

MAERSK POST

1/1988



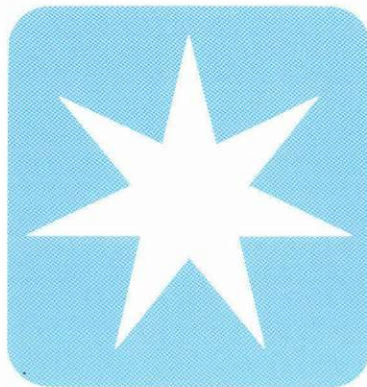
MAERSK POST

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Important decisions have been made in 1987 on new initiatives within our fields of activity. Examples are the decision to start a transatlantic container service next month between the USA and Northern Europe, and the decision to, through DMK, contract another three large container vessels with the Lindø Yard, making a total of nine now on order. Two projects which constitute important initiative in the liner area and which will consolidate MAERSK LINE's position among the world's leading liner operators.

Careful study is of course always required before such important decisions can be made but, as usual, positive decisions of this kind result in more work after the decision has been taken than before.

The commencement of the transatlantic service thus necessitates expansion of the organization on Esplanaden and of the Maersk Line offices on the Continent, in Great Britain, in the USA and Canada, establishment of several new offices, employment of additional staff, and the putting into place of terminal systems in all the ports of call including those to be served by feeder vessels. New equipment must be acquired, including several thousand containers. Feeder vessels must be procured, schedules arranged, documentation systems extended and improved, and staff everywhere has to be instructed and prepared for optimum marketing of the new liner service and for serving customers in the best possible way.

Also the contracting of the nine new vessels requires much effort by employees. The vessels are larger than the L-ships and in sundry ways more advanced. New thinking has been essential and abandonment of earlier practices. These challenges have been met satisfactorily through competence and a nice portion of stubbornness all in constructive co-operation between our Technical Organization and the Lindø Yard. The officers and crew members of the vessels will attend special courses in order to be ready for the effective and reliable operation, which is the necessary backbone for Maersk Line to continue to provide customers with service second to none.

It is gratifying that initiative and imagination prevails within the Group, and Senior Management and I compliment on this. Only through new thinking and continuous addition of new activities is it possible to avoid stagnation, which in the present world is the equal of decline.

MAERSK MC-KINNEY MØLLER

New Ship: the "ELEO MÆRSK"



The "ELEO MÆRSK" in New York.

At the Odense Steel Shipyard-Lindø Yard, a new product carrier on long-term charter to the A.P. Møller Company from K/S DMK-Langeland was named on Saturday September 31. The ship was named the "ELEO MÆRSK" and her sponsor was Mrs. Karen Dyvig, wife of the Danish Ambassador to the United Kingdom, Peter P. Dyvig.

m.t. "ELEO MÆRSK" is identical to a number of product carriers with a deadweight of 50,000 tons which were built at the yard for A.P. Møller in 1984 and 1985. She is also a sister ship of the "ESTELLE MÆRSK" which was delivered on September 11, 1987. In comparison with the ships from 1984-85, a number of improvements have been introduced into the two latter ships, 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 15 knots. The "ELEO MÆRSK" has her home port

in Svendborg, is 182.57 metres long overall, 32.20 metres wide and 17.60 metres in depth. Her 15 cargo tanks have a capacity of 53,555 cubic metres. With a pipe system and four pumps which can each load or unload 1,200 cubic metres per hour, four different products can be handled simultaneously. The ship is highly automated and there are saloons, messes, a gym and swimming pool and living space for 24 people, all in single cabins with bathrooms.

The "ELEO MÆRSK" was delivered in Århus on Sunday, November 8 and set sail the same day for Ventspils in Russia under the command of Captain Evald Rasmussen, with Jørgen Eiche Andersen as Chief Engineer, Leon Møller Jensen as Chief Officer and John Hartvig Kristensen as Chief Steward/Chef.

The ship's sponsor, Mrs Karen Dyvig, with her husband, Ambassador Peter P. Dyvig.



Crown Prince Frederik of Denmark visits Japan

BY M. KONISHI, TOKYO

Crown Prince Frederik was welcomed at the Ohi terminal by Mr Per Jørgensen, President of Maersk Line K.K.

His Royal Highness Crown Prince Frederik of Denmark visited Maersk Line Ohi Terminal on 2nd November during a visit to Japan to sponsor "Scandinavia Today". His Royal Highness the Crown Prince arrived at Maersk Line's Ohi Office in the morning, and Mr Per Jørgensen, President of Maersk Line K.K., introduced executives of Maersk Line K.K. lined up along the red carpet.

After a slide show and a briefing on Maersk Line's activities in Japan and an explanation and demonstration of the Ohi Terminal Office computer systems, Prince Frederik made a tour of the Ohi No. 3 Terminal, where the "LEDA MÆRSK" had just arrived from the US West Coast. Captain Bent Boye Hansen of the "LEDA MÆRSK" and his officers welcomed the Crown Prince at the gangway, after which they visited the bridge and the engine room.

After the terminal tour, Maersk Line K.K. held a reception in the lounge on the top floor of its Ohi Terminal Office. During the reception, Prince Frederik was presented with a memento in the form of an antique copperplate engraved map of the Pacific Ocean done by Ortelius – the Flemish cartographer – in 1590 entitled "Maris Pacifici". During the presentation, Mr Per Jørgensen stated that the map was of interest firstly because it depicted the Pacific Ocean, and also because it was the first map showing Japan as being part of Asia and not of America. Admittedly, there are many inaccuracies, but one has to bear with Ortelius insofar as he has got a number of things right, i.e. the locations of Japan and the Americas, though he never visited the area in question.

Crown Prince Frederik was accompanied by the Danish Ambassador and Madame Thune Andersen plus officials from the Royal Court and the Ministry of Foreign Affairs, as well as more than 20 Danish journalists.

The Crown Prince followed the demonstration of the Ohi terminal's EDP system with great interest.





Captain Bent Boye-Hansen presenting the officers of the "LEDA MÆRSK" to Crown Prince Frederik.



On the bridge of the "LEDA MÆRSK", Captain Bent Boye-Hansen gives the Crown Prince an idea of how to navigate a modern container vessel.



As a memento of his visit to Maersk Line K.K., Crown Prince Frederik was presented with an antique copperplate engraved map of the Pacific Ocean, done by Ortelius, the Flemish cartographer, in 1590 and entitled "Maris Pacifici".

Six new ships for the MÆRSK fleet

The Maersk Company (Canada) Ltd. has taken over four anchor-handling supply vessels in St. John's, Newfoundland. The first two, the "GABARUS BAY" and the "CHIGNECTO BAY", were taken over on 30 December and were named the "MAERSK GABARUS" and the "MAERSK CHIGNECTO"; while the two others, the "PLACENTIA BAY" and the "BONAVISTA BAY", were taken over on 4 January and renamed the "MAERSK PLACENTIA" and the "MAERSK BONAVISTA".

At the same time, the Maersk Company Ltd., London, took over two anchor-handling supply vessels, the "TRINITY BAR" and the "MAHONE BAY", which have been given the names the "MAERSK SERVER" and the "MAERSK SUPPORTER".

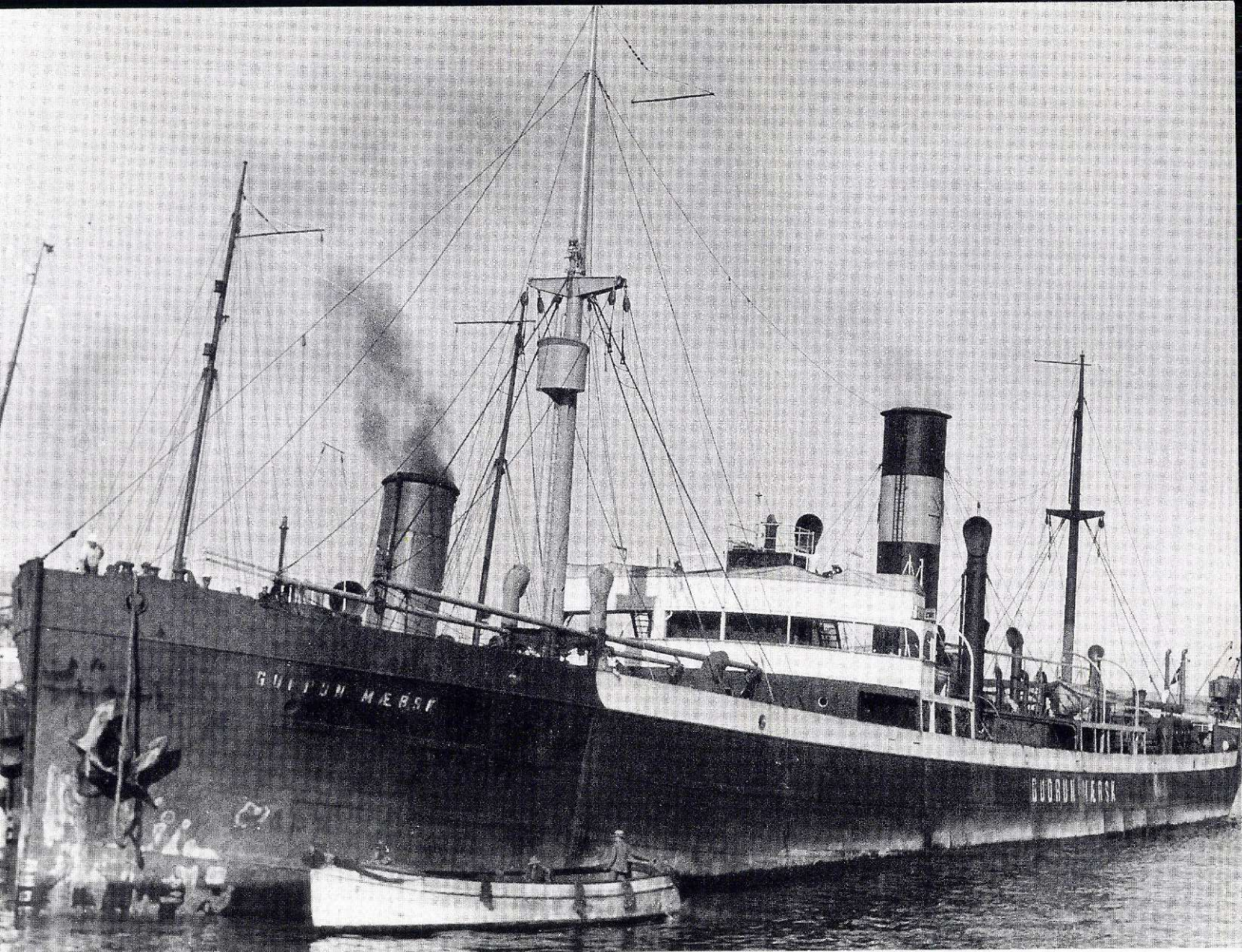
These six new additions to the Mærsk fleet were bought from Husky Oil in Canada. The vessels were built in 1983 in Canada and Korea and are listed in Lloyd's Register as ice class 1*, since they were designed and constructed for Eastern Canadian and Arctic conditions. They are also classed as type "A" ships under the Arctic Waters Pollution Prevention Act.

