

# MAERSK POST

2/1987





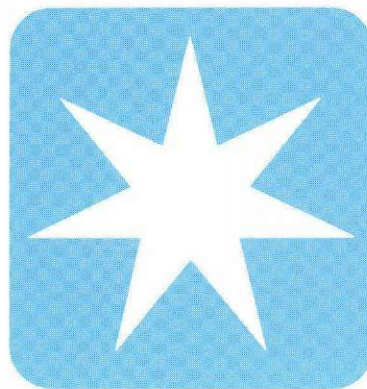
# MAERSK POST

Published by A.P. Møller, Copenhagen  
Editor: Einar Siberg  
Printers: scanprint, Jyllands-Posten A/s,  
Viby J

## Local correspondents:

HONG KONG: Lars Christiansen  
INDONESIA: Lars R. Jacobsen  
JAPAN: M. Konishi  
PHILIPPINES: Lydia B. Cervantes  
SINGAPORE: David Tan  
THAILAND: Pornchai Vimolratana  
UNITED KINGDOM: Ann Thornton  
U.S. EAST COAST: Barney Brennan  
U.S. WEST COAST: Jennifer Caro  
U.S. GULF: Gregory Bakalich

DISA: B. Trier-Hansen  
MAERSK AIR: Marita Petersen  
MÆRSK DATA: Kim Kruse Andersen  
THE YARD: Jørgen Petersen  
PAPYRO-TEX: Helge Madsen  
PHARMA-PLAST: Vicki Stene  
ROSTI: Marianne Maltow  
ROULUND: Elsebeth Bastholm



On August 1, 1972, the first Danish oil was brought ashore at Stignæs near Skælskør. It came from the Dan Field, 200 kilometres west of Esbjerg.

That signalled the beginning of a new era and I expressed the hope that this new development would benefit the entire Danish society, that Danish oil production would prove a valuable contribution to the development of trade and industry in our country, and that, in the long run, Denmark would become self-sufficient, up to a point at least, in terms of the most important source of energy at that time.

Now, 15 years later, I am happy to say that these hopes have essentially come true. But not without effort.

The original Dan Field – platforms A, B & C – turned out to be a disappointment. The experts had forecast a yearly production of 500,000 tons from the five wells; but the limestone in the reservoir was stubborn and production in the first year 1972 totalled just 93,000 tons and in the second year 134,000 tons. But progress has been made. In 1976 the Dan Field was extended with a D platform, in 1977 with an E platform and in 1987 with the F platform. Other fields have been established – the oil fields Gorm (1981), Skjold (1982), and Rolf (1986), and in 1984 the Tyra gas field – bringing the estimate for combined oil and gas production to the equivalent of 7 million tons of oil or about 65% of Denmark's consumption of oil and gas.

More than 100 exploration and evaluation wells have been drilled and about 100 production wells. Intensive work has gone into developing other DUC finds and into ongoing efforts to increase production from existing fields. For example, a horizontal well is being drilled at the Dan Field. This technique is being used for the first time in the dense limestone layers in the North Sea. If this pioneer work is successful, it could lead to increased exploitation of the hydrocarbons present in the field – known as so called »Oil in Place«.

All these wells and the large installations in the North Sea have provided the basis for significant and technically advanced contributions by many Danish companies within this for Denmark new field of activity, and many jobs have been created.

And from a modest beginning, Mærsk Olie og Gas, well supported by our DUC partners, has developed expertise in exploration and production through the years. For example the supermodule for the Dan F project was conceived in cooperation with the Lindø Yard – the module represents a new concept in the construction of large installations in the North Sea.

For many years now, investments have been considerable, and they will continue to be so. A.P. Møller, having taken over the Chevron share together with Shell, is now responsible for 39% of the DUC. Of course, lower oil prices have been a challenge to us all to be more efficient, to rationalize our work routines, to find simple concepts for establishing new production, etc. Our excellent staff meets this challenge every day.

MÆRSK MC-KINNEY MØLLER

Volume 26, No. 2

June 1987

Reproduction permitted with  
acknowledgement of source.



# New ship: "MÆRSK LEADER"



*The "MÆRSK LEADER" on her trial run in the North Sea off the Dutch coast.*

On April 9, the A. P. Møller Company took delivery of the m.s. "MÆRSK LEADER", the first of four Multipurpose/Tug/Supply Vessels built at the Dutch shipyard of J. Pattje. Existing supply vessels derive their characteristic appearance from two funnels, one on either side of the deck house, but this new series of ships breaks the tradition. They only have one funnel, thus improving the sideview from the wheel-house, particularly during manoeuvres conducted

from the control station by the stern bridge.

The new ships are 69.90 metres long o.a., 15.90 metres wide, and have a draught of 5.30 metres at 2,000 tons deadweight.

The main engines are two MaK 8M35s jointly yielding 12,000 BHP, a service speed of 16 knots, and a bollard pull of 150 tons.

The accommodation provides single rooms with private baths and toilets for 12 crew members. In addition, the ship can carry

12 passengers in two two-berth cabins and two four-berth cabins, each with a bath and toilet. There is also a hospital with two beds.

Soon after her delivery, the "MÆRSK LEADER" sailed north to start work in the Norwegian section of the North Sea. Aage Christensen was her Captain, Ole Dyhrberg her Chief Engineer, and Sylvi Hansen her Chief Officer.







# The Dan Field – now Denmark's largest oil field



*The Dan Field in 1972.*

At 06.12 a.m. on Tuesday, April 14, oil production began at the Dan F – the new platforms of the Dan Field, the first Danish oil field. The extension comprises two well-head platforms with 24 wells in all plus a processing and accommodation platform. Dansk Undergrunds Consortium has paid 4,000 million Dkr. for the new plant.

On Tuesday, August 1, 1972, the first oil was brought ashore from the Dan Field, which at that time consisted of three platforms: a well-head platform with five wells, a processing platform, and a flare platform as well as a mooring buoy where the oil was transferred to tankers.

But the Dan Field was a disappointment. It produced less oil than expected, so in 1974 the DUC decided to extend the field. The D platform with six wells was ready in 1976 and a year later, the E platform added another six wells, 1.5 kilometres from the original plant.

These extensions ensured the expected production of half a million tons of oil in 1977, but the yield soon dropped again be-

cause of the dense limestone structure at the field; it has no natural cracks so only a fraction of the oil in the reservoir can be extracted.

The latest addition is expected to make the Dan Field the most productive field in 1987, at 1,350,000 tons of oil. The Gorm Field, by comparison, is expected to total 1.2 million tons of oil this year.

The hook-up, which is the final fitting at sea, provided work for several hundred people for seven months. That was fast for a plant this size; it was made possible primarily by Mærsk Oil and Gas and the Lindø Yard, which have developed the concept of building the processing facilities as one module – the supermodule weighing 4,800 tons.

To date, more than 40 wells have been drilled at the Dan Field, which has produced over 4.3 million tons of oil in all. But the DUC is drilling a new well, a horizontal well (for details, see page 16) which may bring results of great importance to the future development of the Dan Field.

