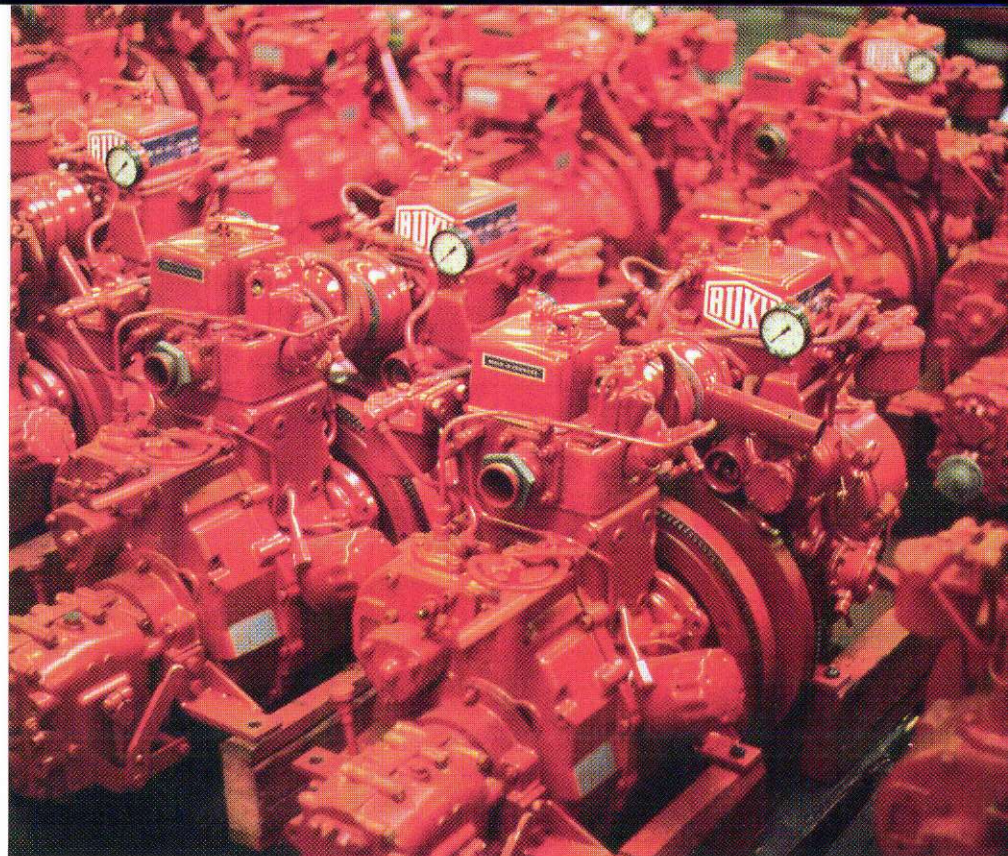
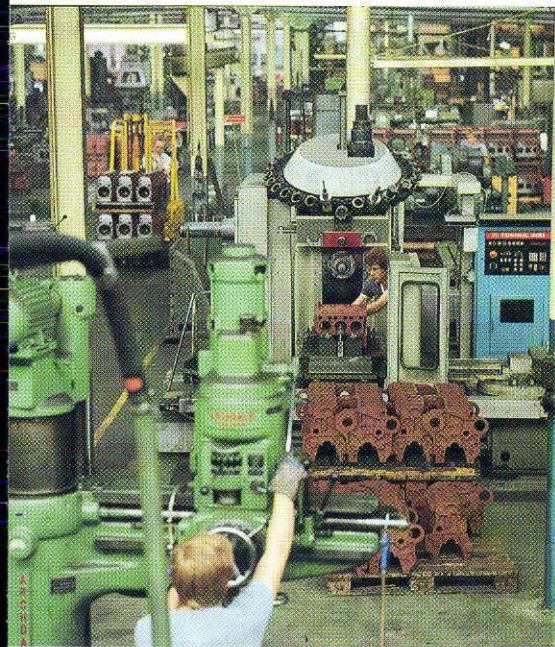


Her Royal Highness Princess Benedikte began her visit to Rosti on October 4 at the factory in Roskilde. Here, the Princess inspected the production of kitchen utensils and storage facilities. Later, at the factory in Ballerup, the production and stocks of packing products were inspected before the three-hour visit concluded with a lunch at the head office in Ballerup. The Princess was accompanied by Lady-in-Waiting, Countess Trampe, wife of K.C. Count Trampe, Lord Chamberlain of the Household of H.M. Queen Ingrid, and a member of the Board of A.P. Møller and Chastine Mc-Kinney Møller's Foundation.

Princess Benedikte in conversation with Sengul Tamer, who was polishing melanin spoons. Technical Manager Karl Rodholm is watching.

The Royal visitor examined computerized robots producing kitchen utensils. Left to right: Technical Manager Karl Rodholm, Princess Benedikte, Managing Director Mikael Olufsen, Countess Trampe, and Production Manager Jens Nygaard.





World-famous diesel engines

By CHARLES HANSEN

Charles Hansen is a former Vice President of the Central Organization of Metalworkers. Today, he is an executive member of the Shipbuilding Policy Advisory Committee of the Danish Ministry of Industry and a member of the Board of Representatives for the Ships' Credit Funds of Denmark. In 1941, he completed his apprenticeship as an engine fitter at the Bukh Engine Factory, where he acted as senior shop-steward for the blacksmiths from 1946 to 1953. Those years after the Second World War are the subject of Charles Hansen's article. They were crucial not just to the Bukh Engine Factory, but to all Danish industry.



Young people probably find it a little difficult to imagine what it was like, back then in 1945, after the mayhem of war.

By looking back we may increase our understanding of both our present situation and future challenges.

Forwards was the only way. The peace must be won. Confidence and expectations were combined with respect and support for those who accepted the challenges of furthering the industrial development so essential to full employment and the economic rebuilding of the country.

Old factories required substantial investments in works - machines, as well as management and staff must move ahead in open cooperation.

That was the situation generally, and at the Bukh Engine Factory in Kalundborg.

Since its start in 1904 - more than 80 years ago - the factory had produced diesel engines of 28 different sizes, yielding from 10 to 500 HP. They were used for many different purposes, e.g. ships, stationary plants, and electricity supply systems.