The overall length of the vessels is 71.5 metres, their width is 16.00 metres and their depth 6.25 metres. They are equipped with four MaK 453 engines which generate 10,880 BHP, giving a maximum speed of 16 knots. Their deadweight is 2,100/2,500 tons.

Four of the vessels will continue to sail under the Canadian flag and will operate for the time being in Eastern Canada. Three of them have been chartered by Husky Oil and will retain their original red and white paint until they have to visit the shipyard again. Their funnels have, however, been painted black with a band of Mærsk blue and the seven-pointed star.

One picture shows a newly painted "MAERSK SUPPORTER" on her trials off Fredericia. The other shows the "MAERSK PLACENTIA" in St. John's with the Mærsk funnel.





s.s. "GUDRUN MÆRSK" from 1920 with open bridge and crow's nest in the forward mast.

Four ships named "GUDRUN MÆRSK"

BY HOLGER MUNCHAUS PETERSEN

s.s. "GUDRUN MÆRSK" 1920

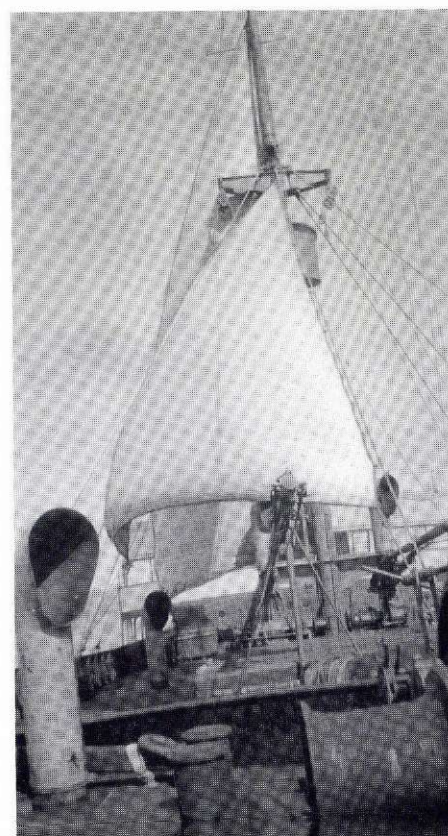
The first "GUDRUN MÆRSK" was built by F. Schichau in Danzig and was named after Miss Gudrun Andersen, the daughter of Mr. A.P. Møller's sister, Angelica. Numbered 1097 at the shipyard, she was delivered to A/S Dampskibsselskabet Svendborg.

The ship's home port was Svendborg and, with her deadweight of 7,755 tons, she was the biggest ship to have been built for the Mærsk fleet. She was 107.20 metres long and 15.15 metres wide, had 5 hatches and could hold 10,900 cubic metres of cargo. She was propelled by two of the yard's

steam turbines geared to one axle. This was the first time that turbine engines had been used in a MÆRSK ship. Until then, ordinary piston engines had been used but in the 1920s, many newly-built steamships had low pressure turbines in combination with ordinary piston engines. The MÆRSK fleet in fact gained its first motor vessel in 1921. This was the "LEISE MÆRSK", built at the Odense Steel Shipyard.

In 1921, after sailing for barely one year, her master H.C. Lundgreen and chief officer O. Høgstædt both received presentations and the crew a bonus from the

On long voyages, the staysail could stabilise the ship in the sea. Such a modest spread of canvas would hardly have increased the speed.



British Legation in Denmark, in acknowledgement of the fact that the "GUDRUN MÆRSK" had saved the crew of the schooner the "RUBY" of St. John as she was sinking in the Atlantic.

The "GUDRUN MÆRSK" sailed to foreign destinations, both in the North, where she called at Kirkenes in Norway and Archangel and Murmansk in Russia, and in the South, where she sailed round the Cape of Good Hope and Cape Horn on one journey in 1924. The poor freight trade in the 1920s and 1930s also affected the "GUDRUN MÆRSK", and she was laid up from January 1931 until June 1933. When she began to sail once more, her home port was changed to Kalundborg. In 1936, the "GUDRUN MÆRSK" made her last journey for the Company from the West coast of the USA to Scotland and Rotterdam, where she arrived on 13 April. The ship was handed over to the London firm of J. Stavrou & Co., which sold her immediately to S.A. di Navigazione Mare Nostrum in Genoa. The ship was now named the "HONESTAS" and sailed under the Italian flag until she was torpedoed on 14 December, 1942 in the Mediterranean off Cape Bon near Tunis by the British submarine "SAHIB".

m.s. "GUDRUN MÆRSK" 1937

The second "GUDRUN MÆRSK" with a deadweight of 4,050 tons was delivered from the Odense Steel Shipyard on 15 January 1937. She was the yard's newbuilding number 63 and was launched on 24 October, 1936. The owner of the ship was Dampskibsselskabet af 1912 A/S.

The ship's home port was Copenhagen and she was equipped with a six cylinder, four stroke Burmeister & Wain diesel engine of 3,000 IHP, which generated a speed of 14 knots. She was 99.70 metres long and 14.10 metres wide. The ship had a shelter deck and five hatches with room in the holds for 7,570 cubic metres of cargo. The booms could lift three and five tons respectively, and the heavy goods boom, which could be moved between the second and the fourth hatch, was capable of lifting 25 tons.

As was usual at that time, the accommodation for the officers was amidships and, for the rest of the crew, aft.

The holds were well ventilated with either electric ventilators or ventilators with natural draught. Together with her relatively high speed, this meant that the "GUDRUN MÆRSK" was suitable for transporting fruit, such as oranges, from the eastern Mediterranean to Europe – a journey made by the ship several times in its early years. She also saw much of the world when engaged in the tramp trade.

On 9 April 1940, the "GUDRUN

MÆRSK" was on her way to Marmagao in India in ballast, but she called instead at Bombay on 12 April. At a prize court which was appointed the same day, the judge inquired if England and Denmark were at war, but without waiting for the answer he awarded the ship to the British crown. She was then handed over to the Ministry of War Transport with Thomas Dunlop & Sons in Glasgow and from November 1941, T. & J. Brocklebank Limited in Liverpool as her manager.

With the Danish crew which remained on board, the ship first took a cargo of goods from Aden to India, then sailed to Liverpool with a cargo of cotton. After some voyages to South Africa and the USA, the "GUDRUN MÆRSK" was rebuilt in 1941 as a tender and supply vessel for the British navy.

This excerpt from a letter – undated – from the crew of the "GUDRUN MÆRSK" is reproduced from the archives of the Ministry of War Transport:

"We were all informed of the purpose of the voyage before we left Great Britain and we were all offered the chance to leave the ship if we did not wish to go, but everyone volunteered and we are glad, indeed proud, to have had the chance to take part in this unusual event. If we were ever given the chance, we would do it again".

The background to this letter was operation "Anklet", which was meant to establish a base on the Lofoten Islands in German-occupied Norway. It was, however, unsuccessful.

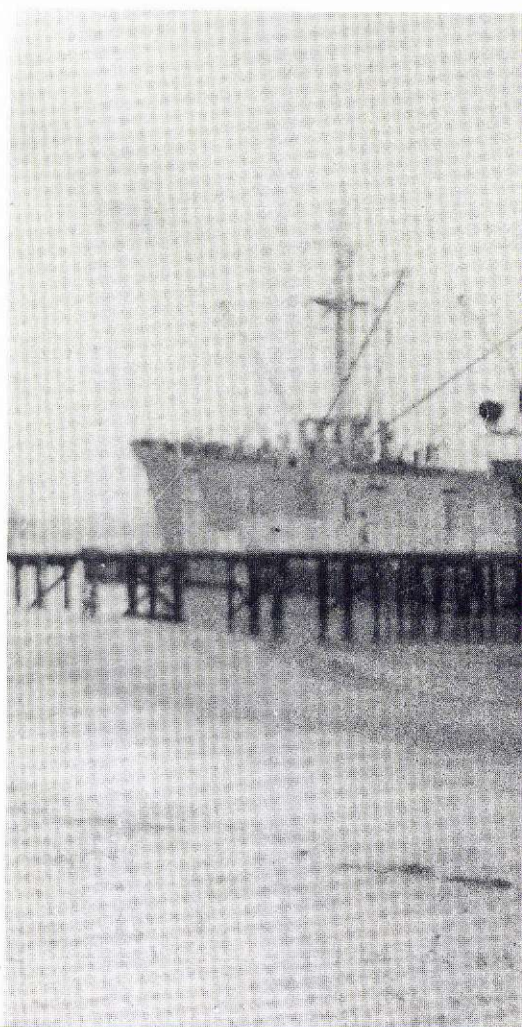
On 22 December 1941, the "GUDRUN MÆRSK" set sail from Scapa Flow in Scotland for the Lofoten Islands along with a cruiser, eight destroyers, two corvettes, three mine sweepers, two tankers and a tug. There were 52 people on board; in addition to the crew, there was an English gun crew of 18 men to operate a 40 mm cannon installed above the deck house aft and ten 20 mm anti-aircraft guns.