*Dan F today.*

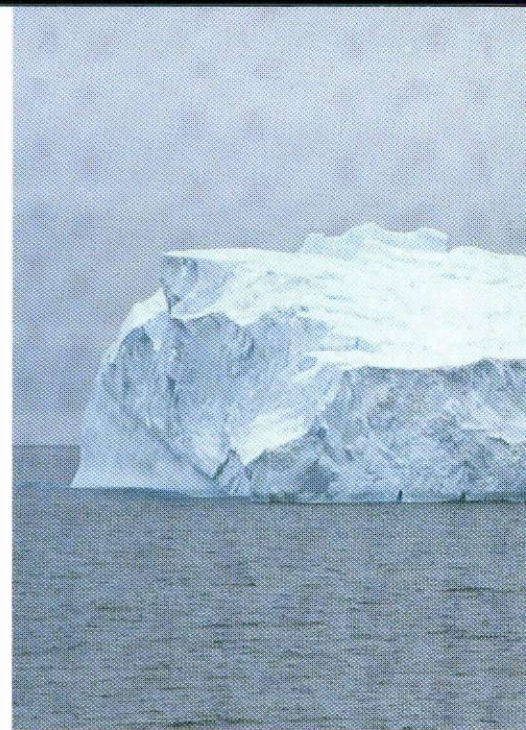




# Ocean sediments tell tale of green Antarctica

BY WALTER SULLIVAN, Copyright © 1987 by The New York Times Company. Reprinted by permission.  
PHOTOS: TONNY GEMKE and Texas A & M University, Ocean Drilling Program/John Beck

Thanks to a companion ship that lassoed giant icebergs and towed them out of the way, a research vessel has drilled through the sea floor off Antarctica and extracted detailed samples recording the continent's complex, even verdant, past. The companion ship was the "MÆRSK MASTER".



*The crew of the "MÆRSK MASTER" had a unique opportunity of studying the animal life of the Antarctica at close quarters: albatrosses flew by, whales circled around the vessel, and penguins felt at home aboard.*



The samples are the most recent results of the Ocean Drilling Project, an internationally supported effort to extract clues to the earth's history from the ocean floor. Since the project was revived under new direction in 1985, scientists have drilled at many sites in the Atlantic as well as some in the Mediterranean and west of South America, often producing unexpected findings about the earth's geological and climatic history.

Perhaps the most interesting and unexpected recent discoveries came from the drilling near Antarctica. The new evidence shows astounding differences in the climate histories of East and West Antarctica. It confirms theories that the continent once enjoyed temperate weather. And it contradicts the belief that West Antarctica occasionally sheds its ice and rapidly raises global sea levels. Sediments under the nearby Weddell Sea show no evidence of any such ice loss over the past 4.8 million years, the scientists found.

This finding is good news for people who fear that such a sudden discharge of ice will follow warming of the climate, according to Dr. James P. Kennett of the University of Rhode Island, who led the project with Dr. Peter Barker of the University of Birmingham in Britain. Such warming, the "greenhouse effect", is predicted from increased carbon dioxide and other industrial gases in the atmosphere.

The new evidence indicates that even though the climate was sometimes almost subtropical, the West Antarctic ice has remained intact for nearly 5 million years. There is strong evidence that global sea levels rose as much as 30 feet in such times, but Dr. Kennett said it now appeared that this was due to gradual melting of ice near both poles, rather than a sudden melting from West Antarctica. West Antarctica is an ice-covered archipelago about the size of the Philippines. It is separated from East Antarctica by one of the Earth's great mountain systems, which





The "MÆRSK MASTER" sailing around an iceberg off Antarctica, paying out a floating tow line to lasso the berg and tow it away.

The drill ship "JOIDES RESOLUTION" (ex "SEDCO/BP471")



spans the continent.

The scientists operated from the drill ship "JOIDES RESOLUTION" in the Weddell Sea for two months ending in March. Cores containing cross sections of sea floor sediment accumulated over 50 million years or more were extracted by drilling into the bottom, sometimes beneath three miles of water.

A variety of surprising clues to Antarctica's history emerged. Spores and pollen grains showed that, until about 39 million years ago, the continent was lush with beech trees and with ferns that, like those of New England, require frost-free periods.

Microscopic fossils of freshwater diatoms, algae with silica shells, were found off Kapp Norvegia in Queen Maud Land and off the Antarctic Peninsula reaching toward South America. The diatoms were apparently washed from lakes on the peninsula as recently as 20 million years ago.

Dr Kennett said the scientists found in the sample cores that clays typical of those produced by ordinary weathering gave way with surprising abruptness to the type produced by the grinding action of ice. The main West Antarctic ice sheet began forming about 8 million years ago. There apparently were periods when the ice melted, feeding rivers that deposited sand and gravel on the continental shelf.

Periodically these accumulations cascaded down the sea floor slope, depositing layers of sand and gravel that were penetrated by the scientists' drill. Above the depth formed 4.8 million years ago these deposits vanished. This is believed to be when the ice cover of West Antarctica became permanent. The remaining upper layers are strikingly uniform.

Dr. Kennett said previous drilling into the floor of the Bellingshausen Sea, on the other side of the Antarctic Peninsula, produced a similar record of prolonged ice sheet stability.

### In East, a Different Story

Cores obtained off Queen Maud Land in East Antarctica tell a different story, he said. They show that an ice cover began to form there far earlier, some 37 million years ago.

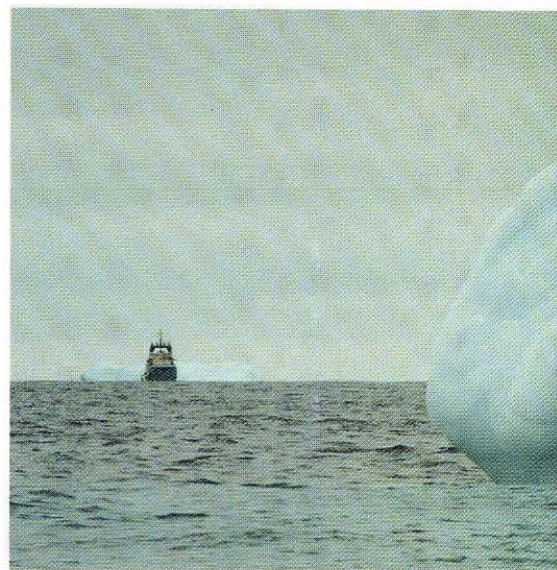
But until about 15 million years ago the ice sheet was incomplete. The discovery of abundant diatoms that could live only in sunny coastal waters indicated that before that time the ice sheet did not extend over the ocean in the form of ice shelves, as it does today.

Today an upwelling of bottom waters rich in nutrients makes the oceans near Antarctica among the most biologically productive in the world; whales and sea birds migrate there to fatten. This upwelling apparently began about 8 million years ago, when the sediment shows a gradual increase of silica derived from the shells of marine organisms.

Because of the iceberg-towing feats of the research ship's companion, the "MÆRSK MASTER", the "JOIDES RESOLUTION" survived the treacherous Weddell Sea, which has crushed or trapped such ships as Ernest Shackleton's "ENDURANCE" and Otto Nordenskjöld's "ANTARCTIC". When radar showed an advancing iceberg the "MÆRSK MASTER" went to work, said David Huey, the expedition's engineering specialist.

