

MÆRSK POST

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On Tuesday, February 13, we received a laconic message from the Captain of the »MÆRSK MASTER«:

drill site W-5 saved.
drilling resumed.
Sedco/BP 471 very pleased.

Behind the message lies a story of excellent seamanship, which is well worth the telling.

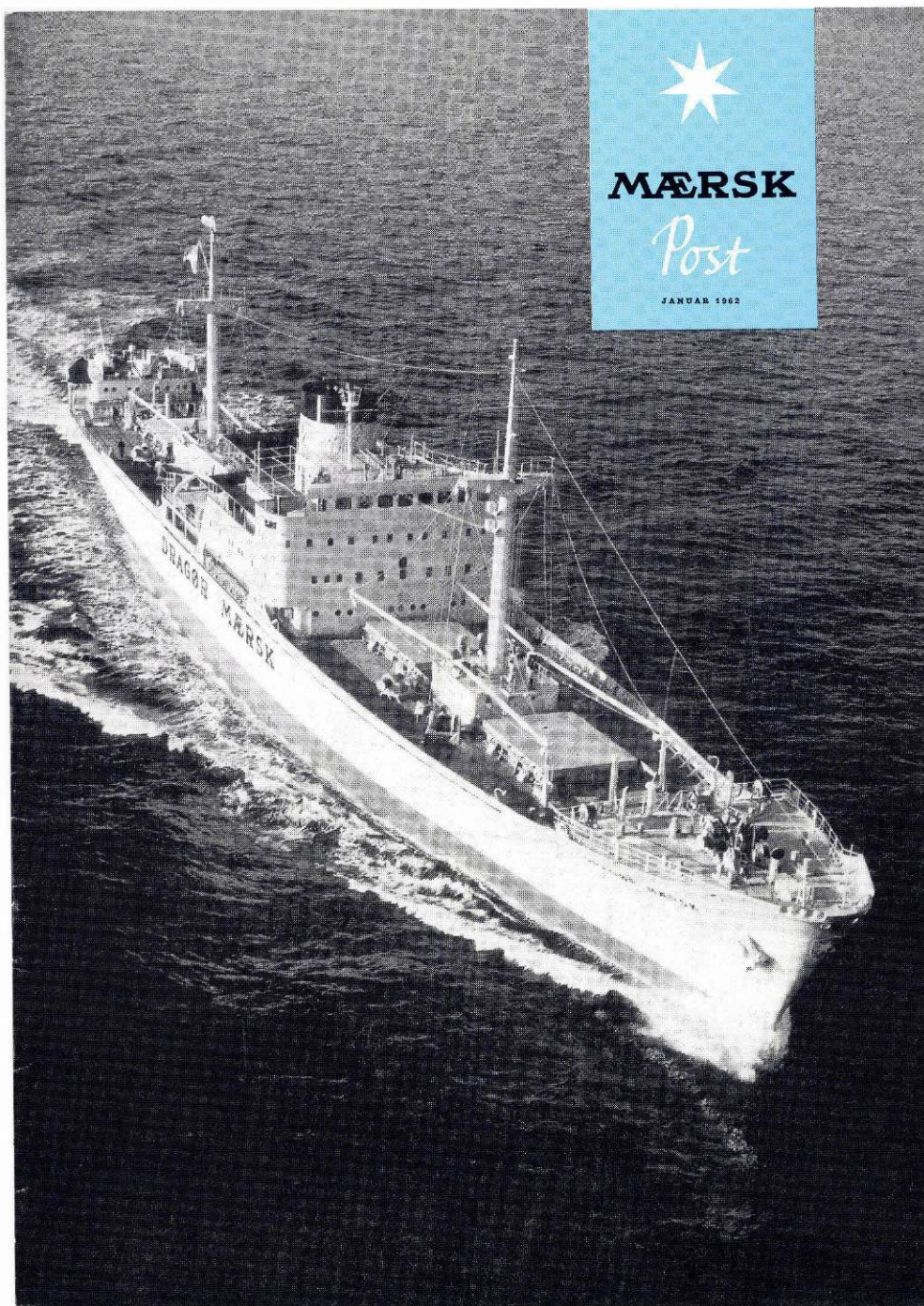
As most readers will know, our newest offshore vessel, the "MÆRSK MASTER", is on charter to Texas A&M University, which is conducting a scientific drilling programme in the Wedell Sea near the Antarctic.

The drill ship "JOIDES RESOLUTION" has been chartered to do the actual drilling, and right now she is working at a position about 1200 nautical miles south-east of the Straits of Magellan, only about 300 nautical miles north of the Antarctic.

Early that Tuesday morning the "red alarm" was sounded on board the drill ship. A huge iceberg was closing in on the ship. The "MÆRSK MASTER" went into action and ran a hawser round the iceberg, which was thought to be 300 metres long and 250 metres wide and towering about 40 metres above sea level. A tow-line was attached, and the iceberg was pulled away from the drill ship at a speed of 400 metres per hour. The operation lasted 13 hours, in a gale, with gusts up to hurricane force and occasional heavy snow. The ship reported the estimated weight of the iceberg to be about 12 million tons.

No mean feat – and one which will create respect for our name. The captain and his crew deserve high praise for an effort in the best A.P. Møller tradition.

MÆRSK MC-KINNEY MØLLER



Mærsk Post for 25 years

25 years ago this January, the first issue of Mærsk Post was published. At that time the magazine was printed in black and white and embellished with MÆRSK blue; this can be clearly seen from the very first front page showing the refrigerated vessel m.s. "DRAGØR MÆRSK" of 5,500 tons deadweight, built at the Odense Steel Shipyard in 1961. The first full-colour picture appeared on the front page of number 1/1964, and gradually the colour illustrations took over, so today most Mærsk Post illustrations are in colour.

For the first 13 years Mærsk Post was only published in Danish, with an English summary for non-Danish readers. Number 4/1975 however appeared in both a Danish

and an English edition, and that has been the pattern ever since.

The first issue was printed in 11,000 copies. Today, the circulation is 17,000: 12,000 in Danish and 5,000 in English. In addition to this, the annual fleet list is also published in a special edition of 4,000 Danish and 9,000 English copies, bringing the total number of copies up to 30,000.

A special edition of Mærsk Post was published on October 2, 1976, to mark Mr. A.P. Møller's 100th birthday. With that included, Mærsk Post has appeared in 100 issues over the past 25 years – and that means nearly one and a half million copies and about 42 million pages in all, weighing about 180 tons. The editor has distributed

about 10 tons personally to the staff at the head office, and the mailing service has sent the remaining 170 tons to offices abroad, to ships and affiliated companies, etc.

Those 100 issues of Mærsk Post have described developments in the company and in shipping, but not just in the last 25 years. Numerous articles on the history of the Company, of the family, and of shipping take us back more than 100 years. So, Mærsk Post provides information on current activities to the staff of the Company and its affiliates, but it also provides a quite comprehensive and widely used archive of historical texts and pictures.

*The "RITA MÆRSK" on her maiden voyage off
Ymuiden, Holland.*

New ships: "ROMØ MÆRSK", "RITA MÆRSK", and "RASMINE MÆRSK"

Three ships have been named in the course of three weeks at the Odense Steel Shipyard Ltd. – the Lindø Yard. They were the last three in a series of five product/chemical carriers, each of 27,000 tons deadweight.

On Saturday, November 22, two of the ships were named: numbers three and four in the series which had reached almost the same stage in production. One was named the "ROMØ MÆRSK" by Mrs Lene Fiorini, wife of Executive Vice President Michael Fiorini, the A.P. Møller Company, and the other was named the "RITA MÆRSK" by Mrs Jane Hansen, wife of Executive Vice President Bent E. Hansen, also of the A.P. Møller Company.

And on Saturday, December 13, Mrs Bente Lind, wife of General O.K. Lind, named the last ship of the series the "RASMINE MÆRSK".

The A.P. Møller Company has chartered the "ROMØ MÆRSK" from K/S DIFKO XL, and the "RITA MÆRSK" and the "RASMINE MÆRSK" from K/S DIFKO XLI – all on long-term charters.

The new ships can carry refined petroleum products, lubricating oil, vegetable oil, and molasses, but they can also carry IMO class-III products, such as caustic soda, benzene, toluene, zylene, and some IMO class-II products, e.g. ethylene, dichloride (edc), and acrylonitrile. The ships have 14

tanks. All pipes and pumps are made of stainless steel, and the pipes are grouped in eight totally separate systems, so that eight different products can be handled simultaneously. Each tank has an electric deep well pump which can shift 420 tons per hour, and a new feature: a screw for loading and unloading molasses.

The ships have side thrusters fore and aft, so they are easy to manoeuvre. They can moor alongside a quay and leave again without the help of tugs. They have also been reinforced for negotiating icy waters, and their equipment allows them to sail on, say, the Saint Lawrence River and the Great Lakes.

They are 170 metres long o.a., 23.10 metres wide, and 15.35 metres deep. Their main engines are four-cylinder B&W diesel engines, type 4L60MCE, yielding 7,200 BHP and a speed of about 15 knots. The engines are equipped to recycle excess heat.

The accommodation is beautifully furnished. The Captain and the Chief Engineer each have an office, a living room, a bedroom, and a bathroom, and the rest of the crew have single rooms with baths. There are also saloons, messes, exercise rooms, and an indoor swimming pool.

The "ROMØ MÆRSK" was delivered in Aarhus on December 3. Her home port is Højer. She was taken out by Captain Hans

Gunner Jensen, Chief Engineer Ole Aagaard Holm, Chief Officer Poul-Egon Petersen, and Steward/Chef Knud C. Friis.

On December 24, the "RITA MÆRSK", home port Dragør, was delivered in Aarhus too. Her Captain is Mogens Nielsen, her Chief Engineer Hans Alfred K. Mortensen, her Chief Officer Ole K.J. Nielsen, and her Chief Steward/Chef Jan K.S. Møller.

On the penultimate day of the year, December 30, the "RASMINE MÆRSK", of Kerteminde, was delivered at the Odense-Lindø Yard. Captain Leif Nielsen is her Master, Helge E. Stærke her Chief Engineer, Steen Henning Larsen her Chief Officer, and Steingrim vid Stein her Steward/Chef.

This last ship in the series took only 67 working days to complete from the day the keel was laid down, and the Lindø Yard has delivered the five product/chemical carriers in as many months.

Two sophisticated supply vessels, for the A.P. Møller Company and the Maersk Company Ltd. in London respectively, and a product carrier of 50,000 tons deadweight for the Torm Shipping Company bring the total number of ships delivered by the Yard in 1986 to eight – plus the large Super Module for the Dan F in the North Sea.





Present at the double naming ceremony of the "ROMØ MÆRSK" and the "RITA MÆRSK" were, left to right, Executive Vice President Bent E. Hansen of the A.P. Møller Company and his wife Jane Hansen who named the "RITA MÆRSK", the Managing Director of the Yard Troels Dilling, and the sponsor of the "ROMØ MÆRSK" Mrs Lene Fiorini with her husband Executive Vice President Michael Fiorini, the A.P. Møller Company.

The sponsor of the "RASMINE MÆRSK" Mrs Bente Lind with her husband General O.K. Lind (right), Shipowner Ib Kruse of the A.P. Møller Company (left), and the Managing Director of the Yard Troels Dilling.

Six "PETER

BY HOLGER MUNCHAUS PETERSEN

s.s. "PETER MÆRSK" 1906

MÆRSK is a family name that has been passed down from generation to generation since the early 1600s. It originated in Southern Jutland where it was spelt Mersch. The first ship of the MÆRSK fleet to carry the name was the "PETER MÆRSK", named after A. P. Møller's father, Captain Peter Mærsk Møller. "Dansk Søfartstidende" referred to her as the "P. M. MØLLER", but when she was launched on August 8, 1906, she was named the "PETER MÆRSK", home port Svendborg. Her sponsor was Mrs Emilie Mærsk-Møller, wife of A. P. Møller's older brother Oluf Mærsk-Møller. The ship was the first newbuilding for Dampskibsselskabet Svendborg and was built at the Dutch shipyard of A. Vuijk en Zonen, Capelle an der IJssel.

