

# MÆRSK POST

4/1988





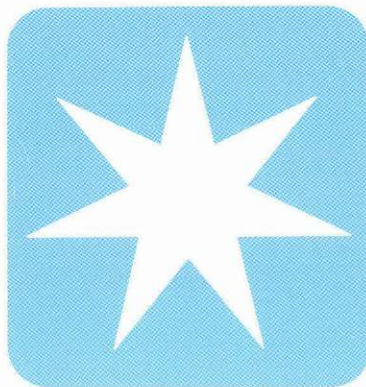
# MAERSK POST

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## Danish International Shipping Register (D.I.S.)

The Danish merchant fleet has been declining rapidly. Thus from January 1, 1987 to July 1 this year, tonnage under the Danish flag fell by more than 800,000 tons deadweight. Among the old-established Danish shipping companies only the A.P. Møller Group has continued to maintain significant Danish tonnage, and well over two-thirds of the total Danish merchant tonnage belongs to the Mærsk fleet. The reason for the general decline was the extremely high operating costs under the Danish flag compared to far lower costs under other flags with which Danish vessels had to compete. And the time approached when the A.P. Møller Companies too would have had to sell ships to other flags.

The Danish International Shipping Register has proved to be a valuable restraint to the disappearance of the Danish merchant fleet. A number of vessels controlled by Danish shipping companies have already re-registered under the Danish flag, and others which would have been lost have remained there. Mr. Nils Wilhjelmsen, Minister of Industry, must be commended for having taken the initiative to establish a Danish International Shipping Register, despite significant opposition. And the seafarers' organizations, all of which were opposed to the idea of a D.I.S., should be commended for having quickly adapted, and for positive contributions towards making the Register operative.

Shipping operations under the D.I.S. continue to be considerably more costly than under a number of other flags, but let us hope that the ground has been broken for a long term revival of a modern and efficient merchant fleet under the Danish flag. That will not come about automatically and, to succeed, the continued and determined efforts of all concerned are required.

MÆRSK MC-KINNEY MØLLER





# New Headquarters in the USA

BY ROBERT F. OSBORNE, MADISON      PHOTOS: FINN ANTOFT



At a recent series of receptions, Maersk Inc. officially opened its new North American Headquarters in Madison, New Jersey, about 45 minutes from Manhattan. The first party, held on Thursday, September 15 was attended by Shipowner Mærsk Mc-Kinney Møller. He and Mr A.B. "Ted" Ruhly, President of Maersk Inc., greeted each guest arriving to view the facility.

The building is set on 20 acres within the 310-acre Giralda Farms, formerly the Rockefeller Dodge estate. The estate once contained a 35-room mansion, occupied by Mrs Geraldine Rockefeller Dodge until her death in 1973. The property for the new corporate headquarters was purchased in December 1985, and construction began the following July.

The 147,000 square foot building houses the corporate offices of Maersk Inc., Maersk Data (USA) Inc., Maersk Container Service Co., Bridge Terminal Transport and Maersk Line Limited. The



centerpiece of the building is the four-story atrium featuring a circular staircase with bronze and glass siderails and granite flooring. The atrium is topped with a circular skylight, and floor-to-ceiling windows on each level providing a view of the grounds which front the main entrance. Each level of the atrium is finished in cherry wood panelling and displays glass-enclosed ship models.

The front of the building is approached from a tree-lined circular driveway. The centerpiece of the drive is a landscaped circle surrounding an anchor dating back to the late 1800's, which was recovered from the bottom of the Baltic Sea. On either side of the driveway is visitor parking. Just inside the main entrance is the reception area which features a glass-enclosed model of the "LEISE MÆRSK". Also located on the first floor is the fully equipped employee cafeteria. One wall of the cafeteria is glass and offers a view to the west. The cafeteria features an open terrace, allowing for outdoor dining when the weather permits.

The building is equipped with an exercise facility and there is a staff instructor supervising the exercise program which includes classes in low impact aerobics. The lower level of the building, where the exercise room is located, also houses two levels of enclosed underground parking for employees and Maersk Data's computer facilities.

Designed by The Stubbins Associates, Inc. of Cambridge, Massachusetts, the building's dignified form is in harmony with the character of its unique site, resembling a country estate with deer and other animals roaming freely through the woods and rolling lawns. Special consideration in the design was given to the natural land forms, accessibility to the site and major views over the nearby hills to the west.











*The "MARIT MÆRSK" arrives in New York during her maiden voyage.*

## New ship: "MARIT MÆRSK"

*Sponsor Mrs Janet Morrow together with her husband, Mr Richard M. Morrow, Chairman of the Board of Directors of the Amoco Corporation, Chicago, Chief Engineer Willy Frede Jensen, and Captain Tage Sigurd Nielsen.*







On Saturday, September 3 the second in a series of nine advanced container vessels was named at the Odense Steel Shipyard. The vessel was given the name "MARIT MÆRSK", and her sponsor was Mrs Janet Morrow, wife of Mr Richard M. Morrow, Chairman of the Board of Directors of the Amoco Corporation, Chicago.

The "MARIT MÆRSK", just as her sister ship the "MARCHEN MÆRSK" which was delivered in April and described in Mærsk Post No. 2, was contracted by the A.P. Møller Company through DMK. These new ships are to date the largest and most advanced in the Company's fleet of container vessels. The vessel is 294.13 metres long and

32.22 metres wide; the height of the sides is 21.50 metres with a maximum draught of 13.50 metres and a deadweight of approximately 61,000 tons.

In the cargo holds below deck, there is now room for 8 tiers and 11 rows of containers – one more than in other vessels of the same width. The vessels can carry 500 refrigerated containers and the holds and hatches are equipped to accommodate the new 45-foot highcube containers. All in all, the container capacity is equivalent to around 3,900 20-foot containers with four tiers of containers on the hatches.

Both vessels have single screws and are equipped with the world's largest diesel engine with one axle, a Mitsui-MAN

B&W type K90MC with ten cylinders, which can generate approximately 54,000 BHP providing a speed of around 24 knots – the equivalent of approximately 44 kilometres per hour.

After a brief and successful trial run in Skagerrak, the "MARIT MÆRSK" was delivered in Århus on September 20 and continued on to Le Havre to join Maersk Line's new service between Europe and North America – the Transatlantic Service. The vessel was under the command of Captain Tage Sigurd Nielsen with Willy Frede Jensen as Chief Engineer, Hans Nørgaard as Chief Officer and Poul Vigsø as Chief Steward/Cook.



# New ship: "MAERSK VIRTUE"

*The "MAERSK VIRTUE" being named in Japan.*

On Wednesday, August 8, the first of two large product-carriers was given its name at the Mitsui Chiba Shipyard in Japan. This new addition to the Maersk Co. (Singapore) Pte. Ltd. was named "MAERSK VIRTUE", her sponsor being Mrs C. Takahashi, the wife of Mr K. Takahashi, the president of Showa Shell Sempaku K.K.

The new product-carrier is 243 metres long and 42 metres wide with a draught of 15.13 metres and a deadweight on delivery of 110,296 tons. There are eight central cargo tanks which are surrounded by eight wing tanks used for leading ballast water. The loading capacity is 111,328 cubic metres when filled to 98 % capacity. Thus, the ship can carry 91,000 tons of gas oil or 79,000 tons of naphta with the ship's full deadweight. The cargo tanks have been specially treated with an epoxy coating and equipped with heat coils with a 65°C maximum. There are four main channels connected to the loading/unloading system, equipped with four diesel-powered pumps which have a capacity of 2,300 cubic metres an hour. The stripping and ballast pumps are electrically driven.

The main engine is a Mitsui-B&W diesel engine type 6S70MCE which can generate 16,740 BHP to provide a speed of approximately 15 knots.

