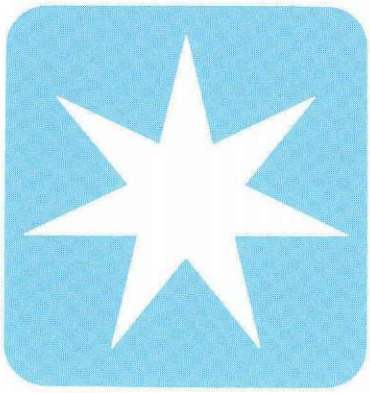
MÆRSK POST

3/1987



MÆRSK POST

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Whenever we experience an accident or a loss which should have been avoided I am reminded of what my Father always preached: "Accidents and losses that can be avoided by taking proper precautions in time should never hit us". We have, alas, lately experienced quite a number of accidents and losses which should have been avoided, and I feel it incumbent to quote the following letter which Mr. A.P. Møller wrote in 1964 in his eighty-eighth year to Odense Steel Shipyard Ltd.:

> "Meticulous and constant care from everyone in great and small matters is a prerequisite for the success of our business. Everyone should take into account that any mishap, any damage or loss, any accident which is made possible by the lack of due and timely care will inevitably occur; sooner or later; sometimes almost immediately, sometimes later, but assume always that it will happen, sooner or later. This has been my experience through many decades of working life, and management and employees of the Shipyard should learn from it. Also for the enrichment of their own lives and work. The routine argument: Nothing has happened so far so nothing probably will, is not rooted in the realities of life."

This letter still concerns us all – at Head Office, in the other offices, on the ships, on the drilling rigs, in the oil production, at the Shipyard, in the air, in the offices around the world, and in the associated companies at home and abroad.

MÆRSK MC-KINNEY MØLLER

New ship: "ESTELLE MÆRSK"

The "ESTELLE MÆRSK" on her trial run in the Kattegat.

On Saturday 5th September, a new product carrier on long-term charter to the A.P. Møller Company from K/S DMK-Fanø was named at the Odense Steel Shipyard-Lindø Yard. The ship was named the "ESTELLE MÆRSK" and her sponsor was Mrs Erica Murphy, wife of Executive Vice President Peter Murphy, head of tanker activities in the British Vitol group.

The ship is the first of two on order at the Lindø Yard. These ships are sister ships to the "A.P. MØLLER", the "EMMA MÆRSK" and the "EVELYN MÆRSK", which were handed over to the Company in 1984-1985. A number of improvements have been introduced, however, including a MAN-B&W diesel engine with a smaller fuel consumption. The engine is type 5L70MCE, which generates 600 more BHP, 12,850 BHP in all, giving a speed of about 16 knots.

The new product carrier has her home port in Hellerup, is about 50,000 tons deadweight, and her 15 tanks in four separate systems have a capacity of 53,555 cubic metres. The ship is 182.57 metres long overall, 32.20 metres wide and her depth is 17.60 metres.

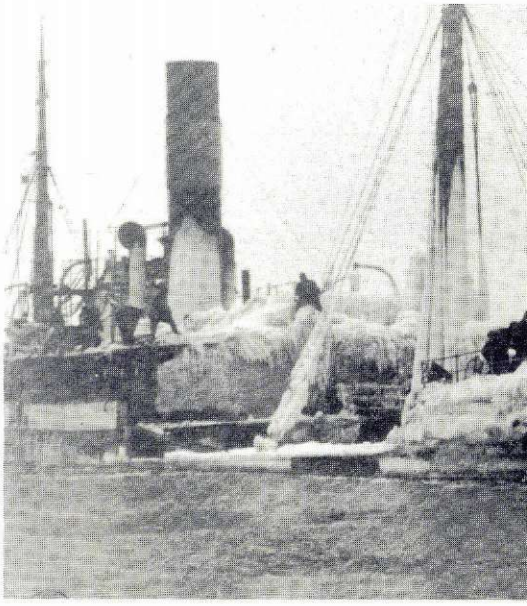
Immediately after her delivery in Frederikshavn on Friday, 11th September, the "ESTELLE MÆRSK" set sail for Antwerp to take on a cargo of lead-free petrol. She is commanded by Captain Arne Tingbjerg Sørensen, her Chief Engineer is Flemming Juhl Bothe, her Chief Officer Per Sanderhoff and her Chief Steward Henry J. Lykou.

The sponsor, Mrs Erica Murphy, her husband, Mr Peter Murphy, Executive Vice President of the British Vitol group, and their son, Ross Murphy, visiting the "ESTELLE MÆRSK" accompanied by Mr Troels Drilling, Managing Director of the Yard.

Five ships named "ANNA MÆRSK"

BY HOLGER MUNCHAUS PETERSEN

The "ANNA MÆRSK" of 1908.



The "ANNA MÆRSK" off Windau after going aground

Two of A.P.Møller's brothers, Hans and Oluf Mærsk Møller, the captain and chief engineer on the first "ANNA MÆRSK".

s.s. "ANNA MÆRSK" 1908

As mentioned in Mærsk Post no. 1/1987, the first ship with the Mærsk name in the Company's fleet was the "PETER MÆRSK", named after A.P. Møller's father, Captain P.M. Møller. This was the company's first new ship, launched on 8th August 1906 from the Dutch shipyard of A. Vuijk en Zonen, Capelle an der Ijssel. The next year, the Company contracted with the Dutch yard to build another new ship, a sister ship to the "PETER MÆRSK", which was named at its launching on 23rd July 1908 after A.P. Møller's mother – the "ANNA MÆRSK".

At the beginning of September, the "ANNA MÆRSK" set sail under British colours. Not until 4th January 1909 was the ship registered under the Danish flag, with Svendborg as its home port. The "ANNA MÆRSK", 2,200 tons deadweight, was 73.30 metres long, 11.15 metres wide and could carry 3,106 cubic metres of cargo. Her triple expansion engine came from G.T. Grey in South Shields and generated 800 IHP. Just like the "PETER MÆRSK", the ship had two holds, four hatches, two masts, four cargo booms and four winches. Accommodation was arranged so that the hands were quartered forward, below the forecastle, with stokers to port and seamen to starboard, the cook and cabin boy to port. The deck house amidships had cabins for the deck officers at the front with the engineers aft, above the engine room.

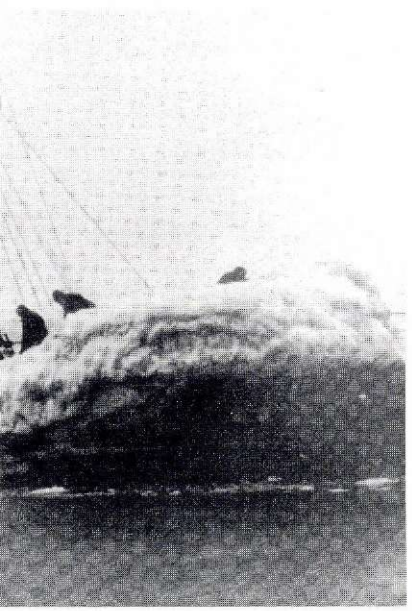
In her first years, the ship sailed exclusively in the North and Baltic Seas, calling frequently at Danish harbours including Svendborg, her home port, where she called for the first time on 8th August 1909.

On 18th January 1911, the "ANNA MÆRSK" left Windau in Russia with a cargo of corn, assisted by a pilot and a tug boat. Because of gale force wind, the pilot and tug were discharged while they were still in the harbour, after the pilot had assured the captain that the "ANNA MÆRSK" could cross the bar outside the harbour with no trouble. But as soon as the ship was beyond the protection of the pier, it cut through the heavy swell and struck the bottom. The waves broke violently over the ship time after time and the distress signal was given. Six hours later, the crew was brought to Windau harbour by a lifeboat sent out from the shore. Due to the winter, salvage operations had to be postponed until 19th March, when the ship was brought to Windau for temporary repairs. The "ANNA MÆRSK" arrived in Copenhagen on 21st April for the final repairs by Kjøbenhavns Flydedok in Christianshavn and on 27th July, the ship could resume operations.

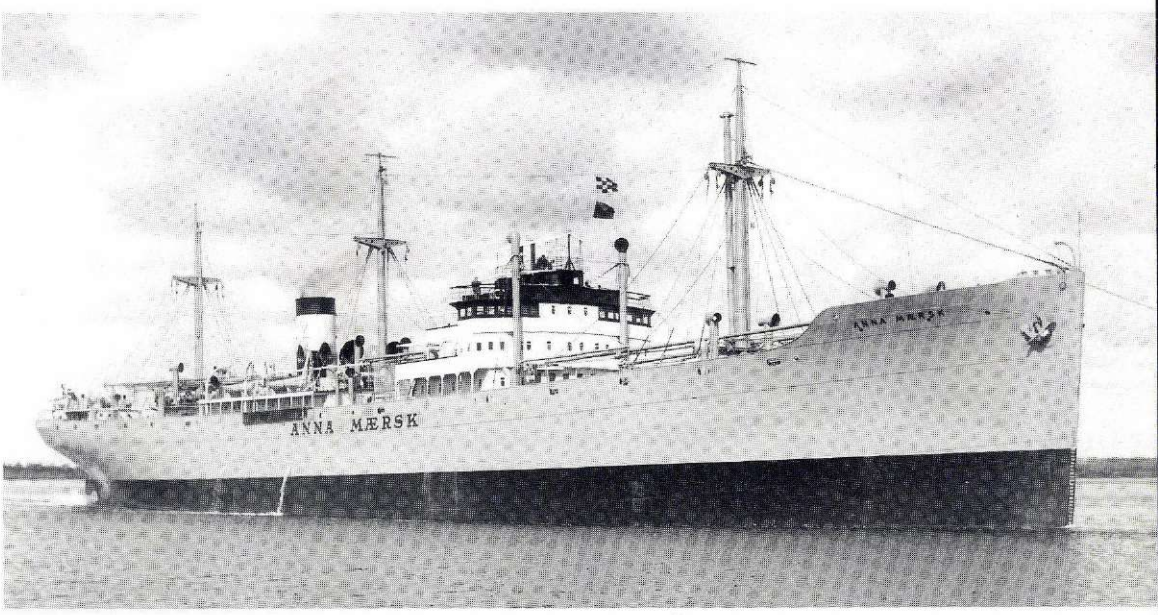
The ship left Newport, Monmouth in England for her first voyage to the Mediterranean with a cargo of coal for Algiers, reaching her destination on 20th February 1912. She sailed the Atlantic for the first time during the First World War, leaving Barry in Wales on 12th October 1915. She sailed to Madeira first and unloaded her cargo of coal between 20th and 27th October, then proceeded to New York, arriving on 15th November. Six days later, she returned to Europe, arriving at Bordeaux on 13th December.

Just like the "PETER MÆRSK", the "ANNA MÆRSK" experienced the effects of the war at close quarters. On 11th December 1916 on a voyage from the Tyne

The "ANNA MÆRSK" og 1928 in Hamburg Harbour.



on 18th January 1911.



The "ANNA MÆRSK" of 1932.