In the 20s, and particularly in the 30s, the quality of the engines secured considerable exports which meant increased employment. During the war, the factory, for a while, manufactured producers and generators allowing diesel engines to run on gas.

The new management appointed at Bukh after 1945 and headed by Managing Director E. Andersen realized that extensive specialization of the engines and more efficient operations were required if the factory was to survive on a future open market.

The risky plan of introducing such drastic changes in production was presented to the majority shareholder at the factory, Shipowner A.P. Møller. He approved this bold plan in 1948, and the decision meant

that many different types of engine were replaced by only one, which was then produced with varying numbers of cylinders.

This transformation required the building of a new factory where production was organized according to the principles of specialization, standardization, and simplification.

This was no easy process. At the old factory, individual production of single engines or small series on old machines had generated a special atmosphere, calling for precision and production within narrow margins of cranks, camshafts, pistons etc.

There were skilled turners, usually middle-aged, proud, and highly esteemed because of their professional expertise. They were very well paid and commonly referred to by their nicknames: Seven of Diamonds, Flash Gordon, The Flower Smith, Obedias, Carl Carbide, Red Ras and many more.

Frequently, their sense of professional identity was marked externally, as at the Festivals of Trades where the local Branch II of the Engine Fitters' Union introduced the Bukh production processes using this motto:

"Diesel engines of world-wide fame
Of this old town will glorify the
name."

The working week was 48 hours - five days of 8½ hours and 5½ hours on Saturdays. We had made a local agreement, not approved by the Union, according to which Saturdays were shortened in exchange for an extra half hour on each of the other week days. The hourly wages ranged from 1.70 Dkr. to over 2.00 Dkr. for piece-work: a considerable difference then.

The old factory saw many battles, rather fierce ones with the old manager Mr Bukh,

but we implicitly accepted demands for quality, and the acceptance of narrow margins was natural and essential to the quality of the finished engines.

We had no need for quality groups, a more modern idea. A clear order that everything had to fit exactly made all discussion superfluous.

So the changes were not easy, but we managed once the plans had been discussed by the works committee, which was important to the development of good relations with the new managers.

These relations ensured bright employment prospects for several hundred metal workers and semi-skilled workers, plus other staff. It is quite an achievement for a Danish engine factory to find a suitable niche on the international market. Few succeed. In fact, a number of Danish engine factories succumbed in that period, e.g. Vølund, Tuxham, Gamma. Bukh is still here.

From the mid-50s until 1967 Bukh Diesel also produced tractors, but in spite of sophisticated design and quality this production was phased out, particularly because of tough competition from large, multinational manufacturers.

Production is now concentrated on small marine diesel engines for pleasure craft, professional fishing boats, and lifeboats. The three-cylinder turbocharged engine of 48 HP is one such engine. It has a Bukh anti-vibration system and other technical innovations which prove that Bukh still produces world-famous engines - in its 81st year.

Good luck!

Charles Hansen

Hotel opened in Guangzhou

By THOMAS THUNE ANDERSEN

The Guangzhou Representative Office of Maersk Line (Hong Kong) Ltd. moved to its new premises in the huge Garden Hotel and Office Complex in early May 1985, a few months before the buildings were completed.

The Garden Hotel and Office Tower is the largest and most modern project of its kind in China, comprising a Hotel Tower and an Office/Apartment Tower which rise above a connecting podium.

Total site area : 52,000 square metres

Total floor area: 170,000 square metres

Height of towers: 77 and 107 metres

The hotel section has a total of 1128 rooms varying from standard rooms to de luxe suites, and the Office Tower includes six floors of offices, the remaining floors being used for residential apartments.

The agreement to build the Garden Hotel in Guangzhou was made in 1980, and Mr R.C. Lee invited Maersk Line (Hong Kong) Ltd. to take part in the project. Mr Lee was a member of the famous Lee family with whom the A.P. Møller Group has cooperated closely for many years.

The traditional Chinese Grand Opening of the hotel took place on August 28, 1985, and it also marked the official opening of the Maersk Line Guangzhou Representative Office.

According to Chinese tradition, buildings and other constructions must be inaugurated in festive and splendid style to ensure continued luck and prosperity for the building and those working there.

A traditional opening festival includes the famous Lion Dance, many loud firecrackers, continuous musical perfor-

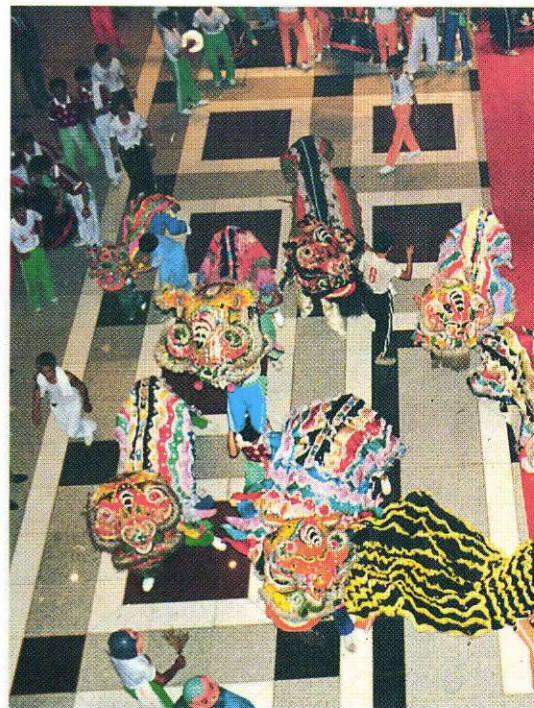
mances, and numerous good-luck posters on walls and doors.