After being delivered on Friday, September 2, the "MAERSK VIRTUE" set course towards the Arabian/Persian Gulf to receive a full tankload bound for Japan. Captain P.J. Targett was in command of the vessel, with R.C. Henderson as Chief Engineer.

*Sponsor Mrs C. Takahashi together with her husband Mr K. Takahashi, the president of Showa Shell Sempaku K.K., in one of the cabins on board the "MAERSK VIRTUE".*





*The Spanish Minister of Foreign Affairs Don Francisco Fernández Ordóñez, in the film room together with the Danish Minister of Foreign Affairs Uffe Ellemann-Jensen (on the left), and Shipowner Mærsk Mc-Kinney Møller.*

During the last few years, the A.P. Møller Shipping Company has expanded its activities in Spain considerably, with, for example, a container terminal in Algeciras as well as offices in Alicante, Barcelona, Madrid, Sevilla and Valencia. While on an official visit to Denmark, the Spanish Minister of Foreign Affairs Don Francisco Fernández Ordóñez also visited the A.P. Møller headquarters at Esplanaden on Tuesday, September 20. Don Francisco Fernández Ordóñez was accompanied by the Danish Minister of Foreign Affairs Uffe Ellemann-Jensen, the Spanish Ambassador to Denmark Don Mariano Ucelay de Montero, the Danish Ambassador to Spain Wilhelm Ulrichsen as well as other prominent Spanish and Danish officials.

The guests were welcomed in the film room by Shipowner Mærsk Mc-Kinney Møller. A slide show about the A.P. Møller Group's activities the world over was shown, after which lunch was served.



## Ministers visit Esplanaden



*Mr. Mærsk Mc-Kinney Møller introducing Shipowner Karsten Borch (on the right) to the Brazilian Minister of Mining and Energy, Dr. Antonio Aureliano Chaves de Mendonca.*

*Mr. Mærsk Mc-Kinney Møller together with the President of the Brazilian oil company Petrobras, Dr. Armando Guedes Coelho.*



The following afternoon, the Shipping Company was visited by the Brazilian Minister of Mining and Energy, Dr. Antonio Aureliano Chaves de Mendonca together with the President of the national oil company Petrobras, Dr. Armando Guedes Coelho, accompanied by high-ranking Danish and Brazilian officials. The reason for the visit was the long-term connection the Shipping Company has had with Petrobras involving supply vessels and the drilling rig "MAERSK PIONEER".

Again Mr Mærsk Mc-Kinney Møller welcomed his guests in the film room. The A.P. Møller slide show was followed by a presentation of Maersk Drilling and Mærsk Supply by General Manager Bent Lund Thomsen, Maersk Drilling; and Tank and Bulkships were presented by General Manager Viggo Andersen, Brasil Offshore-Maersk (Brasmar) Ltda., Rio de Janeiro. After some light refreshment in the "Palm Room" in the dining area, the guests took their leave.



# Activity at the Skjold Field

On September 28, the drilling rig "MÆRSK ENDEAVOUR" commenced drilling on two new production wells at the Skjold Field. Dansk Undergrunds Consortium now has two drilling rigs in use simultaneously at the field. Together with the new and larger pipeline between the Skjold and Gorm fields, the new wells will facilitate increased oil production from the Skjold Field.

The new 12-inch pipeline has now been completed and connected to the refinery at the Gorm Field, where oil from the Skjold production is treated. The work of covering the pipeline on the ocean bottom with 120,000 tons of stone should be completed by the end of November – allowing for the unpredictable North Sea weather.

The drilling rig "MÆRSK EXPLORER" is still occupied with water-injection at the Skjold Field. Pumps and a saltwater treatment plant have been installed on the rig which, at the moment, pumps 5,800 tons of water a day down into the oil-rich layers of the field's reservoir. If everything goes as planned, the present daily production of just under 22,000 barrels of oil is expected to increase to around 40,000 barrels. DUC's investment in Skjold's expansion has been approximately one-quarter billion Danish Kroner.

Pictured in the photograph is the Skjold Field and the two drilling rigs "MÆRSK EXPLORER" and "MÆRSK ENDEAVOUR", while the multipurpose supply vessel "MÆRSK LEADER" goes through her manoeuvres.

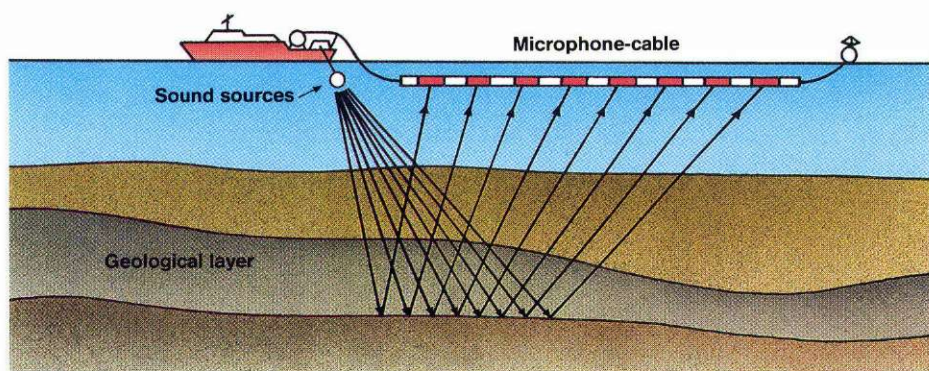








# New seismic studies of old oil fields



Dansk Undergrunds Consortium (DUC) recently began new and extensive seismic studies of the two very first oil fields in the North Sea – the Dan and Gorm fields.

Danish oil production began at the Dan Field in 1972 and has since been expanded several times – in 1976, 1977 and 1987. The Gorm Field started production in 1981: and the combined production from these two fields is sufficient to cover approximately one-third of the total oil and gas used in Denmark.

Although there are several oil-producing wells at the two fields, no more than ten percent of the oil present can be extracted because of the special nature of the oil-rich underground layers and the production methods used today. Extensive studies and large investments are necessary to find new methods of winning a larger proportion of the existing oil.

Horizontal wells for draining larger areas of the fields, and the pumping of water down into the oil-rich layers to force the oil out are two methods now in use to ensure Danish oil production in the future.