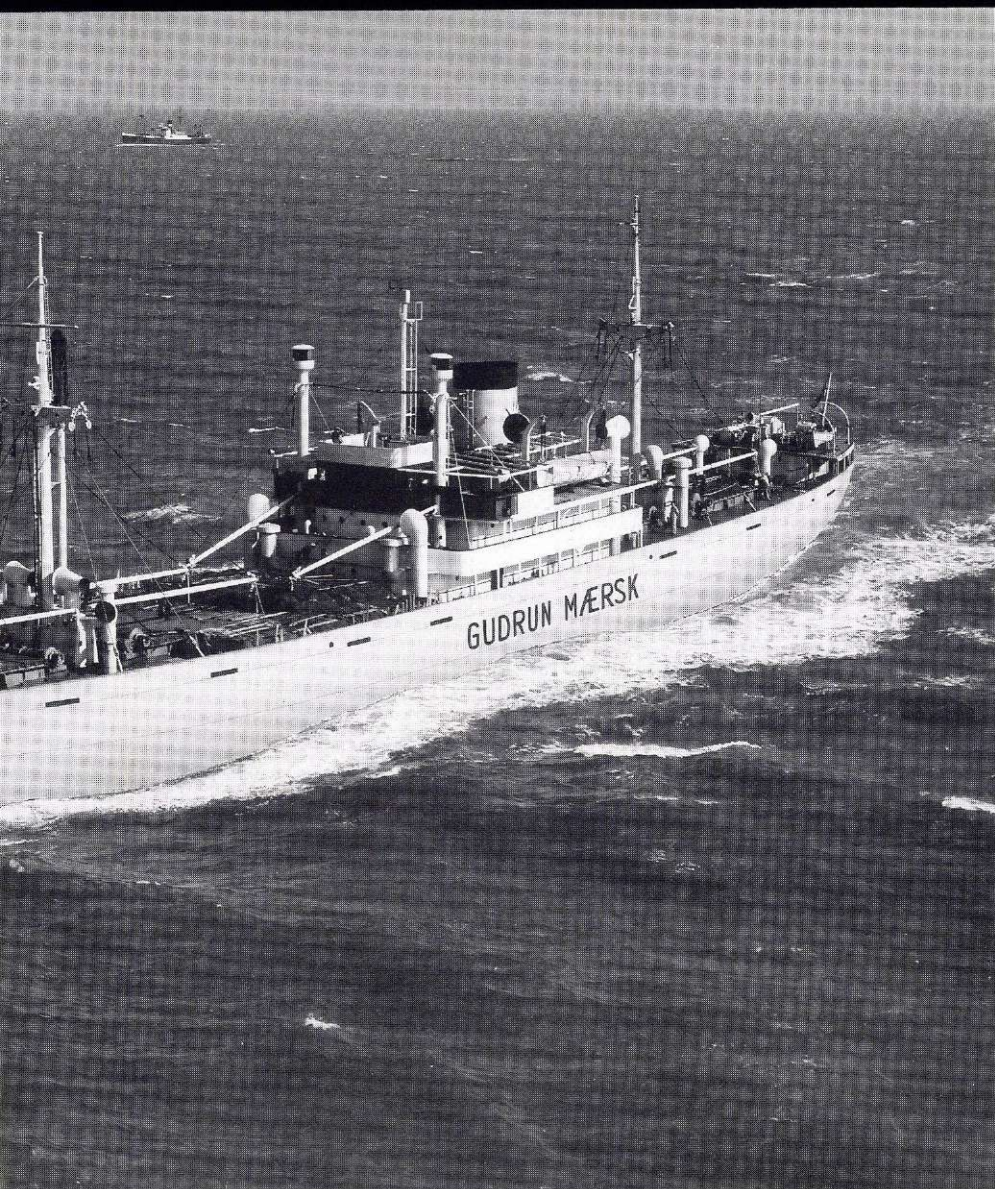
On 26 December, the fleet reached the Lofotens and departed again on 28 December. There were now 124 people on board, as 72 Norwegians availed themselves of the opportunity to reach England.

In November 1942, the "GUDRUN MÆRSK" was one of 650 ships which took part in operation "Torch" – the allied landing in North Africa. The "GUDRUN MÆRSK" was carrying petrol in her holds, some of it in drums and some in "flimsy cans" – thin tin cans; and in tanks as deck cargo.

In July 1943, under the code name "HUSKIE", the "GUDRUN MÆRSK" participated in the invasion of Sicily with a similar cargo.

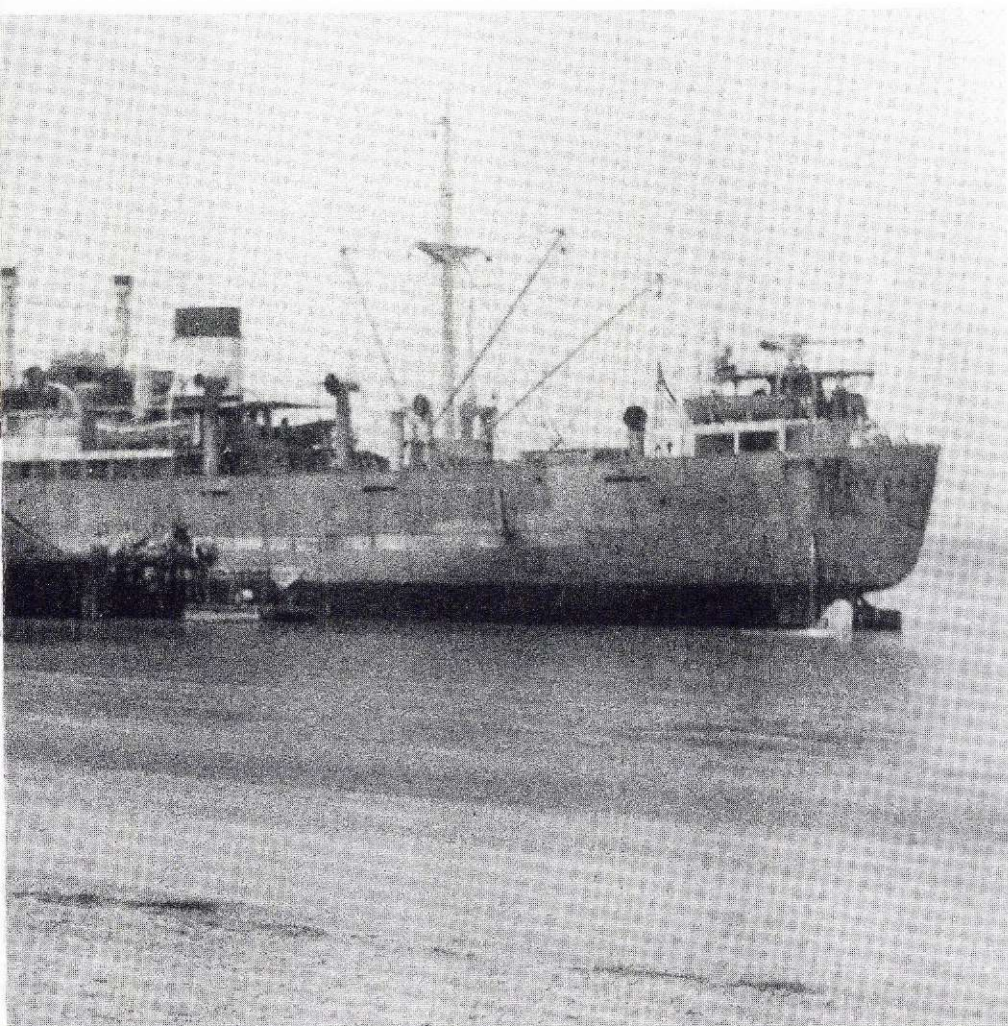
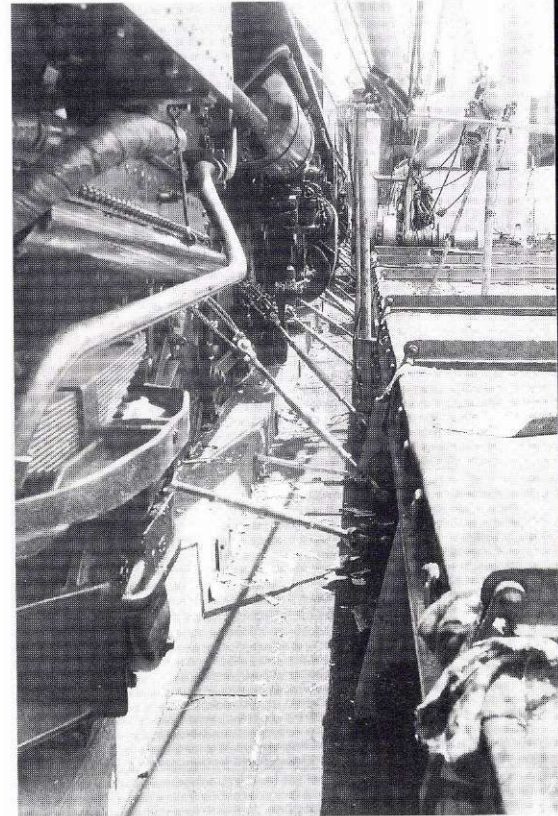
In 1944, the "GUDRUN MÆRSK" was





m.s. "GUDRUN MÆRSK" from 1937.