The "PETER MÆRSK", of 2,200 tons deadweight, cost 343,800 Dkr. She was 73.55 metres long, 11.15 metres wide, and could hold 3,110 cubic metres of cargo. Her triple expansion engine came from G. T. Grey in South Shields and yielded 750 IHP. She had two holds, four hatches, two masts, four cargo booms, and four winches. The original masts were made of wood, but in 1909 they were replaced by steel masts. Her accommodation included berths fore, below the forecabin – stokers to port and seamen to starboard. The carpenter and donkeyman shared a cabin to starboard, the cook and messroom boy shared one to port. The deck house amidships had cabins for the deck officers at the front, and the engineers lodged aft – above the engine room.

The "PETER MÆRSK" had her first job just over a month after she was launched. The freight market was depressed, but the ship was quite busy. In her first years, she sailed exclusively on the North and Baltic Seas and called frequently at Danish ports, including Svendborg, her home port.

In 1911, the "PETER MÆRSK" sailed for the first time to the Mediterranean. She arrived at La Spezia in Italy on March 1 with coal that she had loaded on the River Tyne in England on February 14. During World War I the ship was in the transatlantic trade, sailing for the first time on August 12, 1915 from Newport, England, to Gibraltar with coal and then on August 26 for Baltimore, on the American east coast, where she arrived on September 17. On the very next day, having loaded a new cargo, she had sailed for Varberg in Sweden. North of Scotland, she was stop-

ped by English warships and had to go to Kirkwall for control. But everything was fine, and on the next day, October 14, she continued to Varberg, where she arrived on October 17.

From the beginning of 1917 to November 1918, the "PETER MÆRSK" sailed time charter between England and France, where she experienced the war at close quarters.

On February 8, 1922, the "PETER MÆRSK" sailed from London to Windau in Russia with a mixed cargo including barley, 1,600 tons in all. On February 13, she encountered ice in the Skagerrak, and as she moved down the Kattegat the ice became denser and thicker. Early on February 14, the ship went aground off Anholt.

She used a warp and her engine to get afloat, but her struggle with ice had broken her rudder stock, so emergency steering had to be rigged up. Two cargo booms were taken out over the ship aft and shackled with wires to the rudder, and when the quadrant had been lifted the ship could be steered, but she manoeuvred poorly in the thick ice.

On February 17, the ice-breaker of the Copenhagen Port Authorities, "VÆDDEREN", came to her rescue and the "PETER MÆRSK" reached Copenhagen next day. Investigations showed that, in addition to the rudder, several propeller blades had been damaged, and there were leaks in the forepeak and no. 1 tank. But she was repaired, and on February 20 she sailed for Windau which she reached four days later.

On November 12, 1923, the "PETER MÆRSK" ran into more trouble. On her way from Ayr, Scotland, to Nykøbing Falster with 2,200 tons of coal she ran aground in Guldborgsund; she needed help from a tug and a barge before she could unload her cargo in Nykøbing. On December 22, she sailed for Svendborg – her last voyage for the MÆRSK fleet.

On January 17, 1924, she was sold to the English shipping company of Latus, Linsley & Co. Ltd. She was renamed and transferred to the Swedish flag in 1928 under her new name "BENLOS". She was sold again in 1939 to Estonia and renamed the "JAAK" of Haapsalu. During World War II she sailed for the Allies under the British flag, and not until 1950 – after 44 years of service – was she scrapped.

s.s. "PETER MÆRSK" 1924

In 1924 two sister ships, the "AABENRAA" and the "HADER-SLEV", were taken over from the bankrupt Nord-Østersø Shipping Company in Copenhagen.

The "HADER-SLEV" was transferred to Dampskibsselskabet Svendborg in Dunkirk on March 28, 1924. After a number of voyages, to the USA and North Africa for instance, the ship sailed from Casablanca with 3,355 tons of phosphate and arrived in Fredericia on July 29, 1924, where she was named the "PETER MÆRSK" of Svendborg.

Both ships had been built by Jarrow & Co. in Glasgow. The "HADER-SLEV", now the "PETER MÆRSK", was newbuilding no. 1,456 and was delivered on September 28, 1921. Her deadweight was 3,515 tons; she was 87.10 metres long and 13.20 metres wide. She had a welldeck and an upper deck before and behind the bridge. She had three holds and four hatches with nine booms capable of lifting three tons each, plus one boom that could handle ten tons. She could hold 5,675 cubic metres of grain and her triple expansion engine yielding 1,050 IHP had been constructed by the shipyard.

She offered much better accommodation than the first "PETER MÆRSK"; the men had better cabins in the stern.

She sailed mostly to foreign destinations, but she called at Danish ports several times. In 1925, she passed through the Panama Canal to the American west coast, and in 1926-1927 she travelled from Baltimore on the US east coast to Luanda in Angola, East London and Durban in South Africa, and finally Dunkirk on the French north coast.

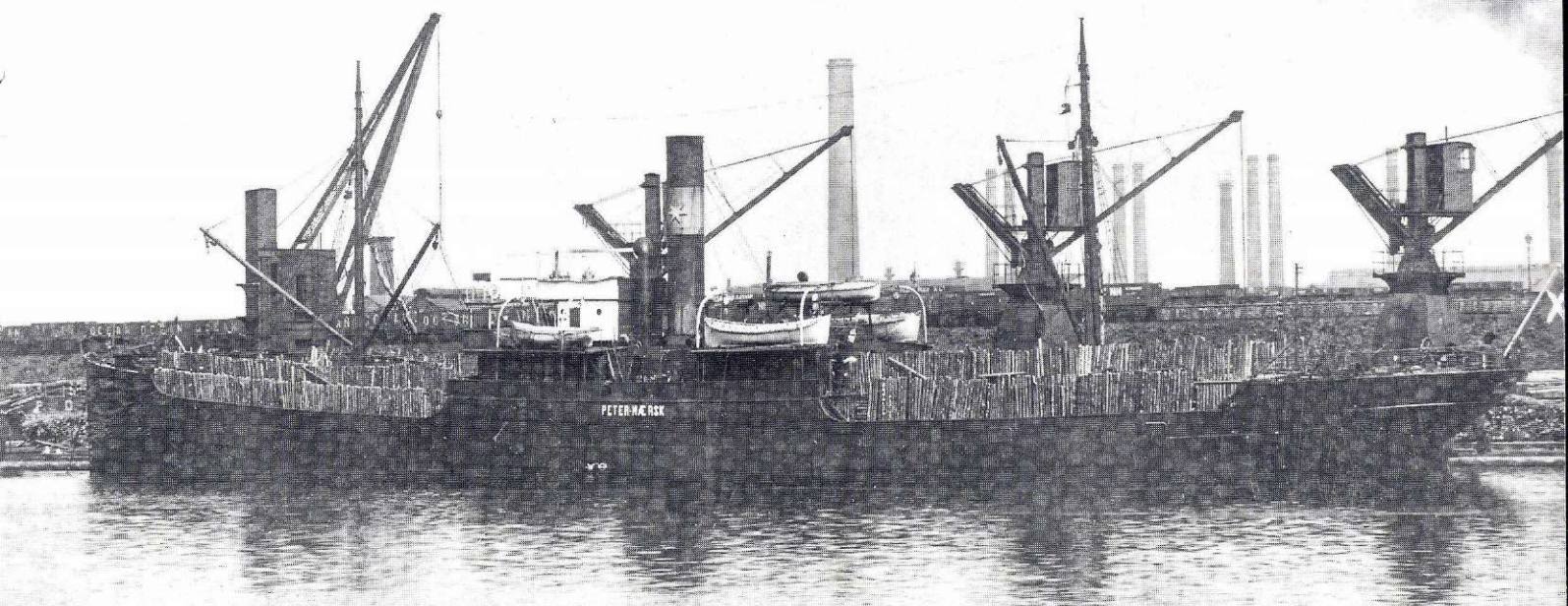
When the name was required for a newbuilding, the second "PETER MÆRSK" was renamed the "MATHILDE MÆRSK" on October 30, 1931. Her home port was Aalborg, and she sailed mostly up and down the American coasts and between the east coast of the USA and Europe, the Mediterranean, and the Black Sea.

When the Second World War began in September 1939, the "MATHILDE MÆRSK" was on her way from the USA to Iceland. Otherwise, she sailed in American waters until December 20, 1939 when she left for Dublin and Casablanca. From there, her voyage to Esbjerg, to unload phosphate, lasted from February 9 to 20, 1940. She then went north along the

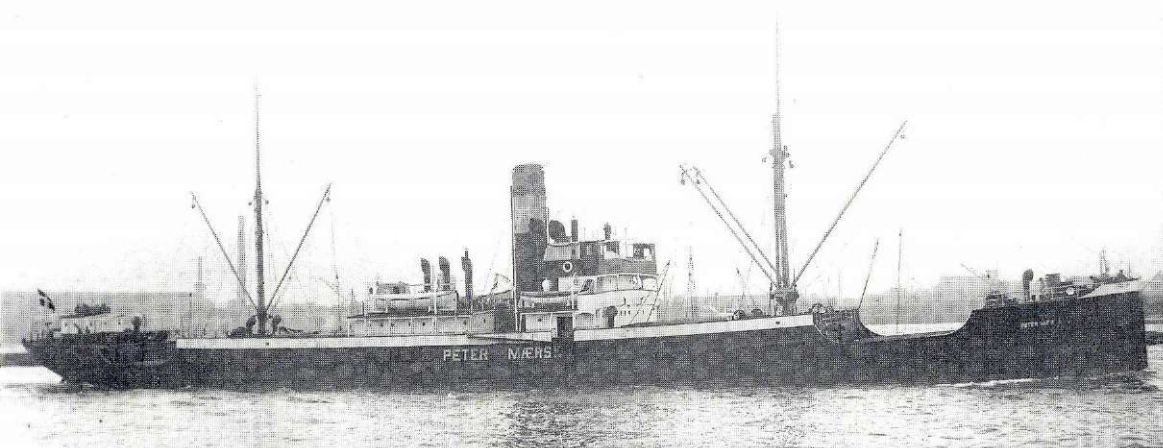
MÆRSK" ships



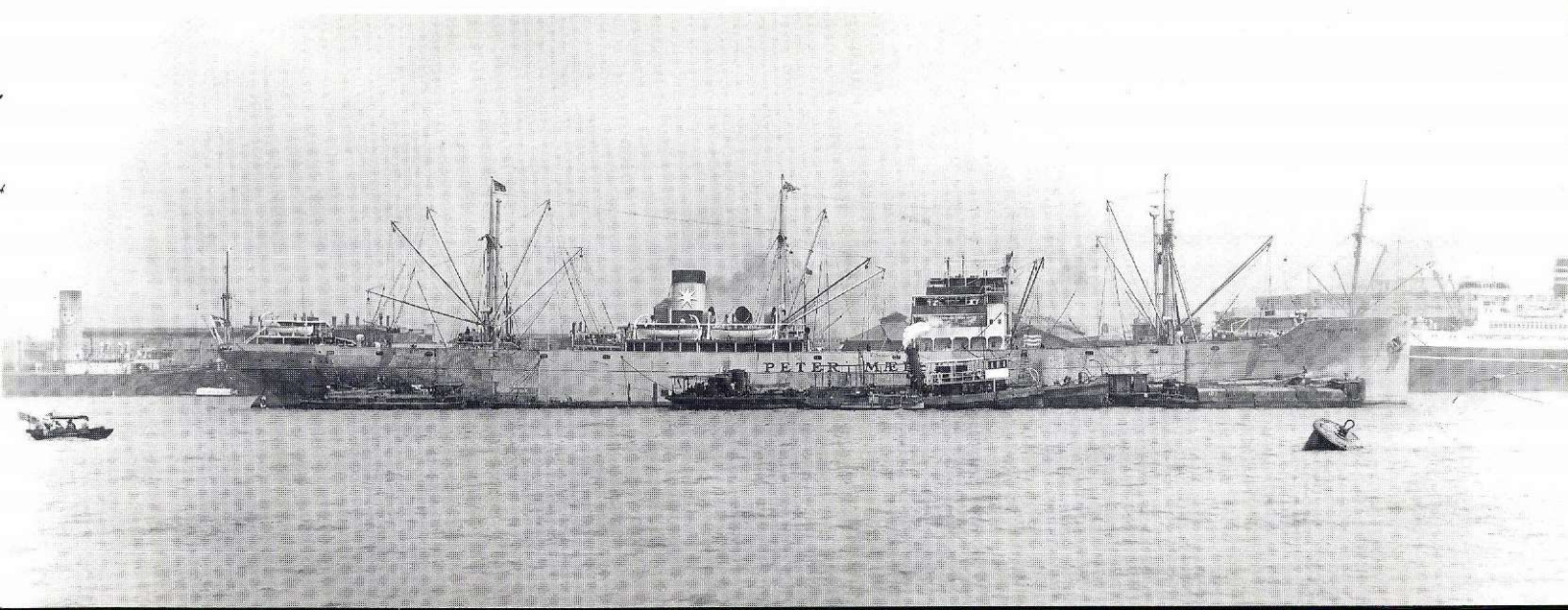
Captain Peter Mærsk Møller.