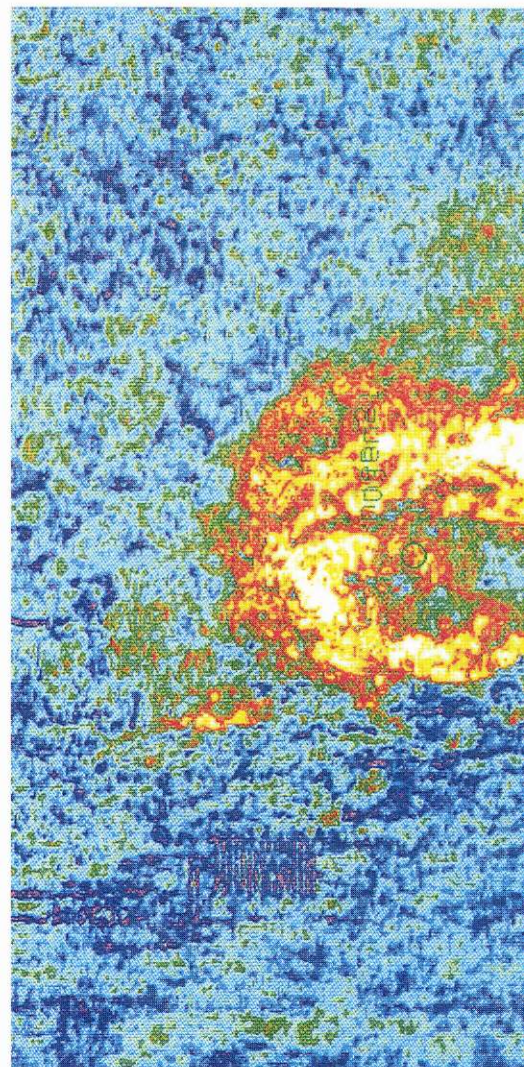
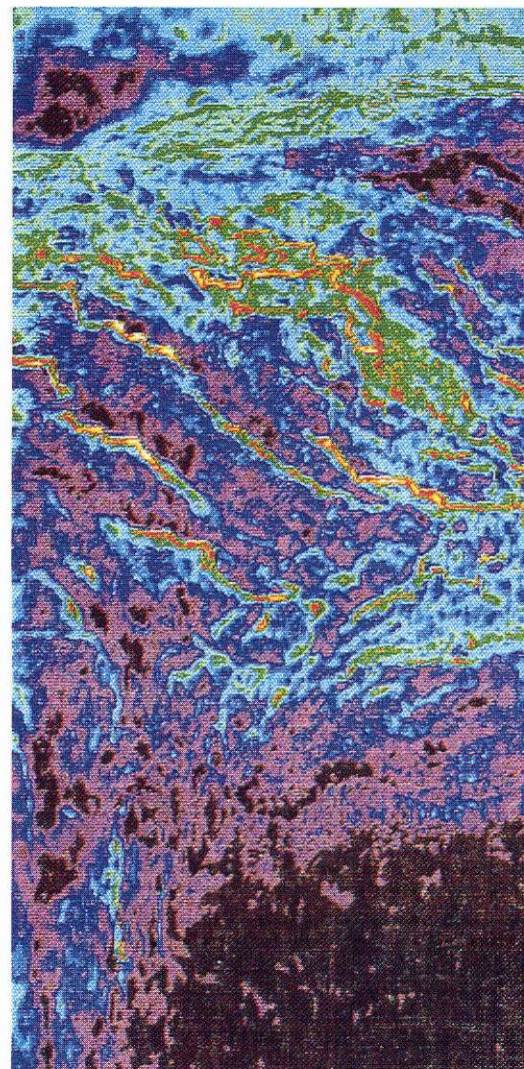
To accommodate this new growth and to ensure the best possible results, it is necessary to have a very precise picture of the oil-rich layers. New methods of seismic measurement – so-called three-dimensional processing – have made it possible for DUC's geophysicists to obtain valuable knowledge of the area.

Seismic measurement involves the projection of sound waves down into the earth. These waves are reflected – also from the oil-rich layers – back towards the surface, where the echo is picked up by very sensitive microphones – or hydrophones, as technicians call them – and recorded on tape.

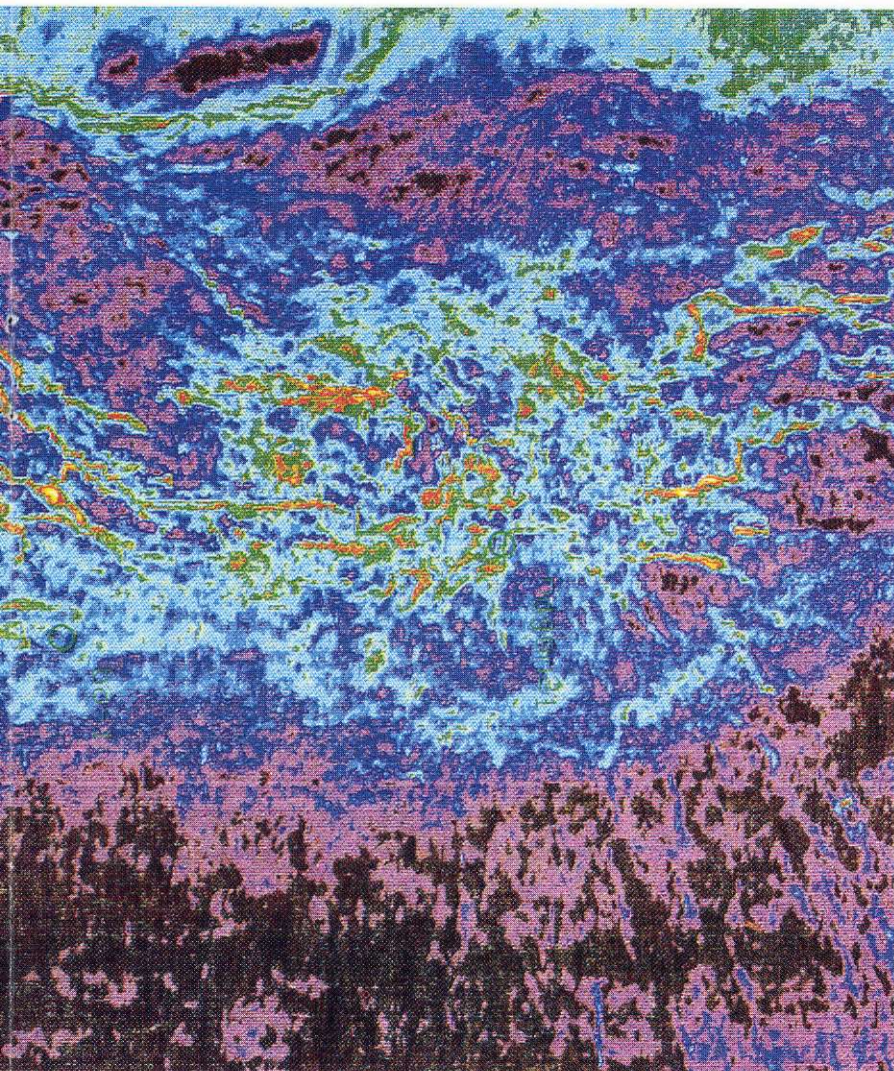
Pressurised air released intermittently into the water acts as a sound source while the hydrophones, encased in cables, are dragged behind the research ship. The cable used for these measurements at the Dan and Gorm fields was around 2,500 metres long and contained around 2,400 hydrophones. Signals from the underground are digitalised – transposed into numerical values – and preserved on the tape for later computer analysis.

Seismic measurements are made by a special ship which sails along fixed routes while sound waves are released at predetermined intervals. At the Dan and Gorm fields, the lineal routes used were 25 metres apart and added up to approximately 9,000 kilometres of seismic lineal routes – or the distance from Denmark to the Equator. Sound waves were then released at every 25-metre interval.

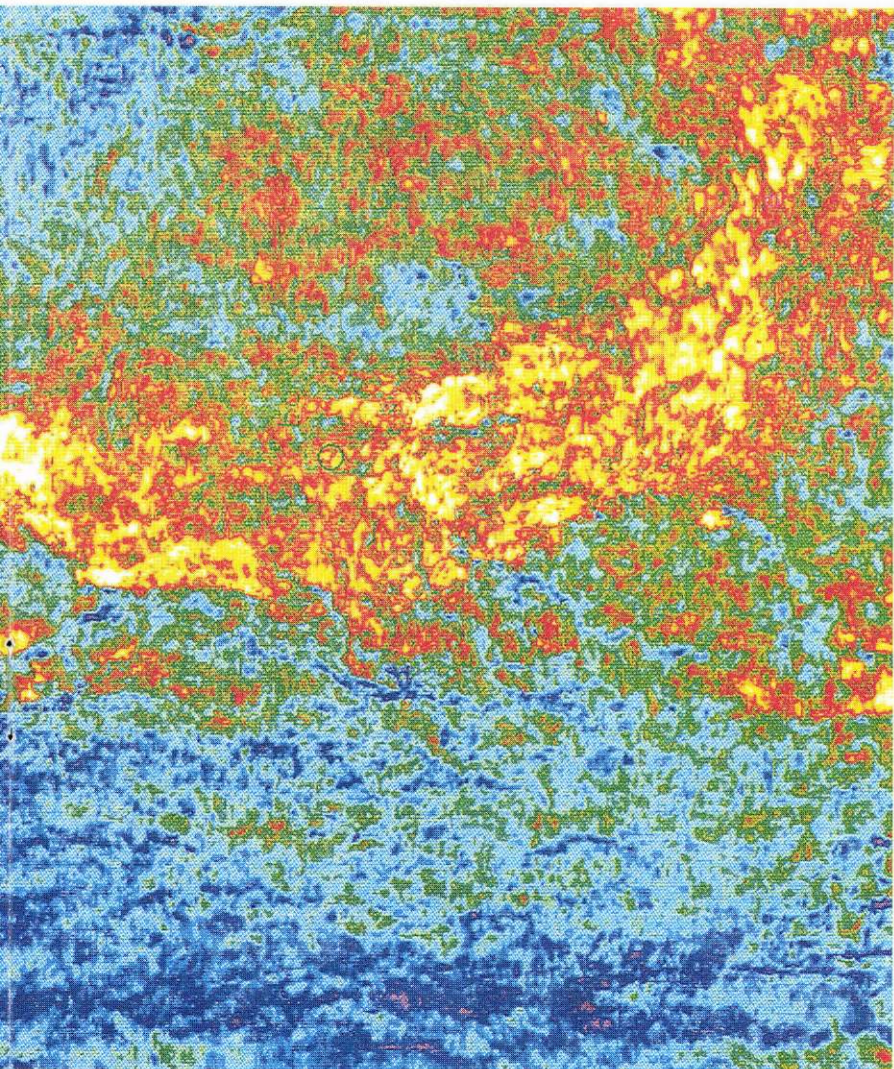
Unfortunately, the drilling platforms complicated matters somewhat. To get a complete seismic picture of the fields, it was, of course, necessary to obtain seismic data from the area just underneath the platforms themselves. This was done