On each of her first seven voyages from the USA to Europe after the war, the "GUDRUN MÆRSK" carried six locomotives, each weighing 100 tons, as deck cargo. As can be seen from the photograph, lashing these heavy items was quite a task.



equipped to take part in operation "Overlord" – the invasion of Normandy. Shelves were built in the holds to stow 20 litre jerry cans of petrol and the between deck was prepared for troops. For safety reasons, the main deck was provided with a layer of asphalt three inches thick, all the ventilators were covered with wire gauze and all smoking and use of tools was forbidden.

The ship and her crew were involved in the operation from 2 May, arriving for the first time at "Omaha Beach" on the North coast of France on 7 June – 24 hours after the first invasion forces had landed. The ship completed three other trips to the invasion area with food and materials for building bridges. The cargo was unloaded on to amphibious vehicles some distance from the coast, but still so close to land that the "GUDRUN MÆRSK" struck bottom violently at low tide and badly cracked the layer of asphalt.

The "GUDRUN MÆRSK" completed her task on 28 August and was sent to the Far East as part of "The Pacific Fleet Train", which consisted of 58 ships. Five

m.s. "GUDRUN MÆRSK" photographed during the Second World War. Above the deck house aft, the 40 mm gun can be seen. The ship's armaments consisted of this and ten 20 mm anti-aircraft guns.

of them were Danish and three of these were Mærsk ships: the tanker "AASE MÆRSK" and her sister ships "ROBERT MÆRSK" and "GUDRUN MÆRSK".

The "GUDRUN MÆRSK" took part in several of the allied advances in the Pacific, for example at Okinawa and Guam, and when peace was concluded, she was one of the first allied ships to call at Hong Kong and Singapore.

At the beginning of 1946, she sailed via Suez to Glasgow and, after a considerable period in the shipyard, she was handed back to the Company on 24 May after more than six years' active war service.

Despite the fact that the "GUDRUN MÆRSK" participated in many dangerous actions, the loss of life was limited to one man – a gunner from the English gun crew. During an air attack, when the anti-aircraft guns had to be manned quickly, he mistook his jump from the deck up on to the gun platform, fell into the sea and drowned.

After her return, the "GUDRUN MÆRSK" sailed on the A.P. Møller line between the USA and Europe. On the first seven voyages, she carried six locomotives, each weighing about 100 tons, as deck cargo. This was part of the American aid towards reconstructing Europe after the devastation of the war.

In the USA, this line served Baltimore, New York, Philadelphia and Norfolk; in Europe, Le Havre, Dunkirk, Rouens, Rotterdam and Antwerp. In the spring of 1954, the "GUDRUN MÆRSK" left this route to sail time charter between Europe and West Africa until she was bought by Dampskibsselskabet Hetland in Copenhagen. She was handed over in May in Emden, West Germany and given the name "SANDAA".

In 1962, Hetland sold the ship to a Liberian shipowner for £82,000, roughly the same amount as the shipyard was paid for her 25 years previously. She was now named the "MATEO" with Monrovia as her home port. After this, she changed hands and names several times: in 1966, she became the "MAYA" of Panama, in 1968 the "OLYMPIC" of Piraeus, in 1975 the "LIBERTY" of Panama and again in 1975, the "UNIFORCE" and the "APOLLO". Finally in 1979, now 42 years old, she was broken up in Greece.

m.t. "GUDRUN MÆRSK" 1959

The third "GUDRUN MÆRSK" was newbuilding number 147 at the Odense Steel Shipyard. She was launched on 4 October, 1958 and delivered on 31 January, 1959. Her home port was Copenhagen.

Her deadweight was 25,760 tons, her length 186.20 metres and her width 22.44 metres. This made her the biggest ship in the Danish merchant fleet, along with her sister ship, the "REGINA MÆRSK". She was also the biggest ship built in Denmark. Her 9,200 IHP, seven cylinder B&W diesel engine generated a speed of 15 knots.

On 31 January, 1959, the "GUDRUN MÆRSK" sailed from the Helsingør Roads under charter to Shell and never returned to a Danish port. She sailed mostly from the Arabian/Persian Gulf to Australia and Europe and from Curacao to the USA and Europe.

After sailing for the Company for seven years, the ship was sold in 1966 to Bermuda and given the name "LANMAR". In 1970, she came under the English flag and was named the "QUARTA", with London as her home port. She retained the name "QUARTA" when she was sold in 1976 to a shipowner in Hong Kong. This was however of no significance since she had been laid up the previous year at Trincomalee in Sri Lanka, where she remained until she was sold in the second half of 1976 to be broken up in Hong Kong.

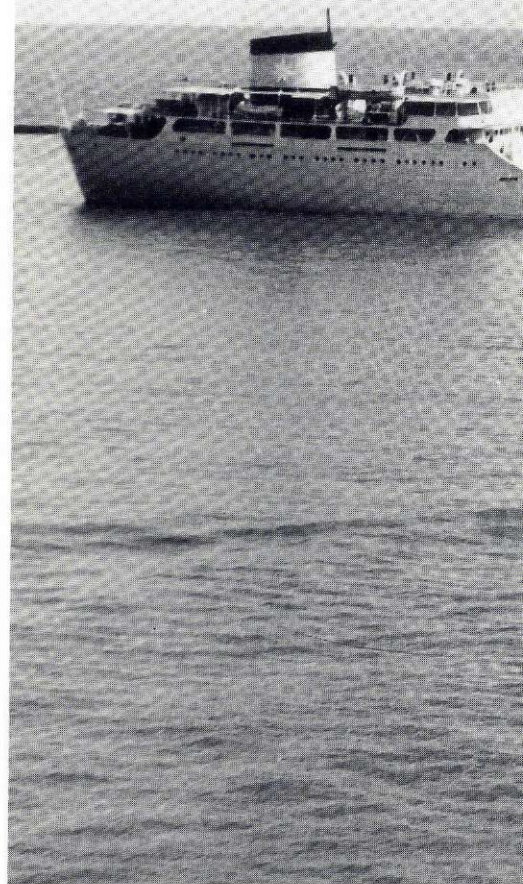
m.t. "GUDRUN MÆRSK" 1973

The fourth "GUDRUN MÆRSK" was one of four sister ships which were originally contracted as bulk carriers with a deadweight of 25,600 tons from Kaldnes Mekaniske Verkstad in Tønsberg, Norway in 1970. The order was altered to product carriers and, in September 1972, the keel from the first ship was laid. She was launched on 27 April, 1973 as the "GUDRUN MÆRSK" with Svendborg as her home port. Delivery took place on 15 September, 1973.

The ship had a deadweight of 31,540 tons; her length was 170.55 metres and her width was 26.15 metres. Her 12,600 IHP six cylinder B&W diesel engine, supplied by Akers in Oslo, generated a speed of 15.5 knots. She had 21 cargo tanks with a capacity of 42,255 cubic metres in all and she could transport up to ten different oil products at the same time. The accommodation, aft in the ship, consisted of well-appointed single cabins and comfortable common rooms.

The "GUDRUN MÆRSK", like the other ships in A.P. Møller's tanker fleet, sailed to foreign destinations until she was sold on 13 August, 1986 to the shipowners Ditta G. D'Alesio S.A.S. in Leghorn, Italy and changed her name to the "ROBERTO D'ALELIO".

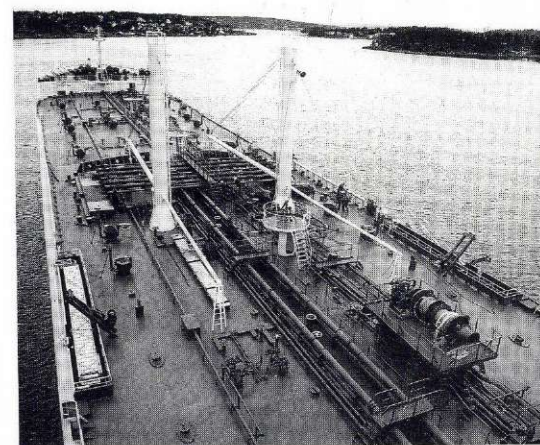
Holger Munchaus Petersen





m.t. "GUDRUN MÆRSK" from 1959, fully loaded.

m.t. "GUDRUN MÆRSK" from 1973.



The deck seen from one of the bridge wings.

The Oakland terminal expands

BY JENNIFER CARO, SAN FRANCISCO



The Oakland terminal. The vessel in port is the "LEXA MÆRSK". The barge "DOCK EXPRESS" is discharging one of the new cranes. In the background the Bay Bridge and San Francisco can be seen.

The Oakland Port Commission and Maersk Line have entered into a new agreement which could potentially double the size of the Oakland terminal near San Francisco.

The new agreement, which went into effect in early January, is for an initial term of ten years. Part of this agreement preferentially assigned two container cranes, which arrived in Oakland by mid-December from Korea. These state-of-the-art cranes have greater over-deck clearance to handle increased capacity vessels. They were the first to be installed at any West Coast port.

During 1988, an additional 2.5 acres will be added to the terminal's existing 22.5

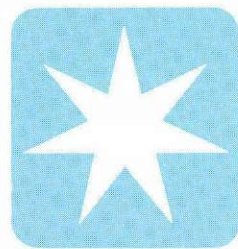
acres. Maersk Line also have the option of adding up to ten acres during 1988 and another 15 acres after 1993.

The Oakland Port Commission president, G. William Hunter, has lauded the agreement, stating, "This partnership has been one of the most productive in the port's history. We have laid the foundation for another 20 years of mutual success."