The first newbuilding for the Company, the "PETER MÆRSK" of 1906, fully loaded with timber.



The "PETER MÆRSK" of 1924.



The "PETER MÆRSK" of 1932 in Shanghai.

west coast of Jutland to Kristianssand and Bergen in Norway in order to avoid the mine fields in the North Sea on her way to Glasgow. Here, she collected coal and coke which she unloaded in Copenhagen on March 29. She then sailed for Bergen, and on April 7 sailed from there north of Scotland to go to Morocco for phosphate. When Denmark was occupied on April 9, 1940, she put into port in Ireland, where the authorities placed her under guard. In 1942, she was sold to Irish Shipping Ltd. of Dublin, owned by the Irish government, and was renamed the "IRISH ASH". In 1949, she was sold to Sweden and sailed under the name of "SCANIA" until she was wrecked in a collision off Vliessingen in Holland in 1957. Later the wreck was salvaged and scrapped.

m.s. "PETER MÆRSK" 1932

In the 30s, the MÆRSK fleet was much expanded, because the Maersk Line US-Far East service, which began in 1928, grew rapidly. From 1930 til 1932, four new ships of the line, so-called cargo liners, were included. One was the "PETER MÆRSK", which had been launched at the Odense Steel Shipyard on October 21, 1931, and delivered to the A. P. Møller Company on March 4, 1932. Copenhagen was her home port.

Her deadweight was 8,805 tons, she was 134.54 metres long and 17.37 metres wide. She had a complete deck with a shelter deck and tweendecks in holds 1 and 4. She had five hatches and three masts and her loading equipment comprised 17 booms: 14 for five tons, two for 15 tons, and one for heavy goods up to 40 tons. The last one could be replaced by a boom capable of lifting 60 tons. She could take 16,038 cubic metres including 245 cubic metres of refrigerated cargo, and she also had a deep tank for 1,250 tons of oil.

Her engine was a nine-cylinder, two-stroke, double action B&W diesel engine yielding 6,100 IHP, a service speed of 15 knots, and a maximum speed of 16.1 knots.

She could accommodate 12 passengers in comfortable surroundings: nine cabins, a dining saloon, and a smoke room, all grandly furnished according to the style of the time.

On March 4, 1932, the "PETER MÆRSK" sailed from the Odense Steel Shipyard. She had a successful trial run and arrived in Copenhagen on the following day. On March 20, she sailed for the USA, where she joined the US-Far East service. Even then, precision was essential to Maersk Line services, but disruptions did occur. Having passed through the Panama Canal, the "PETER MÆRSK" headed for New York with cargo from the Far East. On July 16, 1935, at six in the morning, the ship was about 120 nautical miles from Cristobal near the mouth of the Canal in the Caribbean Sea, when the watch discovered smoke from the forecast-

le, which contained 75 boxes of phosphorus. The openings leading into the room were battened, except one tonnage opening through which the crew fought the fire with foam extinguishers. But they were kept back by poisonous fumes, so the ship returned to Cristobal where the fire brigade was waiting on the quay. Even their combined efforts failed to bring the fire under control. Burning cargo was quickly unloaded into a barge, half full of water, which had been towed alongside the ship. But the fire was still blazing, so the rest of the cargo from the hold was transferred to a barge, and the hold and fore-castle were flooded. That finally stopped the fire, but several plates and deck beams had been damaged.

On July 20, the cargo was taken on board again, and the "PETER MÆRSK" continued to New York, Philadelphia, and Boston to unload. On August 8, she sailed for Copenhagen, where she arrived on August 20 for repairs.

The "PETER MÆRSK" left Copenhagen on October 1, never to call at a Danish port again. She crossed the Atlantic, passed through the Panama Canal and went straight to Manila in the Philippines, where she resumed the interrupted US-Far East service, which she continued until the day Denmark was occupied.

On April 9, 1940, the "PETER MÆRSK" en route from the USA arrived at Hong Kong, where she was docked and equipped for transfer to M.O.W.T. (the Ministry of War Transport) on May 17. She sailed under the British flag taking, among other things, war supplies from England to the Middle East and India. In February and March 1941, she made some ten voyages in convoys carrying British troops between Alexandria in Egypt and Piraeus in Greece.

On a voyage from Liverpool with war supplies to Alexandria, she was hit on December 7, 1942, by a German submarine torpedo about 600 nautical miles north-east of the Azores. Everyone on board, including 31 Danish crew members, was killed.

m.s. "PETER MÆRSK" 1949

On April 11, 1949, two sister ships for the A. P. Møller Company were respectively delivered and launched at Eriksbergs Mekaniska Verkstad in Gothenburg, Sweden. The "PETER MÆRSK" was delivered and the "ANNA MÆRSK" was launched.

The "PETER MÆRSK" was of 9,780 tons deadweight when open and of 10,390 tons deadweight when closed. She was 145.70 metres long and 18.60 metres wide. She could hold 16,558 cubic metres bale, and her cargo tanks contained 4,036 cubic metres. She had three masts and ten loading masts (samson posts), plus 22 cargo booms: two for two tons, six for three tons, 12 for five tons, one for 15 tons, and a heavy goods boom capable of lifting 45

tons. There were six hatches and accommodation for 12 passengers in eight cabins. The holds included a strongroom, a silk room, and a refrigerated room.

The main engine was a nine-cylinder, two-stroke, single action B&W diesel engine built at Eriksberg Mekaniska Verkstad. It yielded 9,000 IHP and a service speed of 16.5 knots. The auxiliary engines were three four-cylinder Bukh diesel engines.

The "PETER MÆRSK" joined the US-Far East service which sailed from New York down the American east coast through the Panama Canal to San Francisco, across the Pacific to the Philippines, Formosa, Hong Kong, Bangkok, the Philippines, Hong Kong, Formosa, Japan, and back to New York. In 1953, it took 154 days.

The "PETER MÆRSK" caught fire a few times. In December 1952, just as the ship had left San Francisco, a fire was discovered in the Master's day room. A faulty point had started the fire, which blazed fiercely and gutted the wheel house, the chart room, the radio station, the hospital, plus the accommodation for the officers, the telegraphist, and the waiters. When the fire was brought under control, all navigational instruments, maps, and tables had been destroyed. But the "PETER MÆRSK" used the back-up steering system aft to return to San Francisco for repairs.

In May 1955, the ship caught fire again, this time off the coast near Saigon in South Vietnam. The fire started in the cargo of tobacco and cotton, but it was put out by the crew who had help from the fire brigade ashore.

The "PETER MÆRSK" joined the "Round-the-World" line in 1956 till she was sold on August 14, 1963 to the Italian shipping company Linea "C", Giacomo Costa fu Andrea, Genoa, and renamed the "PAOLA COSTA". She was Greek and Cypriot subsequently, carrying the names "ANTONAKI" and "NOSTOS ATHE-NE". In 1978, she was scrapped in Bilbao after 29 years of service.

t.t. "PETER MÆRSK" 1964

On December 14, 1963, only four months after the sale of the liner "PETER MÆRSK", newbuilding no. 5 from the Lindø Yard, a tanker, was named the "PETER MÆRSK". She was of 51,400 tons deadweight, 228.60 metres long, 31.33 metres wide, and her draught when fully loaded was 11.85 metres. She had 23 cargo tanks, 11 centre tanks, and two sets of six side tanks. All in all, they could hold 63,713 cubic metres, the largest tank having a capacity of 3,000 tons of oil. Her four pumps could shift up to 6,000 tons per hour.

The main engine was a Werkspoor steam turbine system yielding 17,600 shaft horsepower and a service speed of about 17 knots. The system had automatic stoking and soot blowing, automatic feed pump

start, and automatic plotters giving the temperatures in the bearings plus feed water temperatures and pressures. She also had an engine-room telegraph, etc., so she could be handled by one watch alone.

The "PETER MÆRSK" was delivered on June 6, 1964, and sailed to Mina al Ahmadi in Kuwait to collect a cargo for Augusta in Sicily. In the next few years she sailed to international destinations.

The oil crisis in 1974 meant that the "PETER MÆRSK" was laid up off Sønderborg on February 1, and on April 20, 1978 she was sold to a German company and towed to Formosa for scrapping at Kaohsiung in April 1979.

m.t. "PETER MÆRSK" 1981

On April 24, 1981, Her Majesty Queen Margrethe named the first of a series of three product carriers for the A. P. Møller Company at Ishikawajima-Harima's Kure Shipyard in Japan. The ship was named the "PETER MÆRSK" of Svendborg. She went on her first voyage in July 1981 and has sailed to foreign destinations ever since.

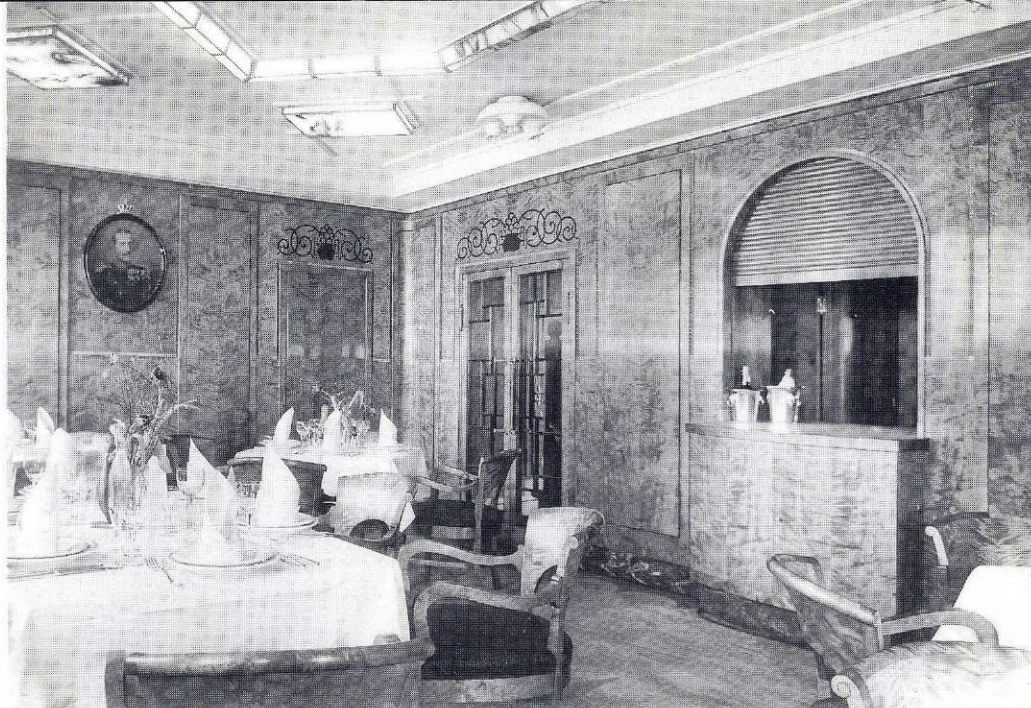
She is designed to carry refined oil products as well as crude and vegetable oil. She has 15 specially treated tanks which allow her to carry four different separated products simultaneously – 52,000 cubic metres in all. She is of 47,803 tons deadweight, 182.57 metres long, and 32.20 metres wide; her draught is 12.70 metres. Her main engine is a six-cylinder B&W Mitsui type 6L67GFCA yielding 11,800 BHP and a service speed of 15.2 knots. She also has three six-cylinder Daihatsu auxiliary engines.

She represents enormous technical advancements compared to the s.s. "PETER MÆRSK" of 1906, and her accommodation is also much better, being spacious and modern with new furniture and wall-to-wall carpets. Situated in the deck house aft, the accommodation consists of single rooms with separate baths and toilets for all crew members. The Captain, Chief Engineer, and Senior Officers also have separate bedrooms. The Captain has his own saloon, and there is a hospital, plus mess-rooms and saloons with TV and video recorders. There is a gymnasium with sports equipment and table tennis, and on the bridge deck there is an outdoor swimming-pool.