Three examples of three-dimensional seismic processing, showing the structural outline of an oil field.



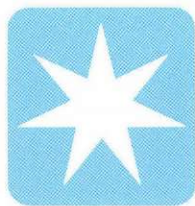
by using two vessels – one equipped with a sound-source on one side of the platform, and on the other side another vessel equipped with a hydrophone cable. Thus, the echo from the sound released was picked up by the hydrophones from an area just under the platform and equidistant to the two vessels. This was the very first time that seismic calculations of this kind had ever been made on Danish territory.

For every echo, a half-million numerical values were recorded on tape. In all, 900 billion numericals were recorded on some 9,000 tapes. Using one second to evaluate every single numerical, one would have had to start the evaluations approximately 1,000 years before our time reckoning in order to have finished them today. Naturally huge supercomputers are used which, in the matter of a short time, can produce results.

The studies were supervised by Mærsk Olie og Gas A/S, the operator for Dansk Undergrunds Consortium, and were carried out by a specially-built German seismic ship named "PROSPEKTA", which received assistance from another vessel, the "MANTA", when making calculations under the platforms.

The final results of the recently completed study, which cost around 40 million Danish Kroner, will be available during the course of 1989.





# Maersk in Esbjerg

In the late 1960's, a main topic of discussion among fishermen was the strange three-legged island far out in the North Sea, around 200 kilometres west of Esbjerg, which they sailed past on their way to and from the fishing areas. What they could see was the drilling rig "MÆRSK EXPLORER", which gave increased business activity in the town and also improved the rate of employment. As long as the explorational drilling continued to give results, Esbjerg's future as Denmark's oil centre would be assured. Rumour had it that the A.P. Møller Shipping Company – for whose fleet Esbjerg had provided so many officers and crew members through the generations – was one of several large companies backing this project way out in the North Sea.

Today, every child in Esbjerg is familiar with the story of this great North Sea oil adventure. Either they hear about it in school or at home, or they happen to have a playmate whose father or mother works in one of the A.P. Møller Group's many companies. Actually, the price of a barrel of oil today is just as important a topic of conversation as the day's price for a kilo of freshly-caught plaice at the fishmarket. As far as employment is concerned, the oil industry has had much greater and far-reaching effects than the fishing industry. In the fourteen companies which comprise the A.P. Møller Group now existing in Esbjerg, 1,291 people are employed as opposed to 865 fishermen as of New Year, 1988.

## Maersk Olie og Gas

Maersk Olie og Gas' division in Esbjerg has by far the largest workforce and, as of July 1 this year, a total of 511 people are employed on land and in the oil fields.

The only person who has been involved since the very beginning is Co-ordinator Paul Madsen who came into the oil industry after many years as an engineer in the company. On one wall of his office, which is located at Kanalen 1 in Esbjerg, he still has the very first production report from the North Sea.

"We started pumping the oil up and over into the tanker "MARIE MÆRSK" on July 6, 1972, at 10.45 in the morning. The first day's entire production was 4,254 barrels and it was so hectic out there that we didn't even have time to sit back and mark this momentous occasion with a little celebration", says Paul Madsen.

He was one of two Danes among fifty foreigners on location when the oil started to pour in from the four wells at the Dan Field. "We had to learn from the foreigners in those days. Today, we can manage on our own. Of course, we don't discriminate – foreigners may apply for work – but the majority of those who are involved in daily maintenance are Danish", he explains.

At Maersk Olie og Gas A/S in Esbjerg, Vice President Vagn Mols Poulsen, added that the total production today from the Danish fields is 90,000 barrels per day.

Oil and gas self-sufficiency has increased steadily over the last few years and, according to Mærsk Olie og Gas' calculations, should reach the 70 percent mark in 1989 after a total investment of 60 billion Danish Kroner in gas and oil production in the North Sea.

"Total self-sufficiency calls for a doubling of present gas sales in Denmark, or a substantial new oil find", estimates Vagn Mols Poulsen.

## Danbor Service

Danbor Service A/S is a three-storey construction along the harbour at Kanalen 1 in Esbjerg, established with the aim of becoming the supply base for the oil and gas activities in the North Sea.

Danbor Service goes all the way back to 1962 when A.P. Møller obtained the Danish underground concession. Now there are 200 employees here and in various affiliates, explained Managing Director Gert Kragelund.

"We have, among other things, an offer for a complete package-solution for new operators in the North Sea. We also have ten firms affiliated with the offshore sector as leasers. Thus the base has become a centre for oil and gas activities in the Danish part of the North Sea." Last year, Gert Kragelund managed to assemble all the division leaders of the various divisions in Esbjerg.

"I felt that there was a need for an initiative like this: partly to get to know each other before our number increases, and partly to discuss the best ways of internally utilising the various strong points of the respective companies. We have decided to maintain this contact between the Esbjerg divisions", added Gert Kragelund, who is also the appointed British consul in Esbjerg.

## Maersk Drilling

Manager Harald Hagde, Maersk Drilling, a fisherman's son from Esbjerg, is one of the many who have said goodbye to fishing and gone into the oil industry. He had fished in the North Sea for 12 years before he became a rigworker in 1967. He got a land job in 1978. There is a world of difference between life as a fisherman or rigworker and the life he has today as Manager of Maersk Drilling in Esbjerg, which is the onshore base for the two drilling rigs "MÆRSK EXPLORER" and "MÆRSK ENDEAVOUR" in the North Sea. On the premises, located at Måde Industrivej, there is also a spare parts warehouse for Maersk Drilling's oil rigs – which are in action the world over. The warehouse contains 6,000 to 7,000 items, from washers to generators.

"When I worked on the platforms, we had neither video nor TV. The newspapers came whenever our wives sent our weekly packages from home. There was time to read and improve oneself and, because of the many opportunities to participate in the various courses in management and personnel leadership offered, it was possible to change horses in midstream", he explained. Maersk Drilling in Esbjerg has seven employees.

## Maersk Helicopters

The greatest activity is over in the eastern part of Esbjerg Airport, where 95 employees work in the blue buildings of Maersk Helicopters. Since the beginning in 1975, pilot Jan Hagemann has been the Vice President of Maersk Helicopters. In the course of a year 25 pilots bring 17,000 passengers to and from the drilling rigs, as well as the oil and gas fields in the North Sea.