THE MÆRSK FLEET 1988

January 1st, 1988



CRUDE-CARRIERS

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

of the same type:
t.t. "KRISTINE MÆRSK"
built 1974. 339,100 tdw.
t.t. "KIRSTEN MÆRSK"
built 1975. 339,000 tdw.
t.t. "KAROLINE MÆRSK"
built 1976. 339,300 tdw.
t.t. "KATE MÆRSK"
built 1976. 339,200 tdw.
t.t. "KARAMA MÆRSK"
built 1977. 337,700 tdw.
t.t. "KAREN MÆRSK"
built 1977. 337,800 tdw.



PRODUCT-CARRIERS

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

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



m.t. "ROBERT MÆRSK"
built 1986
Odense Staalskibsværft A/S
27,350 tdw.

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



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

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



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

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



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

of the same type:
m.t. "EMMA MÆRSK"
built 1985. 50,600 tdw.
m.t. "EVELYN MÆRSK"
built 1985. 50,600 tdw.
m.t. "ESTELLE MÆRSK"
built 1987. 50,600 tdw.
m.t. "ELEO MÆRSK"
built 1987. 50,600 tdw.



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

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



m.t. "MAERSK NAVIGATOR"
built 1978
Odense Staalskibsværft A/S
69,900 tdw.

of the same type:
m.t. "MAERSK NAVARIN"
built 1977. 69,900 tdw.
m.t. "MAERSK NEPTUNE"
built 1978. 69,900 tdw.
m.t. "MAERSK NIMROD"
built 1978. 69,900 tdw.
m.t. "MAERSK NAUTILUS"
built 1979. 69,900 tdw.
m.t. "MAERSK NESTOR"
built 1979. 69,900 tdw.



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

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



GAS-TANKERS (LPG/C)

LPG/C "MAERSK COMMANDER"
built 1976
Norge
12,060 m³

of the same type:
LPG/C "MAERSK CAPTAIN"
bygget 1977. 12,060 m³
LPG/C "MAERSK CADET"
bygget 1972. 12,060 m³



LPG/C "SALLY MÆRSK"
built 1981
Odense Staalskibsværft A/S
15,074 m³

of the same type:
LPG/C "SVENDBORG MÆRSK"
built 1981, 15,067 m³
LPG/C "SUSAN MÆRSK"
built 1981, 15,072 m³
LPG/C "SVEND MÆRSK"
built 1982, 15,067 m³
LPG/C "OLUF MÆRSK"
built 1984, 15,089 m³
LPG/C "OLGA MÆRSK"
built 1984, 15,098 m³



CONTAINER VESSELS

m.s. "LOUIS MÆRSK"
built 1984
Odense Staalskibsværft A/S
53,325 tdw.

of the same type:
m.s. "LAURA MÆRSK"
built 1980, 53,688 tdw.
m.s. "LEISE MÆRSK"
built 1980, 53,548 tdw.
m.x. "LEXA MÆRSK"
built 1981, 53,540 tdw.
m.s. "LICA MÆRSK"
built 1981, 53,498 tdw.
m.s. "LEDA MÆRSK"
built 1982, 53,690 tdw.
m.s. "LUNA MÆRSK"
built 1982, 44,142 tdw.
m.s. "REGINA MÆRSK"
built 1983, 53,310 tdw.
m.s. "LAUST MÆRSK"
built 1984, 48,527 tdw.
m.s. "LARS MÆRSK"
built 1984, 53,325 tdw.
m.s. "MC-KINNEY MÆRSK"
built 1985, 53,325 tdw.



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

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

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



m.s. "DRAGØR MÆRSK"
built 1974
Japan
32,835 tdw.



m.s. "CHRISTIAN MÆRSK"
built 1968.
Sweden
25,007 tdw.

of the same type:
m.s. "CLIFFORD MÆRSK"
built 1969. 25,130 tdw.



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



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

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



GENERAL-CARGO VESSELS

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



RO/RO VESSELS

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

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



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



BULKCARRIERS

m.s. "SPRAY TANAO"
built 1975
Burmeister & Wain
63,990 tdw.

of the same type:
m.s. "SPRAY TICAQ"
built 1977. 63,990 tdw.



m.s. "MAERSK SENTOSA"
built 1981
Japan
64,285 tdw.

of the same type:
m.s. "MAERSK SELETAR"
built 1981. 64,220 tdw.
m.s. »MAERSK SEBAROK«
built 1981. 64,302 tdw.
m.s. "MAERSK SERAYA"
built 1982. 61,312 tdw.
m.s. "MAERSK SENANG"
built 1982. 61,121 tdw.
m.s. "MAERSK SERANGOON"
built 1983. 63,511 tdw.
m.s. "MAERSK SEMBAWANG"
built 1984. 63,692 tdw.



CAR/BULKCARRIERS

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

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



PURE CAR CARRIERS

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

of the same type:
m.s. "MAERSK WIND"
built 1981. 2,027 cars
m.s. "MAERSK SEA"
built 1987. 2,505 cars
m.s. "MAERSK SUN"
built 1987. 2,505 cars



PLATFORM/SUPPLY VESSELS

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

of the same type:
m.s. "MAERSK WORKER"
built 1976. 3,200 BHP, 1,936 tdw.
m.s. "MAERSK PLOTTER"
built 1976. 3,200 BHP, 1,962 tdw.
m.s. "MAERSK PACER"
built 1976. 3,200 BHP, 1,962 tdw.



m.s. "MAERSK TANIS"
built 1976
Dannebrog Værft A/S
2,400 BHP, 961 tdw.

of the same type:
m.s. "MAERSK TANTA"
built 1976. 2,400 BHP, 961 tdw.



m.s. "MAERSK ASSISTER"
built 1983
Norway
5,200 BHP, 3,003 tdw.



TUG/SUPPLY VESSELS

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

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

of similar type:
m.s. "MAERSK TERRIER"
built 1973. 6,160 BHP, 1,350 tdw.
m.s. "MAERSK TRADER"
built 1973. 6,160 BHP, 1,350 tdw.



m.s. "MAERSK FIGHTER"
built 1976
Norway
7,040 BHP, 1,042 tdw.

of the same type:
m.s. "MAERSK FEEDER"
built 1976. 7,040 BHP, 1,042 tdw.



m.s. "MAERSK HANDLER"
built 1980
South Korea
7,040 BHP, 1,938 tdw.

of the same type:
m.s. "MAERSK HELPER"
built 1980. 7,040 BHP, 1,938 tdw.



ANCHOR-HANDLING TUGS

m.s. "MÆRSK BATTLER"
built 1976
Odense Staalskibsverft A/S
8,400 BHP, 560 tdw.

of the same type:
m.s. "MÆRSK BLAZER"
built 1977. 8,400 BHP, 560 tdw.
m.s. "MÆRSK BREAKER"
built 1977. 8,400 BHP, 560 tdw.

with fire-fighting equipment:
m.s. "MAERSK BEATER"
built 1976. 8,400 BHP, 560 tdw.
m.s. "MÆRSK BOULDER"
built 1977. 8,400 BHP, 560 tdw.



MULTIPURPOSE/TUG/ SUPPLY VESSELS

m.s. "MÆRSK MASTER"
with fire-fighting equipment:
built 1986
Odense Staalskibsværft A/S
14,900 BHP, 2,395 tdw.



of the same type:
m.s. "MAERSK MARINER"
built 1986. 14,900 BHP, 2,395 tdw.

m.s. "MÆRSK CLIPPER"
with fire-fighting equipment:
built 1983
Dannebrog Værft A/S
14,400 BHP, 2,076 tdw.



of the same type:
m.s. "MAERSK CUTTER"
built 1983. 14,400 BHP, 2,076 tdw.

m.s. "MAERSK RETRIEVER"
with fire-fighting equipment:
built 1979
Odense Staalskibsværft A/S
13,000 BHP, 1,965 tdw.
of the same type:
m.s. "MAERSK RUNNER"
built 1980. 13,000 BHP, 1,965 tdw.
m.s. "MAERSK RULER"
built 1980. 13,000 BHP, 1,965 tdw.
m.s. "MAERSK RANGER"
built 1980. 13,000 BHP, 1,965 tdw.
m.s. "MAERSK RIDER"
built 1982. 14,400 BHP, 1,930 tdw.
m.s. "MAERSK ROVER"
built 1982. 14,400 BHP, 1,930 tdw.



m.s. "MAERSK LEADER"
built 1987
Holland
12,000 BHK, 2,121 tdw.
of the same type:
m.s. "MÆRSK LOGGER"
built 1987. 12,000 BHK, 2,121 tdw.



m.s. "MAERSK GABARUS"
built 1983
Korea
10,880 BHK, 2,100 tdw.
of the same type:
m.s. "MAERSK CHIGNECTO"
built 1983. 10,880 BHK, 2,100 tdw.



m.s. "MÆRSK DETECTOR"
with fire-fighting equipment:
built 1981
Frederikshavn Værft A/S
9,000 BHP, 2,136 tdw.

of the same type:
m.s. "MÆRSK DISPATCHER"
built 1981. 9,000 BHP, 2,136 tdw.



DIVING VESSELS

m.s. "MAERSK DEFENDER"
built 1976
Singapore
1,374 tdw., dynamic positioning,
fire-fighting, stand-by rescue.



With the publication of "Incidents in the History of Navigation" by Søren Thirslund, the Mercantile and Marine Museum at Kronborg launched a new series of publications with the title *Maritema*. "Incidents in the History of Navigation" will consist of two further volumes to be published in 1988 and 1989 around Christmas time. In the first volume, Søren Thirslund, a former shipmaster who sailed for 33 years, describes the development of navigation from antiquity to around 1530. The book has many illustrations and the use of various methods and instruments in navigation is described so that even landlubbers have some idea of how sailors found their way across the oceans in days gone by. Here is an excerpt from the first volume, "Ferdinand Magellan's Navigation", which describes one of the greatest events in the history of shipping.