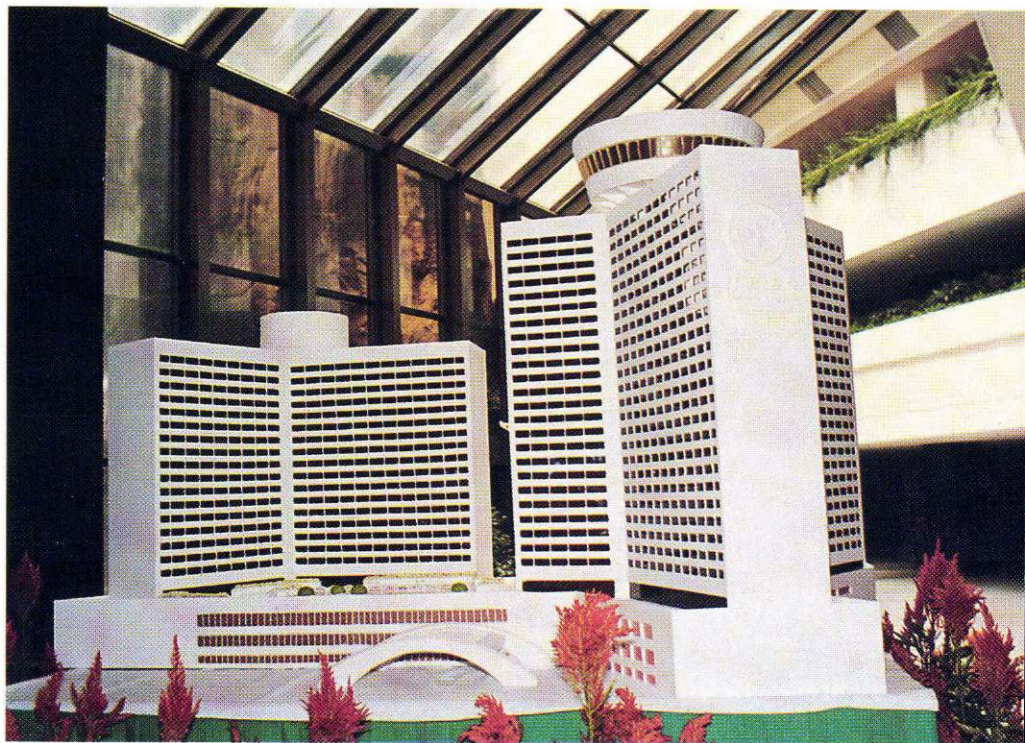
Normally, the Lion Dance is performed by 10-20 dancers in pairs, each pair making up a "complete" lion. In southern China the lion costume portrays an imaginary animal looking like a dragon, whereas the costume used in the northern region still resembles a lion quite closely.

The Lion Dance and the use of firecrackers will frighten away evil spirits and allow good house and kitchen spirits to settle peacefully into their new home.

During the opening of the Garden Hotel the local sports association performed a Lion Dance lasting an hour, and a string of huge fire-crackers stretching past all 30 floors from the roof of the hotel to the ground took more than 30 minutes to burn.

Present at the ceremony were Mr Yang Shang Kun, Permanent Vice Chairman of the Military Commission of the Central Committee of the Chinese Communist Party; Mr Xi Zhong Xun, former Governor of Guangdong Province and also a member of the Politbureau and Secretary of the General Secretariat; Mr Gu Mu, State Councillor and Secretary of the General Secretariat, in charge of foreign trade and economic relations; Mr Yie Xuan Ping, former Mayor of Guangzhou and now First Deputy General Secretary of Guangdong Province; Mr Lai Zhu Yan, Deputy Mayor of Guangzhou, in charge of land and housing; and Mrs Esther Y.P. Lee, Chairman of the Board of the Hotel and Mr R.C. Lee's widow. Senior Vice President Wagn Jacobsen, Copenhagen, and President Per Jørgensen, Tokyo, represented A.P. Møller at the ceremony.



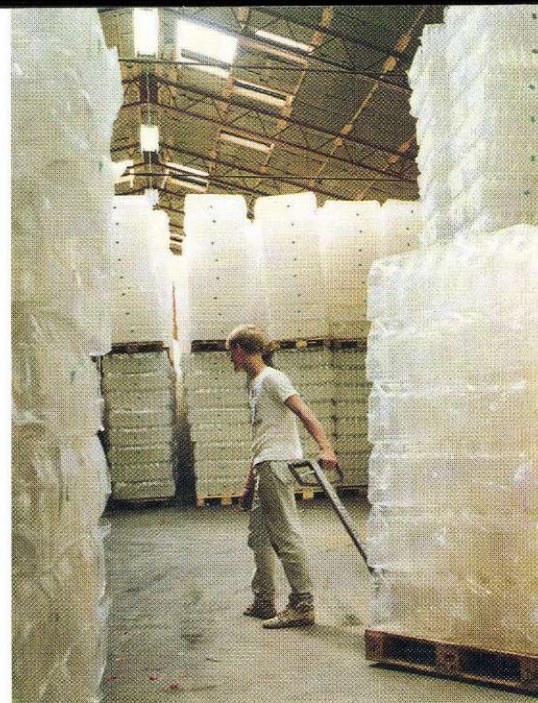
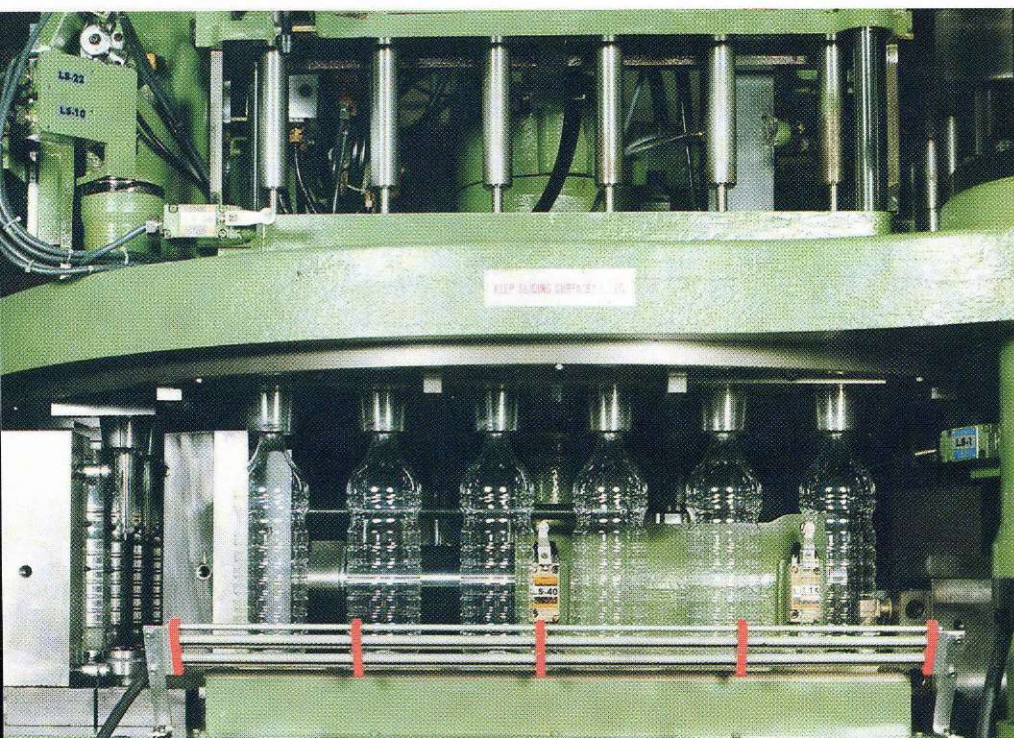


The Rosti stock of PET bottles.