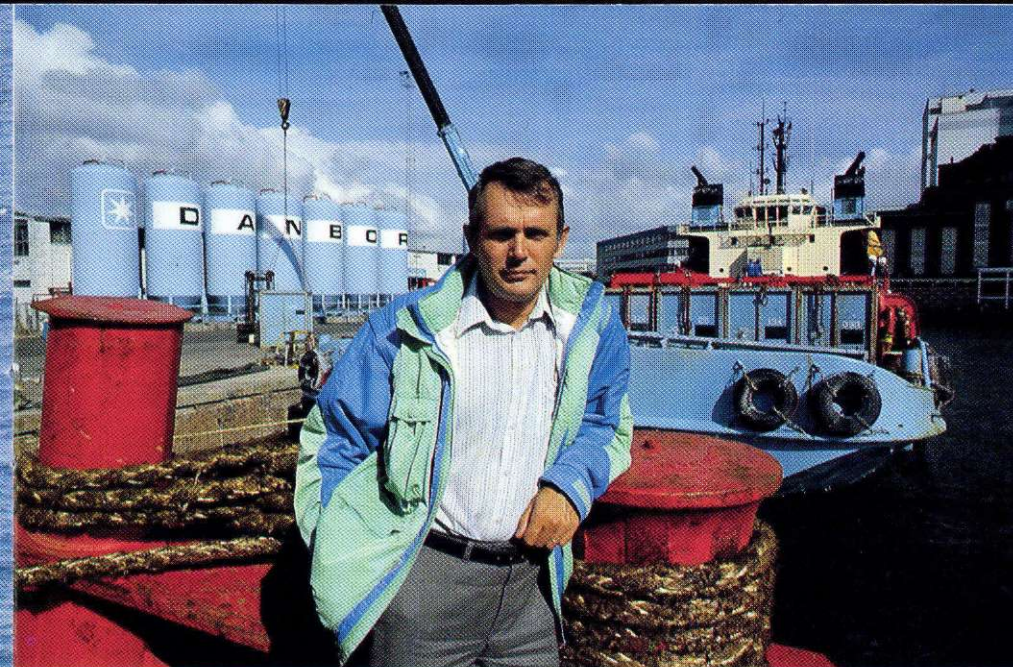
"Yet another Maersk plane on time", is one of Maersk Air's slogans. The helicopter service also manages to live up to this image.

"After fourteen days' work on a platform, a half-hour's delay is a long time for an employee who longs to get home to his family. Departures with more than a five-minute delay are rare, and carefully registered", states Jan Hagemann.

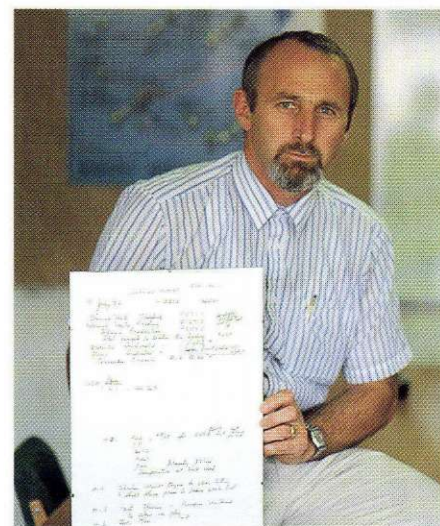
Service on board the helicopters is also one of the things being worked on at the moment.

"For example, we are trying to get hearing protectors with built-in speakers so our passengers can listen to music instead of noise from the motor."

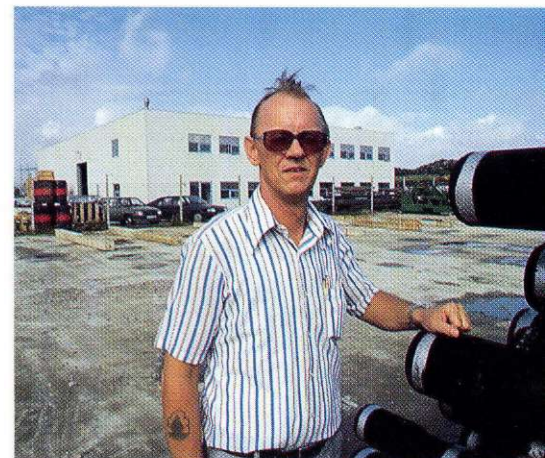
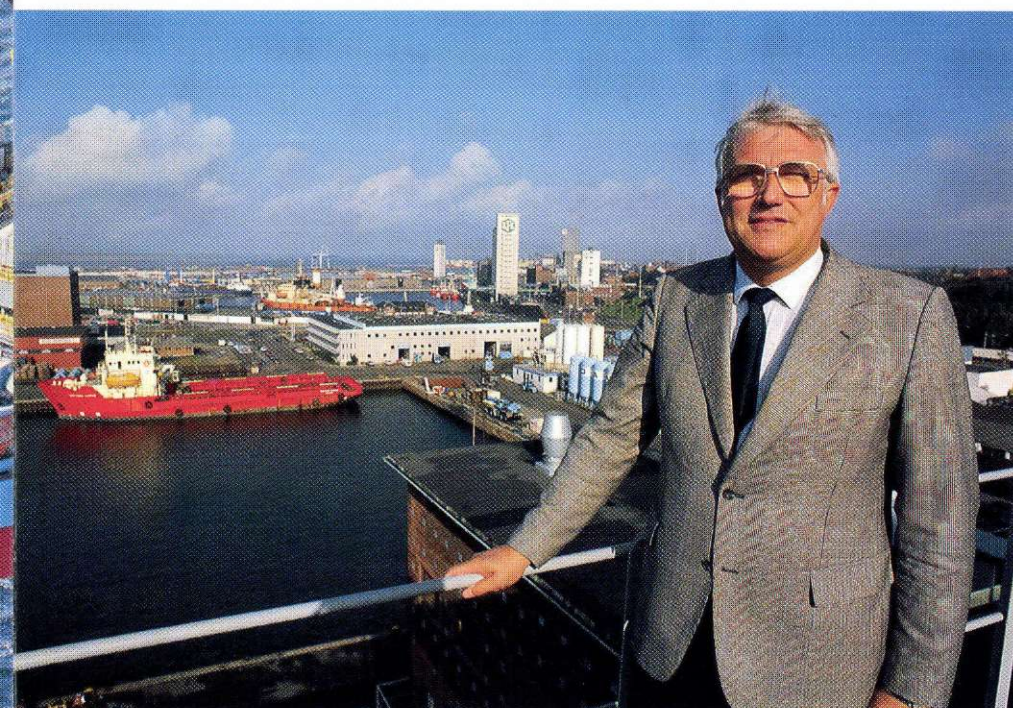