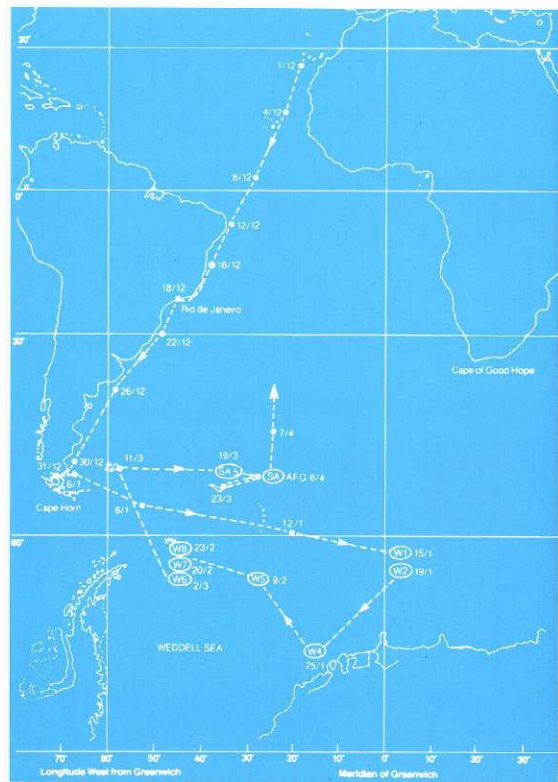
The ship would sail around the iceberg and pay out a tow line. Once the berg had been completely encircled, the lassoed berg would be towed away. Dr. Kennett said one of the icebergs weighed "tens of millions of tons". The towing speed was about half a knot, but varied because deep currents, acting on the 800-foot draft of the berg, pushed it in random directions. At times, according to Mr. Huey, radar tracking showed "that the berg was towing the ship".

The drilling project, which is based at Texas A & M (Agricultural & Mechanical)



The "MÆRSK MASTER" towing an iceberg.

The route of the "MÆRSK MASTER", and the drilling sites.





University, has also made surprising recent discoveries indicating that extraordinary outpourings of lava occurred as Europe and North America were drawing apart some 50 million years ago.

The "JOIDES RESOLUTION" drilled eight holes into the sea floor between Norway and Jan Mayen Island. One of them, on the Voring Plateau, penetrated 4,032 feet into the sea floor beneath 4,200 feet of water. Except for the top 1,033 feet of sediment, the entire structure was volcanic. Study of the recovered cores revealed 121 separate lava flows separated by 49 layers of volcanic debris and seven sills formed by subterranean intrusions of lava, like the one that produced the Hudson River Palisades. Fossils in the debris show the eruptions occurred 36 million to 58 million years ago, most of the more recent ones above water.

The site was chosen in an effort to settle a longstanding debate on the nature of layers that are strong reflectors of seismic waves and lie beneath the deep sediments

flanking both sides of the Atlantic. Some scientists had suggested that the layers might be a nonvolcanic layer of rock serving as a lid on underlying petroleum deposits.

When the Atlantic began opening 100 million years ago, great rift valleys were formed, followed by volcanic outpourings, such as those forming the Palisades, the Watchung Mountains of New Jersey, and the volcanic ridges of Connecticut. Those outpourings, however, ended long before the newly discovered eruptions.

The gradual opening of ocean passages was also a key factor in the cooling that produced the ice covers of East and West Antarctica, said Dr. Kennett. One, the Drake Passage, lies between South America and the Antarctic Peninsula.

#### **First One Passage, Then Another**

He believes this occurred some 23 million years ago, although he said others placed the time as recently as 15 million years ago. The other critical passage is between

Australia and Antarctica. In the 1970's sampling of its floor by the drill ship "GLOMAR CHALLENGER", when the drilling project was administered by the Scripps Institution of Oceanography, indicated that the two continents began separating 55 million years ago.

With both passages open it became possible for ocean currents and winds to circle the continent unimpeded, forming the weather pattern that now dominates the southern region.

The "JOIDES RESOLUTION" went to sea in January 1985. Ten American oceanographic institutions contribute to the Ocean Drilling Project, along with the National Science Foundation and Canada, the European Science Foundation's Ocean Drilling Consortium (funded also by Denmark), Japan, France and West Germany. The Soviet Union has been invited to join but the Defense Department has asked that the invitation be reconsidered.

*Walter Sullivan*

On November 23, 1986, the "MÆRSK MASTER" left Rotterdam for Punta Arenas in southern Chile, carrying a crew of 12 plus an electrician. On December 18, she called at Rio de Janeiro for two days of introduction to Brazilian customers before continuing south. She made a short stop at Punta Arenas harbour to change crews and load final supplies. She took on board three scientists from Birmingham and Texas Universities and then sailed with the "JOIDES RESOLUTION" for the first drill site. Her master was Captain P. Messman and Uwe Langschwager was her Chief Engineer.

The "MÆRSK MASTER" spent the next 64 days without port calls, helping the "JOIDES RESOLUTION". The ships arrived at the first drill site on January 15, and then they worked their way round various locations as planned.

The "MÆRSK MASTER" was very busy. She moved icebergs - by using the force of water from water cannons, or by using the slipstream from the propellers to change the direction of the icebergs (the prop-wash method), or by towing them away. She also assisted with scientific investigations of the magnetic properties of ocean-floor rocks. She set, towed, and retrieved "sediment traps" which were used to collect organic particles from the sea floor, and she reconnoitred for dangerous icebergs.

In the first part of the programme, the "MÆRSK MASTER" towed 17 icebergs weighing 48.9 million tons in all, and she used the prop-wash method to reroute seven icebergs representing a total weight of 149,400 tons.

The last issue of Mærsk Post described the largest of the icebergs. It weighed 11.9 million tons which, according to the ice watch on the "JOIDES RESOLUTION", is a world record for this type of operation.

At the end of the first part of the drilling programme, the "MÆRSK MASTER" and the "JOIDES RESOLUTION" moved to the Falkland Islands (Islas Malvinas), because the drill ship needed fresh supplies and bunkers and had to change crews. Four days later, the ships sailed for the first site in the second part of the programme. The charterers had planned to return the "MÆRSK MASTER" when the "JOIDES RESOLUTION" had finished drilling at this location, subsequent sites being so far north that there was no risk of icebergs. But the carrier that was supposed to supply the drill ship with oil did not arrive at the Falkland Islands (Islas Malvinas) on time, so it was decided that the "MÆRSK MASTER" should make two calls at Grytevik on South Georgia Island, where the carrier was at anchor. The "MÆRSK MASTER" collected bunkers which were transferred at sea to the "JOIDES

RESOLUTION" so that she avoided losing valuable drilling time.

This task completed, the "MÆRSK MASTER" was returned on April 6 and sailed north for warmer seas. The crew finished their voyage on April 24 at Las Palmas, where another crew was ready to take the "MÆRSK MASTER" to the North Sea.

This was the end of a long and hard, but also very interesting job.

☆☆☆

S. Berkowitz, L. Lawver, and M. Lonsdale, the three scientists on board the "MÆRSK MASTER", wrote a report: "In conclusion, I would like to say that everyone aboard this ship has not only been helpful but has an uncanny knack for anticipating our needs and dealing with problems before they even arise. I am truly grateful for their helpfulness, enthusiasm and friendship. I must in particular mention the help that Ole the electrician has given us. Without his help the shipboard scientific program would not exist. The "MÆRSK MASTER" is the flagship of the Mærsk fleet and the Captain and all of the crew members are surely the best that Mærsk must have because I cannot imagine a better bunch of sailors!"



*Mr and Mrs Pen, Mr and Mrs Otsuka and, in the middle, Mr and Mrs Per Jørgensen, representing the owner, with the guests in front of the "MAERSK SEA" just after it was named.*

*Mrs Setsuko Otsuka cutting the cord for the "MAERSK SUN".*



*Mrs Grace Pen naming the "MAERSK SEA".*

*The "MAERSK SEA" on her trial run.*



## New ships: "MAERSK SUN" and "MAERSK SEA"

On Thursday, March 12, two pure car carriers for Maersk Company (Singapore) Pte., Ltd. were named at the Tamano Works of the Mitsui Engineering & Shipbuilding Company, Ltd., in Japan. Newbuilding no. 1337 was the first to slide down the slipway. It was named the "MAERSK SUN" by Mrs Setsuko Otsuka, wife of the Managing Director of Mitsui & Co., Ltd., Mr T. Otsuka. Having conducted the christening, Mrs Otsuka cut

the cord to launch the ship. Then Mrs Grace Pen named newbuilding no. 1336 the "MAERSK SEA". Mrs Pen and her husband Mr Eddie Pen, President of Pen Holdings, Inc., had come to Japan from Tennessee, USA, for the event. The two new ships are of the same type as the "MAERSK WAVE" and the "MAERSK WIND", built in 1980, but of larger capacity. The "MAERSK WAVE" and the "MAERSK WIND" can carry

2027 cars each, but the new ships can hold more than 2500 cars.