Rosti produces first Danish PET bottles

By BENT PASBY

A view of the interior of the machine manufacturing Rosti PET bottles.



Rosti A/S in Ballerup - one of the largest Scandinavian manufacturers of plastic jars - has invested tens of millions in sophisticated machines for the production of containers made of the new revolutionary plastic material PET (terephthalic polyethylene). PET bottles are superior to traditional plastic bottles. They are as clear as glass, will survive a fall from three metres when full, and will tolerate changes in temperature from -40 to +65 degrees Celcius. The bottles give excellent protection against ultraviolet light, an impermeability which prolongs the life of the contents. After use, bottles may either be burnt without producing any poisonous fumes (the calorific value being identical to that of the oil which is part of the raw material), or they may be roughened and used again, in the textile industry for example, or in the manufacture of plastic tape. In the U.S.A. PET bottles have been used since 1977 for aerated soft drinks such as Coca-Cola and Seven-Up. In 1982, about 5,000 million litres of soft drinks in PET bottles were sold on the American market. Sales in several European countries rose steeply and amounted to about 1,200 million litres in PET bottles in 1983.

New applications for PET bottles were soon discovered, and today they are used in large parts of Europe for widely different products such as whisky, vodka, fruit syrup, edible oil, wine, spring water, medicine, vinegar, salad dressing, mustard, cosmetics, cider, beer, additives for diesel, sprinkler fluid, lamp-oil, and carburettor alcohol. Danish laws on the return of bottles impede the use of PET bottles for beer and soft drinks, so Rosti decided to concentrate on other products, particularly fruit syrup. Once the decision had been made to produce PET bottles, developments accelerated.

PET bottles are compressed and packed automatically.



Negotiations with a Swedish fruit syrup manufacturer, AB Önos, yielded an order for more than seven million Danish kroner. The order provided a secure basis for the purchase of the first machine producing PET bottles. Rosti's design department worked out a suggestion for a model, and a final design for a 1½-litre PET bottle was agreed upon with Önos.

At the same time, the Önos sales and marketing department started planning the introduction of the new bottles onto the Swedish market. A consumer-oriented competition was arranged, the first prize being a trip to Florida.

Entrants were asked to fill in a questionnaire on the new bottles.

The introduction of Önos fruit syrup in Rosti PET bottles was a roaring success. Retailers and consumers alike reacted very positively, and sales exceeded all expectations and budgets.

Several Danish syrup manufacturers decided to use Rosti PET bottles, and companies such as Blomberg, Samodan, and Dansk Centralmost have achieved similar good sales results this year because of the new bottles.

The full production from the first machine was soon sold, and new machines were bought to make inroads on other trades.

Two new 1-litre bottles for foods and chemical/technical products respectively were manufactured and their introduction to the relevant trades was a success.

Today, Rosti PET bottles are on sale containing vinegar, fuels, lamp-oil, additives for diesel, distilled water, glue, rust eater, and hand-cleansing cream as well as fruit syrup. More products of varying types from different trades will be packed in PET bottles, and are on the way.

The bottles are produced by the most sophisticated machines in Scandinavia, which means that Rosti may manufacture additional products such as thick PET bottles for cosmetics and preserved food. It is probably just a question of time before herring, wine, and marmalade will be

available on supermarket shelves in PET bottles and jars from Rosti.

Much work is being done to improve the heat resistance of the PET raw material from a maximum of 65 degrees Celcius at present to 125 degrees Celcius. If this proves possible, great sales opportunities will present themselves within the preserved foods industry. Products such as red cabbage, marrows, gherkins, and Baby Food will be suitable for PET containers, because

- The risk of glass splinters in the products will disappear completely.

- Greatly reduced weight will benefit producers, middlemen and retailers, as well as customers who have to carry heavy glass jars home from the shops.

- Problems resulting from possible breakage will disappear, because PET is very strong.

Spirits constitute another interesting area of application. Most well-known brands of whisky, gin, and vodka are being sold in miniature and half-litre bottles to tax-free airport shops and to the air lines. The suppliers of the PET raw material have estimated that if a jumbo jet could carry all wine and spirits in PET rather than glass bottles, the total weight would be so reduced as to allow for two additional passengers paying full fares, plus their luggage.

All evidence suggests that Rosti's decision to start this new production - as the first Danish company - means that an exciting future lies ahead as regards the production and sales of PET containers on the domestic market and, not insignificantly, on the export market as well.

PET bottles being filled with fruit syrup at a customer's factory (E. Blomberg & Co. A/S).



An example of a sales display.



Examples of numerous chemical/technical products sold in Rosti PET bottles.

DUC oil production record

Dansk Undergrunds Consortium has beaten its own record for one month's production of oil. In October the DUC produced 265,000 tons of oil from the Dan, Gorm, Skjold, and Tyra fields. For the first time one month's production exceeded 250,000 tons, roughly the equivalent of the amount required to heat 100,000 houses for a year. The previous DUC record of 247,000 tons dated from March 1985.

Total DUC production for the first ten

months of the year amounts to 2,373,000 tons. Projected results for all of 1985 are about 2.9 million tons, compared to 2,320,000 tons in 1984.

All four fields have increased production in 1985 as compared to 1984. Gorm has afforded particularly good opportunities for improved production methods, which more than outweigh the natural tendency towards declining production.

In 1986, production is expected to exceed three million tons of oil.

New equipment for oil and gas wells

The exact position of a drill bit, two or three kilometres below the floor of the North Sea, is extremely important. Deviations from the drilling plan are costly and time-consuming. How can one be sure that the drill reaches the desired place in the subsoil?