*Vice President Vagn Mols Poulsen, Mærsk Olie og Gas.*

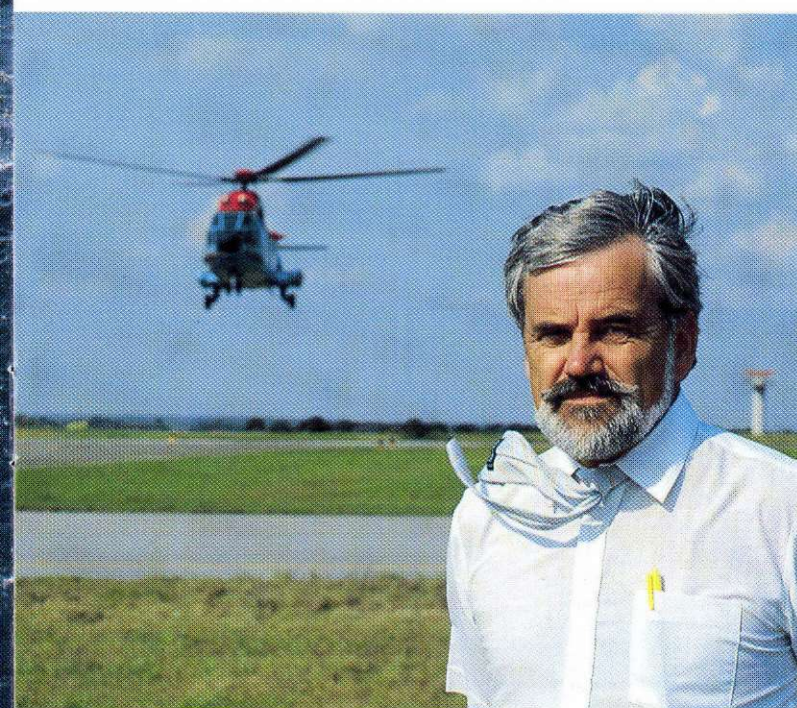


*Co-ordinator Poul Madsen, Mærsk Olie og Gas.*



*Manager Harald Hagde, Maersk Drilling.*

*Managing Director Gert Kragelund, Danbor Service.*



*Station Manager Per Frederiksen, Maersk Air.*

*Vice President Jan Hagemann, Maersk Helicopters.*





Safety is everything for the helicopter service, and there are thirty mechanics employed to provide the necessary service and maintenance.

Jan Hagemann expects the number of passengers to be between 17,000 and 20,000 in the years to come. In addition, there are the flights for others who have begun searching for oil in the Danish section of the North Sea.

#### **Maersk Air**

Maersk Air in Esbjerg was founded on November 1, 1984, with its own personnel to take care of the planes, passengers and freight. The previous agreement with SAS was cancelled and Maersk Air's offices today have ten employees with Per Frederiksen as Station Manager.

"The number of passengers each month – around 11,000 – is constant. Freight counts more number-wise than it does weight-wise", says Per Frederiksen. "Just freight from abroad accounts for around 500 parcels a month, and many parcels have the North Sea platforms as their final destination."

#### **Maersk Commuter**

"A change of name in November – from Air Business to Maersk Commuter – should make it clear to the customers that the airline is connected with Maersk and the A.P. Møller Group", states General Manager Jan Gotfredsen, Maersk Commuter. He came to Esbjerg on May 1, 1983, when Maersk bought out the smaller airline Alk-Air. This company had received the first route concession – independent of SAS – to fly between Esbjerg and Stavanger. The company has grown steadily since then, owns several Shorts 360 planes, and employs 63 people in all including 16 mechanics at the repair shop in Esbjerg. The company is in the process of buying new planes, mainly because in 1989 the Maersk Group is to start four new flight routes: Billund-Århus-Stockholm, Billund-Århus-Göteborg, Copenhagen-Cologne and Copenhagen-Base (Mulhouse).

#### **Maersk Travel**

"Everybody else was there so, of course, we had to move to Esbjerg so we could serve the 'family' as well as the other businesses in west Jutland", explained Marketing Director Kaj Nielsen as the reason that Maersk Travel opened a subsidiary on January 1, 1987 in Esbjerg. The office is located at Frankrigskajen, together with several other offshore-related firms, and has a staff of four.

"It's not necessary to be located on a busy street in order to sell tickets. 95 percent of the business trips we handle are ordered by phone. The business community in west Jutland got to know us very fast and

is our biggest customer", adds Kaj Nielsen.

#### **A-Z department stores**

Dansk Supermarked, owned by A.P. Møller and F. Salling A/S in Århus, has also had a great influence on Esbjerg. On the northwest edge of the town, there is the 8,500 square-metre non-food department store A-Z. The store is a pilot project from 1987 and, because of the success which Business Manager Peter Torp and the 135 employees have experienced, it is planned to open an identical store in Sønderborg in autumn 1989.

"Dansk Supermarked has been called a pioneer in Danish retail trade and in Esbjerg we met with some resistance from – among others – the local business community. On the other hand, we are grateful for the reception the consumers have given us. A customer-count has shown that in one week we had around 60,000 customers in the store, corresponding to two-thirds of Esbjerg's inhabitants", relates Peter Torp. "Price is the most important factor when it comes to people choosing a shopping centre and, because of this, we've been able to compete. The feeling of belonging to the A.P. Møller Group is not likely to be as strong for an A-Z employee as for a driller in the North Sea", suggests Peter Torp. "But we are happy to be under the Star and when I see one of the light-blue ships in the harbour, for example, then I feel that I am part of the company and that's where I belong".

#### **Føtex**

"At Føtex we took it with grace and said that it was good for Dansk Supermarked that the first new A-Z department store was being built in Esbjerg", states Business Manager Claus Christiansen.

Føtex, however, had to sacrifice its non-food turnover to A-Z that first year.

"But we had reached the point where we, within the existing framework in Esbjerg's centre and unable to expand, could not increase our business further", states Claus Christiansen. Føtex now employs a staff of 150.

#### **Svitzer and Esbjerg Trosseføring**

Mærsk Olie og Gas is one of Svitzer A/S's biggest customer. Svitzer, just as Esbjerg Trosseføring A/S, has Niels Jørgen Borch-Jensen as its Branch Manager.

23 clerks, 52 free-lance employees and a crew of 20 men on board the ships comprise the Esbjerg staff.

Among other things, Svitzer has six permanent divers who examine the oil rigs and platforms under the water. These divers' inspection of the platforms' lower parts is an essential security measure in the North Sea, where the company's se-

curity ships also carry out surveillance duties at the oil installations. In Esbjerg Harbour, Svitzer A/S also has three tugboats ready to service the harbour traffic.

#### **Britline Limited Dania Trucking and Thor Jørgensen**

One A.P. Møller initiative which the port of Esbjerg appreciated was the establishment of a new freight route across the North Sea with Britline Limited. An agreement with ESS-food ensured the freight basis, and Britline could then send its first ship out from Esbjerg Harbour on February 28, 1986. The route has since then been expanded and a great deal of cargo has been shipped on the two weekly departures to Great Yarmouth, and on the other to Dartford, near London.

The General Manager of Britline in Esbjerg as well as Dania Trucking and Thor Jørgensen A/S is thirty-year-old Steen Davidsen. The three companies have 21 employees in all.

"Competition on the North Sea has been incredibly hard during the last few years, but Britline has been well received on the market. It's been quite an advantage being a shipping company under the auspices of the seven-pointed star. People know what A.P. Møller stands for – good service and precise departures – and that reputation has been very much to our benefit. The interplay between Britline and Norfolk Line – a company owned by the Maersk Company Ltd., England, with over 2,000 of its own trailers – has also greatly benefitted our service since Norfolk Line offers its customers integrated door-to-door transport of high quality".

A.P. Møller also has an excellent reputation at the town's city hall.

"This city has many reasons to be thankful to the A.P. Møller Shipping Company," says Esbjerg's Social Democratic Mayor A.K. Nielsen. "It was from them that we received a booster shot in the form of hundreds of new jobs in the late 70's and the early 80's which enabled Esbjerg, unlike many other provincial towns, to avoid massive unemployment and a rash of bankruptcies and sell-outs on the housing market. I wish that other cities had had just as good and stable a company as we have had, with the security of the many jobs made available through A.P. Møller's expansion. A.P. Møller and its many affiliates have long since become the town's largest employer and, with the prospect of the years to come, we can only hope that A.P. Møller will move even closer and once again become a job-producing force in southwest Jutland".





General Manager Jan Gotfredsen, Maersk Commuter.

Maersk Travel.



Business Manager Claus Christiansen, Føtex.

Business Manager Peter Torp, A-Z.



General Manager Steen Davidsen, Britline, Dania Trucking, and Thor Jørgensen.



Branch Manager Niels Jørgen Borch-Jensen, Svitzer and Esbjerg Trosseføring.