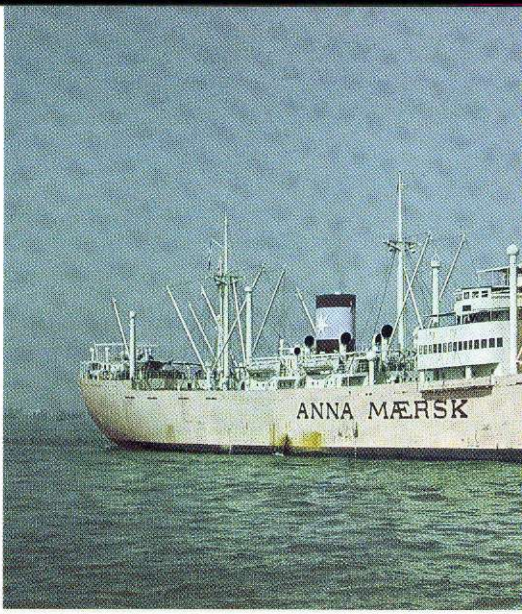
in England to Barcelona in Spain, the crew spotted the lifeboats from the s.s. "INGER" of Esbjerg which had been sunk by a German U-boat.
The shipwrecked crew and the lifeboats were taken on board the "ANNA MÆRSK", which set sail for Dartmouth. Both men and boats were lowered into the water outside the harbour, and when they had all reached land safely, the "ANNA MÆRSK" continued on her interrupted voyage.
From January 1917 to November 1918 and from June to November 1921, the "ANNA MÆRSK" sailed between North, Central and South America.
Her last voyage as one of the Mærsk fleet began in Cardiff, where coal was loaded from 22nd to 27th November 1923. The coal was unloaded in Copenhagen at the beginning of December, after which the ship went into dock at Helsingør Skibsværft. On 11th January 1924, the ship was bought by the Scottish company, Nearco Shipping Co., and given the name "AYRCO", with Glasgow as its home port. In 1929, it became Brasilian with the name "MARIA LUISA" of Rio de Janeiro. Later, her name was changed to "SERRA NEGRA" and then "ARASSU". In 1958, 51 years old, the ship was laid up because of poor maintenance and finally broken up in Brazil in 1961.

m.t. "ANNA MÆRSK" 1928

In 1928, the Company acquired its first tankers, five in all. One of these was newbuilding number 22 from the Odense Steel Shipyard. When it was launched on 15th December 1927, it was named the "ANNA MÆRSK" with Svendborg as its home port.
The "ANNA MÆRSK", the smallest of the five tankers, had a deadweight of 8,150 tons. She was 119.05 metres long, 16.37 metres wide and the 16 cargo tanks could hold 11,525 cubic metres. Her engine was a six cylinder, four stroke, single action Burmeister & Wain diesel engine of 2850 IHP which reached 12.37 knots on her trial run. The service speed was 11 knots.
On 1st March 1928, the "ANNA MÆRSK" had her trial run in the Kattegat, then set sail for Curacao in the Caribbean. The ship was already back in Denmark by 12th June with a cargo loaded in New Orleans, and subsequently unloaded in Copenhagen and Fredericia. In 1929, 1931 and 1932, the ship called again at Danish ports, but her main trade was from the oil fields in Curacao, the USA, the Black Sea and the Middle East to oil terminals throughout the world.
When she sailed from Hamburg on 14th December 1930, the "ANNA MÆRSK" embarked on an extraordinary voyage. Her first port of call was Constanta on the Rumanian coast of the Black Sea for bunkering, then to Touapse and Batoum in the USSR to take in 7,577 tons of petrol. On 8th January 1931, she sailed from the Black Sea through the Bosporus, across the Mediterranean and through the Suez Canal and the Red Sea to Aden in South Yemen. She bunkered there before proceeding to Durban in South Africa, arriving on 2nd February. After unloading, she headed south and from 20th February until 1st March, the "ANNA MÆRSK" was in the Antarctic Ocean where she took on a cargo of 7,670 tons of whale oil from Norwegian whale factory ships called the "SOLGLIMT", the "THORSHAMMER" and the "FALK". From there, she headed north to Tenerife where she bunkered on 29th March and continued to Vlaardingen in Holland to unload her precious cargo from 6th to 10th April, before docking in Rotterdam.
On 28th January 1932, the "ANNA MÆRSK" left Hamburg for Copenhagen where she was to go into dock and be classed. On this occasion she was renamed the "BENTE MÆRSK", because the name "ANNA MÆRSK" was required for a

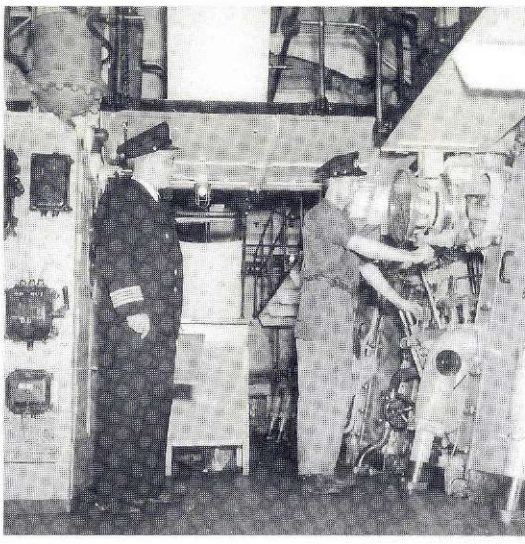
The hall and staircase on the "ANNA MÆRSK" of 1932.

The elegant passengers' saloon on board the "ANNA MÆRSK" of 1932. A picture of Mrs Anna Møller hangs on the wall of the adjoining room.



The "ANNA MÆRSK" of 1949.

Captain A.M.Clausen, who commanded the "ANNA MÆRSK" on her maiden voyage, which commenced on 22nd June, 1949.



Chief Engineer S.A.Poulsen in the engine room of the "ANNA MÆRSK" of 1949.

newbuilding from the Odense Steel Shipyard.

The "BENTE MÆRSK" sailed to foreign destinations in the ensuing years. She sailed from Venice on 22nd March 1940 after unloading 7,946 tons of fuel oil. Her destination was Aruba in the Caribbean, off the north coast of Venezuela, but with the news of the German occupation of Denmark the ship headed for Kingston, Jamaica instead, arriving on 13th April. She was put under the British flag there and later equipped for bunkering at sea.

After the war, the Company took the ship over again at Suez on 22nd October 1945 and until the end of that year, she sailed between Suez and Ras Gharib on the Gulf of Suez – from Suez with 3,000 tons of fresh water and back with crude oil. After that, she returned to normal tanker trading.

On 18th January 1948, the "BENTE MÆRSK" sailed from San Francisco to Shanghai and Hong Kong, continuing on to Abadan in Iran, from where she sailed on 16th March with 7,951 tons of oil for Det forenede Oliekompagni in Copenhagen, arriving on 21st April. Twelve years had passed since the "BENTE MÆRSK" had last been in a Danish port. In 1950, she came to Copenhagen again and in June 1953, she called at both Nyborg and Aalborg.

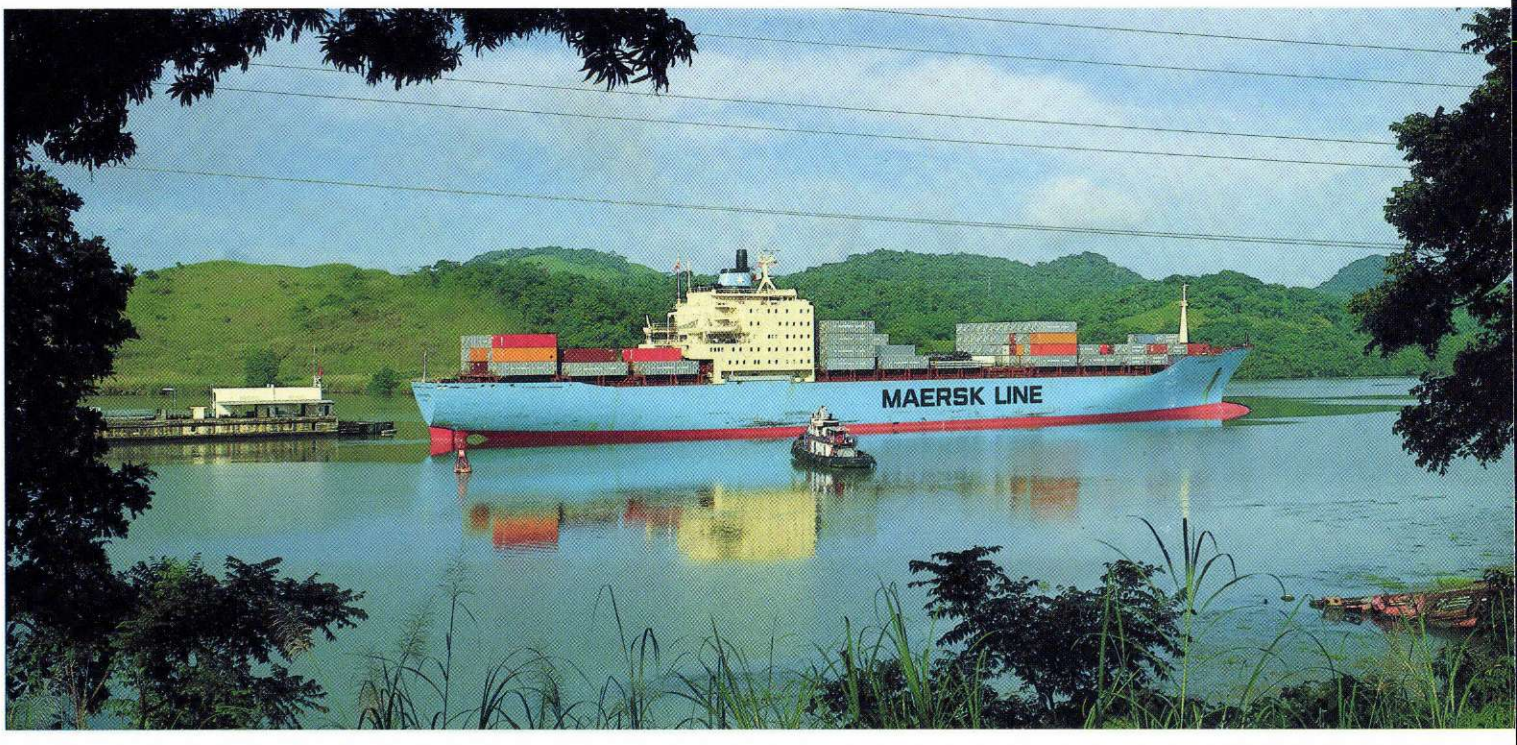
On 5th July 1953, the "BENTE MÆRSK" arrived at the North Bassin in Copenhagen's Free Harbour and was laid up until 28th November 1955 when she was sold to Spain and given the name "CAMPSA". The ship undertook only one journey under this name, from Copenhagen to Pasajes in Spain, arriving on 5th January 1956, after which she was scrapped.

m.s. "ANNA MÆRSK" 1932

The ship for which the "ANNA MÆRSK" had to give up her name was newbuilding number 46 from the Odense Steel Shipyard. She was launched on 23rd January and was a sister ship to the "PETER MÆRSK" which had been launched on

The launching of the "ANNA MÆRSK" at the Blohm+Voss shipyard in Hamburg on 21st June, 1975.

The "ANNA MÆRSK" of 1975 in the Panama Canal.