The "PETER MÆRSK" started it all, and she has been followed by nearly 400 ships carrying the MÆRSK name and making it known throughout the world. This development would have pleased Captain Peter Mærsk Møller, who started Dampskibsselskabet Svendborg in 1904 together with his son, A. P. Møller.

Holger Munchaus Petersen

The "PETER MÆRSK" of 1981 sails to international destinations.



The elegant passengers' dining room on board the "PETER MÆRSK" of 1932.



The "PETER MÆRSK" of 1949 in New York.



The "PETER MÆRSK" during her trial run on May 30, 1964.



117 days on



The "PRIMA MÆRSK"

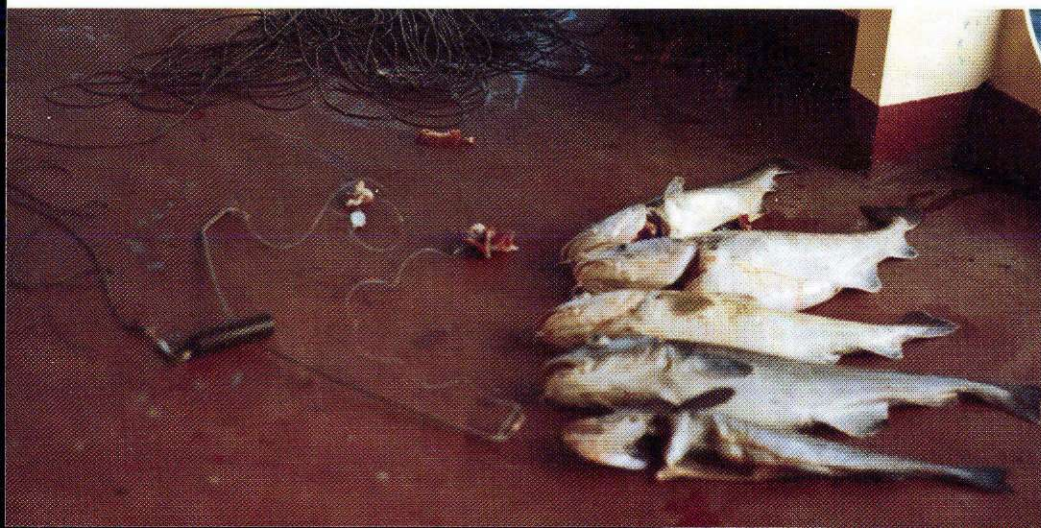


The day's catch.



A crab caught on a fishing hook.

The special fishing tackle as used on the Faroe Islands – it worked perfectly.



Sailors in foreign trade quite often find themselves in rather unusual situations. In my case, I spent some very interesting months in the Bering Sea on board the product carrier "PRIMA MÆRSK". She was one unit in a fleet of rigs, storage ships, supply ships, guard ships, and helicopters working for the American drilling company Amoco and exploring for oil in the Bering Sea between Alaska and the Soviet Union. The project was known as the "Amoco Navarin Basin Project", and although it wasn't all fun at the time, I wouldn't have missed the experience for anything.

On August 1, 1986, I left Kastrup with Captain P.V. Jørgensen to fly via Dusseldorf to Anchorage, where we arrived the same day. Two days later we continued by plane to St. Paul Island – one of the Pribilof Islands – and from there by helicopter to the rig SEDCO 708 via the bulk carrier "MAERSK SERANGOON". We spent the night on board the SEDCO 708, and that was an experience in itself. Neither of us had been on board a rig before, had only studied them from a distance. A funny thing happened while we were on board the SEDCO 708.

The helicopter brought quite a few passengers who got off at the same time as us, and we all followed a clearly defined route from the helicopter deck to the changing room. There, we took off our survival suits. In the adjacent corridor there was a radio room where everybody was to report and be given their accommodation. We were the last of the group; we introduced ourselves to the man and asked when we could get on board the "PRIMA MÆRSK" – we thought that they were longing to see us. The man had no idea where the "PRIMA MÆRSK" was at the time or when we might get on board, but he said that he would find out and let us know.

In the meantime, we could each have a berth and were welcome to use all the facilities on board: the mess room, the day room, etc. We were tired after the helicopter flight, which had taken nearly four hours, so we agreed to this arrangement. But we soon discovered that the crew on board looked askance at us and seemed to avoid us, so we only got to talk to two filmmakers, who were there to film the operation. The next morning we talked to the man in charge of the rig, and we discovered that because of some misunderstanding we had been mistaken for two FBI agents who were expected on board.

We really thought it was a joke, and imagine our surprise when we discovered that it

the Bering Sea

BY CHIEF ENGINEER KRISTJAN DJURHUUS, M.T. "PRIMA MÆRSK"

wasn't. Anyway, we were treated well and were shown round the rig.

That same day we sailed on the supply vessel "MAERSK RETRIEVER" and on August 4 we arrived on board the "PRIMA MÆRSK". She had been fitted for this special operation in Singapore and had been working in the Bering Sea since June 2. She had arrived in the Navarin Basin as a storage ship carrying gas oil, drinking water, and drilling water. The "PRIMA MÆRSK" and the "MAERSK SERANGOON" plus the supply vessels "MAERSK RETRIEVER" and "MÆRSK SENIOR" represented the share which the A.P. Møller Company had in the entire fleet. The other ships were the supply vessels "BIEL TRADER" and "BIEL TRAVELLER" and the guard ships "POLAR LADY" and "ROSIE G", all of which contributed in their own way to keeping the oil rigs "OCEAN ODYSSEY" and "SEDCO 708" busy drilling the exploration wells which were to be completed before ice invaded the area.

The entire operation was just one small part of all the preparations and all the investigations which have to be completed before we can enjoy all the benefits of "black gold" – oil. I won't go into the benefits in detail, but modern society can't do without them – and that's true also for people who feel differently about the subject.

All operations were managed and coordinated from Anchorage, and we had considerable freedom of movement with plenty of space in which to exercise it. The "PRIMA MÆRSK" pumped gas oil and water on to the supply ships for further distribution, and they sent back oil mud, etc. for storage plus supplies, fresh provisions, and mail – when we got any. The weather was an important factor, since these operations could not take place under any conditions whatsoever. From time to time we had to stop and move apart to wait for better weather. The operations took place at all hours of the day and night, but of course they were much easier in daylight.

We were very pleased to see that the American authorities did everything they could to protect the environment at sea, on the islands, and along the Alaska coastline, as well as the local population, the fauna, and the flora in these parts. Strict rules and good instructions had been devised to minimize the effect of our presence. These initiatives offered animal lovers plenty of opportunity to enjoy the scenery, with a rich variety of birds and seals and whales frisking happily round the ship.

The seals even wanted to get on the fenders, but unfortunately the jump was too high.

There was quite a lot of fishing in the area, weather permitting; both the eye and the radar picked out several large mother ships from various nations with fleets of smaller vessels.

The "PRIMA MÆRSK" had permission to fish a reasonable quota, but our fishing conditions ensured that we were never in danger of reducing the fish stock to any noticeable extent. We sailed in depths from 130 to 200 metres with strong currents, and we were constantly ready to leave whenever we received orders to do so.

But when conditions were favourable and we managed to get the sinker to the bottom, we caught something almost every time we threw out the line – mainly cod and pollack.

I made a piece of fishing tackle with a sinker and spindle and two hooks, the way I used to do it when I was a child on the Faroe Islands – and they still do it up there to some extent. Several people on board copied my tackle, which I hereby recommend as probably the best type of equipment for fishing from a tanker in the Bering Sea. But it's hard work hauling several pairs of large cod 200 metres up from the sea bed, although it probably makes you very fit. I sympathize, though, with the fishermen who had to make a living by fishing day in day out for months on end. And they even had to clean the fish, split it, salt it, etc. under conditions much worse than ours.

Anyway, we didn't catch much, but usually enough to give us boiled cod for dinner once a week. The pollack was used for fish balls and bait. The cod was good, the meat firm and tasty, but the "wee dram" that's supposed to go down so well with boiled cod ... we could only dream of that, because the charterer wanted the ship dry for the entire period. No one seemed to resent this arrangement.

Helicopters serviced the area from St. Paul Island. Three times a week at first, but towards the end of the period only twice. In theory, this would give everybody a good, fast mail service. But something didn't quite work here. We never discovered exactly what, but the "PRIMA MÆRSK" had no landing facilities, so our mail had to be sailed out to us. The film service, on the other hand, was good. We had a rich choice of films from the rigs – most of them were old familiars, though, and the quality was so-so.

Another good service provided news-



Traveller on the Bering Sea, Captain P.V. Jørgensen. Both equipment and transport are somewhat different than in good old Vitus Bering's time.



The "MAERSK SERANGOON" in calm weather.



A faithful follower.

Crew change. The first stage of the journey home: three crew members have climbed onto a "Billy Pugh" so that they can be brought on board the "MAERSK RETRIEVER"



papers. We were very pleased to get the American newspapers which our man in Anchorage, Captain J. Schmidt, organized for us.

Change of personnel also went smoothly, and the "Billy Pugh" was in operation quite frequently.

But our radio didn't give us much. We only got a station in Nome, a town on the Seward Peninsula by the North Polar Circle. Reception is as poor as you can imagine, and it made no difference which waveband we tuned into, or how good the radio was.

The weather was very varied and unstable. In the first months it was reasonably good, although we had quite a lot of fog, but once we got to September we rarely had a full day of just acceptable weather. In fact, it was often really bad, gales and high waves for days on end. The temperature was all right, though. We did have some frost and snow, but it stayed above zero for most of the time. It's only later in winter that there's real danger of ice, and by then we would be long gone.

On November 27, we were given the signal to leave. The Yokohama fenders were dropped, and we sailed for Seattle, a voyage of nine days which some of us will remember for a long time. We had some of the worst weather I've ever seen. And that's saying something when one has been a seafaring man for 33 years. But we got through and unloaded oil mud and refuse collected from all units over a period of six months, plus excess gas oil and various other items such as a refrigerated container with extra supplies. On December 7, we sailed for Singapore – 26 days of sunshine, minus the day we lost when crossing the date line. We arrived at Singapore on January 2, 1986, and the "PRIMA MÆRSK" was brought back to the condition she was in before joining the Amoco Navarin Basin Project.

It was a one-off project, but it is nice to be able to say that the entire operation was a success as far as the ships from the A.P. Møller Company were concerned. At least, we heard nothing but praise for the Company and ourselves from the charterer – an encouraging pat on the shoulder just as we were about to leave.

On January 5, Captain P.V. Jørgensen and I started for home. We landed at Kastrup Airport early next morning, at the end of an unusual and exciting experience. A few hours later I was having breakfast with my wife at our home in Odense.

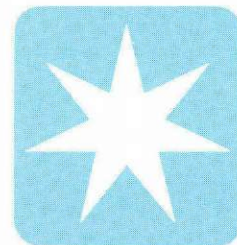
Kristijan Djurhuus



THE MÆRSK FLEET

January 1st, 1987

1987



CRUDE-CARRIERS

t.t. "KATRINE MÆRSK"
built 1974
Odense Staalskibsværft A/S
339,100 tdw.

of the same type:
t.t. "KRISTINE MÆRSK"
built 1974. 339,100 tdw.
t.t. "KIRSTEN MÆRSK"
built 1975. 339,000 tdw.
t.t. "KAROLINE MÆRSK"
built 1976. 339,900 tdw.
t.t. "KATE MÆRSK"
built 1976. 339,200 tdw.
t.t. "KARAMA MÆRSK"
built 1977. 337,700 tdw.
t.t. "KAREN MÆRSK"
built 1977. 337,800 tdw.