The new ships are 157.50 metres long, 27.00 metres wide, and 27.15 metres deep. The main engine is a Mitsui-B&W diesel engine type 5L70MCE yielding 12,200 BHP and a speed of about 19.5 knots. The "MAERSK SEA" was delivered from the yard on Monday, March 30, and the "MAERSK SUN" will be delivered at the end of July.



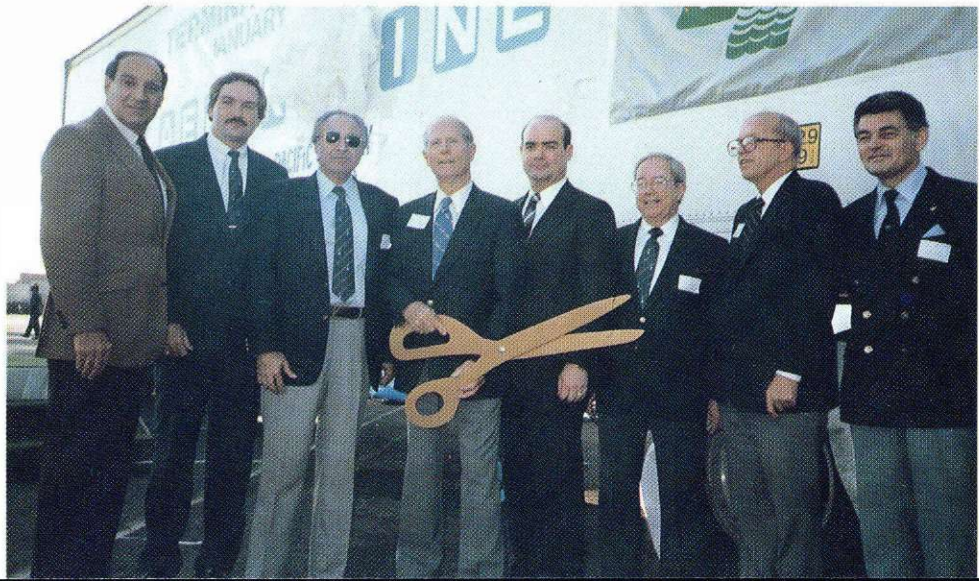
# Los Angeles on the move

BY GREGORY BERK, LOS ANGELES



*Maersk Line's state-of-the-art 53-acre terminal facility in Long Beach. (Photo by: Elmar Baxter, Port of Long Beach).*

*Taking part in the dedication ceremonies for the new Long Beach Terminal were, left to right: George F. Talin, Sr., Long Beach Harbor Commissioner; Peter Klaus, Maersk Line Agency General Manager; S. "Pete" Aspaturian, Maersk Terminal Manager; Glenn M. Anderson, U.S. Congressman; Ed DeNike, Chief Operating Officer for Stevedoring Services; Donald Artis, Vice President Moller Steamship Co.; James H. McJunkin, Port of Long Beach Executive Director; and Mogens Lauridsen, Vice President Moller Steamship Co.*







*The twin glass towers of the Arco Center, the new home for our Los Angeles office, have become a distinctive architectural landmark in Long Beach. In the background is the Port of Long Beach, home of the famed "QUEEN MARY" and "SPRUCE GOOSE". Also shown is the "LICA MÆRSK", calling at the new Container Yard Terminal. (Photo by: Nels Taylor).*



*One of the world's largest, the Intermodal Container Transfer Facility can handle 230 containers per hour through its 16 gate processing system. (Photo by: Elmar Baxter, Port of Long Beach).*

Within the Pacific Rim, Los Angeles has become a major international trade and financial center. The Pacific Rim accounts for 41 percent of world business, and with economic activity and trade shifting from the Atlantic to the Pacific, the combined ports of Los Angeles and Long Beach now handle approximately 70 percent of the nation's trade to and from the Pacific Rim. The economy of greater Los Angeles has a remarkably diverse base – aerospace, agriculture, entertainment, financial services, health care, insurance, and manufacturing. The Los Angeles basin, with a popula-



*Our 120,000 sq. ft. Victoria Street CFS is the most modern facility on the West Coast. The smaller building in the foreground is the west coast administrative headquarters for Bridge Terminal Transport.*



tion of 13 million, contains the largest concentration of people outside of greater New York. This metropolitan area will produce \$ 250 billion of goods and services this year, making it the world's 11th largest "nation" in terms of Gross National Product.

The potential for expansion is so great that the ports of Los Angeles and Long Beach are in the midst of a \$ 4 billion expansion plan that will allow them to meet a projected 170 percent increase in demand by the year 2020.

The Port of Long Beach presently provides 578 acres of container terminal area, occupied by seven container terminals. The 26 gantry cranes serve more than 30 container lines. These facilities, already the largest on the Pacific Coast, will be expanded to 730 acres and 30 cranes by 1989. One key facet to this development is the Ports of Long Beach and Los Angeles's newly created 150-acre Intermodal Container Transfer Facility (ICTF) — an off-dock railroad yard where containers are transferred between trucks and trains. This \$ 70 million facility is equipped with the latest computer technology and is able to handle 230 containers per hour through its 16-gate processing system. Located less than four miles from our port facilities, the ICTF will cut drayage distances while providing fast and efficient transfer service to shippers.

In conjunction with the growth of the Pacific Rim and the greater Los Angeles area, Maersk Line has also expanded in Southern California.

#### **Los Angeles Office Relocates**

Maersk Line Agency, Los Angeles, began operations at our new location in the Arco Towers, Long Beach, on June 16, 1986.

The Long Beach site was chosen after considering both present and future requirements within an area compatible to the transportation industry. Located 25 miles south of Los Angeles, Long Beach is rapidly becoming a center for international business. The construction of a new World Trade Center, as well as the growth in the

number of hotels and restaurants, is contributing to the rapid increase in business and convention trade within the city.

The relocation also provides easy access to the terminal office, as well as Bridge Terminal Transport and our Victoria Street Container Freight Terminal, all within 15 minutes of the office.

#### **Long Beach Terminal Move**

After two years of studies and planning, and within four months after the main office relocation, the terminal staff completed a major move to an expanded facility on Pier J. Having outgrown our 30 acres on Pier G, and faced with increasing cargo volumes, additional space was necessary to maintain our first class service level which our customers have come to appreciate and expect.

Some of the preparations in getting the terminal ready before moving included the raising of the two existing cranes and a complete over-haul to ensure their smooth operation. In addition, a third new Paceco crane was constructed and came on-line in January. This has given us a minimum of three cranes at our disposal, all of which are rated at 40 long tons.

One of the biggest changes necessary was the conversion of the 53-acre yard from a previously grounded operation to a fully wheeled operation with a 1,700 container yard slot capacity. Construction has also been completed on a new Maintenance and Repair building, along with the addition of approximately 225 reefer plugs, which are necessary to service our growing reefer trade in this agriculturally rich state. Other particulars of the terminal include the 1,200 foot wharf and a much improved covered gate complex containing four delivery lanes and five receiving lanes with new scales installed in three of the lanes. Another major improvement is the three-level, 6,300 sq. ft. office building which we share with our stevedores who handle our two vessel calls per week and day-to-day operations.