21st October 1931. 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 tween decks in holds 1 and 4. She had five hatches and three masts and her loading equipment consisted of 17 booms: 14 for five tons, two for 15 tons and one for heavy goods of up to 40 tons, which could be replaced by a boom capable of lifting 60 tons. She could carry 16,038 cubic metres of cargo including 245 cubic metres of refrigerated cargo and she had a deep tank for 1,250 tons of liquid cargo.

The engine was a nine cylinder, two stroke, double action diesel engine, generating 6,100 IHP, a service speed of 15 knots and a maximum speed of 16.1 knots.

The ship could accommodate 12 passengers in nine very comfortable cabins, together with a dining saloon and smoking room elegantly furnished in the style of the time.

The departure of the "ANNA MÆRSK" on 6th May 1932 was a sad occasion for the Odense Steel Shipyard. The depression was at its worst and the shipyard's order book was empty. When the "ANNA MÆRSK" left, the Yard had to close for nearly six months before new orders came in again.

After her trial run, the "ANNA MÆRSK" sailed to Copenhagen for bottom painting. She left for New York on 12th May 1932 arriving on 23rd May. Together with the "PETER MÆRSK", she joined the Company's US – Far East service, which had been started in 1928.

Ships in this service called at the big ports on America's east and west coasts, then continued to Japan, China, Hong Kong, the Philippines, Hong Kong, China, Japan, back to the American west coast and through the Panama Canal to the American east coast. The round trip in 1934 took the "ANNA MÆRSK" more than five months.

On 28th March 1940, the "ANNA MÆRSK" arrived in Los Angeles from the Far East. The next day she continued on to Panama, arriving on 7th April. The ship lay here from 9th April until the beginning of June, when she sailed for New York and arrived on 13th June. Her cargo was unloaded in New York, Boston and finally Baltimore, where she was laid up along with other ships from the Company's US – Far East line.

In the summer of 1941, all these ships were taken over by the American Government and the majority were put into service under the neutral Panamanian flag. The ships were renamed: the "ANNA MÆRSK" became the "LOOKOUT" and was largely used to transport war supplies from the USA to the Mediterranean and to harbours on the Indian Ocean.

After the Allies had invaded France in June 1944, the "LOOKOUT" was used to sail freight, among other things, to the liberated part of Europe. On one such journey at the beginning of December 1944, she unloaded in Antwerp but later, on 12th December, she struck a wreck out of Vliessingen in Holland and sank. The crew

The "ANNA MÆRSK" in the English Channel the year after she had been rebuilt in 1984.

were saved by the ship's own boats and were picked up later by an English warship.

m.s. "ANNA MÆRSK" 1949

On 11th April 1949, a double event took place at Eriksbergs Mekaniska Verkstad in Gothenburg in Sweden. Two sister ships for the A.P. Møller Company were delivered and launched respectively, the "PETER MÆRSK" being delivered and the "ANNA MÆRSK" launched.

On 22nd June, the "ANNA MÆRSK" was delivered. The ship had a deadweight of 9,850 tons when open and 10,040 tons as a shelter deck vessel. Her length was 145.7 metres and her width 18.6 metres. She could hold 16,558 cubic metres bale and the cargo tanks for liquid cargo such as coconut oil, palm oil, etc. could hold 4,036 cubic metres. The ship had three masts and ten loading masts (samson posts). There were 22 cargo booms: two for two tons, six for three tons, twelve for five tons, one for 15 tons and a heavy goods boom capable of lifting 45 tons. There were six hatches and the holds included a strongroom, a silk room and a refrigerated room. There was accommodation for 12 passengers in eight cabins.

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

Together with the "PETER MÆRSK", the "ANNA MÆRSK" joined the US – Far East service, which now went from New York down the American east coast, through the Panama Canal to San Francisco and across the Pacific Ocean to the Philippines, Hong Kong, Formosa, Japan and back to New York. In 1953, the voyage took 154 days.

Her sister ship, the "PETER MÆRSK" caught fire a few times, and the "ANNA MÆRSK" too met with an accident. It happened in the Cebu roads (the Philippines), where the ship was lying at anchor during a typhoon. The typhoon was so violent that afterwards, the crew discovered the ship had dragged anchor for at least two nautical miles. During the typhoon, a smaller ship which had broken loose from its moorings collided with the "ANNA MÆRSK", resulting in great dents on the starboard side and damage to the engine. The crew from the ship which had broken loose were taken on board the "ANNA MÆRSK". The damage was repaired in Copenhagen from 18th April to 14th June 1952. In January 1956, the "ANNA MÆRSK" was in Denmark again and that same year, along with the "PETER MÆRSK", she joined the so-called »Round-the-World« line, which had been established in June 1946. The ships called at Baltimore, New York and Philadelphia, then sailed through the Panama Canal and over the Pacific Ocean to the Far East. The route continued from here over the Indian Ocean, through the Red Sea and the Suez Canal to the Mediterranean and back across the Atlantic Ocean to the east coast of the USA. This line was discontinued in 1967 when the Suez Canal was closed because of the war between Israel and Egypt.

In 1968, the "ANNA MÆRSK" was transferred to the Liberian flag under the name "CLEMENTINE". In 1976, she was sold to Singapore and given the name "TONG HOCK". In 1978, after 29 years' service, she was broken up at Gadani Beach in Pakistan – the same year as the "PETER MÆRSK" was scrapped in Bilbao.

t.s. "ANNA MÆRSK" 1975

On Saturday 21st June 1975, the Blohm+Voss yard in Hamburg was the scene of an unusual naming ceremony. For the first time in the history of the Company, three ships were named at the same time. The sponsors were Mr. and Mrs. Mærsk Mc-Kinney Møller's three daughters, Mrs. Leise Arnesen, Mrs. Kirsten Olufsen and Mrs. Ane Uggla, who named the third ship the "ANNA MÆRSK" after her great-grandmother.

The three ships were the first of six container ships which the yard had contracted to build, while the Flender Werft in Lübeck had contracted to build three sister ships. By building in all nine fully containerized ships, A.P. Møller emphasized that the Company was now seriously involved in container traffic. All nine container ships joined the US – Far East line on completion and, in the course of 1976, this route was fully containerized with departures in both directions once a week.

The "ANNA MÆRSK", with Dragør as her home port, was delivered on 15th December 1975 and immediately joined the US – Far East service. Her deadweight was 25,710 tons. She was 210.00 metres long and 30.5 metres wide. Her container capacity was about 1600 20 foot units in four layers, with power points for 30 refrigerated containers. One General Electric steam turbine system generated 36,000 SHP. The turbines were geared to one axle and gave a speed of 26 knots. The engine room is fully automatic and does not require manning when the ship is sailing.

The ship's cargo area is divided into six holds, served by 8 triple hatches and two single hatches. From the edge of the hatches to the tank top, a cell system of container guides was built, so that the containers can be put directly into the holds. The containers can also be stowed on top of the hatch covers. The ship has no loading equipment; loading and unloading are carried out by the container terminal's cranes. The accommodation gives each member of the crew a separate cabin with bathroom and there is a swimming pool, gymnasium and film room.

In 1978, it was decided that the nine A-ships should be extended by one section. It was stipulated that each extension should be completed within three weeks; Hitachi's Innoshima Yard carried out the work. In June, the "ANNA MÆRSK"

was extended, increasing her deadweight to 29,391 tons and her length to 224.92 metres with space for a further 290 containers – 1890 20 foot units in all; at the same time, refrigerated cargo capacity was increased to 94 refrigerated containers.

As a result of the continually increasing costs of bunkers and the considerable consumption of the turbine engines, the Company decided to replace the turbine engines in the four A-ships on the Europe – Far East service with diesel engines and, at the same time, to extend the ships by one more section at the Hitachi Innoshima Yard, which had undertaken to carry out this reconstruction in two months.

The work was begun in June 1983. It required careful planning and much technical preparation, but everything went according to plan. A new stern was built with all the necessary diesel engines and when the first A-ship arrived at the yard, it was cut through and the forebody joined to the new stern. The old stern was then equipped with diesel engines and prepared so that it could be joined to the forebody of the next A-ship. The "ANNA MÆRSK" was completed in February 1984 and is now sailing with the stern from the "ANDERS MÆRSK". The first A-ship to be rebuilt was the "ARTHUR MÆRSK" and experience with this ship was so good that it was decided to rebuild the other five A-ships as well.

The "ANNA MÆRSK" now has a deadweight of 47,116 tons, is 239.30 metres long with a container capacity of 2088 20 foot units, of which 150 are refrigerated containers. The engine is a ten cylinder B&W diesel engine built by Hitachi, generating 45,800 BJP with a speed of about 24 knots.

Today the "ANNA MÆRSK" sails on the Europe – Far East service.

Holger Munchaus Petersen

His first ship

In the 1970s, Langeland's Museum interviewed 41 old sailors from South Funen archipelago: sailors who could remember the period from the turn of the century to around 1935. All the interviews were recorded on tape. Here an old sailor from Svendborg tells us, all in his own words, about his first job. It was on the "ANNA MÆRSK", which went aground in 1911 when he was aboard, off Windau in Russia.

I was confirmed in 1908. Dean Olrik of St. Jørgen's parish confirmed me. Then I was errand boy at Foldager's. He was the draper down Gerritsgade. I got ten kroner a month plus board. The shop was open from seven in the morning to eight at night.

I rode a carrier bicycle. But then I got bored with it. "How is it that all my boys want to go to sea?" asked Foldager, because I was the third. But that's what I wanted to do. My very first ship was the "ANNA MÆRSK". The company had only two ships at that time. The company was the older Møller. He was called Peter Møller. They lived in "Villa Anna" up here on Høje Bøgevej.

My parents shrugged their shoulders a bit about me going off to sea – they thought it was too far away. But I came along from Nyborg anyway. It had come from Scotland to Nyborg, the ship, loaded with rails for the railway. It was a steamship. I signed on as a cabin boy and got 15 kroner a month. I got the job through a cook who sailed. He said that it would come in to Nyborg and that they needed a cabin boy. It was one of the sons who was skipper. His name was Hans Møller. He was married to one of G.R. Berg's foster daughters. When we signed on we brought a sewing kit, bedding, oilskins and various other things with us. I didn't buy everything then, because I didn't need it. I didn't have to do anything up on deck. I was only in the messroom and waited on the officers and cleaned their cabins. I only had eiderdowns, blankets and pillows with me and shore clothes, stockings, sewing kit and the like.

We sailed from Nyborg and as far as I can remember, we made a few trips before we went to somewhere called Windau up in Russia. There we loaded corn for Rotterdam. I wasn't seasick – we had lovely weather. But from Windau with the cargo of corn, there was a roaring gale. The skipper, Hans Møller, did not want to set sail, but the pilot said we could easily do it. We took ground before we were clear of the harbour so we lost control of the ship and went aground. It wasn't more than a kilometer to the shore. It was just out from Windau – out from a big spruce forest on a winter day. It was 18th January 1911.

We blew the whistle – there was no radio or anything then. They had observation posts along the coast in Russia and they must have seen us. I must say, they were a very able crew who came and got us. It took them five hours to row that one kilometer from the shore over to us. There were breakers and a gale blowing. We got into the boat but it couldn't land without getting into low water and grounding, so we had to get into the water. On the shore there were nurses and the like, and sledges waiting. We had to go a long way through a spruce forest, but then we came to Windau and were put up there. We stayed there for a month before we got a passage home to Denmark on one of C.K. Hansen's ships.