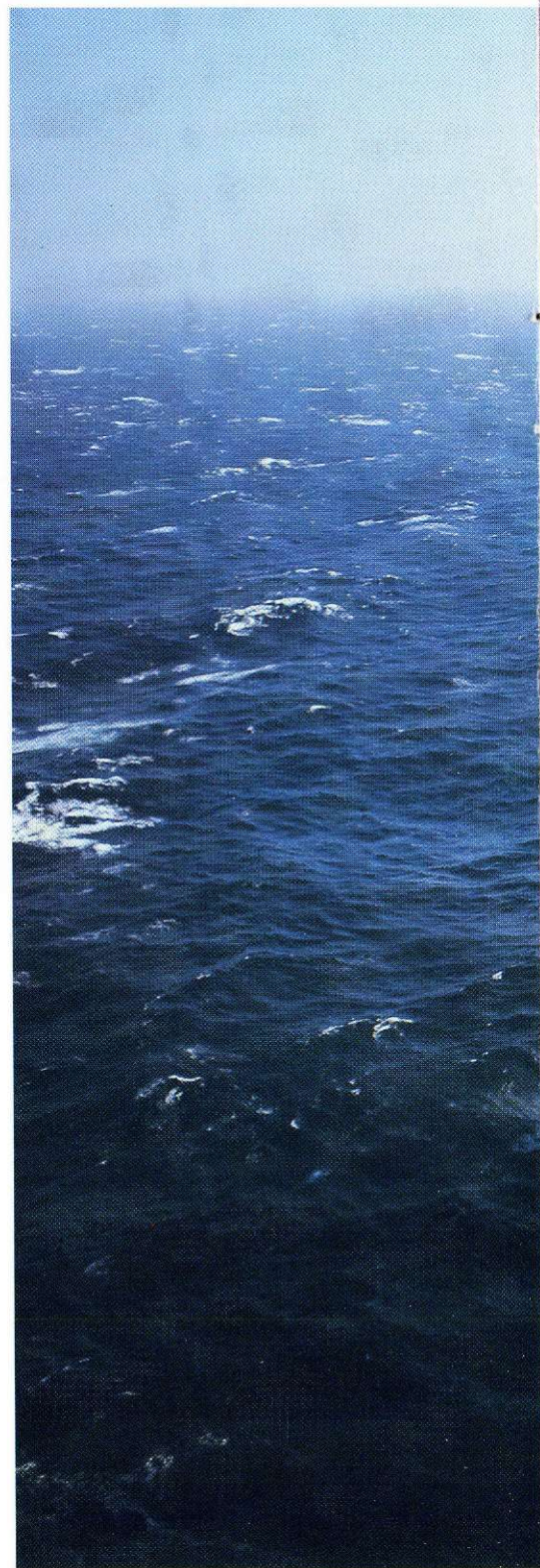
New, sophisticated navigational equipment is the answer. It provides exact information on the position and direction of the drill bit during drilling, in spite of extreme pressures and temperatures. The information is available instantaneously, continuously, and - of course - while drilling continues. Previously, the drilling process had to be interrupted and gauges sent to the bottom of the well.

Dansk Undergrunds Consortium successfully introduced the new equipment on the

North Sea when drilling production wells on the Tyra field, and at the moment it is being used for the new production wells at the Dan F, the Dan Field extension.

Basically, this new equipment uses the drilling mud for transmission of the relevant information. Electronic gauges placed immediately above the drill bit identify the position of the latter by measuring the compass direction and the slant of the well. This information is transformed into pressure impulses, which are transmitted through the drilling mud and interpreted by instruments on the surface, giving an up-to-date and continuous impression of the position of the drill bit at the bottom of the well.

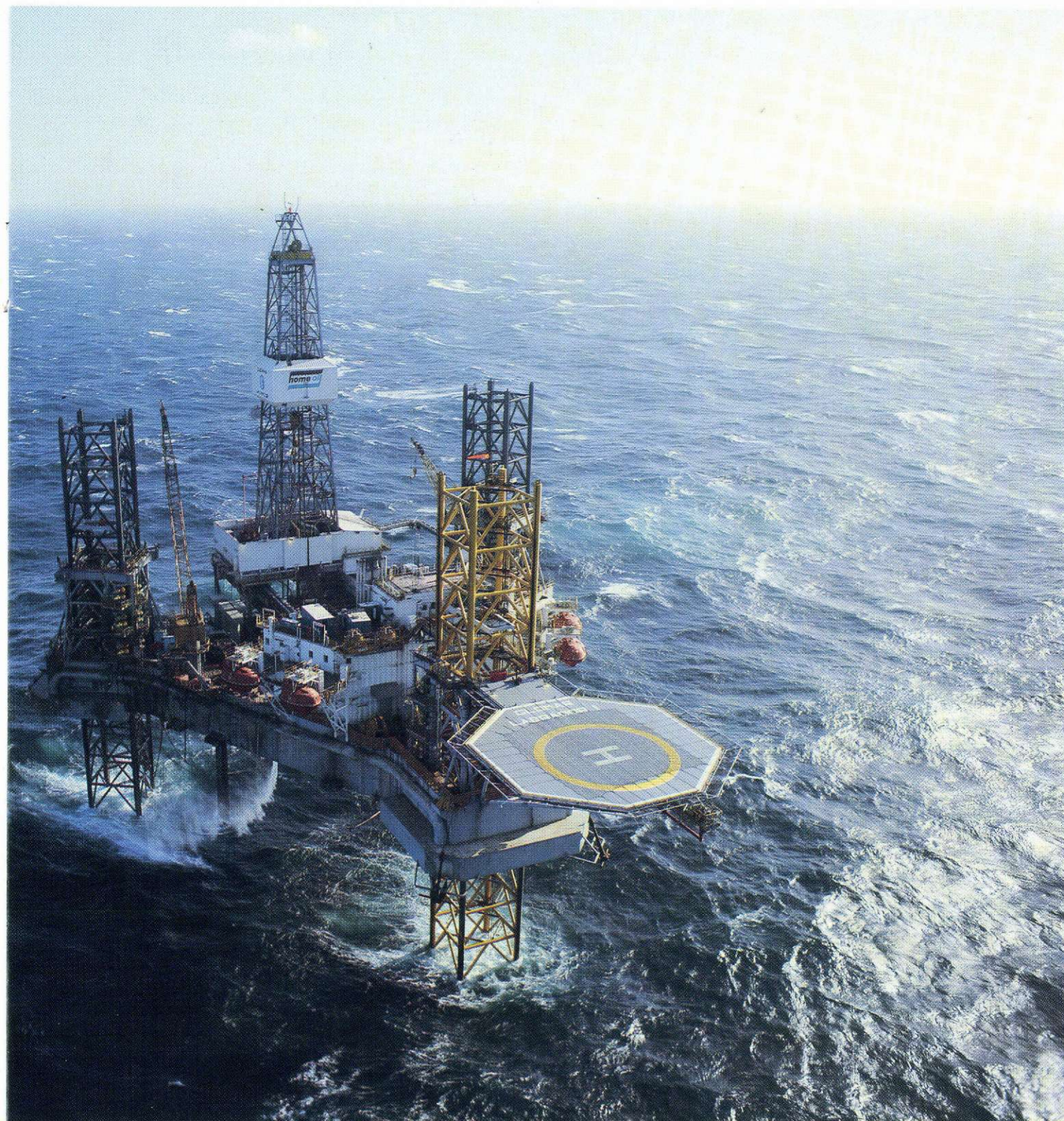
This new equipment means faster drilling times, and ensures that the drill will travel more precisely from the floor of the sea to its final destination two or three kilometres below. Savings are the result. And wells may be drilled without sharp angles - reducing maintenance costs on a well in production.