The dedication ceremonies of our new container terminal were held on January

24, 1987, with over 1,000 customers and dignitaries in attendance.

#### **Victoria Street Container Freight Station**

In order better to service the needs of our Container Freight Station exporters and importers, Maersk Line opened its own Container Freight Station in April 1986. This U.S. Customs bonded facility is a 120,000 sq. ft. building on 9.5 acres of land, located eight miles from the Port of Long Beach. Victoria Street has 72 loading doors, a transloading platform, maintenance building, reefer plugs, and parking for over 125 loaded containers in the yard. The Victoria Street Container Freight Station is the most modern and largest off-dock Container Freight Station on the West Coast.

#### **Bridge Terminal Transport**

Recognizing the importance of the total transportation concept, particularly in the rapidly growing Southern California market, Moller Steamship established a trucking subsidiary here in mid-1984. Bridge Terminal Transport today operates from three west coast locations: Tacoma, Oakland, and Long Beach. With an office staff of 15, along with 135 truck drivers, they provide transportation services to all west coast Maersk Line Agencies, as well as to other ocean carriers and major importers and exporters along the Pacific Rim.

#### **The Future**

As opportunities along the Pacific Rim continue to expand, Maersk Line Los Angeles will continue to be at the forefront of handling increasing cargo volumes while offering the first class service level that is the trademark of the A.P. Moller group.



# Maersk Line in Shanghai

BY LARS CHRISTIANSEN, HONG KONG



*The entrance to the office.*

*The office block in the centre of Shanghai houses the new Maersk Line office.*

On September 4, 1984, in Guangzhou (Canton), Maersk Line (Hong Kong) Ltd. opened its first representative office in the People's Republic of China. And on December 2, 1986, a new Maersk Line office was inaugurated in Shanghai on the East coast of China at the mouth of the river Yang-tze-kiang.

Shanghai is the largest city in China and one of the principal commercial centres of East Asia. It has more than 11 million inhabitants, it has shipping companies, shipyards, and a wide variety of industries: iron and steel, cement, paper, textiles, chemicals and electronics, as well as large oil refineries. This all makes it an important gate for trading with China.

The new Maersk Line office had licence no. 0001 from the Ministry of Communication in Beijing, because it is the first office opened by a foreign shipping company in the People's Republic. It is located in a new purpose-built office block in the centre of town. Today, the staff numbers four, and the office is managed by Mr. Jacob Øhrstrøm.

*Three of the office staff.*





# New terminal office in Japan

BY M. KONISHI, TOKYO



*Ohi Terminal Office Building.*



*Export Documentation Center.*

In Mærsk Post no. 1/1987, we mentioned the opening, last September, of Maersk Line's new terminal office at Ohi Terminal 3. The office is the first terminal under direct management in Japan.

The unique five-storey building offers 120 employees 3,517 square metres of working space – a very high ratio by Japanese standards!

The fourth floor is occupied by the Ohi Terminal Division, which supervises terminal operations, controls containers, and handles agency matters for Maersk vessels on the USA and Europe lines.

On the third floor, the efficient office layout of the Export Documentation Center facilitates the monthly production of 5,000 bills of lading and 6,000 data inputs. The Information Systems Department, also on the third floor, has developed and now operates our IBM 4381.

Last but not least on the list of tenants in the new building is our Operation Department which has moved there from our Tokyo headquarters.

With its panoramic view of the terminal and berth as well as its state-of-the-art design, the new Ohi Terminal office is a welcome addition to the Maersk family in Japan.





*The new container terminal. Fujiyama can be glimpsed in the background.*



*The third floor with the Operation Department.*

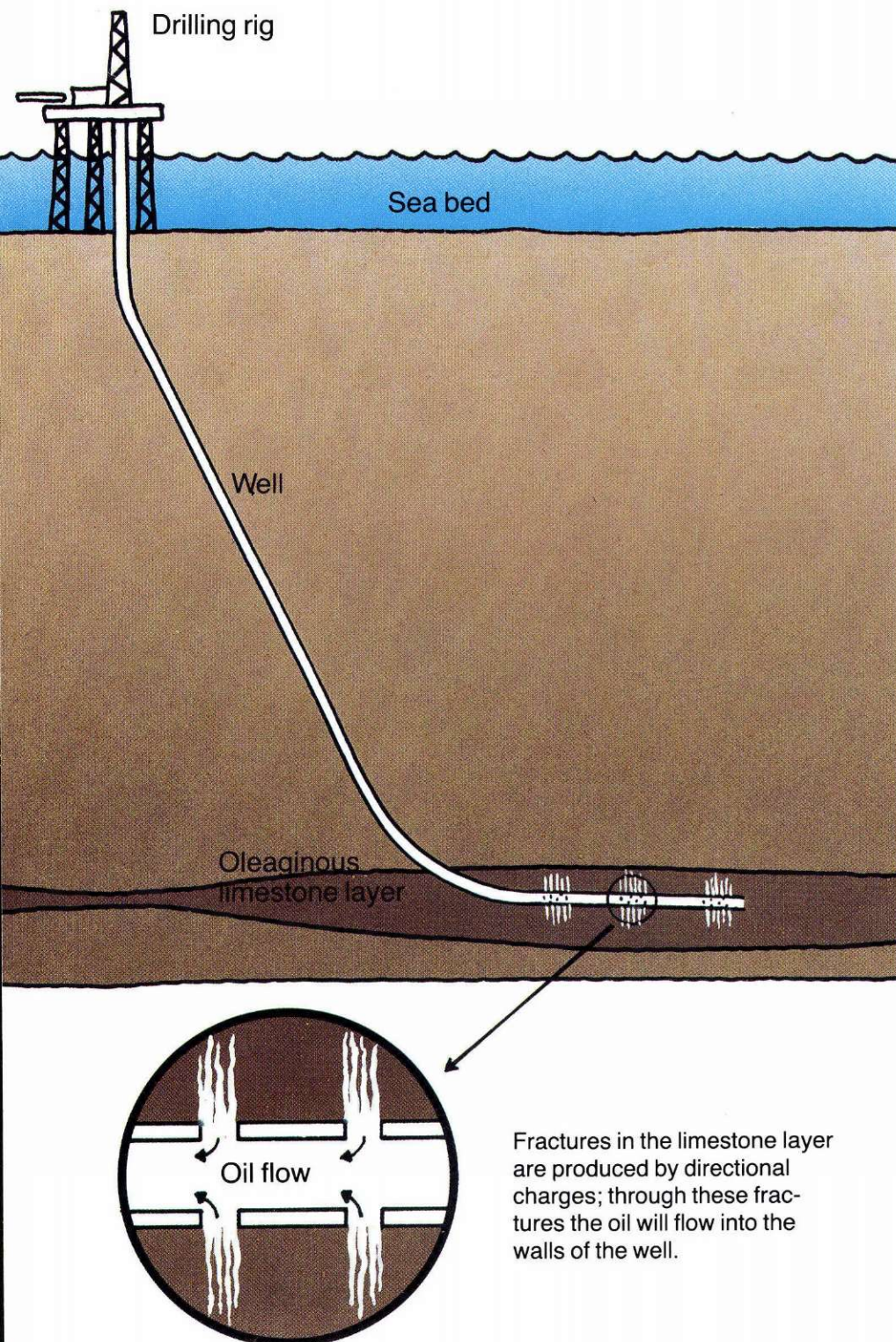


*Staff Lounge.*

*Information Systems Department.*



# Horizontal drilling in the North Sea



Existing oil reserves at the Dan Field for example are being tapped very slowly, so Dansk Undergrunds Consortium has introduced a new drilling technique. The oleaginous layers of lime in the subsoil are very dense and have few cracks, which means that the oil is difficult to extract. Therefore the DUC is working on methods to improve production, one such technique being horizontal drilling.