I came home without all my things. The other fellows had lost their clothes too – the able seaman, engineers and stokers. But they could go up to the company's office on Høje Bøgevej and get a cheque to buy new clothes. I was given cash, because they knew I wouldn't go and spend it all on drink. I was only a boy. The owner knew us personally too, because we lived almost right next to him. Peter Mærsk Møller, the shipowner, was very religious but we didn't notice that on board. While we were up in Windau, Hans Mærsk Møller was skipper and we had someone called Oluf Mærsk Møller, one of the sons. He was the engineer. He was then replaced and we got an engineer called Schønemann.

So there I was in Svendborg. I wanted to go to sea again but I thought: »Now you're going to sail on sailing ships, not on floating cab horses!«

The guets in the film room at Esplanaden showed great interest when Executive Vice President Bent E. Hansen, Technical Organisation, explained the new manning regulations and the Company's newbuilding programme.

On the left is Captain Willy Georg Jensen, the oldest participant.

Conversation was lively during one of the breaks for fresh air at Mærsk-gården.

During dinner at Mærskgården.

During dinner in the canteen at Esplanaden.

Two A.P. Møller days for retired employees

In the course of the summer, the A.P. Møller Shipping Company arranged two events for retired employees and their spouses. The first was on Wednesday 13th May at the Head Office in Esplanaden in Copenhagen, at which ten of the Company's staff acted as "hosts" for 71 previous employees and 31 spouses from Sjælland. Captain Willy Georg Jensen, 90 years old, was the oldest participant and Executive Vice President Børge Sichelkow had been the longest with the Company – 49 years and one day in all.

At 4 p.m., the guests gathered in the film room, where shipowner Mærsk Mc-Kinney Møller welcomed them and told them about the Company today. Afterwards, coffee was served in the canteen. Many of the participants had not seen each other for several years, so there was a lively exchange of memories and tales of how things had been. After coffee, they were shown around the various departments and had the opportunity to meet old colleagues.

The programme then continued in the film room, where the Company's comprehensive slide show was shown and Executive Vice President Bent E. Hansen, Technical Organisation, reported on the new maning regulations, on the current newbuilding programme and future plans, and on the technical developments in the new ships.

At this point, Mrs. Eva Schmidt and her ladies had dinner ready in the canteen. Conversation was again lively and many found it difficult to tear themselves away and return to the film room. Here Carsten Melchiors from Maersk Line gave a vivid and entertaining talk on the development of the line service from the laborious and time-consuming loading and unloading of the past to the fast container transport of the present. For Maersk Line, this transport is no longer only shipping but also extensive lorry and train traffic. To round off the day, a film was shown on Maersk Line's 1.8 kilometre long container train on its journey from Tacoma on the American Pacific coast to Chicago and New York.

The guests were delighted with the reunion, which had been both entertaining and enjoyable, although many would have liked more time to talk to each other.

This was remedied at the next event, which took place at Mærskgården in Tåsinge on Saturday 22nd August – on the warmest, and practically the only summer day of the year. The event was extended by one hour so that there was more time to be together. The heat also made it necessary to hold breaks between the various points on the programme, so that people could get some fresh air on the terrace and chat together.

The arrangements began at 3 p.m., when seven "hosts" from the Company with 41 retired employees and 28 spouses from Funen, Tåsinge and Ærø gathered together for coffee. The oldest participant was Captain Svend Aage Støckel, who was just one month away from his 87th birthday. Chief Engineer Rasmus P. Mortensen and Chief Engineer Egon Collatz Christensen had both served the Company longest, with 44 years of employment each. Shipowner Karsten Borch welcomed the guests and after they had had a chance to talk together for an hour, the Company's slide show was shown. Afterwards, Karsten Borch described the Company's present position and conditions for shipping in the future.

After a lengthy pause on the terrace, Mrs. Grethe Kjeldmann and her ladies served dinner, and, just as at Esplanaden, it was enjoyed to the accompaniment of lively conversation. During dinner, Managing Director Troels Dilling, Odense Steel Shipyard appeared to greet old employees from his time with the Company.

After dinner, Carsten Melchiors gave his talk on the development of Maersk Line here at Mærskgården too and Executive Vice President Bent E. Hansen explained the manning regulations and the Company's newbuilding programme.

With this, another A.P. Møller day was over – a day in which previous employees had an opportunity to hear news of their old workplace and to meet each other at an enjoyable reunion.

New ship: "MÆRSK LOGGER"

On 30th June, the A.P. Møller Company took delivery of the second of a series of four advanced Multipurpose/Tug/Supply vessels built at the J. Pattje shipyard in Waterhuizen, Holland. The new ship, which has been named the "MÆRSK LOGGER" with Hirtshals as its home port, has – like the other ships in the series – only one funnel, unlike supply ships built previously, which have two funnels, one on either side of the deck house. With only one funnel, the side view from the wheelhouse is improved, particularly when conducting manoeuvres from the control station by the stern bridge.

The "MÆRSK LOGGER" is 69.90 metres long o.a. and 15.90 metres wide: she has a draught of 5.30 metres at 2,000 tons deadweight. The main engines are two MaK 8M35s, which together generate 12,000 BHP, a service speed of 16 knots and a bollard pull of 150 tons.

The accommodation provides single rooms with private bath and toilet for 12 crew members. In addition, the ship can carry 12 passengers in two two-berth cabins and two four-berth cabins, each with its own bath and toilet. A hospital with two beds is included and the ship is equipped to rescue up to 250 people.

A few days after delivery, the "MÆRSK LOGGER" sailed north to start work for Elf-Norway in the Norwegian part of the North Sea, where her sister ship the "MÆRSK LEADER" is also working. The "MÆRSK LOGGER" is commanded by Captain Lars Karsten, with Kristian Balleby Hansen as Chief Engineer and Niels Krogh Nielsen as Chief Officer.

"MÆRSK ASSISTER"

On 19th August, in Kristiansand in Norway, the A.P. Møller Company took over a supply ship of the so-called Platform Supply type, which is particularly suitable for supplying the permanent production platforms in the North Sea. The ship was originally called the "STAD NEPTUN", but has now been renamed the "MÆRSK ASSISTER". She was built in Norway in 1983 and her home port is Esbjerg.

The "MÆRSK ASSISTER" has an overall length of 67.20 metres, is 16.80 metres wide and has a draught of 6.06 metres. The main engine is diesel-electric with three diesel engines which together generate 5,250 BHP with a service speed of 12.5 knots. Both the ship's accommodation and technical equipment are modern and she is particularly suited for carrying large quantities of cargo both in tanks and on deck for use in the exploration for and production of oil and gas.

On 21st August, the "MÆRSK ASSISTER" arrived in Esbjerg to operate in the Danish section of the North Sea with Captain Henry Petersen in command, Preben Petersen as Chief Engineer and Søren Philip Hoppe as Chief Officer.

The ship's bell

For centuries, the ship's bell with its penetrating sound has played many roles board ship. We hear about this in the article of Henning Henningsen, Ph.D., from the yearbook of the Danish Society for Cultural History Museums "Arv og Eje" 1983-84.

The ship's bell is, without doubt, an offshoot of the church bell and has many features in common with it, but its most important function on board has clearly nothing to do with the church. The penetrating sound of the ship's bell has for centuries been used to mark the intervals of time for the watch system on board ship. From the earliest times, the nautical day (24 hours from 12 noon) was divided into six 4-hour watches: 12 noon to 16.00 and 16.00 to 20.00 the dog watches, 20.00 to 24.00 the first watch, 0 to 4.00 the middle watch, 4.00 to 8.00 the morning watch and 8.00 to 12 noon the forenoon watch. The crew is divided into two watches, the starboard watch and the port watch, which are alternately on watch or below. By combining two watches or splitting one into two, an odd number of watches was obtained so that the watch was not always on duty at the same time.

In the past, time on board ship was divided up by using an hour glass, or rather, a half hour glass. When the sand had run out for the first time during the watch, the helmsman turned it and struck the ship's bell once (one bell), and when it ran out the next time, he struck the bell twice (two bells) to mark that two half hours had passed, that is one hour of the watch. Next time he struck the bell three times with the rhythm ding-ding ding, signifying one and a half hours. This continued up to eight bells when the watch of four hours was complete and the crew below was roused and took over.

This regular division of work and leisure was used internationally and formed the basis of life at sea and the daily work routine. The hour glass and the ship's bell were the foundations of this system, which was doubtlessly inspired by the monastic method of dividing up the day, with divine services (the canonical hours) regularly spaced throughout the 24 hours. To measure and mark the passing of time, the hour glass and bell were necessary. We do not know definitely when or how this system arose, since the few written sources we have say nothing about it directly. Not until the 15th century do English inventories mention ship's bells on warships, but by some miracle, a genuine ship's bell from around 1400 is preserved in the Haus der Schiffergesellschaft in Lübeck. It is 24.5 cm in height, with an unknown founder's mark, but unfortunately there is no inscription. The hour glass is first mentioned on English warships in 1295 and frequently after that in the 14th century. In Spanish and Italian sources, it is not mentioned before the 15th century, but this is just a coincidence, because we know that these nations, as well as the Hanseatic towns, knew the watch system in the later 14th century.

It would probably be correct to assume that this system, which is so important for shipping, was developed in the second half of the 13th century, probably on English warships. It is mentioned for merchant ships in the Spanish maritime legislation *Consolat de Mar* around 1436. The oldest proof of its existence in Denmark is found in Christian III's ship's articles of 1536, but it is probably older here too.

Incidentally, if for some reason there was no bell on board, the hours of the watch could be marked off by drumbeats (found in 1726) or by hitting two marline spikes together (about 1890). Even a suspended chamber pot has been used (1715), not to mention a pan lid (1898). In the latter part of the 19th century, chronometers were made which could sound the bells. The ship's bell is, however, still very much to the fore. An attempt was made during the Second World War to abolish it, but the international regulations for preventing collisions at sea demand its continued use.

Beneath the wreck of the English warship, the "Mary Rose", which was recently raised from the seabed, a well-preserved ship's bell was found, possibly from the beginning of the 16th century. The third oldest bell is to be found in a temple in Japan. It is dated 1517 and is decorated with a cross and the monogram of the sacred name repeated three times. It is most likely to have come from the wreck of a Portuguese ship. Some bells have been preserved from the 17th century and many are known from the 18th century. Unfortunately, there are very few old Danish bells, although a fine range of beautifully cast Swedish bells is still in existence. Long ago, ship's bells, like church bells, were cast in "bell metal" (a type of bronze), an alloy which could consist of about four parts copper to one part tin. Other metals could be added, such as nickel and occasionally silver, which traditionally gave a fine sound. In more recent times there were even iron bells, but they rusted quickly and had a rather poor sound. Big bells had an ear (cannon) for hanging them up, small ones a pin for putting into a ring etc.

On board ship there was usually both a large and a small bell, but on the whole, the size of ship's bells varied widely. For Danish and foreign bells cast between 1667 and 1860 with known measurements, the height lies between 18 and 42 cm and the diameter between 22 and 45 cm. In some places, the weight is given. It lies between 16 and 110 kg, but with extremes from two to 1000 kg. Most of the old surviving ship's bells resemble small church bells in shape, contour and cannon.