Five

This autumn, Dansk Undergrunds Consortium has been extremely active on the North Sea, where five rigs are currently at work for the DUC in the Danish section.

To the north, 95 kilometres north-west of the Gorm Field, the "GLOMAR LABRADOR I" rig - home port Houston, Texas - is working on an exploration well,



The "GLOMAR LABRADOR I" rig drilling the Kim-1 exploration well in the North Sea.

rigs working for the DUC

the Kim-1. The DUC has chartered the rig exclusively for this one well, which was begun on September 30.

The "MÆRSK EXPLORER" rig is drilling the Nord Jens-1 exploration well, and the "MÆRSK ENDEAVOUR" is drilling the Vest Lulu-3, on the Vest Lulu structure, for further evaluation.

The Dan-F project, the extension of the Dan Field, involves the "DAN EARL" rig which is drilling additional production wells.

The Norwegian-owned "DYVI EPSILON" rig has been chartered for two wells on the Rolf Field, the latest DUC oil field, 17 kilometres west of the Gorm Field. The Rolf Field is scheduled to start production next

spring.

In 1985, Dansk Undergrunds Consortium will operate a total of 24 wells - six exploration wells, four wells for further evaluation, and 14 production wells.

Maersk Air on stamps



On October 28, Postverk Føroya issued a series of five stamps of Dkr. 3.00 each to be used in vending machines. The stamps show four types of aeroplane which have flown between the Faroe Islands and other countries, and a helicopter used since 1983 for domestic flights between the islands themselves. One stamp shows a Maersk Air Boeing 737-200 Advanced, which has operated on the Faroes-Copenhagen service since 1977.

The islanders first attempted to establish a regular overseas air service on July 21, 1963 when an aircraft from the Norwegian company Bjørum Fly landed at the Faroese airport on Vágar Island. Two days later, a passenger plane from the Icelandic airline company Flugfélag Íslands also landed at the airport; and these two events signalled the very first beginning of Faroese air traffic.

For nearly 20 years, the islanders had wanted airline connections to the rest of the world. The sea provided the only access to the islands, and the voyage across the North Atlantic could be long and rough, particularly in winter.

During the Second World War the Royal Air Force built a military airfield on Vágar Island, but it had only just begun to function when the British left the islands again in 1945. The airport came under the control of the Faroese Government, and there was a general wish to establish an air route. The runway was short, however, and not easily accessible, hidden as it was among high mountains, so all Faroese attempts to establish a service proved fruitless. No foreign company felt tempted by the airport, which was left to decay.

In the 50s, Flugfélag Íslands also discovered the disused airport, but the aviation

authorities felt that the runway was unsuitable for scheduled flights. A Faroese initiative, however, helped procure the necessary permits in 1963, and Flugfélag Íslands opened a route serving Iceland, the Faroe Islands, Scotland, Norway, and Denmark. At the same time, the Norwegian company Bjørum Fly established a route between the Faroes and Norway. This was also supported by a Faroese initiative, but Bjørum Fly could not compete with Flugfélag Íslands and stopped the flights that same autumn.

These events generated more interest in air traffic on the islands, and in 1964 the Danish-Faroese company Faroe Airways started regular flights between the islands and Copenhagen. But the competition from the established Icelandic company proved too much also for Faroe Airways, and flights were stopped in 1967.

The route between the Faroes and Copenhagen carried by far the largest number of passengers. The Scandinavian Airlines System held the concession for the route, and in 1967 they entered into financial cooperation with Flugfélag Íslands. The arrangement survived till 1971, when the Icelandic pioneers abandoned the Faroes-Copenhagen route and continued to fly only between Iceland and the Faroe Islands. Danair, the Danish domestic airline company, was established at this time, and the Faroes-Copenhagen connection was incorporated into the Danish network of domestic flights. Maersk Air, one of the Danair partners, have operated this service ever since. Because of their position in the North Atlantic the Faroe Islands are subject to very unstable weather conditions, which may change in a few hours. Air traffic suffers the consequences, and most passengers on the

route, particularly in summer, have tried circling in vain over the green islands when they are shrouded in mist. Modernization at the airport has, however, reduced irregularities to a minimum.

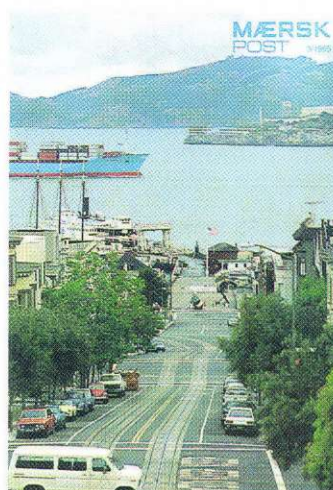
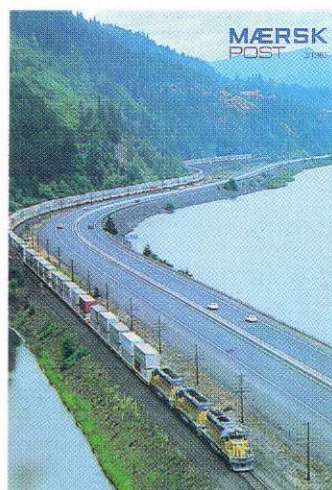
Changeable weather has meant many extra flights. Airline companies have wished to use large and fast planes, the first, in 1963, being DC3s, followed by Fokker Friendships. In the early 70s Maersk Air looked around for a new type of aircraft and chose the Boeing 737-200 Advanced, a jet plane whose powerful engines and brakes made it well suited to the difficult operations at Vágar Airport.