The first circumnavigation of the globe

Ferdinand Magellan has come to represent the first man to sail round the world, even though he was killed in the Philippines and never reached home.

He was born about 1480 in Portugal, in the province of Trás os Montes. As a boy, he was taken on as a page at the court of the dowager Queen Leonora, where he was taught geography and mathematics as well as other subjects. When he was 26 years old, he was included in an expedition to India and in 1509 he participated in an unsuccessful attempt to reach the Moluccas. It is thought that Magellan travelled with a later expedition too, but this has not been documented. He participated in a number of wars and was disabled when a lance thrust made him a permanent cripple.

In 1514, Magellan quarrelled with King Manuel and left for Spain where he studied cosmography and came to the conclusion that it must be possible to reach the Moluccas by sailing westward. All that was required was to find a "way through" South America. In 1518, he succeeded in interesting the King of Spain in the idea and an expedition to the Moluccas was planned.

Five ships were equipped to go on the expedition, with a total of 234 men. We have precise information about the navigational equipment. There were 6 pairs of compasses, 23 parchment maps, 21 quadrants, 7 astrolabes, 35 compass needles and 18 hour glasses. Most interestingly, the contemporary prices of these items are given. Carl V. Sølvér notes with surprise that there is no mention of lodestones for magnetising the needles. This is probably an oversight.

On 10 August, 1519, the ships set sail from Seville but anchored in the estuary where they lay for more than a month. The reason for this has not been discovered. Finally on 20 September, they set sail in the direction of the east coast of South America. Directions were taken from the compass, the lead was used and a strange way of measuring the speed is described. A chain was hung from the stern and the speed was calculated from this. There is no

mention of how this was done, but presumably the angle of the chain to the leadline was read: the bigger the angle, the greater the speed.

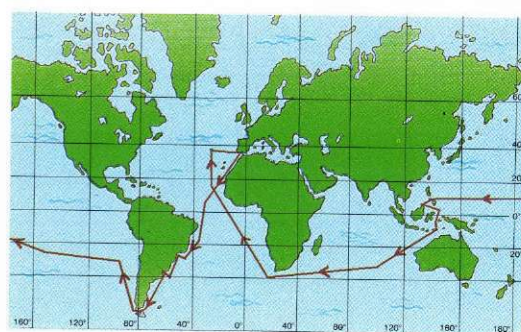
Latitudes by observation were fairly exact, but an observation for longitude on the coast of Patagonia failed. The observer is, however, quick to justify his result by claiming that his table was wrong.

At a latitude of just over 49° south, Magellan found a well-protected harbour where he decided to spend the winter, but here he had a clash with his crew. There was a mutiny which Magellan suppressed and, next Spring, the passage which was to bear Magellan's name ever since was discovered. The way was open for the voyage to continue over an ocean of unimaginable dimensions.

Magellan took a route which was later to be followed by many ships. They looked first for a warmer climate and at the same time the South East trade wind, and succeeded. Navigation on this endless sea was based on observations for latitude and dead reckoning and, since the voyage lasted 93 days, the longitude was about 53° out. There are many islands along this route but, as if by accident, the ships only sailed close to two small uninhabited ones. Fresh supplies would have been very welcome, as there was practically famine on board by the time they eventually reached the Philippines.

In the Philippines, they obtained supplies and the crew recovered. Magellan became friends with a native Raja of Sebu. When he took part in a war on behalf of this man he was murdered, but the ring was almost complete. "All" that remained was a voyage in known waters.

Del Cano now took over command of the expedition and of Magellan's ship "Victoria". With a pilot he visited several islands, where he took on a full cargo of much coveted spices. Del Cano chose such a southern route home that he discovered the islands of St. Paul and New Amsterdam, after which he steered west. He called at South Africa for food and water and at last reached the Atlantic Ocean, where



Magellan sailed from Seville on 20 September 1519. After calling at various places in South America, he discovered the straits which were to be named after him. In November 1520, he had sailed through the Straits of Magellan and had the enormous Pacific Ocean in front of him. On 18 March 1521, Magellan called at the Philippines, where he was killed. His second-in-command, del Cano, completed the great expedition and arrived back in Seville on 6 September 1522.

he called at the Cape Verde Islands, but things almost went wrong here. He and the crew pretended to have come from America and to have been lost in a storm. They obtained their supplies but one of the crew could not keep his mouth shut, remarking that they had sailed round the world. The Portuguese then wanted to seize the ship. Del Cano cut the anchor rope and escaped, although he had to leave one boat crew behind. He managed the last stage of the voyage with only 22 men, several of whom were sick.

At last, on 6 September 1522, the anchor was dropped out from the port of departure. The first circumnavigation of the globe had been completed in almost 3 years.

One curious feature can be mentioned. Magellan's log book did not fit with the calendar at the Cape Verde Islands. Because he had sailed round the world westwards, he had lost a day.

New gas field: the Harald Field

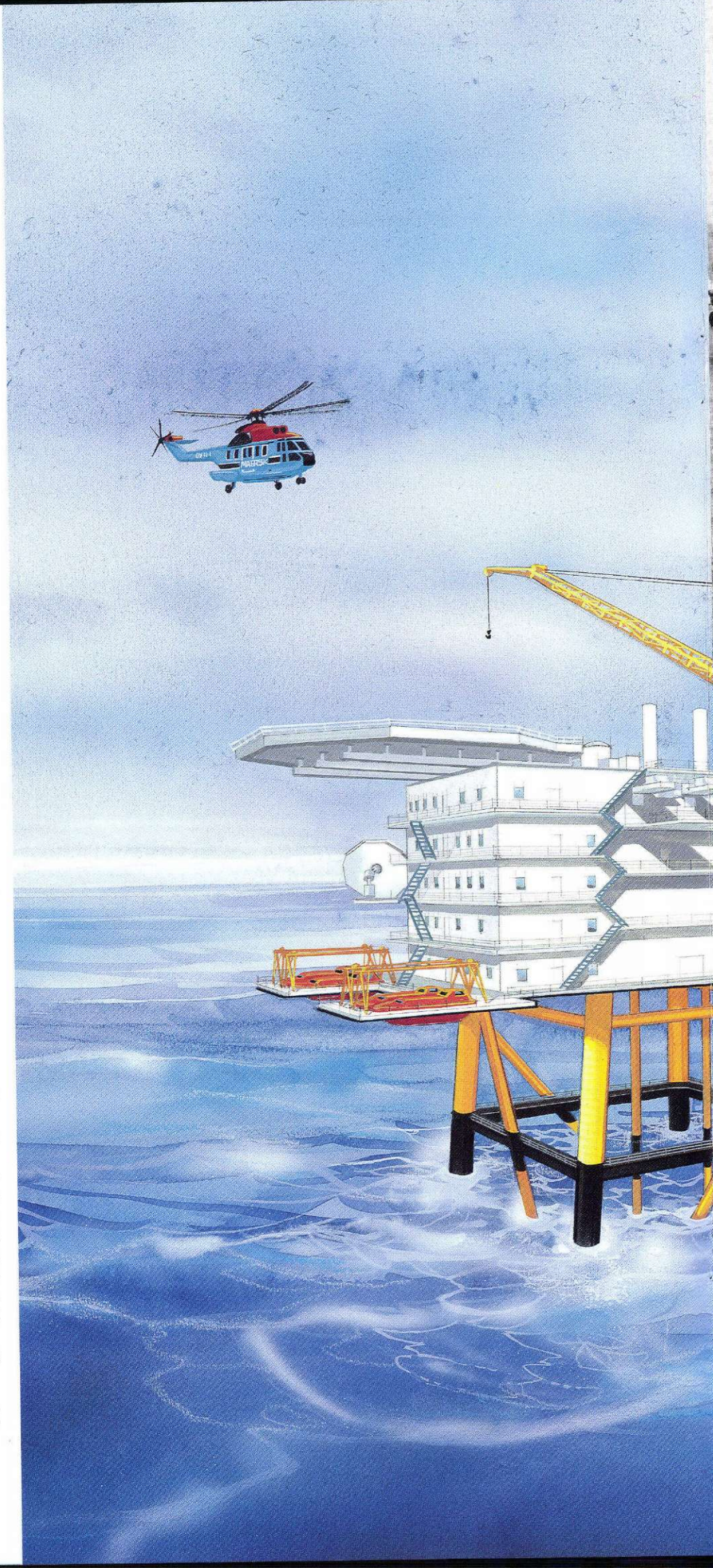
In December Dansk Undergrunds Consortium submitted a development plan for the West Lulu and Lulu structures to the Ministry of Energy. The two structures will be developed jointly and under the name of the Harald Field. The field is a gas field which also contains some condensate. Production from the Harald Field will probably commence in the mid-1990s, depending on the need for gas in the Danish and other markets.