A comprehensive analysis of inscriptions and ornaments on a number of old ship's bells gives the following details:

Many inscriptions state, either in Latin in the case of the oldest bells, or in the vernacular, the name, type and home port of the ship for which they were cast, the name of the founder and the year of casting. Occasionally, the shipbuilder, the captain or the owner are named. Many of the bells on warships did not have the name of the ship, so that they could be used again on new ships. A Dutch bell, for example, was used from 1621 right up to 1797 and a Swedish bell from 1687 to 1857. Sometimes there are religious inscriptions, mostly in Latin.

Religious symbols which occur are crosses, IHS, Jehovah's name in Hebrew (1801); Christ with the flag of the Ascension and Mary with the infant Jesus (1746); the heads of angels with wings.

Decoration, especially round the upper ring of the body and on the outer rim consists of vines, borders of stylized flowers, acanthus, palmettes, foliage, laurel wreaths, leaf scrolls, grooves, stops, urns, stars, the sun with rays, mermaids, coats-of-arms, crowned royal monograms, motifs from Thorvaldsen's Alexander frieze – everything according to the fashion of the age.

The clapper, usually of iron, often has a fine tail made by the sailors in elaborate fancywork (knotting) in cross pointing and Turk's heads, etc. The tail is held when the hours of the watch are marked off, so that the clapper strikes the inside of the rim. The bell does not move. Big bells are usually hung on a wooden beam or iron bar with a bell rope to pull on, so that the bell itself will swing and make the clapper hit the rim automatically. This method is not used, however, to strike the hours of the watch but for religious purposes and as a fog signal.

At the beginning of the 19th century, the small bright brass bells which are now standard began to appear. They too are

One of the Maritime Museum's most recent acquisitions is this heavily decorated ship's bell, 29 cm high, with the following inscription: "All Honour to God. Cast by D. C. Herbst. Copenhagen. The brig the Ana Dorethea belonging to Hr. Chrst. Thomsen. Commanded by Capt. Hin. Habelin. Anno 1798". The brig the "ANNA DOROTHEA" of Åbenrå, built there in 1781 and with Copenhagen as its home port from 1797 (shipowner Chr. Thomsen), was commanded by Captain Hinrich Habelin.

This beautiful bell from the East Indiaman, the "CONSTANTIA MARIA" of Copenhagen, captained by P. Holbech and built in Flensborg in 1801, now hangs in the Mercantile and Maritime Museum in Kronborg Castle, Helsingør. The ship was taken as a prize by the English in 1807, when it was returning home from Batavia unaware that there was a war between England and Denmark. It is 42 cm high and has been hung in a gallows which is a copy of the original.

shaped like church bells. The inscriptions, usually the name of the ship and the date, are engraved. Around 1870, they could be bought at a ship chandler's in sizes from 5 to 12 inches in diameter (about 12.5 – 30.5 cm). They can be from around 13 to 35 cm high.

Most ships had two bells on board. The smaller, the "watch" or "helm bell" was placed aft, often in a curved gallows above the frame with the helmsman's hour glass or hung on a ring or a cast frame, frequently ornamented, which was fixed abaft the wheel on the rudder case. The brass frame was often shaped like two dolphins with their tails in the air. On rare occasions the watch bell was placed above the binnacle, which in older times was like a cupboard with the compass and lamps behind a window, since the metal of the bell could affect the compass's magnetism and make it give a false reading.

The helmsman struck the little bell every time he turned the hour glass and his stroke was answered by the look-out at the front with the same number of stokes on the big bell, the real ship's bell, which hung in a gallows in front of the windlass, so that the uprights of the gallows could also be used as pawl bitts; or it hung on the afterside of the corecastle on an arm or under a scaffold which, on English warships for example, could be shaped like a small open belfry with pillars and an arched roof. At the same time, the look-out shouted something like "Five bells. All's well ahead. The lanterns are burning clearly". If he saw anything during the watch, such as a ship, he would ring the bell: one stroke meant a ship to starboard, two a ship to port and three a ship right ahead. The sound of the bell was so clear and audible that everyone aboard could follow the passing of time and the watch.

Religious functions

Besides its main purpose, the ship's bell had other functions, both religious and maritime. It has never lost its kinship with the church bell – compare those religious inscriptions, which quite clearly belong on a piece of church furniture. Just as church bells in days gone by were consecrated, ship's bells on Catholic ships were blessed by the priest before they were hung up aboard ship.

From time immemorial, it was common practice on both Catholic and Protestant ships to hold morning and evening prayers on board. These daily services, which were prescribed in the ship's articles, were retained with great tenacity on warships and company ships, but they were not regarded so strictly on small merchant ships. Here it was more a question of the captain's religious beliefs. Danish maritime law of 1892 states that the captain was bound to ensure that prayers and divine services were not neglected. Similar regulations were found in the legislation of other countries.

To call the sailors to prayer, the ship's bell was rung, sometimes with three or three times three strokes – in imitation of the last strokes of the church bell – if the trumpeter did not blow the call instead. Everyone who could possibly come if duties allowed had to appear, on threat of punishment. When there was a ship's chaplain, he recited the prayers together with the thanksgiving and the blessing and a hymn was sung. If there was no chaplain, an officer read the prayers and text for the day from the prayer book. A meal was served immediately after prayers.

When regular services were held on board on Sunday – on Wednesday and Friday too in the past – either by the chaplain if the ship had one, or by the captain, an officer or the steward who read the text and its exegesis from a collection of sermons, the ship's bell was also rung. According to the regulations for Danish warships of 1849, the service should be announced by ringing the ship's bell for one minute, repeated three times at intervals of five minutes. At the same time, the pennant for divine service, a white flag with a red cross, the "opposite" of the "Dannebrog", was hoisted.

In accordance with custom on land, the ship's bell was rung for the Christmas Eve or the Christmas morning service. On Swedish ships, the bell was rung so that the strokes alternated between the clapper on the inside of the rim and an iron rod on the outside. Even though New Year was not really a Christian festival, it was also marked by the ship's bell. At any rate, in the 19th century, the custom was known of ringing out the old year and ringing in the new with 16 strokes of the bell. It is thought to have originated in the English navy, from where it spread to the English Merchant Navy and to the navies of other countries. At the end of the 19th century, it was described as follows on an American warship: a few minutes before midnight on New Year's Eve, the oldest and the youngest sailor were mustered in front of the bell, irrespective of rank and station.

The front of the "CONSTANTIA MARIA" 's ship's bell, with its beautifully decorated neck and rim. The inscription reads, "Constantia Maria of Copenhagen. Captain P. Holbech 1801". Iron bands fasten the bell's cannon to the beam, which is moved by pulling the handle on the iron arm.

The Maritime Museum's model of the Asiatic Company's Chinaman "Disco" (1777) shows how the bigger of the ship's two bells is placed in a red-painted gallows on the front of the main hatch abaft the foremast. The smaller ship's bell hung in front of the helmsman, who struck the bell when the sand in the half hour glass had run out. The strokes were repeated on the big bell.

When the chronometer showed midnight, the older man rang eight bells with brisk strokes. All the strokes were repeated by the look-out on the big bell. This method was thought to bring the ship luck in the coming year. The ringing of the younger man was, incidentally, called "Benjamin's bells". When the custom of ringing 16 bells was not known, it was common to ring the bell for some minutes after the normal eight bells, even up to half an hour after. The watch wished each other and the officers a happy New Year and the captain offered drinks: rum, Hollands or aquavit.

If the ship was in harbour on New Year's Eve, all the ships rang their bells. Revolvers or cannons, distress signals and blue lights were fired and the crew lit the tree from Christmas Eve and walked in procession around the deck with the ship's orchestra and with the tree at the head. Afterwards they threw the tree into the water to gain a good wind for the homeward voyage.

From of old, the captain had certain powers to act as priest, to hold services, baptize children, marry couples and bury the dead at sea, when there was no chaplain on board. Infant baptism took place mostly on passenger and emigrant ships and when the captain had his wife with him on board. By tradition, baptism on English ships took place under the ship's bell. It is even said that the child's name was scratched on the inside of the bell. More recently, there are several examples of the bell on both English and Danish ships being used as a font. It was simply turned upside down, filled with water and placed in a round stand. In seamen's churches, the same maritime custom is followed. In the Church in the Danish Naval Academy in Auderød (Arresødal camp), a ship's bell from a warship (cast by J.C. and H. Gamst in 1831) is used for this purpose.

Funerals occurred frequently on board older ships. The body was lashed into its sea bag and provided with a cannon ball, some kentledge or other heavy items and consigned to the deep. The sailors gathered around the body, the flag was flown at half mast and the captain made a short speech and said a prayer. A hymn may have been sung too, before the body was tipped into the sea. The ship's bell was also used now and again on such occasions. In the 16th and 17th centuries it was rung as a passing bell, especially when it was an officer who had died, simultaneously with one or more gunshots as a farewell. On English warships in the 19th century, the bell was rung as the body was carried to the ship's side and this is also known from Danish merchant ships. On the frigate »Jylland« around 1900, the bell was rung three times as for divine service: the first time to summon the sailors, the second time as the service flag was hoisted and the third time before the funeral hymn. It is quite natural that people with different religions, especially Moslems who do not use bells and who hate the ringing of bells on religious grounds, regard the ship's bell first and foremost as a Christian symbol and forbid its use on Christian ships in Moslem harbours. When the Dutch ship "De jonk Vrouwe Johanna" lay in Smyrna in 1780, for example, the sailors had to wrap canvas around the clapper of the ship's bell, so that it would not make a sound. Even in 1887, the international regulations on fog signals decided, in order to avoid collisions at sea, that "Turkish" ships could use drum beats instead of the bell, especially in harbour or in the roads. At any rate, small Moslem ships still know nothing of either the watch system or the ship's bell.

Practical functions

The ship's bell on Dutch East India traders was called in fun by the sailors "vreetklok" (the eating bell), because it rang regularly for meals on the big ships, morning, midday and evening (8.00, 12 noon and 18.00). The crew was divided into messes of seven or eight people, as was normal everywhere, and each took his place round the mess – or "feeding trough"– on a signal from the bell. On French warships, the signal was two times three strokes: ding-ding-ding, ding-ding-ding.

The ship's bell was used to summon people too, one individual even, but most frequently the whole crew, for example on the big company ships where the sailors were gathered together now and then to hear the ship's articles read out and to be given important information. In case of fire, the alarm was raised by tolling the bells quickly. If a strange ship approached, the bell summoned the sailors on deck. It might be an enemy, after all. During a battle, by a pre-arranged rhythm, the bell could give the signal to fire a broadside from the port or the starboard side, or from the upper or lower gun deck. On modern ferries and passenger ships, the bell rings on departure. Departure bells can also be hung up at landing places and piers. The ship's bell had a very important function in foggy weather, when it warned other ships by giving fog signals: drum beats, trumpet blasts, hooting on a horn, striking a gong, firing rifles and cannons with blanks or ringing the bell, all at certain intervals according to the circumstances. A gong could only be heard about 400 m away, but the sound from the ship's bell went 1.5 to 4.5 km out over the sea, and gunfire even up to 15 km, depending on the thickness of the fog. Only after the introduction of the foghorn, a Norwegian or possibly Finnish invention, could very audible sounds be made with a minimum of effort. On steamships, the steam whistle made an even more penetrating noise. Special brass fog bells can still be bought from ship chandlers, normally with a diameter of 20 cm, for hanging up or with a handle to swing freely.