PRODUCT-CARRIERS

m.t. "HERTA MÆRSK"
built 1982
A/S Nakskov Skibsværft
13,845 tdw.

of the same type:
m.t. "HULDA MÆRSK"
built 1982. 13,845 tdw.
m.t. "HENRIETTE MÆRSK"
built 1982. 13,845 tdw.
m.t. "MAERSK HARRIER"
built 1982. 13,845 tdw.



m.t. "ROBERT MÆRSK"
built 1986
Odense Staalskibsværft A/S
27,325 tdw.

of the same type:
m.t. "RAS MÆRSK"
built 1986. 27,350 tdw.
m.t. "ROMØ MÆRSK"
built 1986. 27,350 tdw.
m.t. "RITA MÆRSK"
built 1986. 27,350 tdw.
m.t. "RASMINE MÆRSK"
built 1986. 27,350 tdw.



m.t. "GJERTRUD MÆRSK"
built 1974
Norway
32,044 tdw.

of similar type:
m.t. "GERD MÆRSK"
built 1977. 32,389 tdw.



m.t. "PETER MÆRSK"
built 1981
Japan
47,803 tdw.

of the same type:
m.t. "PRIMA MÆRSK"
built 1982. 47,803 tdw.
m.t. "PAULA MÆRSK"
built 1982. 47,803 tdw.



m.t. "A.P. MØLLER"
built 1984
Odense Staalskibsværft A/S
50,600 tdw.

of the same type:
m.t. "EMMA MÆRSK"
built 1985. 50,600 tdw.
m.t. "EVELYN MÆRSK"
built 1985. 50,600 tdw.



m.t. "JESPER MÆRSK"
built 1978
Norway
59,230 tdw.

of the same type:
m.t. "JAKOB MÆRSK"
built 1976. 59,650 tdw.
m.t. "JEPPESSEN MÆRSK"
built 1976. 59,650 tdw.
m.t. "MAERSK ASCENSION"
built 1976. 59,650 tdw.



m.t. "NICOLINE MÆRSK"
built 1978
Odense Staalskibsværft A/S
69,900 tdw.

of the same type:
m.t. "NORA MÆRSK"
built 1977. 69,900 tdw.
m.t. "NIELS MÆRSK"
built 1978. 69,900 tdw.
m.t. "NELLY MÆRSK"
built 1978. 69,900 tdw.
m.t. "NELE MÆRSK"
built 1979. 69,900 tdw.
m.t. "NICOLAI MÆRSK"
built 1979. 69,900 tdw.



m.t. "DIRCH MÆRSK"
built 1983
Odense Staalskibsværft A/S
99,800 tdw.

of the same type:
m.t. "DORTHE MÆRSK"
built 1983. 99,800 tdw.
m.t. "DAGMAR MÆRSK"
built 1984. 99,800 tdw.



GAS-TANKERS (LPG/C)

m.t. "SOFIE MÆRSK"
built 1977
Norway
12,060 m³

of the same type:
m.t. "INGE MÆRSK"
built 1972. 12,060 m³
m.t. "SINE MÆRSK"
built 1976. 12,060 m³



m.t. "SALLY MÆRSK"
built 1981
Odense Staalskibsværft A/S
15,379 m³

of the same type:
m.t. "SVENDBORG MÆRSK"
built 1981. 15,396 m³
m.t. "SUSAN MÆRSK"
built 1981. 15,396 m³
m.t. "SVEND MÆRSK"
built 1982. 15,396 m³
m.t. "OLUF MÆRSK"
built 1984. 15,396 m³
m.t. "OLGA MÆRSK"
built 1984. 15,406 m³



CONTAINER VESSELS

m.s. "LOUIS MÆRSK"
built 1984
Odense Staalskibsværft A/S
53,400 tdw.

of the same type:
m.s. "LAURA MÆRSK"
built 1980. 53,763 tdw.
m.s. "LEISE MÆRSK"
built 1980. 53,623 tdw.
m.x. "LEXA MÆRSK"
built 1981. 53,615 tdw.
m.s. "LICA MÆRSK"
built 1981. 34,200 tdw.
m.s. "LEDA MÆRSK"
built 1982. 53,765 tdw.
m.s. "LUNA MÆRSK"
built 1982. 44,250 tdw.
m.s. "REGINA MÆRSK"
built 1983. 43,600 tdw.
m.s. "LAUST MÆRSK"
built 1984. 48,600 tdw.
m.s. "LARS MÆRSK"
built 1984. 53,400 tdw.
m.s. "MC-KINNEY MÆRSK"
built 1985. 53,400 tdw.



m.s. "ANDERS MÆRSK"
built 1976
West Germany
37,129 tdw.

of the same type:
m.s. "ANNA MÆRSK"
built 1975. 37,116 tdw.
m.s. "ARTHUR MÆRSK"
built 1976. 37,212 tdw.
m.s. "AXEL MÆRSK"
built 1976. 37,115 tdw.
m.s. "ALVA MÆRSK"
built 1976. 37,852 tdw.
m.s. "ARILD MÆRSK"
built 1976. 37,872 tdw.

of the same type with garage:
m.s. "ADRIAN MÆRSK"
built 1975. 32,178 tdw.
m.s. "ALBERT MÆRSK"
built 1975. 32,103 tdw.
m.s. "ARNOLD MÆRSK"
built 1975. 32,197 tdw.



m.s. "DRAGØR MÆRSK"
built 1974
Japan
32,821 tdw.



m.s. "CHARLOTTE MÆRSK"
built 1968
Sweden
24,937 tdw.

of the same type:
m.s. "CHRISTIAN MÆRSK"
built 1968. 25,007 tdw.
m.s. "CHASTINE MÆRSK"
built 1968. 25,067 tdw.
m.s. "CLARA MÆRSK"
built 1968. 25,078 tdw.
m.s. "CLIFFORD MÆRSK"
built 1969. 25,130 tdw.

of the same type with gantry crane:
m.s. "CORNELIA MÆRSK"
built 1967. 24,617 tdw.
m.s. "CECILIE MÆRSK"
built 1967. 24,617 tdw.



m.s. "MAERSK CLAUDINE"
with gantry crane
built 1978
Japan
11,034 tdw.

of the same type:
m.s. "MAERSK CLEMENTINE"
built 1978. 11,007 tdw.



GENERAL-CARGO VESSELS

m.s. "ELISABETH MÆRSK"
built 1980
Odense Staalskibsværft A/S
29,750 tdw.



RO/RO VESSELS

m.s. "DUKE OF FLANDERS"
built 1978
Japan
3,573 tdw.

of the same type:
»DUKE OF ANGLIA"
built 1977. 3,522 tdw.



m.s. "DUKE OF HOLLAND II"
built 1981
Holland
1,600 tdw.



m.s. "DUCHESS OF HOLLAND"
built 1973
Holland
1,454 tdw.

of similar type:
m.s. "DUKE OF NORFOLK"
built 1972. 1,450 tdw.



BULKCARRIERS

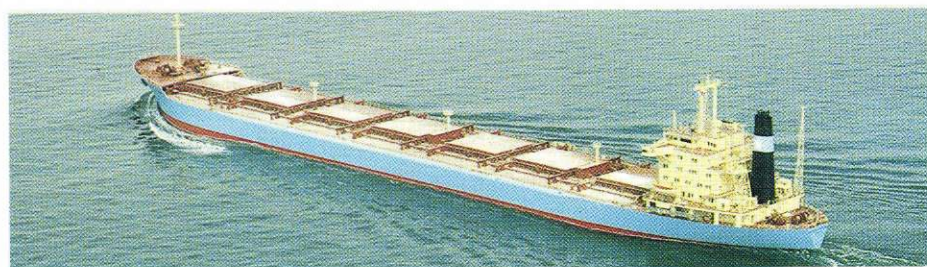
m.s. "MAERSK NEPTUN"
built 1975
Burmeister & Wain
63,990 tdw.

of the same type:
m.s. "MAERSK TRITON"
built 1977. 63,990 tdw.



m.s. "MAERSK SELETAR"
built 1981
Japan
64,748 tdw.

of the same type:
m.s. "MAERSK SEBAROK"
built 1981. 64,822 tdw.



of the same type with cranes:
m.s. "MAERSK SENTOSA"
built 1981
Japan
64,285 tdw.
m.s. "MAERSK SERAYA"
built 1982 61,312 tdw.
m.s. "MAERSK SENANG"
built 1982 61,121 tdw.
m.s. "MAERSK SERANGOON"
built 1983 63,511 tdw.
m.s. "MAERSK SEMBAWANG"
built 1984. 63,692 tdw.



CAR/BULKCARRIERS

m.s. "STREAM BUSUANGA"
built 1973
Japan
33,113 tdw.

of the same type:
m.s. "STREAM BALABAC"
built 1973. 33,040 tdw.



PURE CAR CARRIERS

m.s. "MAERSK WAVE"
built 1980
Japan
2,027 cars

of the same type:
m.s. "MAERSK WIND"
built 1981. 2,027 cars



PLATFORM/SUPPLY VESSELS

m.s. "MAERSK PUNCHER"
built 1976
Holland
3,200 BHP, 1,962 tdw.

of the same type:
m.s. "MAERSK WORKER"
built 1976. 3,200 BHP, 1,962 tdw.
m.s. "MAERSK PLOTTER"
built 1976. 3,200 BHP, 1,962 tdw.
m.s. "MAERSK PACER"
built 1976. 3,200 BHP, 1,962 tdw.



m.s. "BIN JABR 1"
built 1976
Dannebrog Værft A/S
2,400 BHP, 963 tdw.

of the same type:
m.s. "BIN JABR 2"
built 1976. 2,400 BHP, 963 tdw.



TUG/SUPPLY VESSELS

m.s. "MAERSK SERVER"
built 1971
Dannebrog Værft A/S
3,800 BHP, 757 tdw.

of the same type:
m.s. "MAERSK SUPPORTER"
built 1971. 3,800 BHP, 757 tdw.
m.s. "MAERSK SUPPLIER"
built 1972. 3,800 BHP, 757 tdw.
m.s. "MAERSK SHIPPER"
built 1972. 3,800 BHP, 757 tdw.



m.s. "MÆRSK TRAVELLER"
built 1974
Norway
5,300 BHP, 1,445 tdw.

of the same type:
m.s. "MÆRSK TACKLER"
built 1973. 5,300 BHP, 1,445 tdw.
m.s. "MÆRSK TENDER"
built 1973. 5,300 BHP, 1,431 tdw.
m.s. "MÆRSK TRANSPORTER"
built 1974. 5,300 BHP, 1,445 tdw.
m.s. "MÆRSK TRACKER"
built 1974. 5,300 BHP, 1,445 tdw.

of similar type:
m.s. "MÆRSK TERRIER"
built 1973. 6,160 BHP, 1,335 tdw.
m.s. "MÆRSK TRADER"
built 1973. 6,160 BHP, 1,335 tdw.



m.s. "MAERSK FIGHTER"
built 1976
Norway
7,040 BHP, 1,052 tdw.

of the same type:
m.s. "MAERSK FEEDER"
built 1976. 7,040 BHP, 1,052 tdw.



m.s. "MAERSK HANDLER"
built 1980
South Korea
7,040 BHP, 1,940 tdw.

of the same type:
m.s. "MAERSK HELPER"
built 1980. 7,040 BHP, 1,940 tdw.



ANCHOR-HANDLING TUGS

m.s. "MÆRSK BATTLER"
built 1976
Odense Staalskibsværft A/S
8,400 BHP, 670 tdw.
of the same type:
m.s. "MAERSK BEATER"
built 1976. 8,400 BHP, 670 tdw.
m.s. "MÆRSK BLAZER"
built 1977. 8,400 BHP, 670 tdw.
m.s. "MÆRSK BLOWER"
built 1977. 8,400 BHP, 670 tdw.
m.s. "MÆRSK BOULDER"
built 1977. 8,400 BHP, 670 tdw.
m.s. "MÆRSK BREAKER"
built 1977. 8,400 BHP, 670 tdw.



MULTIPURPOSE/TUG/ SUPPLY/FIRE- FIGHTING VESSELS

m.s. "MAERSK RETRIEVER"
built 1979
Odense Staalskibsværft A/S
13,000 BHP, 1,965 tdw.
of the same type:
m.s. "MAERSK RUNNER"
built 1980. 13,000 BHP, 1,965 tdw.
m.s. "MAERSK RULER"
built 1980. 13,000 BHP, 1,965 tdw.
m.s. "MAERSK RANGER"
built 1980. 13,000 BHP, 1,965 tdw.
m.s. "MAERSK RIDER"
built 1982. 14,400 BHP, 1,880 tdw.
m.s. "MAERSK ROVER"
built 1982. 14,400 BHP, 1,880 tdw.



m.s. "MÆRSK DETECTOR"
built 1981
Frederikshavn Værft A/S
9,000 BHP, 2,160 tdw.
of the same type:
m.s. "MÆRSK DISPATCHER"
built 1981. 9,000 BHP, 2,160 tdw.



m.s. "MÆRSK CLIPPER"
built 1983
Dannebrog Værft A/S
14,400 BHP, 2,000 tdw.
of the same type:
m.s. "MAERSK CUTTER"
built 1983. 14,400 BHP, 2,000 tdw.