On Friday, March 20, at the Dan Field, the jack-up rig "MÆRSK GUARDIAN" began drilling the world's first horizontal well in limestone. Experience from this project will show if the technique is suitable for specifically Danish conditions. If the experiment is successful the method may well prove useful in the long run, particularly for tapping finds of gas and oil in thin, compact layers.

An ordinary production well is vertical or slightly deviated and stretches 2,000 to 3,000 metres into the subsoil down to the layers that hold the find. Traditionally, many separate wells have been drilled in order to drain large areas.

The drilling techniques used for directional drilling are so sophisticated today that the DUC is attempting to develop the techniques for drilling a horizontal well at the Dan Field. The experiment involves changing the direction of the well over a distance of several hundred metres so that eventually, at a depth of over 2,000 metres, the well will stretch horizontally up to 300 metres into the oleaginous layer. The process involves regular casing of the walls of the well with steel pipes.

The well is not just the world's first horizontal well in limestone layers. It also represents the first attempt to increase productivity by splitting the limestone layer in three or four places, so that the oil will flow more readily into the horizontal well. Experience shows that a horizontal well can produce much more oil than an ordinary production well, but the procedure is considerably more expensive.





# InCom – the Mærsk Data information service

BY MORTEN SKOV-CARLSEN, MÆRSK DATA

Fast and reliable information on matters of business and finance is vitally important to a modern company that needs to make correct decisions using the best possible basis.

Stock market listings, foreign exchange rates that are being constantly updated, recent trade figures, and business news – they must all be freely available at one and the same work station. This is the simple principle of the information service which Mærsk Data has developed under the name of InCom. Users of InCom have direct access to information on stocks and foreign currencies from the high street banks, to the Ritzau news service, and to current figures from the Department of Statistics. And they don't need a comprehensive selection of telephone modems or other hardware on their desks. One link to Mærsk Data is enough, because Mærsk Data has established all the necessary technical connections to the suppliers of news and information.

The services which InCom offers are relevant particularly to the finance and information departments of major companies. But InCom is linking up with an evergrowing number of Danish and international data bases, so our services are becoming useful in a much wider sense as support services for many decision makers.

InCom was started in 1985, because the Finance Department at the A.P. Møller Company needed clear and easy access to, for example, the stock market and foreign exchange services of the high street banks. But the Department did not want a large collection of computer equipment and various procedures for establishing and

disestablishing links to the systems. That would be far too complicated.

So, Mærsk Data developed a concept which gave users access to numerous types of different information, in a simple and efficient way – one all-inclusive line to Mærsk Data. Mærsk Data provided links to and maintenance of all technical connections to the sources of information; that was an important part of the concept. At this time, the service comprised the stock market and foreign exchange services of five high street banks, the time series data base of the Department of Statistics, and access to analyses of the foreign exchange market and the balance of trade. On February 1, 1986, Mærsk Data began marketing the InCom service outside the A.P. Møller Group. At the same time we started work on the section of the service which focussed on our suppliers of information: it was important that a steadily growing number of different types of information should be made accessible to InCom subscribers.

The mass of information available has since expanded considerably, essentially because new suppliers of information have been introduced; but existing suppliers have also extended their services.

Today, the InCom information service comprises four main elements:

- *The Information Service of the banks* has a section on stocks and bonds, one on foreign currencies, and one on news. Most of the banks in the system offer foreign stocks and bonds services, continuous updating of foreign exchange rates, historic data, and currency analyses.

- *The Ritzau news service* conveys news electronically to InCom. Individual users receive the news on screens – faster even than teleprinter strips – and they may narrow down and give priorities to the types of news they wish to receive.

- *Stockbrokers' Information Service* has been developed in cooperation with a number of stockbrokers. InCom customers can also receive offers on stocks and bonds from dealers who quote their prices via this service.

- *The sequential time data base of the Department of Statistics* provides access to about 5,000 macro-economic sequential series of data which are, at any given time, completely up-to-date.

According to plan InCom will attempt, in 1987, to offer services to its customers via an international data communications network. We shall also work to provide access to more national and international data bases and stocks and to improve the facilities for transactions involving the payment of money.

Today about 70 customers, for example stockbrokers, insurance companies, pension funds, and companies in private industry, are linked to the InCom service. They subscribe to all the information suppliers – or just to some of them, according to their needs.

The InCom information service is a good example of one of Mærsk Data's primary tasks: starting projects on information technology which will make it possible to make optimum use of all resources – internally as well as externally.



*Multi-purpose plastic jars.*

# New Rosti activities

BY MARIANNE MALTOW, ROSTI



Rosti A/S is probably best known for its modern-design, high-quality kitchen utensils made of plastic. For the past few years, the company has been expanding its activities in plastic packing, and today The Rosti Group numbers ten factories.

In June 1985, Rosti bought "Borup Plast A/S" which produces plastic jars, just as Rosti does. In Borup, Zeeland, Rosti can therefore continue to expand, now that the existing production and storage facilities in Ballerup are being used to capacity.

Rosti's desire to start production of plastic jars/bottles elsewhere in Europe was realized in June 1986, when Rosti bought "Kunststoffwerk Draak GmbH" in Hamburg. The company is a market leader in West Germany; it employs about 100 people and has a turnover of nearly 100 million Dkr. Kunststoffwerk Draak is noted particularly for its production of jars approved for storing and transporting liquid chemicals.

At the end of 1986, when Rosti took over

*Kunststoffwerk Draak GmbH. in Hamburg.*

the activities of "Tømming Plast" in Herfølge, the company established itself firmly as a producer of plastic bottles. Tømming Plast is best known for its production of high-quality plastic bottles with multi-colour prints.

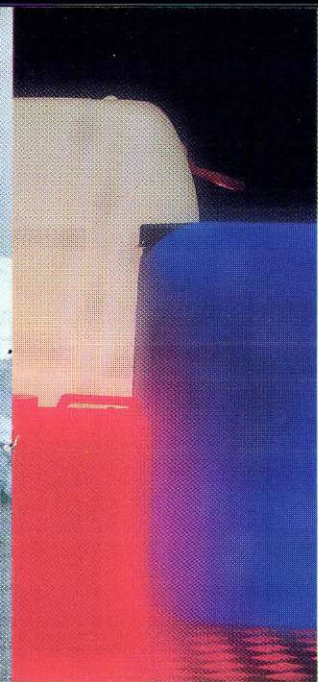
In May 1986, Rosti bought "Thermopack A/S" in Billund. The factory manufactures products of foam plastic (styropor) for packing purposes in the gardening, fishing, and manufacturing industries. Production is fully automatic and is being expanded.

In early 1987 the "Nordpak" factory in Brønderslev was bought, thus doubling the output of foam plastic products; Nordpak specializes in foam plastic packing materials for the fishing industry in North Jutland.