As early as 1850, there were graduated signals, so that on a sailing ship, a horn was blown when the ship was on the starboard tack and the bell rung when it was on the port tack. A vessel lying at anchor had to ring the bell slowly at least every ten minutes and, immediately afterwards, blow the horn. In the 1860s, the international regulations demanded that in fog, a steamship should use its steam whistle at least every five minutes, a sailing ship a horn, and any ship at anchor, its bell. Moslem ships, as already mentioned, were allowed to use a drum instead of a bell.

Bells could of course be used to sound a warning in other ways too. In 1560, a bell buoy was put down on Læsø Trindal in the Kattegat, probably the oldest in the world. It rocked with the movement of the sea, so that the bell rang. At the same time, a bell was hung in the tower of St. Olai Church in Helsingør to be used in fog. In 1766, a bell frame was set up at Nidingen Lighthouse in Halland with a fog bell which was to be rung four times every half hour with four consecutive strokes.

The role of the ship's bell in nautical superstition

There are a great many superstitious notions connected with the ship's bell. When it rang out in fog, it could easily be felt that, besides warning against collision, it also chased away evil spirits, particularly witches, who called up storms and bad weather, just as church bells kept all evil at bay. Sea monsters, against which the sailors felt powerless, could be frightened off too by the ship's bell. In storms when the ship was rolling, the bell often started to ring by itself. This was regarded as a dreadful omen of shipwreck, since it sounded undeniably like the tolling of a church bell. The sailors tried to stop the sound by wrapping cloth around the clapper, securing the bell rope or removing the clapper altogether. Many sailors also believed that when the ship sank the bell would start to ring by itself. The bell is ringing for Davy Jones, they said: he is the underwater god of the dead, where ships and their crew end up.

Even though the ship did not go down, the sailors were convinced that, if the bell rang by itself, it foreboded the death of a sailor, particularly of a comrade or of oneself. The ship's bell could however be obliging and warn of danger when the ship sailed too close to the shore. Before a battle at sea, the bell was sometimes put in the bottom of the ship so that it would not ring and portend death if bullets struck it during the battle.

Many legends deal with sunken towns and churches on the sea floor. When anyone hears their bells ring, it means storm and shipwreck.

Just as it was unlucky to give a new ship the name of an old one, especially if it was branded with misfortune, it was regarded as unlucky to transfer the bell from an old ship to a new. It happened regularly though, since ship's bells were not exactly

cheap, and there are some bells with an old and a new ship's name in them. As already mentioned, navies in many countries were accustomed to transferring bells from ships bound for the breaker to new ships, in order to save money. They simply did not put a name on them.
It bodes ill for a ship if its bell is damaged on the voyage or if it is lost. When ships were in harbour thieves could actually steal the bell, so that a wise captain made sure that it was hidden away.

Ship's bells in churches, manor houses and other places

When a ship is broken up, its bell is always saved. Many people would like one, for example, as a door bell. After running aground a grateful captain might make a gift of his bell to the local church, to the lifeboat station or to the nearest squire who assisted the shipwrecked sailors. Or he might take it with him, if this were possible. On American whalers, the owner has sometimes given a retiring captain the bell from his ship. Some bells have ended up in private ownership, others have gone to marine institutions, schools, exhibitions, etc.
Both in Denmark and abroad, there are quite a number of legends about ship's bells being used as church bells. It certainly cannot always be ascertained that the bells actually came from ships, particularly if the inscription is missing; or whether it is just legend.
A couple of manors in Denmark, and in other countries, have ship's bells as "porridge bells" to summon the servants to work and to meals.
It is an interesting fact that the ship's bell from the A.P. Møller Company's liner, the »LEXA MÆRSK« (1949), which burned in the Singapore roads in 1954, has been hanging as the bell in the chapel of the military cemetery on Singapore Island since 1955.
The most famous ship's bell is probably the one hanging in the great hall of the English marine insurance and classification company, Lloyd's, in London. It came from the English warship "La Lutine" originally a French prize, which sank off the Dutch coast in 1799. In 1857, the company salvaged the ship's cargo of gold and its bell, which was hung up in Lloyd's offices. When it is struck once, it is to give an important and usually tragic message, namely that a ship is overdue and is feared lost. Two strokes mean good news: an overdue ship has turned up again.
The ship's bell is almost like a living being on board. It can speak and it brings both joy and sorrow. It calls the crew to work and to religious services, it portends good and evil. And it counts the hours. It is inseparably bound to life and traditions at sea.

Henning Henningsen

On a journey from New Port News, Virginia to Glasgow with a cargo of tree trunks and planking, the bark the "VALKYRIEN" of Dragør, commanded by A. P. Møller's father, Captain Peter Mærsk Møller, was wrecked south of Ayr on the west coast of Scotland on 11th December 1883. A ship's boy was drowned but the rest of the crew was rescued by fishermen from Ayr. Captain Peter Mærsk Møller's rescuer was called Alexander Munro and on 13th December 1985, one of his family, William Munro, presented shipowner Mærsk Mc-Kinney Møller with the ship's bell from the "VALKYRIEN". The bell hangs today in the Company's head office in Esplanaden.

The ship's bell from t.t. "DIRCH MÆRSK", which was Denmark's biggest ship in 1968 with a deadweight of 205,600 tons. On the occasion of the 125th anniversary of Copenhagen Harbour in December 1984, the bell was presented to the Copenhagen Harbour Authority and now hangs in front of the Harbour Authority's building opposite the Company's head office in Esplanaden.

In Helsingør churchyard in 1860, a ship's bell with its original pin and ring device was set up on a hollow iron post. On one side it carries the ships's name "Flora" and, on the other, "Rostock 1851". It comes from the brig the "FLORA" of Rostock, built there in 1851. She went aground with a cargo of timber on Anholt Østerrev on 16th December 1859 in a snow storm and was presumably broken up straight away. The churchyard bought the bell to ring when the gates were to be closed in the evening. It still retains the same function.

The "International Regulations for Preventing Collisions at Sea" state that "A ship of 12 metres or longer must have a whistle and a bell". Although there has been tremendous development in shipping since the 15th century, the ship's bell is still the same. Here is the bell from one of the Company's newest ships, the product carrier the "ESTELLE MÆRSK", which was handed over on 11th September this year.

"IMPERATOR PETR VELIKI"

built in 1913 and broken up in 1987 after a chequered career

BY TORBEN STRAND, Sale and Purchase Department

Besides being responsible for the sale of our own ships, the Sale and Purchase Department on Esplanaden also acts as broker in the sale of ships from other shipping companies, both for continued navigation and for scrapping.

In this capacity, the Sale and Purchase Department has implemented the sale of a number of ships from the Russian State Shipping Companies to shipbreakers in Spain, Pakistan, Bangladesh and China. These ships have been primarily dry cargo ships and large factory trawlers, but recently, the Sale and Purchase Department arranged the transference of a passenger ship with an interesting history.

The ship which was called the "MORSKAYA-2" was sold to an English firm specializing in the purchase of ships "as is" for resale to shipbreakers. The ship was handed over in Nakhodka on the east coast of the USSR and then towed to Pusan where she was taken over by Korean shipbreakers.

The ship was one of a series of four built in 1913 by John Brown & Co., Clydebank, Scotland. She was named the "IMPERATOR PETR VELIKI" ("TSAR PETER THE GREAT"). She was 120 metres long and 16 metres wide, with a triple expansion engine, originally equipped with four coal-fired boilers designed to make 15 knots on her trial run. Her gross weight was 5,878 tons and she had room for 80 first class passengers, 55 second class and 300 emigrants. The contract price was £127,000.

The ship and her sister ships were intended to join the service between Odessa in the Black Sea and Egypt, calling at Constantinople (Istanbul), Piraeus, Smyrna and other ports. The outbreak of the First World War put paid to these plans, however, and from 1914 to 1916 the ship sailed for the Russian Navy – part of the time as a hospital ship – until she was hit by a torpedo from a German U-boat and sank in 28 metres of water out from Odessa.

Twenty-one years later, the "IMPERATOR PETR VELIKI" was raised and towed to Odessa for refitting, but when the Second World War broke out, the authorities decided to sink the ship in the approach to the harbour to prevent enemy invasion. Odessa was in fact besieged and captured in October 1941 by German and Rumanian troops and remained under Rumanian occupation until April 1944.

During this period, the ship was again raised and towed to Varna in Bulgaria for repairs. But refitting was interrupted because of the conclusion of the war, when the Russians demanded the return of the ship. It was then towed to a shipyard in Warnemünde where it was repaired and refitted over the next six years as a passenger ship again.

With the name "JAKUTIA", the ship was sent in 1953 to the Far East where she sailed for 23 years until, in 1976, she was laid up in Vladivostok as a hotel ship for dockers.

After being towed without problems for four days by a Japanese tug boat, one of the last big veterans ended her chequered career on Wednesday, 10th June, 1987 at the shipbreakers in Pusan in Korea.

Artificial

Expert systems in data processing are a subject which many have probably heard of without understanding what exactly the concept covers. Many years of concentrated work on expert systems, etc. in Danish research institutions have resulted in only limited practical benefits, let alone clarity regarding the concepts themselves.

But there seems to be some hope for the future, since a new type of expert system based on "induction" (learning by example, experience) is on the way. Mærsk Data has successfully tested one of these new expert systems.

How do expert systems differ from more traditional systems? Expert systems have to be provided with a certain amount of expert knowledge – not just facts, but knowledge of a more intuitive character (standards, rules-of-thumb). Users of the system can then draw on this base, not just to be presented with the information stored in the base (as in most current decision support systems based on data bases), but more important, what consequences the system extracts from this information and how the system reached this particular conclusion.

It takes only a fraction of the time to construct an "example based" expert system like the one tested by Mærsk Data than to prepare a "rule based" system. What is more, it can be done without specially trained computer experts. The method is a practical one. An expert shows the machine how he would deal with problems within a well defined and relatively narrow area. The machine can then imitate the expert's decisions. This implies that these systems can be made to function at least at the same level as the expert, which would be regarded as satisfactory in most situations.

Artificial intelligence

The term "artificial intelligence" was first used in the mid-50s. From the start the aim was ambitious: to try to teach an "electronic brain" to simulate human intelligence. Work was done, for example, on chess programmes and translation programmes. From the latter comes the story of the following Biblical sentence which was first translated from English into Russian, then back to English. "The spirit is willing, but the flesh is weak" ended up as "The liquor is good but the meat is rotten".