# Rounding up...

## Think safe



In 1988 Mærsk Olie og Gas A/S, through a specific campaign with the motto "Increased Awareness", tried to reduce the number of work-related accidents on the platforms in the North Sea. After a competition among the employees to find a suitable slogan and logo for the safety program, three entries were awarded prizes. The drawing illustrates the winning entry. The three winners at the awards ceremony held by Senior Vice President Kjeld Fjeldgaard, Mærsk Olie og Gas A/S, are as follows: From the left, Offshore Transport Co-ordinator Jens Peter Egholm, the Gorm Field (second prize), Helicopter Dispatcher Tom Mortensen, Es-



bjerg (first prize), Assistant Erik Dalby Christensen, the Dan Field (third prize). The accident rate on Dansk Undergrunds Consortium's platforms, already low, was cut in half after just eight months this year.



## Kastellet in Copenhagen restored

In 1629, the building of a defense fortification was begun under the auspices of King Christian IV in Copenhagen. It eventually came to be called Kastellet – or the Citadel – and was later completed by King Frederik III. In 1894, some of the moat was filled in, a dam built and part of the ramparts cut away to accommodate a new railway through the area. Since the demise of all rail traffic here in the early 1970's, many have had a desire to return the ramparts and moat to their original form. This is now being done and, with the support of the A.P. Møller and Chastine Mc-Kinney Møller's Foundation, the work is expected to

be completed before the end of the year.

On Monday, September 19, as part of the construction work on the restoration project, an excavating tractor broke down the remaining section of the dam at the Princess' Bastion. For the first time since 1894, the waters in the moat were united.

The picture shows those present at the event: Minister of Defense Admiral Sven E. Thiede, Shipowner Mærsk Mc-Kinney Møller, Kastellet's commandant Major E. Ørnstedt, Chief Information Consultant Hanne Meister, Cowiconsult, and Executive Vice President Ove Hornby, the A.P. Møller Foundation.

## Minister of Shipping at sea

On September 23 the Minister of Shipping in the United Kingdom, Lord Brabazon of Tara, and officials from the Department of Transport visited the ro/ro vessel "DUKE OF ANGLIA" in Zeebrugge. The Minister and his party then accompanied the vessel on a voyage to Chatham on the Kent Line service. The visit was very successful, giving the opportunity for a useful exchange of views on issues currently concerning the U.K. shipping industry.

*Ron Kenward, London*

## Maersk Air sports new colours



Maersk Air recently reached an agreement with British Airways which entails the leasing of four of the company's newest Boeing 737-300 airplanes to British Airways for a period of several years.

The planes are to be flown by

British Airways on already-established European routes, with Heathrow Airport in London as the centre of operation. The London-Copenhagen route will thus be included.

When the agreement goes into

effect in September this year, a number of Maersk Air's pilots will be temporarily lent out to British Airways until BA's extensive re-schooling program for their own pilots has been completed. As long as the planes are being flown by Maersk Air's pilots, the planes' registration will remain Danish (OY).

The photograph shows one of Maersk Air's planes, registration number OY-MMP, in British Airways' colours. The picture was taken in the vicinity of Seattle where the plane started its flight service for British Airways directly after delivery from the Boeing plant to Maersk Air.

*Marita Petersen, Maersk Air*



## Two "A.P. Møller Days" for retired employees



After three very successful "A.P. Møller Days" for retired employees at Esplanaden in May, in Århus in June and at Mærskgården in August last year, it was decided to repeat these arrangements. So, on Saturday, September 10, retired employees from Fyn (Funen) and the surrounding islands were again assembled at Mærskgården for yet another "A.P. Møller Day". The occasion started at three o'clock with a café-complet and General Manager Jørgen Haagen Frederiksen, Ship's Personnel, bade everyone welcome. Afterwards, Senior Vice President Erik Holtegaard, Mærskolie og Gas, described the development of Danish oil and gas production.

The lecture was followed by a film "Oliefolket" (The Oil People), which showed the work and daily lives of employees both on land and in the North Sea. Afterwards, the atmosphere became more social and refreshments were served which the majority enjoyed on the outdoor terrace in the lovely late-summer weather. An hour later, a special dinner was served, prepared by Mrs Grete Kjeldmann and her assistants, after which Executive Vice President Ove Hornby, the A.P. Møller and Chastine Mc-Kinney Møller's Foundation, ended the day by talking about the book he has written, "Ved rettidig Omhu..." ("With constant Care"). Friday, October 14, was

picked as the day for retired employees from Sealand and the surrounding islands to be invited to A.P. Møller at Esplanaden. At four o'clock in the film room Mr Mærsk Mc-Kinney Møller welcomed everyone and, at the same time, expressed his pleasure at seeing so many of the Company's former employees, all still following the Shipping Company's growing development with interest: a development in which they themselves once played a part. After coffee in the canteen, everyone returned to the film room where General Manager Palle Genckel from the Public Relations Department, using the book "Ved rettidig Omhu..." as his source, talked about Mr A.P. Møller. Then

they again retreated to the canteen for refreshments and conversation until everyone was called to the table to partake of the delicious dinner which Mrs Eva Schmidt and her helpers had prepared and served. After eating, everyone again returned to the film room where Senior Vice President, Kjeld Fjeldgaard, Mærskolie og Gas, gave a talk about the development of Danish oil and gas production and, to close a pleasant day, showed the film "Oliefolket". In one picture, Mr J. Haagen Frederiksen is seen bidding the retired employees welcome to Mærskgården; in the other, everyone is seen enjoying coffee in the canteen at Esplanaden.



For several years, an orientation evening has been held twice a year for the employees at Esplanaden. The evenings comprise a dinner in the canteen followed by two lectures in the film room.

On Tuesday, November 1, Vice-President John Guldbrandsen, Maersk Drilling,

## Architect Jan Utzon at Esplanaden

began the evening by presenting an interesting in-depth description of Maersk Drilling's activities the world over. In conjunction with the affiliated companies Atlantic Pacific Marine Corporation (APMC) in Houston, and the Egyptian Drilling Company (EDC) in Cairo, there are, in all, more than thirty-five drilling units in action.

Afterwards, the floor was given to Architect Jan Utzon who had been invited to give an orientation on an ambitious project to restore and renovate part of Copenhagen Harbour – the so-called Langelinie Project – which he has designed in cooperation with his father, Architect Jørn Utzon.

There is widespread agreement that Copenhagen's harbour area should be renovated, but there is strong dis-

agreement as to the way it should be done. The A.P. Møller headquarters at Esplanaden lie very near Langelinie and are therefore also part of the harbour complex, so whatever decision is eventually made will affect A.P. Møller directly. The situation is naturally being followed with great interest.

Architect Jan Utzon began with a combination talk and slide show concerning several projects which, in style and effect, are related to a Langelinie Project solution. For example there was the project which made his father, Architect Jørn Utzon, world-famous: the Opera House in Sydney, Australia; a building which, to a great extent, has meant a lot not only for the harbour area, but for Sydney itself. Another example shown was the Parliament Building

in Kuwait which Jan Utzon and his father were responsible for: a complicated and fascinating work which has been praised the world over.

The lecture was rounded off by giving a full description of the Langelinie Project using illustrations, blueprint drawings, slides and models, including the area along Langelinie Quay which would include a convention hall, hotels, restaurants, shops, galleries, etc. – a project which will not only give Copenhagen Harbour a completely new profile, but also new life.

No one knows whether the plans will ever be carried out or not. The debates and discussions must be finished before any final decision can be reached concerning Jan and Jørn Utzon's project. It is, however, a decision impatiently awaited.



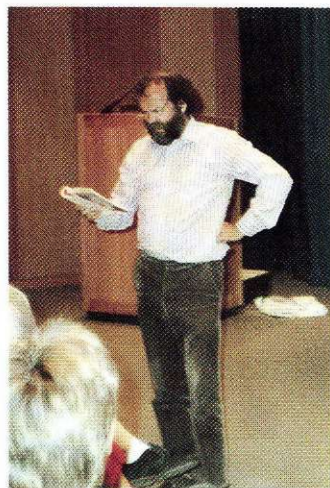
# Rounding up...