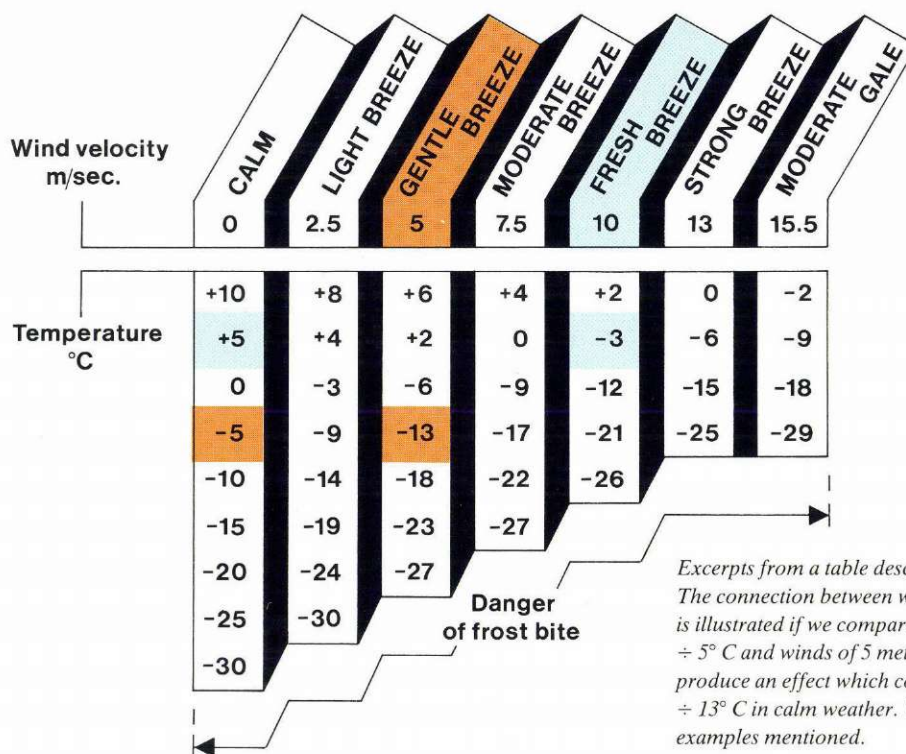
m.s. "MÆRSK MASTER"
built 1986
Odense Staalskibsværft A/S
14,900 BHP, 2,400 tdw.
of the same type:
m.s. "MAERSK MARINER"
built 1986. 14,900 BHP, 2,400 tdw.



DIVING VESSELS

m.s. "MAERSK DEFENDER"
built 1976
Singapore
1,250 tdw., dynamic positioning,
fire-fighting, stand-by rescue.





The Chill Factor

BY JOHN DOUGLAS PETERSEN

Few people know that an outdoor temperature of $\div 5^{\circ}\text{C}$ in a fresh breeze will affect the human skin in the same way as a temperature of $\div 3^{\circ}\text{C}$. We all know, of course, that winds feel cold, but it is particularly important to be aware of the *Chill Factor* (or the Wind Chill Effect) when temperatures fall to near zero. The lower the temperature and the stronger the wind, the greater the chilling effect on the surface of the skin.

The table lists some wind speeds and outdoor temperatures that we often experience in winter. Take 5 metres per second – that is a gentle breeze – at a temperature of $\div 5^{\circ}\text{C}$: the actual temperature equals $\div 13^{\circ}\text{C}$ in calm weather. At temperatures below $\div 30^{\circ}\text{C}$ there is a risk of frost bite on skin only briefly exposed. The wind is a dangerous parameter at low temperatures. Winds cool our skin by removing heat from its surface. If moist with sweat or water, our skin will give off even more heat, because heat is required for water to evaporate, and that means even lower temperatures.

Woollen clothes offer the best protection against cold – or rather against the loss of heat. The air between your body and your clothes and in the wool itself provides insulation, and wool can even absorb some sweat without losing its insulating effect. On windy days, you should also wear wind-tight clothes. The combination of in-

sulating layers and a capsule of wind-tight clothes offers full protection. And don't forget your head, neck, hands, and feet. A bare head can give off as much as 50 per cent of the heat produced by your body.

A word of warning is required here. We must point out that vigorous bodily activities producing sweat may make the clothes under the top layer wet, if the top layer is so tight as to prevent the sweat from evaporating. But increased activity also produces more heat. The inner layers get warmer so you don't notice that the risk of cooling is then much greater when you stop moving. Therefore, the top layer must be chosen according to your level of activity. For ordinary use it must be tight. For sports, less tight. People involved in winter sports will recognize this problem, and so will runners who do outdoor training in winter to get into shape for the summer. Skiers know that the ultimate result of inappropriate clothing is a shell of ice inside a tight top layer which has allowed the sweat to condense and freeze to ice crystals. That produces a much increased risk of hypothermia and worse if no precautions are taken. If an accident then happens in a remote spot, a full-scale catastrophe is looming.

Everyday situations are quite far from these extremes, and there is no need to worry as long as one bears in mind the connection between outdoor temperatures,

winds, and the heat production of the human body. The elderly and infirm are particularly vulnerable to such a combination.

The GORATEX® material, a recent invention in the clothes industry, seems to offer the best protection yet against moisture and wind from the outside, while still allowing ventilation of the body from within. In fact, it is a combination of three layers: a protective outer layer and an inner lining welded to a central membrane of PTFE (polytetrafluorethylene). The membrane allows evaporated sweat to pass but prevents water from coming in. Surviving in the wilderness or at sea requires special protection. High insulation materials from the space research industry are particularly useful. But dress alone is not enough. Detailed planning of emergency procedures and detailed instructions and training are proper and sensible precautions for dangerous situations. Knowledge of the *Chill Factor* produces respect for the combination of wind and low temperatures. The key word is sensible dress chosen according to the circumstances.

From the Roof of the World to the Tower of Silence

Danish projects in India and a quick glance at Indian culture.

BY BIRTHE LAURITSEN/FOTOS: GRETE DAHL



The sea plays an important part in the lives of the Indians.

Orange flowers float on the sea off the Gateway of India. Sacrificed to the gods with prayers from the man next to me. He loves me – he said so on our way out in a crowded boat where we are all involved with each other.

He wasn't speaking personally, but his love of mankind also includes us, the whites.

We are on a tour of Bombay Harbour, having climbed down from the Roof of the World. Perhaps I had imagined a traditional sightseers' boat of European standard and a quiet run along miles of dockland, hoping to catch a glimpse of a silvery Danish container with a seven-pointed star.

But we've sailed straight out to sea for a quarter of an hour, and now we're returning to the Gateway of India.

The flowers have been thrown. The prayers have been said. And that's the end of our tour – not really meant for tourists.

Everything is so very different on the Roof of the World – in Leh, three and a half kilometres up into the Himalayas, in the Ladakh district of India.

Up there you think you can pick the stars, if only you stand on tiptoe. Love acquires new dimensions, and nature takes a firm grip of your soul and body.

There, 5,000 Tibetan refugees keep a safe distance from the Peking Government. They do not cross the border into Tibet. They want their country back, but it may take several generations. Their weapon is words.

The Chinese colony in Ladakh is still expanding. More and more of the Tibetan refugees in India, 100,000 in all, settle near their own country. A reminder of a political problem which would disappear, to some extent, if they crossed the border.

But political problems rarely appear in isolation. Masses of refugees create problems of employment, food, and housing.

A Frenchman, Bertrand Dubois, realized this when he travelled through Ladakh some years ago. He studied architecture in Århus, and in 1984 he handed in the Leh

Project for his degree in Third World Construction from the College of Architecture in Århus:

Mud houses tailor-made for the area, with trombé walls, outsize southern walls with cavities behind glass panes.

The glass absorbs the heat from the sun which is then transmitted via the cavity to the wall, whose thickness depends on the time when the heat is to be transferred to the room behind the wall.

In Leh, the thickness is 35 centimetres, and in February experiments will determine if theory and practice coincide.

One of Bertrand Dubois's teachers, the architect Erik Gregersen, Århus, made sure that the degree project was taken from the drawing board to India in the form of two houses and a food centre for pregnant Tibetans and undernourished children.

Danida, among others, has invested half a million Danish kroner in the idea, which will probably be allowed to continue in 1987 – a project to teach the Tibetans how to extend the vegetable-growing and harvest season and to build storage rooms for keeping vegetables through the winter, when temperatures down to minus 11°C make it freezing cold inside and out.

Fairly modest sums of money invested in hotbeds and greenhouses can prolong the season so that the Tibetans will become self-sufficient all year round.

Low temperatures represent a problem also in traditional unheated Tibetan houses. It's a serious problem which accounts for the fact that the area has the world's highest infant mortality rate.

Danish mud houses may improve matters. In theory, the temperature in a room behind a trombé wall will never fall below 17°C when the sun shines in Leh. And it shines 325 days a year.

A modest contribution to Third World Relief: teaching people to catch the rays of the sun on the Roof of the World. Store the heat and reap the reward.

Far away, there's a field surrounded by green mountains and tall grass. Here, 400 kilometres south of Bombay, there are 500 mango trees and a dream.



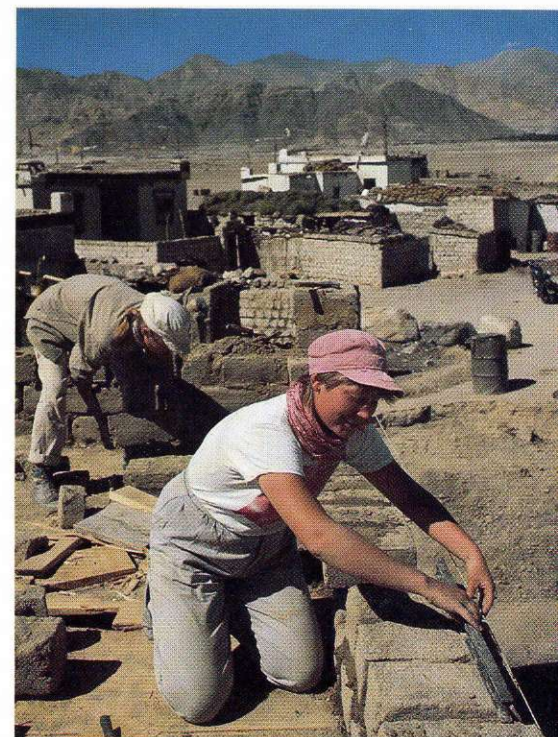
The Gateway of India.



Proud, upright women on their way home among green mountains south of Bombay.



Prayer cloths suspended above the Roof of the World.



Young unemployed people from Hjørring, Denmark, helped build mud houses in Leh.

Bombay is a city of enormous contrasts. Left front, there's a slum, then the fishermen's village, and in the background tower blocks.

This is where India will take her next step away from a situation in which 70 per cent of her population are unable to read and write.

An oblong building is the first sign that the dream will come true. The building replaced a ramshackle hut, the focal point when the dream was born. It took shape and became an ambitious project, today's objective for the village of Chikhargaon: a school to provide teaching for all 500 children in the area.

The school project is one of many in India. There is a common background: groups of people willing to work for nothing to allow others to share the knowledge they have gained themselves.

Their appeal to foreign countries for help to realize their dream is, for them, a natural consequence of white imperialists' meddling in the development of India.

And if they can keep a school going for three years the Indian government will take over. That's the law.

A.P. Møller has sailed regularly to India since 1951, so it's hardly surprising to find ties between Denmark and the country on the other side of the globe.

Government aid is supplemented by many large and small donations from private individuals who wish to assist one of the world's most populous nations in her further development.

But the road away from the slum is long. Away from the streets, from dwellings under black plastic bags which cannot keep out hundreds of millimetres of rain brought by the monsoon.

Living in the streets or in slums may not be the result of poverty and misery. It's a way of life for many people.

Slum dwellers don't want to move to the areas outside the city where they're free to settle. They wish to stay in Bombay and live from hand to mouth. They are not farmers, and their slums reappear whenever the police burn them down in an attempt to destroy them once and for all.

Behind the cardboard and plastic walls of the slum, the places are clean and tidy. This is a surprise to many Europeans who tend to judge by appearances when they are in India: the garbage and messiness of the slum surroundings.

Construction workers live in this way too. They are migrants who build their houses close to their ever-changing places of work. They flatten tin cans to get good building materials for a framework within which love-making is the only pastime for families living on 10-20 rupees – 6-12 Danish kroner – per day. The fruits of their love are large crowds of children

whose food and health are monitored by doctors giving one day of unpaid work a week to help their poor countrymen.