A new world record was set then, since the Vágar runway at 1250 metres is the shortest runway in the world approved for jet planes. On the other hand, it requires specially trained pilots.

The airlines have helped reduce the isolation of these North Atlantic islands. In winter, the only passenger connections are by air. In 1984, 61,337 passengers flew to or from the islands, whereas 48,411 passengers chose to go by ship. These are high figures, in view of the fact that the Faroese population numbers 45,000, and that the islands have no organized tourist trade.

The 20th anniversary of Faroese aviation, in 1983, saw the beginning of a new chapter in the history of air traffic. A Maersk Air Bell 212 twin-jet helicopter completed a satisfactory trial period, and Faroese domestic flights began: the Faroese Government established helicopter links for passengers between islands, particularly in order to improve access to small settlements.

These isolated settlements finally had an alternative to difficult sea voyages.



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Rounding up...

Container repair in Kobe



The container repair facility of Maersk Line K.K. has now been built within the site of Kobe Maersk Container Yard. The opening ceremony, which was conducted by a Shinto priest in the traditional Japanese manner, took place on October 9 and was attended by Mr Per Jørgensen, President of Maersk Line K.K., Mr. A. Okawa, the Vice-President, and others concerned in the project.

The facility, which is about 1,870 square metres, is equipped with three overhead crane units and can accommodate up to 32 40-foot containers; it is also an all-weather repair facility. The Kobe office has thus begun its operation on all container repair and maintenance, offering a faster repair service and using National Maritime Works, a subsidiary of Maersk Line K.K.

S. Osano



Closing-down photos on Danish TV

Again this year, the closing-down photographs on television for December are the result of a competition arranged by the Danish Merchant Navy Welfare Board and television broadcast co-ordinators for mariners and others connected with shipping. The photographs show life at sea, leisure time on board or on land, parties, special events,

seaman's athletics, and the daily events of a seaman's life. The MÆRSK fleet was well-represented by four photographs sent in by First Officer Svend E. Degn from "SALLY MÆRSK", one photograph from Chief Officer Henrik Jørgensen, "LARS MÆRSK", and one photograph from Radio Officer Helle T. Olsen, "NELLY MÆRSK".



New ro-ro terminal in the U.K.

On October 18, Kent Line, a subsidiary of the Maersk Company Limited, London, inaugurated its new large ro-ro terminal in the historic Chatham docks on the Medway in the U.K.

The opening ceremony was performed by Shipowner Mærsk Mc-Kinney Møller.

The terminal covers an area of 16 acres in the former British Royal Naval Base at Chatham, and can accommodate up to 650 trailers.

Kent Line was started only one year ago with one daily sailing from Chatham to Zeebrugge in Belgium. The service was an immediate success and in March

this year a second daily service was introduced.

With new larger vessels the service now offers more than 125,000 trailer transfers per year. It is presently operated by two chartered vessels, but one of these will be replaced by a Kent-owned vessel early in 1986.

Kent Line is a multi-user facility and a large number of trailer operators are making use of the service, the largest user being Norfolk Line.

The picture shows a view of Chatham Docks with the Kent Line terminal in the foreground.

Ann Thornton

Paintings, prints, and pottery, music and drama

The A.P. Møller Arts Association was founded last year. Today, it numbers 369 members. Our present season started on September 4 with a private view, and subsequent exhibitions have included paintings by Benny Aage Møller, Edouard Boregaard, Pia Schjøll, and Tony Burchhardt, prints by Helle Thorborg, and pottery by Peter Kofoed. On opening days several artists have shown slides and talked about their work. The latest private view, on December 5, featured a concert by the guitarist Christian Sievert.

On the evening of October 2, there was a guided tour of the exhibition "Russian Avantgarde 1910-30" at Louisiana, and on November 8, the first play ever was staged in the Film Room: "Sailor, Sailor". The actor was

Niels Andersen. The play describes a man who has been a sailor for 25 years. On his 40th birthday he reviews his life - with his family, at sea, and in port. The play was very realistic and clearly demonstrated that, prior to rehearsals, Niels Andersen had been well instructed about life at sea by the Nautical Department and by Ships' Personnel.

The Arts Association also provided contacts to other plays. We reserved tickets for 250 members for five performances in November, December, and January of Noël Coward's "Private Lives" at the Merkur Theatre. All tickets were sold within a few hours. So, our members obviously take a great interest in this art form, too.

New Giant for Bangkok



After having been in service for almost ten years at Bangkok Port, the ageing Silent Hoist top loader has at last got its new assistant - the Kalmar LMV20-42 top loader. The new machine, which arrived in mid-1985, is far superior to the old unit in that it is capable of stacking containers up to four high - three for a

laden unit - which naturally reduces the stacking area required at the existing east quay terminal. Most of all, we are now in a position to provide our customers with faster, better service.

Pornchai Vimolratana

Golf/Tennis Outing in Houston



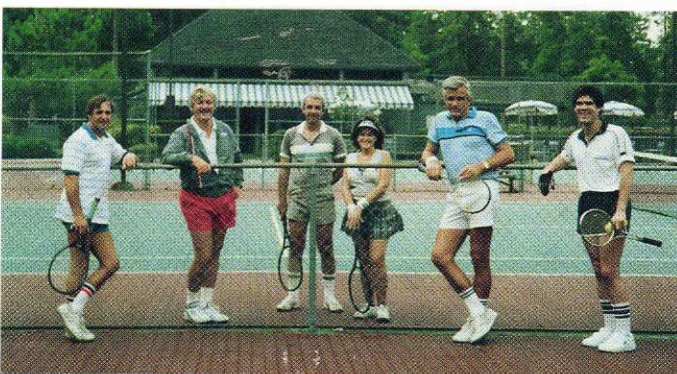
On Thursday, October 17, 1985 Maersk Line Agency, Houston, Texas, held its Fall Golf/Tennis Outing at the Kingwood Country Club.