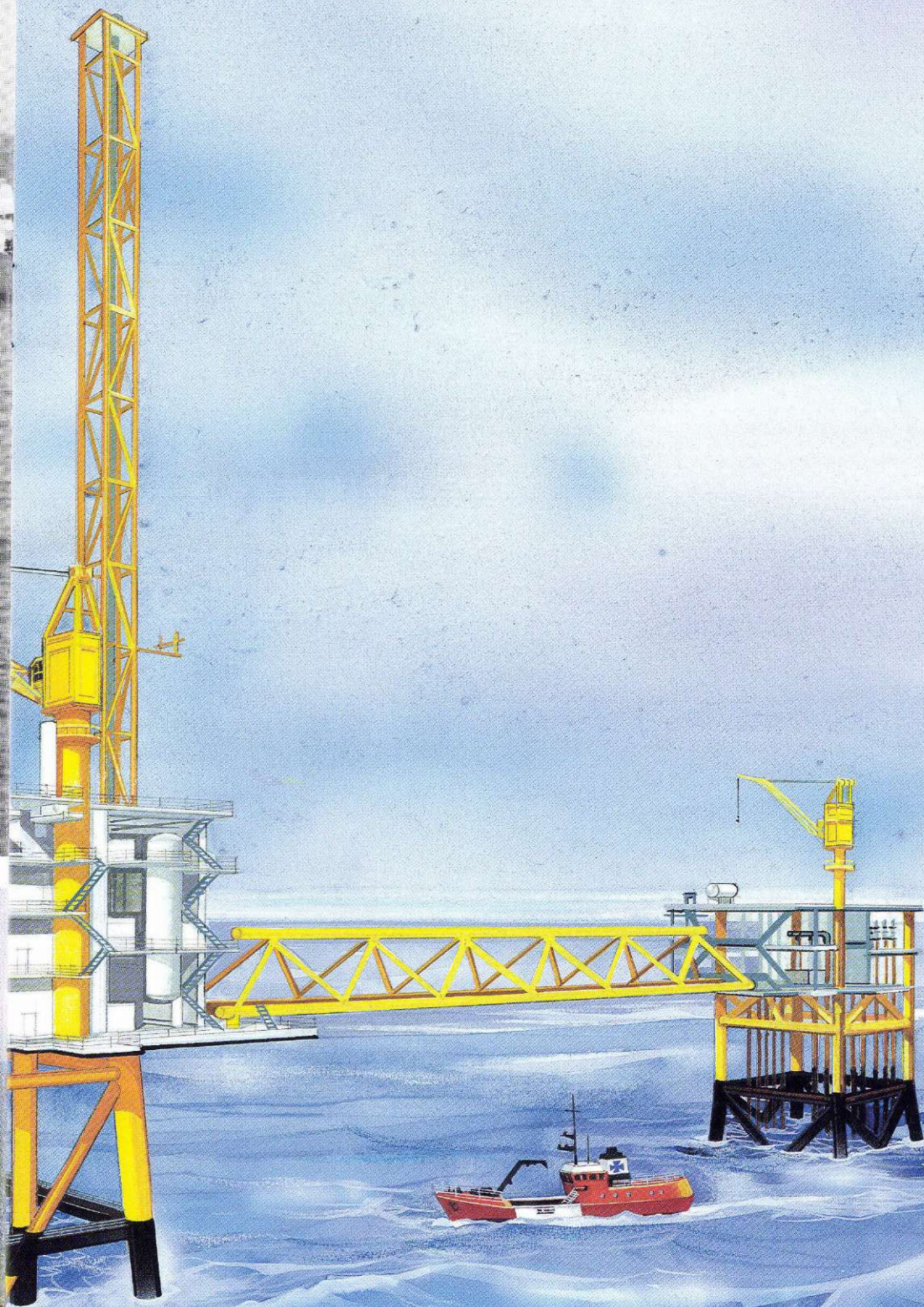
The Lulu structure was found when the well Lulu-1 was drilled in 1980. The West Lulu structure was found by the well West Lulu-1, drilled in late 1983. The two structures were appraised by the drilling of four additional wells.

The facilities on the Harald Field are planned to consist of a four-legged wellhead platform with 18 well slots, connected by bridge to a four-legged, integrated process, utility and accommodation platform. Further, it is planned for the gas to be transported via an 80-kilometre pipeline to Tyra and the condensate via a 94-kilometre pipeline to Gorm, prior to transportation to shore via the existing oil and gas pipelines.

Total investment for this project will be around five billion DKK.

Illustration: Jack Lundsdaal





JACK LUNSDAL

New Maersk Line office in Macau

BY AXEL O. KNUDSEN, HONG KONG



Downtown Macau as seen from the Macau-Taipa bridge.

On November 9, 1987 Maersk Line (Hong Kong) Ltd. opened a subsidiary office in Macau under the name of Agencia de Navegacao Maersk Line (Macau) Lda. With this inauguration we became the first shipping line to establish own representation in Macau. We were also the first shipping line to bring containers into Macau, in December 1977, when four 20-foot containers arrived by barge from Hong Kong for subsequent stuffing at the premises of one of our textile customers. Today, the staff numbers ten, and the office is managed by Mr Stephen Lau.

Macau, on the western bank of the Pearl River estuary, has a history dating back to 1557. At that time Portuguese explorers and traders already had settlements in Brazil, around the coast of Africa, in India and in Malacca. Aware of the existence of Marco Polo's fabulous Cathay and being determined to break into the China trade, they were only missing a foothold on the China coast. They established themselves on a 5.4 square kilometre peninsula linked to the Guangdong Province and named it City of the Name of God: Macau. Macau became the connecting port for the Great Voyages from Europe to Japan, where various European products, pepper from Malacca, silk, silver and porcelain from China and Japan were purchased and sold. Up through the centuries Macau has had its own place in world history. Today history is physically preserved in 15th century temples, 17th century fortresses, 18th century churches and 19th century mansions

and shophouses. The landscapes and people of Macau have all been immortalised in lively paintings and sketches made by various artists, George Chinnery among others, who spent the last 27 years of his life in Macau.

The population of Macau today is around 450,000 with a composition estimated to be 95 per cent Chinese, three per cent Portuguese and European and two per cent others. In fact, while the majority are pure Chinese, many are actually Macanese. They are descendants of old Portuguese families who have intermarried over the centuries with Chinese, Japanese, Malays, Africans and Brazilians. With an area of 15.5 square kilometres including the islands of Taipa and Coloane, Macau belongs to one of the most densely populated places in the world. Although the number of taxis and cars is also high, many people still prefer to use the traditional pedicab, a two-seater, bicycle-powered carriage, as a means of transportation.

Macau is in many ways best described as a mosaic of cultures. This is apparent everywhere. You will find street names in Portuguese and Chinese etched on Iberian blue and white tiles, and European double-decker buses advertising Chinese herbal medicine. The restaurants in Macau offer the adventurous gourmet a wide variety of cooking styles to choose between, again reflecting history's impact with many visitors from all over the world, combine with traditions from surrounding areas. The blend of east and west is also felt at



the bayfront, Praia Grande, where the scenery is reminiscent of the Mediterranean, provided one's eyes are not caught by the Chinese characters advertising various items.

Today the industry of Macau mainly produces garments, textiles, toys and artificial flowers for export to the whole world. For the tourist the popular articles to purchase remain jewellery, antiques, porcelain or electronics; one may also try one's luck at 24-hour casinos, at the canidrome, or at the trotting track.



The ruins of St. Paul, built in the 16th century and burned down in 1835 during a disastrous typhoon. In the background the inner harbour can be seen, with the hills of the People's Republic of China.

The Luso Bank Building. The new Maersk Line office is situated on the 15th floor.



Performing the traditional Chinese opening – »bai san« – of the office.

A pedicab driver also needs a siesta.

A flying crane

BY MARITA PETERSEN, MAERSK AIR



Maersk Air's Helicopter Division in Esbjerg is mostly engaged in transporting crews to and from the oil rigs in the North Sea. One of the most important other tasks of the Helicopter Division is lifting various items.

In Denmark, haulage conditions are good – far too good, from the point of view of the helicopter business. But when something has to be placed very high up and when it is perhaps also difficult to reach by road, Maersk Air Helicopters can often solve the problem quickly and cheaply.

Captain Jørgen B. Pedersen was one of the pilots who, on 11th June 1987, had one of the more special problems to solve. Here is his story:

"When the Postal and Telegraph Services and a local TV station wanted to place some antennae on top of an 84 metre-high silo at Esbjerg harbour, it seemed natural to apply to Maersk Air. The Postal and Telegraph Services wanted to set up a dish for transmitting telephone conversations to and from Fanø. The local TV station wanted to set up a transmitter mast as they were going over to wireless transmission.

Before a job like this can be carried out, many preparations have to be made. The most important thing is to talk to the

people who will receive the antennae and fix them to the silo itself. Some days beforehand, therefore, we met on the top of the silo and agreed, point by point, on what would happen. The helicopter was also specially equipped for the job. In this case, lifting hooks were fitted and the passenger seat, rubber raft and other equipment normally only used offshore were removed.

With one flight technician lying on the floor to report on how the load was hanging, and another on top of the silo to give directions by hand signals, it was an easy matter to complete the task. The actual mounting of the antennae took about 15 minutes after that.

The Helicopter Division in Esbjerg has now carried out a number of operations of this type. The biggest to date was also for the Post and Telegraph Services; at several places we had to mount trellis mast sections for the mobile telephone system on the 125 metre-high concrete towers which act as relay stations for television and other things".

We know that other operations of a similar type have to be carried out, so we hope to see more of Maersk Air's helicopters around the country.

New Maersk Line office in Karachi



On 1 January Maersk Line Agency (Pvt) Limited took over the general agency for Pakistan from Volkart (Pakistan) Limited, the Company's agent in Karachi for many years.

Cargoes from Pakistan consist mainly of cotton, cotton yarn, textiles, as well as refrigerated cargo.

The new office is housed in the completely new Bahria Complex near the harbour in Karachi. There are 38 employees with Mr Sigurd Erlendsson, formerly of Jeddah, in charge.



Rounding up...



Photo: Nels Taylor

Elephants on board

On 18 November, the container ship the »LICA MÆRSK« sailed from Singapore with an unusual cargo – the »Clyde Brothers«, who were returning to Texas after a lengthy tour with »The Great European Circus« along with the dogs, horses, ponies and a couple of elephants and monkeys who had performed with them. The animals were loaded in their own trucks, where they remained during the entire trip

except for daily exercise. The trucks were placed at intervals on a number of Artificial Twin Decks, so that the animals could take a turn around the deck.