## Johannes Møllehave at Esplanaden



A.P. Møller's Arts Society finally succeeded in securing the presence of Johannes Møllehave, a very busy man who at the moment is living in Brussels; and on Thursday, September 1, he appeared at Esplanaden to give a discourse about the four memoirs he has written to date. For our Danish readers a further presentation of Johannes Møllehave is hardly necessary, but since Mærsk Post also comes out in an English version throughout the world, it is perhaps necessary to mention that Johannes Møllehave is a clergyman and a very industrious and popular lecturer, poet and writer who has written innumerable books and revue numbers – often for Danish Television. As a clergyman, in his church in Virum just north of Copenhagen, he was so well-liked that people often attended his services in vain because there was simply no more room in the church.

Also here at Esplanaden, it did not take long for all the tickets to be sold. Everyone arrived expecting an interesting and entertaining evening. The event lived up to everybody's expectations – and more – even though Johannes Møllehave said that he had never before been asked to talk about his own books. One got the impression that he had never done anything else. He talked about episodes in his



life and people he had met, and read aloud several selections from his books – a combination of extreme earnestness and bubbling humour which had the listeners either sitting on the edge of their chairs in suspense or laughing heartily.

According to the programme the evening should have ended around eight o'clock; but not only does Johannes Møllehave talk extremely fast, when he is in the mood and feels that his audience is with him he's very difficult to stop. And, apparently, he was in a very good mood that evening. Only the fact that he absolutely had to catch a flight to Jutland to conduct a service later in the evening got him to curtail his discourse and dash out of the door an hour later than planned, followed by much well-deserved applause.



## Another record in Abidjan

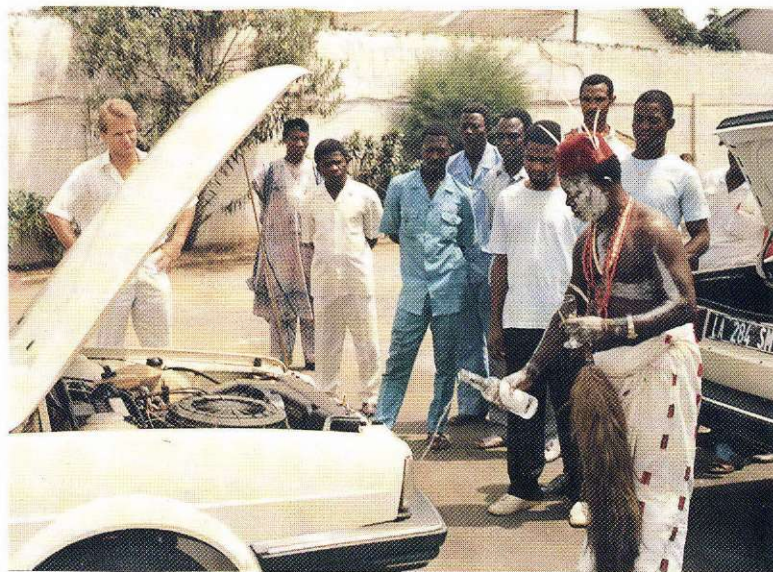
This time it was not pineapples but cotton that gave "MAERSK BELLA" an all-time record for Maersk Line (Côte d'Ivoire) S.A.R.L.

On August 18 she loaded 4,600 tons of cotton which along with other cargoes were stuffed into 502 20-foot containers – 80 percent of the vessel's capacity.

The operation required empty equipment to be discharged for direct stuffing, and a total of 704 moves were performed during the portstay, equalling 25 moves per hour.

The picture shows the "MAERSK BELLA" in Abidjan during the record loading.

*Thomas Ørting, Abidjan*



## Traditional "washing" of cars

In Nigeria, it is common practice to invite priests to offer prayers and blessings over a newly purchased car, or when one is moving into a new house or apartment.

On this occasion, the major and most important feature is the pouring of alcohol, preferably gin or "snaps", on the object of celebration. At the same time, the priest also offers up his prayers.

After this, invited guests and well-wishers are then asked to

take a sip of the remaining drink. This is then followed by merrymaking.

The picture shows a "Babalawo" – traditional priest – who was invited to bless the first two cars purchased by Maersk Line, Nigeria. He is seen pouring some alcohol (libation) on one of the cars. This practice is commonly referred to as "washing" a car or a house.

*Lucie E. Thompson, Lagos*





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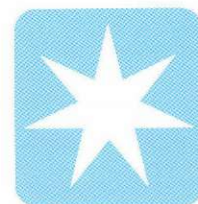
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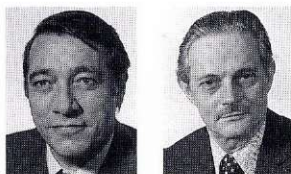
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# Personalia



## ESPLANADEN



1 2

### Retiring

1. Jens Mostrup Madsen  
31 October
2. Bent Bomholtz  
28 February

## MÆRSK OLIE OG GAS



1

### Retiring

1. Kurt G. Steensen  
31 January

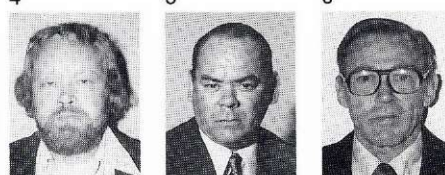
## THE FLEET



1 2 3



4 5 6



7 8 9



10 11

### 25 Years Anniversary

1. Captain Axel Kjær Mortensen  
11 January
2. Chief Officer Helge Jørgen  
Teander Edholm  
28 January
3. Chief Engineer Svend Georg Pedersen  
3 February
4. Chief Steward Otto Korte Hansen  
12 February
5. Chief Officer Poul Anfinn  
Klein Gardshorn  
12 March
6. Chief Engineer Erling Enevold Zacho  
25 March
7. Chief Steward Knud Gravesen  
25 March

### Retiring

8. Chief Engineer Poul Riis  
1 October
9. Chief Officer  
Knud E.W. Nielsen  
1 January
10. Chief Engineer Carl Ove Hansen  
1 January
11. Chief Engineer  
Erik Elbenhardt Jensen  
1 January



## THE YARD



1



2



3



4



5



6



7



8



9



10



11

### 25 Years Anniversary

1. Knud Flemming Jørgensen  
13 January
2. L.B. Pilegaard Pedersen  
3 February
3. Ib Kromann  
24 February
4. W. Stammer  
3 March
5. Gunnar Larsen  
3 March
6. J.J. Rasmussen  
17 March
7. Preben Petersen  
17 March
8. Jørgen Clausen  
17 March
9. Johnny Cort Hansen  
31 March
10. Norman Lunde Hansen  
31 March
11. Folke Knud Erik Amtoft  
31 March

## ROULUNDS



1



2



3

### 25 Years Anniversary

1. Bent Børge Hansen  
13 January
2. Kaj Allan Hansen  
9 March
3. Erling Jørgensen  
10 March

## NORFOLK LINE



1



2

### 25 Years Anniversary

1. F.P. van Gelderen  
1 April 1987
2. J.A.H. de Wit  
1 October

### Obituary

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

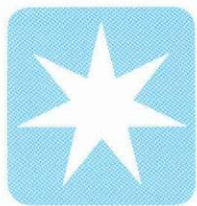
Bent Strunge Johansen  
Motorfabrikken BUKH  
18 September

Germon R. Conradsen  
The Yard  
19 September

Poul Erik Dam  
The Yard  
20 September

Captain Nils Hastrup  
The Fleet  
29 September





**MÆRSK**

*The new North American Headquarters in  
Madison, New Jersey.  
Photo: Finn Antoft*