The construction workers could be India's future squatters. Some people think so. They think that some day soon the workers will occupy the houses they're building. Life in India seems happier and richer than in European welfare states, and the Indians seem more content, but the objective is quite clear: all Indians must have real houses. And they must be able to handle everything themselves. The children sang about it in a village south of Bombay. They had adopted the old American folk song "We shall overcome" as their national anthem.

They made the words sound touching – and ring true.

But it will be a long time before all Indian children are given equal opportunities. Prisons for children are still a fixture of Indian every-day life. But they are no longer shown to visitors.

Seven years ago I visited the prison for children in Coimbatore in Southern India. The children were between five and 16 years old. Ragged, wretched, covered with fleas and scab mites. They each had half a square metre to sleep and live on. In empty, dark rooms.

The local Ladies' Circle tried to establish a social project for the prison. They wanted to secure at least one meal a day and teaching for the inmates, most of whom were in prison for theft.

Quite a few had stolen food in their fight for survival.

Today, the organization has given up, because they don't know who benefits from the money intended for the children.

The inmates have changed, too. They're a little older. The youngest ones are eight. And this time, nobody wept. The expression in their eyes showed that they know life's tough realities only too well.

Seven years ago, we were allowed to take photographs in the prison. This is now forbidden, and in fact foreigners are not allowed in. We were granted half an hour – but only as a result of persistent efforts locally and because we referred to our previous visit.

We recognized everything. The barbed wire around and above. The dark, empty rooms. The children had been given uniforms of sorts – shorts and faded red shirts – but they were still riddled with bugs, which are a constant scourge when people live close together under such awful conditions.

One of the dark sides of India.

Prisons for children form part of the India of paradoxes, with a gulf be-

tween rich and poor as wide as the chasm between the industrialized and developing countries. Many religions exist side by side, but most people respect other faiths. 60,000 Parsees are good proof of this. They own large areas of land in Bombay. They could sell them for sky-high prices in the city and make hundreds of millions – Danish kroner, that is.

The land was a gift to the Parsees, but they would never dream of selling it.

Their five towers are here, hidden behind trees and shrubs, the places where they leave their dead to the vultures. One tower is for children, one for suicides, and one for victims of contagious diseases. The other two are for everyone else.

The one that's most frequently used stands in a large park near the hanging gardens of Bombay. The Tower of Silence – surrounded by huts representing various social classes. They are meant for families who will stay here for a few days around the time when special pall bearers lay out their dead. The dead will be completely consumed while performing a final act of charity: for the birds feed upon their flesh. In a matter of hours they have been reduced to bare bones which will themselves be laid in the ground.

The fire is the only symbol in the Parsees' temple. It is the sign of purity. A powerful religion, this, established 3000 years ago and still alive even though the sect is a closed system. Their biggest problem is degeneration caused by too much intermarrying.

A Parsee woman must marry a Parsee man if she wants her children to become Parsees. But a Parsee man will have Parsee children even if he marries a woman of a different religion.

Purity and charity are important concepts, and Parsees always wear a waistcoat, as another symbol, under their clothes. The waistcoat has a small pocket at the front. It's meant for good words. And it must be filled every day.

Perhaps an idea for non-Parsees.

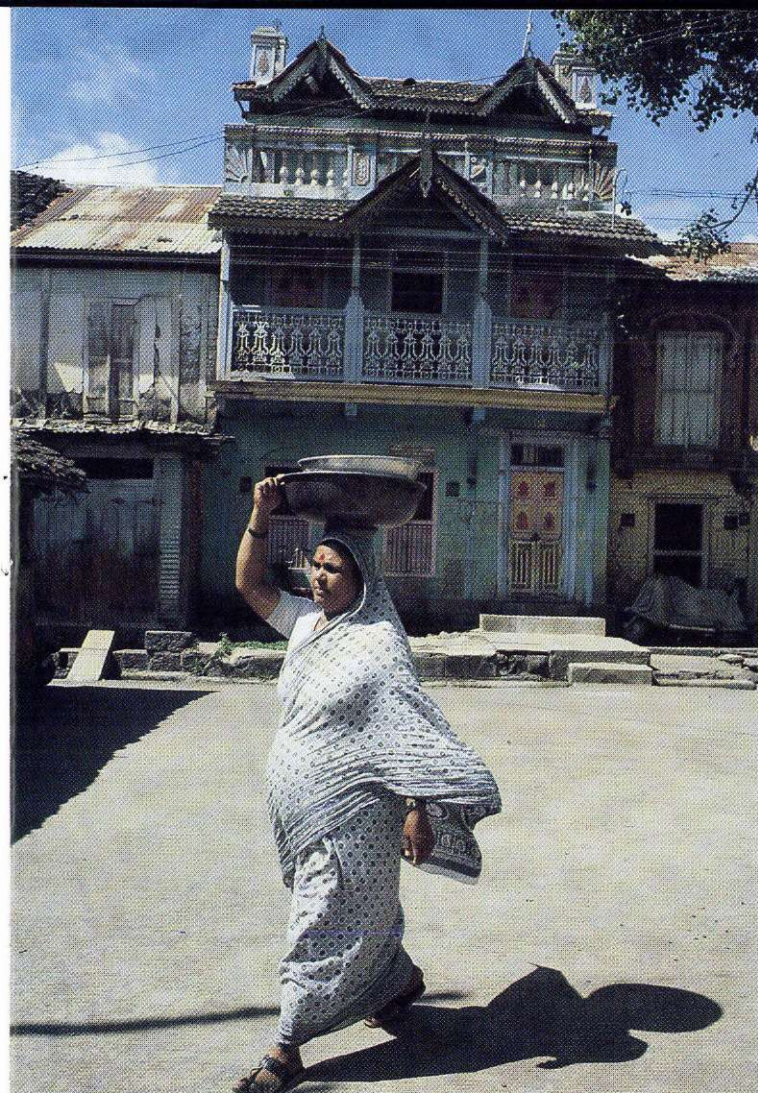
The pocket is filled with good words; and hundreds of metal boxes with hot food are sent to Church Gate Station in Bombay. Every day at noon, they arrive from the homes, and other carriers take them to the offices, to their owners.

Complicated symbols reveal the address. And these hundreds of hot dishes invariably reach their owners every day.

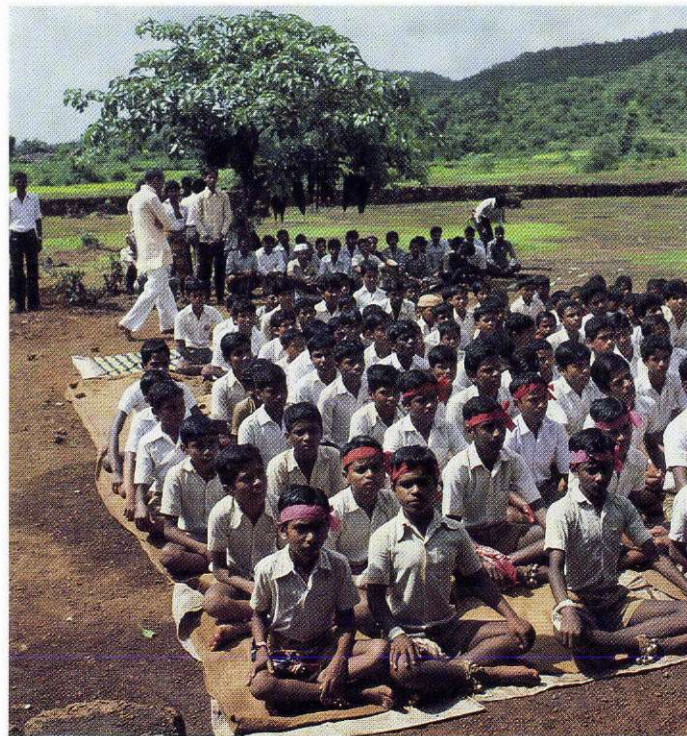
A small example of bureaucracy, which Indians love, perhaps more than others.

On the ocean, off the Gateway of India, the orange flowers float on. On to the gods.

Birthe Lauritsen



More burdens to carry.



In Chikhalgaon there's a dream.

Village life.





From Svendborg to the world

BY CLAUD BIHL/PHOTOS: FINN CHRISTOFFERSEN



Drilling for oil and gas anywhere in the world always involves a risk of striking poisonous hydrogen sulphide. The gas has been formed by organic material which, for many million years, has been subjected to increasing pressure as sediments were forced deeper and deeper into the subsoil. In fact, the gas may also develop in tanks of trash fish or urine, and at refineries.

When a drill bit passes through layers containing hydrogen sulphide, the gas is released and taken to the surface with the drilling mud. As soon as the gas is detected in the mud, chemicals are added so that the gas changes into harmless compounds. If the chemicals cannot neutralize the gas, the alarm is sounded. Every one on the rig must put on their self-contained breathing apparatus and keep it on until the gas has been brought under control. The equipment is needed in other situations, such as fires producing thick smoke, when it must be used until the fire has been extinguished or until people have been brought to safety. Such situations call for training, and the Maersk Drilling Training Center in Svendborg, Denmark, now provides both theoretical and practical instruction at its Training Gallery.

The Maersk Drilling Training Center, together with the Dräger Werk A.G. in Lübeck, has developed the world's first mobile Smoke Helmet and Hydrogen Sulphide Training Gallery in containers. It was put up in Svendborg last summer and consists of three 20-foot containers, one the power and control centre, the other two a 33-metre training gallery in two storeys.

The gallery has various obstacles forcing trainees to crawl for most of the drill, and at several points they must remove the cylinders from their backs to negotiate an obstacle. To make it even tougher, the drill takes place in the dark, and the gallery can be made extremely hot, be filled with smoke, loud noises from the rig machinery, and shouting and crying. It gives

the trainees an extremely realistic emergency situation.

The special effects are managed from the control centre, where instructors can keep trainees under surveillance during the entire drill, both on a display unit which monitors progress step by step, and via television cameras which work on infrared light, i.e. light which cannot be perceived by the human eye but which is picked up by the cameras. The entire process can be recorded on video which allows the trainees, after the drill, to learn from any errors they may have made.

Microphones and loudspeakers provide constant communication between instructors and trainees. Some trainees may start to panic because of the dark, the smoke, the noise, and the obstacles. As an extra precaution the control room has a »dead man's button« which the instructor can press to switch on the light, stop the noise, and suck out the smoke immediately through a vent from the module which the trainee has reached. The module can also be opened so that the trainee can be helped out in matter of seconds, if necessary.

The gallery is designed so that the order of the obstacles can be changed at any time. Trainees who come back for a refresher course will find a completely different gallery.

This new equipment is independent of external power supplies and can be moved like ordinary containers, which means that the Maersk Drilling Training Center can offer hydrogen sulphide training anywhere in the world. So if a company wants its people to go through this type of training, they need not to send them to the gallery in Svendborg in Denmark – the gallery can come to the company.

It's fast and efficient.

Rounding up...

"MAERSK RUNNER" in rescue operation



The "MAERSK RUNNER" is presently working under contract for Philips Petroleum International Corporation/Asia at the offshore fields in the South China Sea. On Sunday, November 16, she acknowledged Mayday from the "HYMETUS", a 9,000-ton Liberian cargo carrier en route from Hong Kong to Shanghai. The weather was very rough with waves up to 20 feet, and the "HYMETUS" crew abandoned ship in the early hours of the next morning. The "MAERSK RUNNER" went into action. She was joined by another supply vessel, the "HUA JEN", and later by the warship "PLOVER GCBB" plus a fixed-wing aircraft of the Royal Hong Kong Auxiliary Air Force. 21 out of a crew of 23 were rescued.

After the mission was completed and five crew members, who had been taken on board the "MAERSK RUNNER",

had been brought to Hong Kong, a letter arrived from Mr Chan Yue-yan, Director of the Marine Department, for Captain T.A. Burley and his crew:

"I should like to express my appreciation for the rescue mission you accomplished on November 17th, 1986 when, as Master of "Maersk Runner", you took on board 5 seamen from the stricken ship "Hymetus". From the reports I have received it is clear that you displayed outstanding competence and excellent seamanship.

I should also be grateful if you would convey my thanks to the crew members of the "Maersk Runner" for the part they played in the operation and for the assistance they gave to the rescued seamen whilst on board your ship".

These lines speak for themselves, and we merely wish to add our compliments on the way in which the operation was conducted.