*Plastic bottles with multicolour prints from Tømming Plast in Herfølge.*





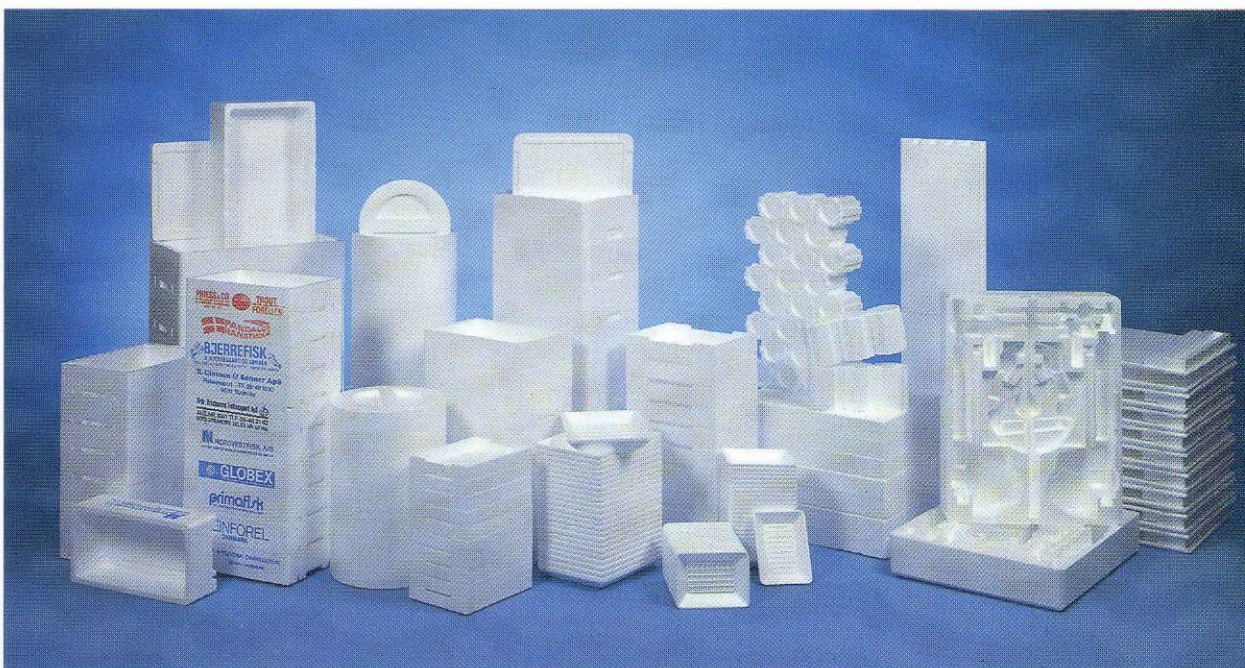


*Thermopack A/S in Billund.*



*Nordpak in Brønderslev.*

*Packing products from Nordpak.*





# Rounding up...



## Call no. 5,000 at Dammam

The container vessel "CHARLOTTE MÆRSK" was scheduled to call at Dammam Container Terminal (DCT), Saudi Arabia, on March 24. A few days earlier, the Terminal informed the Maersk Unit in Dammam that the vessel would make call no. 5,000 at DCT since its official opening on March 1, 1979. The Master of the vessel, Maersk Line's Owner's Representatives, staff from Yusuf Bin Ahmed Kanoo, and representatives of the Port of Dammam were invited to a luncheon reception hosted by DCT in their offices at the Port. In commemoration of the event the DCT Management

presented Captain Svend G. Kiersgaard of the "CHARLOTTE MÆRSK" with a plaque and expressed their pleasure in working with so reliable a customer as Maersk Line.

We returned the compliment, stating our satisfaction with the Terminal, its efficiency and co-operativeness. We also promised that we would aim at supplying DCT call. no. 10,000 as well.

The picture shows, left to right, Mr René Seidel, Mr Mohd Riaz Chata, Mr B.J. Shillinglaw, Captain Svend G. Kiersgaard with the plaque, Mr Joop De Beer, Mr Ali Abdul Aziz Kanoo, and Mr Bill Duggan Jr. *René Seidel, Dammam*

## Aalborg – a new MAERSK TRAVEL office



The last issue of Mærsk Post included a report on a new Maersk Travel office which was opened in Esbjerg on Jan-

uary 7. Soon after, on March 4, Maersk Travel celebrated the opening of yet another new office, in Aalborg, North Jutland.

The address of the new office is Jernbanegade 10. It is the fifth Maersk Travel IATA agency in Denmark, and it has a staff of four. Maersk Travel is now represented in Denmark's five largest cities: Copenhagen, Odense, Aarhus, Esbjerg, and Aalborg.

Maersk Travel also operates agencies abroad, in Hong Kong, Singapore, London, and Aberdeen.

*Marita Petersen, Maersk Air*



## OY-MMM: New Boeing for Maersk Air

On Tuesday, April 7, the day after her delivery from the Boeing factories in Seattle, Maersk Air's latest plane, a Boeing 737-300, arrived in Copenhagen. She seats 146 passengers and was given OY-MMM as her designation in the Danish register of aeroplanes. The Maersk Air fleet already comprises two planes of the same type and in June, yet another one will be added.

The new plane has an EFIS (Electronic Flight Instrument System) cockpit, which means, basically, that conventional cockpit instruments have been replaced by screens that look like television sets and provide

the pilots with pictures giving all relevant information.

The plane also has *Wind Shear Detectors*. They warn the pilots of sudden changes of wind in the direction of landing, and they automatically inform the pilots of action that is necessary to avoid unpleasant wind conditions.

Maersk Air is continually investing in advanced, comfortable, and environmentally safe planes. In this way, we meet customers' demands for the best and most up-to-date equipment and today we operate one of the world's youngest fleets.

*Marita Petersen, Maersk Air*

## Maersk Line girls won in Bangkok



On Saturday and Sunday, March 7 and 8, the Mariners' Club of Bangkok arranged a five-a-side soccer tournament for the shipping agencies in Bangkok. After two days of games, the girls from the Maersk Line Bangkok Branch emerged as winners of the women's division. In their final match, they defeated the East Asiatic Company, Ltd., by 2-0. The Maersk men's team did well and reached the semi-

final, but after extra time they had to concede the match to Borneo Agencies, Ltd., who went on to win their division. The picture shows the girls' team from the Maersk Line Bangkok Branch: Ms Siriporn Su-Anchalee, Ms Alisa Nadhasiri, Ms Sirinthip Hettrakul, Ms Chuchit Kogdejadisak, Ms Suwanna Leehalamlert og Ms Siriporn Siriyongwattana.

*Pornchai Vimolratana, Bangkok*



## "Spudding-in" ceremony on "MÆRSK VENTURER"



Brother Phra Kru Patanaram (centre) is performing the ceremony on the cat walk. To his right are the Minister of Industry, Mr Pramaul Sabhavas, the President of the Shell Company, Ltd., Mr M.A. van den Bergh, the Managing Director of the Thai Shell Exploration and Production Company, Ltd., Mr J. Brooks, and the General Manager of the Maersk Line Bangkok Branch, Mr J.T. Schmidt. To the left of Brother Phra is the Director General of the Department of Mineral Resources, Mr Sivavong Changkasiri.

On Wednesday, March 4, 1987, the Thai Shell Exploration and Production Company, Ltd., hosted a spudding-in ceremony on board the MÆRSK VENTURER.

To spud-in means to begin drilling a new well in the sea bed using a large-diameter drill bit. The ceremony comprises a Buddhist blessing for good luck which is performed in all walks of life, before any new house, factory, office, or even machine is taken into use. The ceremonies ensure the god's blessing and good fortune and are considered essential for the success of any project in Thailand. Consequently, Shell gave very high priority to the ceremony before starting their exploration work in the Gulf of Siam.