In recognition of the almost unlimited problems involved in representing the world in a formalized (computer) language, such ambitious ideas have been toned down. Today "artificial intelligence" is more a term used to cover a number of de-

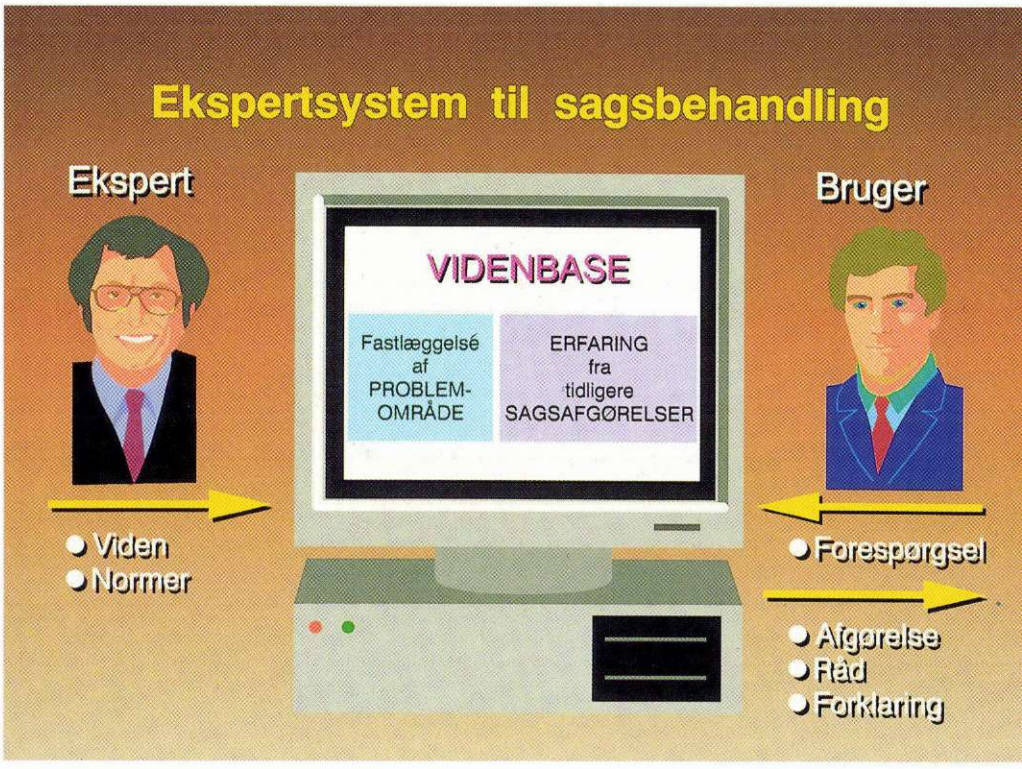
intelligence and expert systems

BY MORTEN SKOV-CARLSEN, MÆRSK DATA

velopment projects dealing with robot technology, speech recognition, computer games and expert systems (or knowledge based systems, as they are sometimes called).

Why expert systems?
These expert systems are creating interest primarily because of the opinion that access to knowledge of a high calibre will probably be a decisive competitive factor in the future. It is therefore important to be able to

- ★ collect and disseminate extensive areas of knowledge so the expert himself can be released for other tasks, while the person without special training can function efficiently through use of the expert system.
- ★ make quicker decisions in order to offer better service, etc.
- ★ make consistent decisions, that is, ensure better decisions on the basis of uniform, current material.



PARADOCS – an expert system

The principle
A programme for case treatment can be built up within a few weeks with the expert system PARADOCS, which is marketed by Mærsk Data for use with an IBM PC. It is also easy to update. Building up the programme and using the system happen as follows:

- ★ First, the problem area is defined by an expert, who then feeds into the system a number of practical examples along with his conclusions (decisions) about these cases.
- ★ The system builds up an inner model of this expert knowledge. This evaluation model can be adjusted at any time by experts feeding new experiences into the system.
- ★ Users can make use of – but cannot alter – the system's knowledge base for concrete case handling. Along with the conclusion, the user is supplied with reasons for this decision and a specification of the degree of probability involved in the decision.

Uses
Expert systems like PARADOCS, based on experience, can be used to advantage in businesses such as banks, insurance companies, official casework, business analysis, etc. – in fact, in areas which involve considerable use of products/services based on expert knowledge.
A particular advantage of the system is that expert knowledge is retained within the organization and made available to other colleagues, possibly in a network of branch organizations, while at the same time, the experts themselves are free to undertake other tasks.
A PARADOCS programme was recently delivered to the Holidays Office of the Ministry of Labour. The intention is to place experts' knowledge and experience of a specific area of the law at the disposal of non-experts through data processing. The Danish "Holidays with Pay Act" from 1938 affects "wage earners in the public and private sectors" (§ 1). But does this include dentists, home dressmakers and disc jockeys? Each year the Holidays Office makes decisions about hundreds of borderline cases as to whether or not someone is covered by the Holidays with Pay Act's concept of a wage earner. Experienced employees isolated a number of fundamental questions which occur in dealing with these borderline cases. An expert then fed the system by coding in the material as a number of concrete cases, with the addition of the expert's conclusions about these cases.
PARADOCS was now ready for use. After answering 15 central questions in connection with borderline cases, PARADOCS is able to decide whether or not the person in question is covered by the Holidays with Pay Act. At the same time, the degree of probability for the answer being correct is given. The case can then be treated routinely (if the degree of probability is high enough) or be reconsidered by the expert because the case includes special elements (that is, a lower degree of probability in the system).
The Holidays Office has hailed PARADOCS as "an inspiration for analysis, new thinking and reorganization of administrative practice". Experience derived from using the expert system is as follows:

- ★ The expert is able to describe his knowledge much more systematically than was previously required. This gives more groups of colleagues the chance to deal with these cases and release some expert resources for other tasks.
- ★ Routine questions can be answered with much more certainty.
- ★ Rapid and more structured retrieval of previous decisions of a similar nature occurs.
- ★ New connections between many cases become obvious.

This legal area, characterized by rich tradition and custom, has been given new dynamics by PARADOCS.

"Freight Show '87" in Rotterdam

In April 1985, Maersk Line participated in "Freightshow '85" in Rotterdam with an exhibition stand of 42 square metres. The exhibition was a success, and at the Maersk Line stand contact was made with almost 1,000 visitors. After the exhibition, General Manager Hans de Vink, Rotterdam said, "After the recognition we received from many of our business connections, we would definitely recommend that Maersk Line be represented at the next "Freightshow", to be held in two years' time".

Indeed it was represented. "Freightshow '87" was held this year from 7th to 10th April. An area of 25,000 square metres was at the disposal of 300 exhibitors (30 were on the waiting list) and 37,000 people visited the exhibition. Maersk Line was represented together with Norfolk Line by a 60- square metre stand. The aim of participating was to "show the flag", and practically all Maersk Line's big customers paid a visit. At the same time, contacts were made with new customers.

Rounding up...

Maersk Line, Manila gets an award

During its 18th Anniversary celebration and General Membership Meeting on May 13th, the Garment Business Association of the Philippines (GBAP) gave a Special Award to Maersk Line, Manila in recognition of our company's abiding interest in, concern for and dedication to the goals and ideals of GBAP and the Philippine garment industry. With this special award Maersk Line, Manila automatically becomes GBAP's first associate life member.

As shown in the picture our Sales and Marketing Manager, Mr Jesper Kjædegaard, accepted the award from Mr Anastacio delos Reyes, President of GBAP and Mrs Noemi Saludo, Chairman of the Board of GBAP.

This association, a non-profit organization, services the needs of the garment industry most particularly in exporting Philippine garments to almost all parts of the world. Members of this association include garment manufacturers and shipping companies that work hand in hand to boost not only the garment business but shipping as well.

Lydia Cervantes, Manila

Football in Belgium

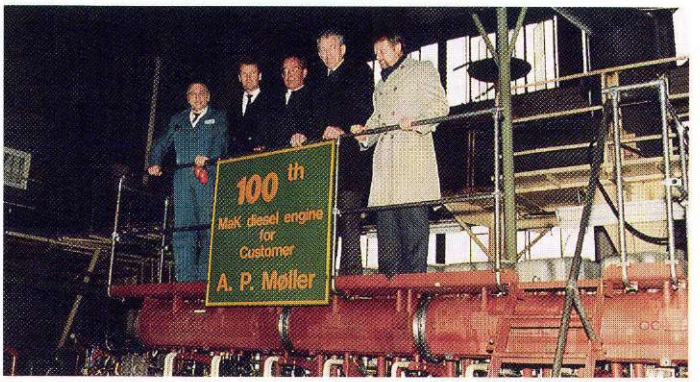
A football competition was held in Blankenburg, Belgium for teams from the British, Dutch and Belgian offices of Norfolk Line and Kent Line, and was won by Kent Line, Chatham. The photograph shows the winning side.

Ann Thornton, London

In all weathers

It can be very unpleasant and sometimes difficult to load and unload if the weather is bad. As can be seen from the photograph above, though, this does not affect Maersk Line's Terminal operator, Holt Carco Systems, Inc., in Philadelphia. In spite of a violent snowstorm, one of Maersk Line's container ships is being unloaded so that the timetable can be maintained.

100 MaK diesel engines for A.P. Møller



On Tuesday 14th April, MaK in Kiel delivered diesel engine number 100 to the A.P. Møller Company. All the engines have been built for the Company's supply ships and engine number 100 is for newbuilding no. 362 at the Dutch yard of J. Pattje – a sister ship to the "MÆRSK LEADER" and "MÆRSK LOGGER", which were delivered to the Company on 9th April and 30th June this year.

From the left in the picture are Mr. Finn Bergan, Norske Veritas, shipowner Leif V. Arnesen, A.P. Møller, Vice President Ulrich Schaller, Krupp MaK Kiel, Mr. Jørn Poulsen, A.P. Møller and engineer Werner Ebel, Krupp MaK Scandinavia.

Maersk Line exhibition in Saudi Arabia

Maersk Line in Riyadh, Saudi Arabia was represented with a stand at the "Saudi Agriculture '87" exhibition held in Riyadh from 5th to 9th April 1987. The very large exhibition, which is the sixth of its kind in Saudi Arabia, displayed a broad range of products for the agricultural sector, which has experienced outstandingly rapid development within the last decade.

Being the single biggest container carrier of cargo for the Saudi Agribusiness in the preceding season, Maersk Line was the only shipping line represented and enjoyed very good exposure. The exhibition gathered importers from most Arabian Gulf countries and was considered by importers as well as suppliers to be very successful.

Pictured in Maersk Line's booth is the Owner's Representative in Riyadh – Mr Søren Houman – explaining Maersk Line's Service to an Arab customer.

Søren Houman, Riyadh

Rounding up...

T.O. Cup – for the fifth time

On 15th August, the fifth T.O. Cup yacht race was held. The annual race was started in its present form in 1983 as a further development of the Newbuildings Department's previous yacht races. The first year, ten boats took part, and in 1984 only five boats, but 21 participated in 1985 and 17 in 1986. This year there were 14 boats and about 70 employees and spouses from the A.P. Møller Company and certain related companies in the exciting competition.

The prizes included the Maersk Cup challenge trophy, the Technical Organisation's challenge trophy for the Department's employees (who were most strongly represented), the Newbuildings Department's challenge trophy for the Department's employees and prizes offered by friends of the Company.

The harbour master at Skovshoved harbour had agreed that the boats which were to participate could spend the night of Friday 14th – Saturday 15th August in the harbour so that everyone was ready for the meeting of skippers arranged for 9.30 a.m. on Saturday. The race started at about 10.30 a.m.