Axel O. Knudsen, Hong Kong



A sponsor and her 14 children

Would you like to "steer" a large product carrier from the bridge or use a computer to »cut« a steel plate into shape? 14 school children would. On October 14, they visited the Odense-Lindø Yard from their school in Nr. Alslev on Falster. Their teacher is Mrs Suzette Wilhjelm, wife of the Minister of Industry Nils Wilhjelm. She had had the idea of organizing a trip to Lindø so that her 5th

class could see the "RAS MÆRSK", a sister ship of the "ROBERT MÆRSK" which Mrs Suzette Wilhjelm named on July 5.

Some of the children had never been on Funen before, and none of them had ever visited a shipyard. So these bright and very curious 12-year-olds had a day full of new and exciting experiences.

When they were boarding the bus to go home, one of the boys said to his friend:

— Did you hear that? "Zette" is Mrs Wilhjelm over here!

New container terminal in Japan

Maersk Line K.K., Tokyo, has moved into the Ohi Terminal Administration Building close to Berth No. 3 of the Ohi Container Terminal in the Port of Tokyo. The opening ceremony and reception were held on September 26, 1986.

The photo shows the tape-cutting ceremony conducted by, left to right, Mr Per Jørgensen, President of Maersk Line K.K., Tokyo, Mr S. Morita, Chairman of the Tokyo Port

Terminal Corporation, and Senior Vice President Wagn Jacobsen, A.P. Møller, Copenhagen.

In October 1985, Maersk Line K.K. leased a container terminal in the Port of Tokyo from the Tokyo Port Terminal Corporation, but Maersk Line K.K. actually began operations as soon as the terminal building had been completed.

M. Konishi, Tokyo



Rounding up...



The A.P. Møller International Spouse Club

The A.P. Møller International Spouse Club, Denmark, was founded in early 1985. Members are non-Danish wives of employees at the A.P. Møller Company, and the Club aims to provide a forum for social contact and to help and support wives who have recently arrived in Denmark and are about to start their new lives

there. The Club numbers about 40 members who meet regularly at each other's homes and it publishes a newsletter. It also arranges visits to the Head Office on Esplanaden with dinners, guided tours, and lectures on Company activities.



Annual outing in Bangkok

The 1986 annual outing for Maersk Line staff in Bangkok was thought by all to be the most cheerful and exciting one ever arranged by the Management. This year, staff and their families spent a weekend together at one of the famous seaside resorts, Cha-um, about 160 kilometres south of Bangkok. Sports games between departments were introduced for the first time this year, and the

programme included tug-of-war, chairball, and football. The terminal team was unexpectedly defeated at tug-of-war, but it won its football match against the Bangkok office, although the pitch was partly under water and very muddy. The entire team is shown in the photograph.

*Pornchai Vimolratana,
Bangkok*



Bay Bridge Celebrations



We at Maersk Line in San Francisco realize that we have an ideal office location on the 25th floor of a highrise with a spectacular view of the San Francisco Bay, but our office was even more popular when it became the ideal front row seat for the Oakland-San Francisco Bay Bridge's 50th birthday celebrations.

The employees and their families and friends who came into the office that Saturday evening made themselves comfortable on chairs, desks, and filing cabinets and were treated to a grand pyrotechnics show that included fireworks, a laser light show, and local radio personalities. The fireworks, quite awesome and colourful, were set off from about five barges on the water which were surrounded by hundreds of sailboats and yachts, all lit up. The bridge itself was aglow with millions of lights on its spans, and at one point it was closed to all traffic as laser lights were played on its cables. In the midst of all this celebration and hullabaloo, the sailboats and yachts began slowly to clear a path for none other than the »LEXA MÆRSK«, which was departing from Oakland at the

time. We're sure the crew of the »LEXA MÆRSK«, enjoyed the show as much as we in the office did.

The completion of the bridge in 1936 enabled many »East-bay« residents to »... reach downtown San Francisco in 22 minutes«, as touted in an ad from that time. Quite an accomplishment, because before then you either had to take the long way round via the peninsula or cross over the bay in huge ferries. The bridge is eight miles long and is of two designs, from Oakland to Yerba Buena Island being a »cantilever« design and from Yerba Buena to San Francisco a »span« design.

Though not as beautiful or romantic as its cousin the Golden Gate Bridge (which celebrates its 50th birthday in May 1987), it is nevertheless just as magnificent, and is very often a state-ly backdrop for Maersk Line vessels passing through the area.

Jennifer Caro, San Francisco.



Shipping seminar in Bangkok

A seminar on the Prevention of Fraud in International Trade was recently organized in Bangkok by the Thailand Board of Trade and the ICC International Maritime Bureau. The idea was to provide more information for businessmen and people working in shipping, so that they can handle cases of fraud which they may encounter. Mr Thavi Tantisunthorn, the General

Manager of Bangkok Marine, an affiliate of Maersk Line, Bangkok, had been invited as a panel speaker to the seminar, which was attended by more than 300 guests from various government agencies and private companies. The picture shows the panel during the seminar; Mr Thavi is second from the left.

*Pornchai Vimolratana,
Bangkok*



Moller Steamship Company wins five-a-side soccer tournament

Since last winning the tournament in 1983, Moller Steamship has been frustrated by losses in the finals in 1984 to IBM-Copenhagen and in 1985 to EAC-Heidelberg. But an all-out effort in 1986 once again returns the winner's trophy to the company.

The 15th annual tournament took place on Saturday, October 25, for the benefit of the Danish Seamen's Church and the Scandinavian Sports Club. A total of 25 teams competed in the men's division and 12 teams in the women's division. Moller Steamship was represented by four men's teams and four women's teams. In addition, Maersk Data, USA, entered two men's teams and Maersk Line Ltd. fielded a mixed team which competed in the men's division.

Moller's march to victory in this round robin, single game elimination tournament was spearheaded by a superb defensive effort, as the team only allowed one goal into their net in five games while scoring sixteen goals.

After defeating Plumrose in its

opening match, Moller eliminated Royal Copenhagen, the Danish Athletic Club, and DAK Foods Inc. to reach a showdown in the final against arch-rival EAC-Heidelberg.

The team went to an early 2-0 lead after the first half on goals by Steen Jespersen and Niels Frederiksen, but EAC unfortunately scored the one and only goal against Moller on the day with five minutes to go in the match. We were able to withstand a furious assault in the waning minutes thanks to the steady performance of Andreas Justesen and fine play and leadership from Jørgen Jespersen, to hold on for the 2-1 victory.

Royal Copenhagen was the winner in the women's division for the tenth time in the last eleven years.

Pictured here are members of the winning team: from left to right, John Kupski (goalkeeper), Jørgen Jespersen, Niels Frederiksen, Steen Jespersen, Andreas Justesen, and Mark Degenhart.

John Kupski, New York



Maersk Data, USA, in five-a-side tournament

Maersk Data, USA, played in the same five-a-side tournament as the Moller Steamship Company. It took place on Saturday, October 25, and was arranged by the Danish Seamen's Church in New York. Maersk Data, USA, were playing in a football tournament for

the first time and they all fought well, but have little team training, so they did not finish among the best this time. The picture shows players from Maersk Data, USA. They agree that their next tournament will be much more successful.

MAERSK TRAVEL in Esbjerg

On January 7, Maersk Travel opened a new office in Esbjerg. The company used to be known as the Maersk Air Travel Agency, and it is now represented in four of the five largest cities in Denmark: Copenhagen, Aarhus, Odense, and Esbjerg.

For some time now, Maersk Travel has felt the need to have an office in rapidly expanding

Esbjerg in West Jutland. The office employs three people who work at 1 Kanalen, an address on lease from another member of the A.P. Møller Group, Danbor Service A/S. The Maersk Air Travel Agency changed its name to Maersk Travel to emphasize the fact that it is a neutral business travel agency using all air lines — not just Maersk Air as many

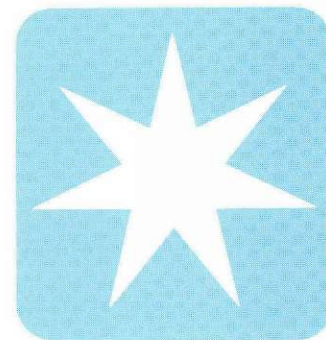
people assumed. Maersk Travel has its own hotel arrangements with discounts that benefit its customers, and has the most advanced computer system which gives immediate information on reservations, detailed itineraries, and account statements.

Maersk Air opened its first travel agency at Kongens Nytorv 8 in 1970. Since then, de-

velopments have been extremely satisfactory, and the Agency is now one of the four largest IATA agencies in Denmark. Maersk Travel also operates offices in Hong Kong, Singapore, London, and Aberdeen.

Marita Petersen, Maersk Air

Personalia



ESPLANADEN



1 2

25 Years Anniversary

1. Aase Poulsen
19 July

Retiring

2. Poul V. Frederiksen
31 December 1986

MÆRSK OLIE OG GAS



Retiring

1. Hans Jørgen Nielsen
30 April

THE FLEET



1 2 3



4 5 6

25 Years Anniversary

1. Radio Officer D. E. Cooper
26 June
2. Captain Poul O. H. Linde
29 June
3. Chief Officer A. S. Ellingsgaard
29 June
4. Captain Bent Fleron
9 July

Retiring

5. Captain Carl Gert Rasmussen
1 June
6. Radio Officer Gudrun Brinkmann
1 July

MÆRSK DATA



40 Years Anniversary

1. Fritz Jensen
1 February

THE YARD



1 2 3



4 5 6



7 9 10



11 12 13



14 16 17



18 19 20



21 22 23

25 Years Anniversary

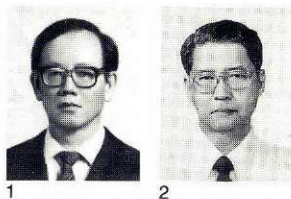
1. Bent Hansen
24 April

2. Ole Hansen
24 April
3. Ole J. P. Madsen Bruun
27 April
4. Hans Villy Lydersen
8 May
5. Bjarne Jensen Pedersen
8 May
6. Hans O. Martinussen
10 May
7. Thor Christiansen
22 May
8. Gert Jacobsen
22 May
9. Per Pedersen
22 May
10. Poul B. Andersen
1 June
11. Preben Kurt Rasmussen
12 June
12. John Hartvig Roed
12 June
13. Svend Åge Degn Nielsen
12 June
14. Kurt Christensen
19 June
15. Oluf Holm Jørgensen
19 June
16. Bent Gunnar Petersen
19 June
17. Erik Dam Olsen
26 June
18. Peter Gert Stokholm
26 June
19. Johnny Harry Mouritsen
3 July
20. Brian E. P. Thomsen
3 July

Retiring

21. Ib Kjær Petersen
31 May
22. Arne Rasmussen
30 June
23. Viggo F. Nielsen
31 July

ORGANIZATIONS ABROAD



Retiring

1. Suthep Hemanont, Bangkok
31 December 1986
2. Thavi Tantisunthorn, Bangkok
8 January

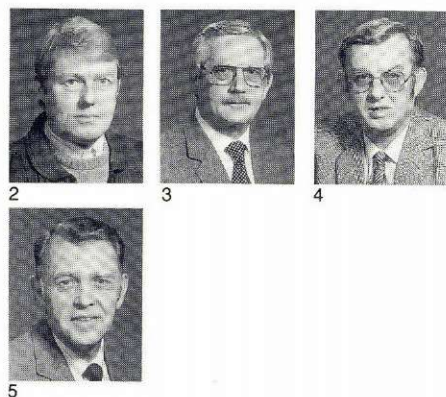
DISA



25 Years Anniversary

1. Henning Rohde
13 April

ROULUND

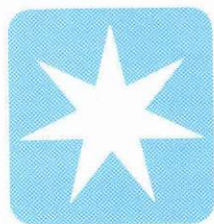


40 Years Anniversary

1. Poul Clausen
3 May

25 Years Anniversary

2. Poul B. Kronvold
25 May
3. Paul Sølvér
1 June
4. Niels J. Pedersen
1 June
5. Jørgen Andersen
23 July
6. Henning Thode Sørensen
30 July



MÆRSK

The Lindø Yard worked fast in 1986. The picture shows the "RAS MÆRSK" and the "ROMØ MÆRSK" at the outfitting quay, while the "RITA MÆRSK" is being built in the dock where the keel for the "RASMINE MÆRSK" has just been laid down.