Thai Shell was granted the offshore concession in February 1985 when they started preparing for the actual drilling by shooting over 6,000 kilometres of seismic lines. The "MÆRSK VENTURER" was contracted in December 1986 and stationed at Thai Shell's first offshore well "Nang Nuan"; the name means seagull. The well is situated off the coast of Chomphon province, and the drilling unit commenced operation at midnight between January 22 and 23.

A number of senior officials



Phra Kru Patanaram is blessing the drill pipe.

were invited on board the rig for the spudding-in ceremony. Visitors included the Minister of Industry, Mr Pramaul Sabhavas, the Director General of the Department of Mineral Resources, Mr Sivavong Changkasiri, together with the Governors of the local provinces of Chomphon and Surat Thani, the latter being the head of the helicopter base. The local Air Force and Marine Police Commanders were present as well as the President of the Thai Shell Company, Ltd., Mr M.A. van den Bergh, and the Managing Director of the Thai Shell Exploration and Production company, Ltd., Mr J. Brooks, and representatives of the press.

J.T. Schmidt, Bangkok



## "DUKE OF ANGLIA"

Kent Line, Ltd., a wholly-owned subsidiary of the Maersk Company, London, took delivery of the 88-trailer ro-ro vessel "DUKE OF ANGLIA" in December. She operates as one of two vessels on the Kent Line Chatham-Zeebrugge service.

On March 6, she was one of the first ships at the scene of the accident when the passenger

ferry "HERALD OF FREE ENTERPRISE" capsized just outside Zeebrugge harbour. For most of the night the Chief Officer of the "DUKE OF ANGLIA", Malcolm Shakesby, acted as co-ordinating officer on board the casualty, directing and assisting rescue operations.

Ann Thornton, London

## MÆRSK Sports Club in Esbjerg



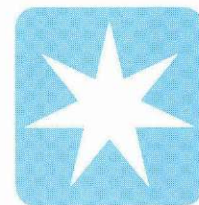
The Club has seen positive developments since its start in 1984. Our regular training sessions are well attended, and our sports meetings attract ever more participants. And we have achieved good results. We are taking home an increasing number of cups, for which a much needed cupboard was recently installed. One picture shows the President of the Club, Niels Thøgersen (right) and his Deputy, Gert Madsen in front of the cupboard, which is already quite full. The other picture shows the Mix team, winners this season of no less than three major indoor soccer tournaments arranged by the Esbjerg

Companies Sports Club: the Christmas Meeting, the City Championships, and the Prize Tournament.

On Sunday, March 1, the MÆRSK Sports Club, Esbjerg, hosted a meeting at the premises of the Esbjerg Companies Sports Club. The MÆRSK "sisters" and "half-sisters" in Esbjerg had been invited: Maersk Air, Maersk Drilling, Maersk Travel, Britline, and Svitser. A large number of athletes broke lances in badminton, table tennis, billiards, and darts, and the MÆRSK Sports Club is planning a similar meeting for next year.

Gert L. Madsen, Esbjerg





## ESPLANADEN



### 40 Years Anniversary

1. Poul Rasmussen  
1 September
2. Jørgen Brandt Jørgensen  
30 September

### 25 Years Anniversary

3. Knud Rasmussen  
1 August
4. Poul F. Skovsege  
23 October
5. Jørgen Ø. Foged  
24 October

## MAERSK DRILLING

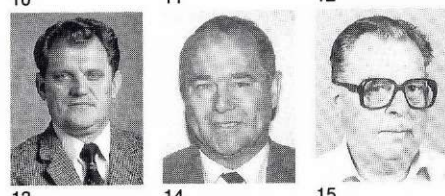


1

### 25 Years Anniversary

1. Hartmann Kunze  
29 August

## THE FLEET



16

### 25 Years Anniversary

1. Chief Officer H.C. Lindhardt  
7 August
2. Repair Engineer J. Niebuhr Jensen  
12 August
3. Chief Steward Jan Christensen  
12 September
4. Chief Steward Steen F. Thomsen  
15 September
5. Chief Steward Sig. B. Lauridsen  
20 September
6. Radio Officer Mogens Dahl  
21 September
7. 2nd Engineer Per Jensen  
25 September
8. 1st Engineer P. Dybdahl Pedersen  
28 September

9. Chief Engineer Uve Langschwager  
17 October
10. Captain Lars Boye  
21 October
11. Captain Hans Kristensen  
22 October
12. Chief Officer Leif Hove  
25 October
13. Chief Officer Johan Joensen  
26 October
14. Superintendent Electrician Ole B. Arnoldi  
30 October

### Retiring

15. Captain H.C. Grau  
1 November
16. Captain Knud Rasmussen  
1 November

## MÆRSK OLIE OG GAS



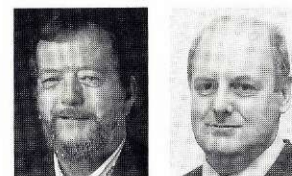
1

2

### 25 Years Anniversary

1. John K. Andersen  
29 April
2. Niels Estrup  
1 November

## MÆRSK DATA



1

2

### 25 Years Anniversary

1. Carl Otto Fücksel  
1 August
2. Kurt Poulsen  
1 September



## THE YARD



1 3 4



5 6 7



8 9 10



11 12 13



16 17 18



19 20 21



22 23

### 40 Years Anniversary

1. Aksel W.F. Andersen  
4 November

### 25 Years Anniversary

2. Poul N.H. Fischer  
7 August
3. Herluf Kjær Christensen  
7 August
4. Alex Martin Henriksen  
7 August

5. Preben Christensen  
14 August
6. Aksel Tolstrup  
14 August
7. Mustafa Emecen  
14 August
8. Ib Bøg Pedersen  
15 August
9. Niels B.S. Kjærgaard  
21 August
10. Anders Peter Lund  
28 August
11. T. Mattison  
1 September
12. Kjeld Åge Majbom Madsen  
4 September
13. Leon Iversen  
1 October
14. Otto Bent Johansen  
2 October
15. Carl Å.H. Nielsen  
9 October
16. Heinz-Adolf Krappenhøft  
23 October
17. Ejvind G.H. Rasmussen  
23 October
18. Jørgen C. Buch  
1 November
19. Bodil R. Jacobsen  
19 November
20. Elmer Petersen  
27 November
21. J.Å. Nielsen  
30 November
22. Ivan Eskildsen  
30 November

### Retiring

23. Poul E. Nielsen  
30 November

## DISA



1 2

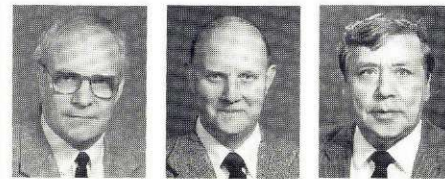
### 40 Years Anniversary

1. John O. Johnsen (Herlev)  
1 July

### 25 Years Anniversary

2. Roald Weber Hansen (Slangerup)  
12 October

## ROULUND



1 2 3

### 25 Years Anniversary

1. Knud Erik Hansen  
20 September
2. Kristian Vittrup  
5 November
3. Leif P. Rasmussen  
13 November

### Obituary

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

Preben Larsen  
The Yard  
15 February

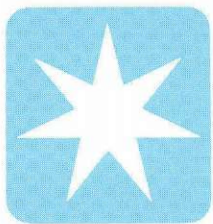
Mogens Poulsen  
The Yard  
20 February

Bierque Gwendoline  
Antwerp  
20 April

B.E. Sargeant  
The Maersk Company Ltd., London  
22 April

Poul Andersen  
Esplanaden  
7 May





**MÆRSK**

*The product carrier "HERTA MÆRSK"  
unloading gas oil for the Marmorilik mine in  
Disko Bay, Greenland.  
Photo: Jens-Christian Kehlet Schou*