The weather was changeable with sun and rain, and the wind was gentle to moderate, giving no problems. The fastest boat was the "Kapella II" with J.J. Kappel as captain, but according to classification P. Thomassen in "Rimfaxe" won the Maersk Cup, while J. Tue Christensen in "Lurius" won both the T.O. Cup and the Newbuildings Department's challenge trophy. J. Tue Christensen won the T.O. Cup last year, also in "Lurius".

One of the pictures shows the boats getting ready to start and the other shows one of the participating boats, the "Relax II", commanded by J. Haagen Frederiksen.

An imaginary voyage

One of the most enjoyable games for boys used to be to sail small ships in a pond, a lake or even just in the bath. The ship might simply have been a stick, a paper boat made from the page of a newspaper or a primitive, home-made model, nailed together from a couple of pieces of wood. But it could also be a fine model of a sailing ship, sometimes a steamship or motor boat, correct down to the smallest detail. This is hardly ever seen nowadays. Toys have become much more advanced. Boys today want speed and excitement – fast radio-controlled racing cars and aeroplanes, electronic games with violent air battles in space between high speed spaceships from distant planets. These are toys which put greater demands on a boy's reactions than on his imagination.

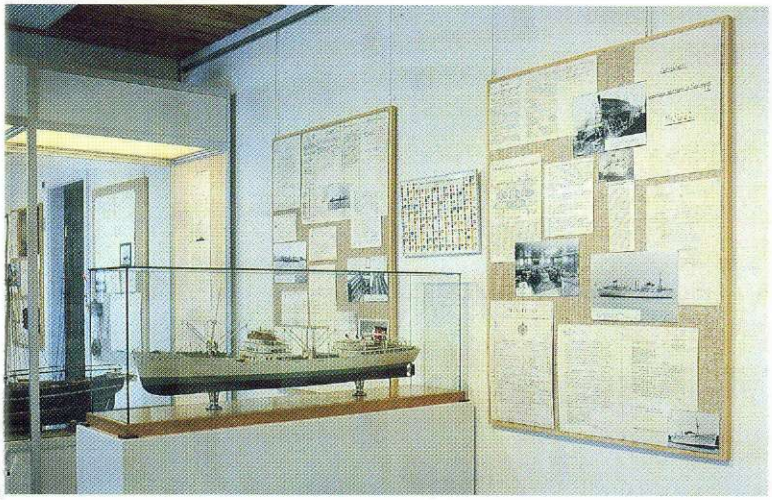
But for the boy in the picture here, which was sent in by Erik Danielsen of Ruds Vedby, it is imagination which is taking him on a long voyage. The fact that the ship is an old home-made model of A.P. Møller's tanker, the m.t. "KAREN MÆRSK" from 1964 (on which Erik Danielsen sailed as an able seaman) is of no importance. In his imagination, the boy is standing on the bridge of a modern ship, the little lake is a wide ocean and the opposite bank a distant exotic country where adventure awaits. And who knows? Perhaps the boy will one day stand on the bridge of a real A.P. Møller ship and experience at first hand some of the dreams of his boyhood. If he does not, then at least he has had some wonderful hours in the world of fantasy – a world with no limits.

Rig in a bottle

Building ships in bottles is not so very uncommon, but this is probably the first time it has happened to an oil rig. Maersk Drilling, Copenhagen has received this picture of the "MÆRSK ENDEAVOUR" in a bottle from Mr. A. Birnie, Aberdeenshire, Scotland.

Mr. Birnie writes: "The idea of putting a jack-up in to a bottle came to me after seeing a drawing in the magazine "Ocean Industry". I have been making ships in bottles for a few years now, and I saw the jack-up as a bit of a challenge – which it proved to be, as the neck of the bottle is only 28 mm in diameter. The model itself stands about 18 cm high and 12 cm across and it took roughly about seven hours to get in to the bottle. But the end result was well worth doing it".

Customs and shipping



On 3rd July, the Customs Museum in Copenhagen (next door to the Head Office in Esplanaden) opened an exhibition on customs and shipping. With pictures, model ships and documents from the rich customs archives, the exhibition explains the customs authorities' numerous responsibilities for the registration and control of ships and sailors – responsibilities which, to a great extent, are now history.

The main task was of course the collection of customs duties, as well as the fight against smuggling, which was started even before the ship reached harbour – the floating customs authorities, cruiser customs, came on board ship. But custom duties could also be repaid in the form of customs compensation, for example when imported materials were used for ship building. In addition there were a number of other tasks. Vessels had to be measured and registered, signal letters carved and painted, muster rolls drawn up and checked, and discharge books endorsed.

The picture shows one of the model ships on exhibition, the "EGYPTIAN REEFER", which was built at the Odense Steel Shipyard as the Yard's newbuilding no. 62. The ship was registered at the Odense customs house on 11th May 1936 by the Compagnie Colonial de Navigation S.A. in Paris and sailed as the "FRANCINE" of Le Havre on her maiden voyage on 30th October 1936. Because of economic restrictions, the ship could not be registered in France and was taken over by the A.P. Møller Company with Copenhagen as her homeport. A Danish newspaper wrote:

"With her engine placed astern and only one mast, the boat represents a new type within fruit trading and, with her excellent equipment for all kinds of fruit, she must be the finest fruit carrier sailing on the water today. The ship's length between the perpendiculars is 342 feet, considerably more than fruit carriers of similar size built previously. This gives the ship particularly fine lines, just as the position of the single screw engine astern gives the ship an unusually attractive shape, as well as the advantage of having the holds amidships, where the ship is widest.

The boat has considerable power, since the two-stroke, single action, 10 cylinder Burmeister & Wain diesel engine can generate a speed of about 17 miles when loaded. Amidships, the boat has room for 12 passengers in airy cabins, 4 single and 4 double, with separate bathroom".

In February 1937, the ship was bought by the J. Lauritzen Shipping Company and renamed the "EGYPTIAN REEFER" with Esbjerg as her home port. During the Second World War, the ship was laid up in Brazil from 1940 to 1942, after which she began trading as the "BAURULOIDE" under Brazilian colours. In 1945, she was again taken over by J. Lauritzen and given her old name once more. In 1961, the "EGYPTIAN REEFER" was sold to Japan and renamed the "BANSHU MARU No. 37". She was finally broken up in Yokohama i 1968.

Danish yachtsmen to Korea

On Friday 31st July, 11 sailing boats and two windsurfers were carefully packed into four Maersk Line containers at Copenhagen's Frihavn, to be transported to Korea where the Pre-Olympic Games were held in September. The containers were sailed to Hamburg to be loaded on to the "LUNA MÆRSK". About three weeks later, they arrived at the South Korean port of Busan, ready for the arrival of the yachtsmen.

According to tradition, transport was made possible by A.P. Møller and Chastine McKinney Møller's Foundation, while Maersk Line in Copenhagen and Korea took charge of the practical arrangements.

The Danish sailors, who have won several medals at previous Olympics, naturally hoped to win the races in which they took part, but the real purpose was to test wind, current and weather conditions in Korean waters, so that they will be well prepared when the Olympic Games themselves take place in 1988.

No task is too small

The Odense Steel Shipyard is well known for building large, advanced ships – in the 70s, super tankers of up to 375 metres long and 56 metres wide. But for the yard, no task is too small.

On Monday 31st August, a little ferry for Odense Bytrafik was named. The newbuilding, which will sail over the canal at Stige, was named the "FÆRGEHANS", and her sponsor was Alderman Mrs. Alice Faber. The ferry was built by the Yard's apprentices. She is 7.80 metres long and 2.70 metres wide and can take 11 passengers with, as the specification states, a few prams and mopeds. The picture shows her sponsor, Alderman Mrs. Alice Faber, with the Yard's Managing Director, Troels Dilling in front of the new ferry which is just being launched.

Personalia

ESPLANADEN


1


2


3


4

40 Years Anniversary

1. Jens Mostrup Madsen
   5 January
2. Knud Dahlberg-Hansen
   26 January

Retiring

3. Preben Olsen
   31 August
4. Claus H. Mohr
   31 October

MÆRSK OLIE OG GAS


1


2

25 Years Anniversary

1. Peter Jessen
   9 June

Retiring

2. Ruth Fogh Neuhausen
   31 December

THE FLEET


1


2


3


4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6


7


8


9


10


11


12


13

40 Years Anniversary

1. Chief Engineer Henning Dalsgaard Frederiksen
   20 December

25 Years Anniversary

2. Repair Engineer Bent Lindsten
   1 December
3. Chief Officer Frank Neergaard Bjerg
   1 December
4. Chief Engineer Jürgen Emil Petersen
   24 December
5. Gas Engineer Peer Christiansen
   27 December
6. Chief Engineer Jørn Andersen
   7 January
7. Radio Officer Erik Alexis Petersen
   9 January
8. Chief Engineer Keld Schouw
   15 January
9. Electrician Wu Kwun Shing
   5 February
10. Captain Svend Hansen
    20 February
11. Captain Max Holger Jensen
    28 February
12. Captain Jørgen Harry Andersen
    7 March
13. Radio Officer Ian Rees
    10 March

ROULUND


1


2


3

40 Years Anniversary

1. Arne R. Hansen
   14 April

25 Years Anniversary

2. Lisbeth Aulkjær
   2 January
3. Kaj H. Madsen
   27 March

DISA


1

25 Years Anniversary

1. Lilly Christiansen (Herlev)
   10 December

THE YARD


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19


20

25 Years Anniversary

1. Helge Thornøe Kristensen
   4 December
2. Kaj Espersen
   11 December
3. Jørgen Klingstrup
   11 December
4. Ole Nielsen
   8 January
5. Ole Sørensen
   22 January
6. Bent Hansen
   22 January
7. Inge A. Andersen
   29 January
8. Karl W.F. Olsen
   30 January
9. Poul-Erik Hjort Hansen
   5 February
10. Niels I. Knudsen
    5 February
11. Arne Thomsen
    5 February
12. Erling Bent Johnsen
    5 February
13. Børge Albert Petersen
    5 February
14. Per Watson Hansen
    5 February
15. Laurits J. Nielsen
    12 February
16. Poul E.P. Pedersen
    12 February
17. Mogens Lund-Johansen
    12 February
18. Jørgen Find Jensen
    19 February
19. Knud Peter Nielsen
    11 March

Retiring

20. Arne W. Christoffersen
    31 December

NORFOLK LINE


1

Retiring

1. D.E. Peake
   27 April 1987

BUKH


1


2


3


4

25 Years Anniversary

1. Ebbe Poulsen
   5 March
2. Børge Skjødt
   13 March
3. Svend Erik Pedersen
   12 April
4. Mogens Høj Hansen
   31 May

Obituary

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

Seaman John William Watson
ex »MAERSK CUTTER«
11 May

Captain Kurt Vagner Hau
ex »ROBERT MÆRSK«
4 June

Birgitte M. Lundbech
The Yard
7 June

Captain Erik Rye Lund
ex »ANDERS MÆRSK«
8 June

Niels W. Olsen
DISA (Herlev)
9 June

Electrician Mogens Hedelund Jensen
ex »MÆRSK VANGUARD«
17 August

Donkeyman Per Sigmund Lauvstad
ex »LUNA MÆRSK«
28 August

MÆRSK

The first Danish oil field, the Dan Field, after the extension.