In all, some 96 golfers and tennis players enjoyed a fine day of activities. The evening was rounded off by dinner and the presentation of awards.

Pictured are golfers: (left to right) Tony Garcia, T.J. International; John Kennedy, Reading

& Bates; John Kriesner, Saudi Arabian Overseas; Bill Pierce, Reading & Bates. Tennis players: (left to right) Bob Guisewite, AVCO Overseas; Bruce Berger, Oshman's; Kent Soudelier and Mrs Alice Soudelier, Dowell Schlumberger; Manfred Lorenzen, SCAC Transport, and James Blodgett, D.F. Young.

Gregory Bakalich, Houston



Lindø ship to "Torm"

On Friday November 1 Mrs Suzanne Nørregaard, wife of lawyer Ole Nørregaard, named construction no. 108 from the Lindø Yard the "TORM THYRA" at Langelinie Quay in Copenhagen. The ship, a product-carrier of approximately 50,000 tons deadweight, was built for Steamship Company Torm and is the first of two vessels to be built by the Yard for Torm.

The main engine, B&W's newest fuel-saving type, has five cylinders which can yield 12,250 BHP and a speed approaching 16 knots. The combination of this type of engine and an optimally-designed hull gives a low consumption of oil - with an average consumption of about 24 tons every 24 hours, the "TORM THYRA" is the most energy-efficient ship of this size to be built and delivered in Denmark.

The "TORM THYRA" was built in the Lindø Yard's large building dock in just 100 working days, after which she completed her trials in just three



days. The first picture shows the sponsor, Mrs Suzanne Nørregaard, together with the Yard's Managing Director, T. Dilling (left), and Torm's Chairman of the Board, K. Engell-Jensen. The second picture shows m.t. "TORM THYRA" during her trials in Skagerrak.

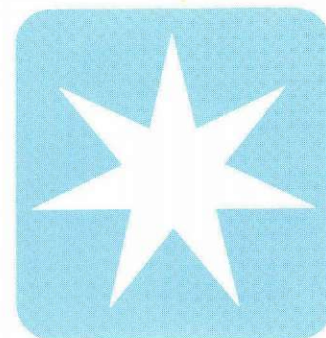
Budget meeting plus gas drill

This year Maersk Drilling's annual budget meeting, usually held at Esplanaden, was held in Svendborg at the Maersk Drilling Training Center.

Participants from overseas offices were thus given the opportunity of seeing the facilities in which the crews on the drilling rigs receive their technical training. As well as the budget meetings refresher courses were held, so that the participants could "brush-up" their knowledge of both drilling techniques and the use of oxygen equipment - an absolute necessity in areas where the dangerous gas H_2S (hydrogen sulphide) can be present during drilling.



Personalia



Karsten Borch



Jess Søderberg

On January 1, 1986, Mr Karsten Borch and Mr Jess Søderberg will become members of the Firmaet A.P. Møller.

THE FLEET



1



2



3



4



5



6



7

25 Years Anniversary

1. Chief Engineer Jørgen Blum
3 January
2. Captain Erik Ravn
3 February
3. Chief Steward Niels E. Jerne
6 February
4. Chief Steward Tom Poul Haahr
15 March
5. Chief Steward Benno Helmut Kaeske
28 March

Retiring

6. Captain Hjalmar Mortensen
1 August
7. Captain Anton Martin Olsen
1 April

ESPLANADEN



1



2



3

40 Years Anniversary

1. Preben Olsen
1 January

25 Years Anniversary

2. Steen R. Krabbe
23 January

Retiring

3. Anker Juel Krintel
31 December

DISA



1

25 Years Anniversary

1. Georg O.F. Carlsen
13 February

MÆRSK OLIE OG GAS



1

Retiring

1. Mogens Rørvig
31 March

ORGANIZATIONS ABROAD



1



2

40 Years Anniversary

1. Evelyn Dubai, New York
3 December

25 Years Anniversary

2. Gustav Glaser, New York
1 January

ROULUND



1



2

40 Years Anniversary

1. Børge V. Kunddal
24 January

25 Years Anniversary

2. Jørgen Kent Petersen
14 March



1



2



3



4



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8



10



11



12



13



14



15



16



17



18



19



20



21



22



23



24



24

THE YARD

40 Years Anniversary

1. Troels Dilling
20 December

25 Years Anniversary

2. Bent Erik Larsen
1 January
3. Knud Peter Jensen
10 January
4. Kaj Villy Løkvist
17. January
5. Peder Henning Larsen
17 January
6. Hans Delf Hansen
17 January
7. Carlo Nykjær Persson
24 January
8. Hans Pedersen
24 January
9. Thorkild Schmidt
31 January
10. Holger Hansen
31 January
11. Anker Christensen
31 January
12. F.H. Filstrup
2 February
13. Søren Kr. Hansen
7 February
14. Lars Aage Bendtsen
7 February
15. Harry Jørgensen
14 February
16. Niels Due
14 February
17. Kaj Bøg Poulsen
21 February
18. Ejnar Mortensen Jensen
21 February
19. Jørgen Frank Bue Hansen
7 March
20. Helge O. Hansen
13 March
21. Olav A. Johansen
17 March
22. Arne Due
21 March
23. Werner Bach
21 March
24. Ib Nowack
23 March



New local correspondent

Mr Thomas Thune Andersen, who has been a hard-working Mærsk Post correspondent for Hong Kong, is now stationed in Guangzhou, and will therefore act as the future correspondent for China.

Obituary

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

Kirsten Andersen
DISA (Herlev)
27 September

Chief Officer Jørgen Erik Pedersen
ex m.s. "MAERSK HANDLER"
15 October

Egon Rasmussen
The Yard
28 October

Erik Hierwagen
DISA (Herlev)
1 November

Chief Officer Simun David Arkibald Joensen
ex m.t. "GJERTRUD MÆRSK"
6 November

Knud Rasmussen
The Yard
1 December

Chief Engineer N.E. Carbel Sørensen
ex t.t. "KIRSTEN MÆRSK"
6 December



Copenhagen's Town Hall at Christmas time.