On 5 December, the »LICA MÆRSK« arrived at Long Beach. The animals were lifted from the ship and driven home to Texas, where the Clyde Brothers started preparations for a new tour with a Mexican circus.

Maersk Line "Wheel of Ports"



The Produce Marketing Association (PMA) is a marketing group serving more than 2,400 companies in the USA, Canada, Europe and the Far East. With over 350 exhibitors and 8,000 registrants at the annual convention in Anaheim, California on October 25th-27th, information was provided on sources of supply, product availability, care and handling,

transportation modes and equipment technology.

The Maersk Line booth, featuring a wheel showing the Far East ports of Japan, Hong Kong, Taiwan, Singapore and Malaysia and a matching board where bets were placed, gave conventioners a chance to pick their favorite country and with a spin of the wheel win a tin of Maersk cookies.

Many inquiries were received from parties representing food companies worldwide, and pamphlets outlining the Maersk services with emphasis on the new USA/Europe service were featured at the booth. Maersk representatives collected 1,500 business cards from interested wheel spinners who found the game much to their liking.

Jennifer Caro, San Francisco

Awards for rescue operation

At a ceremony in London on 25th November, Captain John Scott and Chief Officer Malcolm Shakesby of the "DUKE OF ANGLIA" received the Emile Robin award from The Shipwrecked Mariners' Society for their bravery during the rescue of survivors from the "HERALD OF FREE ENTERPRISE" accident in Zeebrugge last March. The award was presented by Admiral of the Fleet Lord Lewin, President of the Society.

In the New Year Honours Mr Malcolm Shakesby, Chief Officer of the "DUKE OF ANGLIA", was awarded the MBE (Member of the Order of the British Empire) in recognition of the part he played in the



rescue operation after the "HERALD OF FREE ENTERPRISE" tragedy. Such an award is normally presented by the Queen or a close member of the Royal Family.

Ann Thornton



The New Year ball in Munkebo

In Denmark, really large balls are more or less a thing of the past. Except in Munkebo. Here the Munkebo Cultural Association held its 13th New Year ball on January in the Munkebo Hall, attended by over 1,000 employees from the Lindø yard with their families. And certainly, no more people could have been fitted in at the long tables in the big sports hall.

The evening started with a meal, after which the international dance and show orchestra, "Trans Europa Express" played for dancing. It did so with such success that the dance floor – as can be seen from the picture – was crowded the whole evening.

The Munkebo Cultural Association was formed in 1975 with the intention of providing good entertainment for the little shipyard town, where the choice at that time was very limited. Since then, the Associ-

ation has been responsible for four big events every year in the Munkebo Hall – theatrical performances, soloists, concerts, etc. – with audiences of between 800 and 1,000 people. This is a rather high score for a town with only about 5,800 inhabitants.

The 1987-88 season began in October with the comedy "Harvey", performed by the "Windsor Theatre" from Copenhagen. This was followed in December by Bernard Shaw's comedy "Mrs. Warrens Profession" with actors from the Royal Theatre, the New Year ball in January, and in February a guest performance by the big "Johann Strauss Operetta Theatre" from Vienna. This group of over 70 participants performed the operetta "Eine Nacht in Venedig" by Johann Strauss.

A fine conclusion to a fine season.



The longest load

One night in October Kent Line carried, on the "DUKE OF ANGLIA", what is believed to be the longest load on wheeled transport ever shipped across the North Sea on a ro/ro vessel. The load, shipped from

Zeebrugge to Dartford, was a dolphin pile 34.5 metres long with a diameter of 2.5 metres. The overall length of the load, including the traction unit, was 43.4 metres.

Ann Thornton



Maersk Travel in Herning too

For the third time in one year, Maersk Travel has opened a new travel agency in Denmark. Maersk Air has long wanted to establish an agency in the centre of the busy industrial area of mid-Jutland. This wish was fulfilled on 1 October in Herning, when Expert Rejser was taken over and changed name to Maersk Travel. The change of owner was celebrated at an informal reception, where Østjysk Musikforsyning and others played and helped to make the day a festive occasion.

To start in Herning, where we have been warmly welcomed, has been very exciting. The takeover has not meant any

great change on a day-to-day basis for Expert Rejser's wide clientele, since all the personnel wanted to continue with Maersk Air.

With the opening of the office in Herning, Maersk Travel, which is part of Maersk Air, now has six offices in Denmark and at least 80 employees. The other five offices are in Copenhagen, Århus, Odense, Esbjerg and Aalborg. Abroad, there are Maersk Travel Agencies in Hong Kong, Singapore, London, Aberdeen and on the Isle of Man.

The picture shows the personnel in Herning in front of Maersk Travel's newest office.

Kaj Nielsen, Maersk Travel

Benny Andersen at Esplanaden



As in previous seasons, A.P. Møller's Arts Society has planned a very varied programme for this season. In addition to the monthly exhibitions with previews and meetings with the artists exhibiting, the first half of the season provided theatre, concert and lecture evenings.

On Thursday 5 November, an evening with the poet, author and composer Benny Andersen had been arranged in the film room at Esplanaden. Benny Andersen became particularly well known and popular here in Denmark because of "The Ballads of Svante", performed by Poul Dissing, but he is also known abroad since many of his works have been

translated into several languages.

The film room was packed and, for the members of the Arts Society, it was an unforgettable evening. Benny Andersen read from his poems and stories, chatted about how and why he wrote, and answered questions from his audience – all in a characteristically quiet, subtle and self-ironic fashion, which time after time made his audience burst into laughter. When he concluded by reading his account of "Svante and the hot-dog man", the audience laughed so much and so long that nearly everybody had to take out their handkerchiefs.

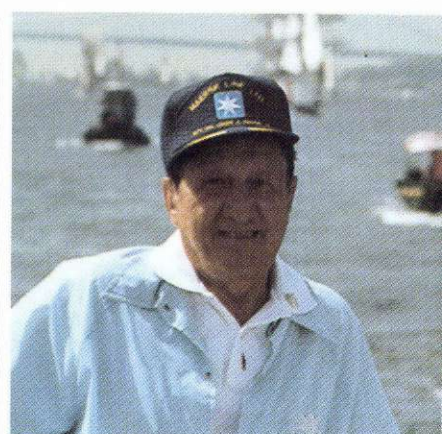
Now that is a real art.

The last correspondent

In April 1976, Mærsk Post increased the editorial staff with local correspondents, who were to keep our readers informed of what was happening around the world. The last of the 12 Mærsk colleagues who took on the job at that time is Barney Brennan, New York, who has been representing the U.S. East Coast. The others have been replaced by new correspondents in the course of time because of transfers or retirement.

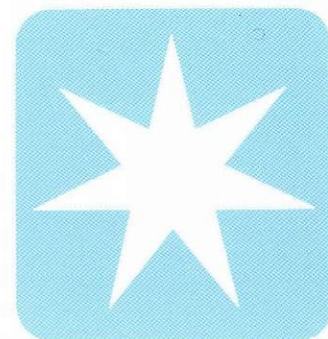
In February 1984, Barney Brennan retired too, but was still connected with the Møller Steamship Co. as an adviser. It was his own wish to continue as the Mærsk Post correspondent and, since he began in 1976, Mærsk Post's readers have enjoyed numerous well-written reports and articles.

In the last year, however, Bar-

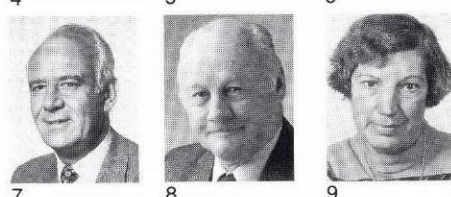


ney Brennan has suffered from illness and even though he is now recovering well, he has decided to give up his job as correspondent. With our best wishes that his recovery will be complete, Mærsk Post extends its thanks to Barney Brennan for many years of splendid and inspiring co-operation.

Personalia



ESPLANADEN



25 Years Anniversary

1. Palle Budde
12 April
2. Asta V. Larsen
1 May
3. Martin Holroyd
11 May

Retiring

4. Mogens A. Pickel
31 December 1987
5. J. Holten-Rasmussen
31 December 1987
6. E. Bjerggaard Hansen
31 January
7. Hans H. Munck
29 February
8. Poul Jensen
30 April
9. Esther Steenberg
31 May

THE FLEET



40 Years Anniversary

1. Captain Bent Nygaard Lund
23 June

25 Years Anniversary

2. Radio Officer Lars Christian Frost
17 April
3. Captain Frode Rasmus Nielsen
15 May
4. 1st Engineer Niels Højmark Nielsen
24 May
5. Chief Officer Knud Møller
31 May
6. Captain Steen Neergaard Ottosen
15 June

MAERSK DRILLING

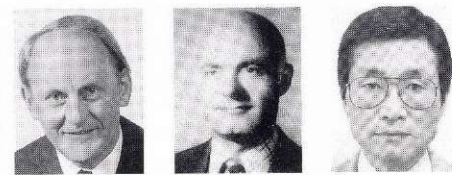


1

25 Years Anniversary

1. Michael S. Bewsher
11 May

ORGANIZATIONS ABROAD



7

40 Years Anniversary

1. Svend Teglhøj, Houston
1 April

25 Years Anniversary

2. George Valvis, Abidjan
22 December 1987
3. H. Kagami, New York
1 April
4. S. Watanabe, Tokyo
1 April
5. Y. Fujimoto, Kobe
1 April
6. Thanomsak Pinthuwatana, Bangkok
3 April
7. K. Karasuyama, Tokyo
15 April

THE YARD



1



2



3



4



5



6



8



10



11



12

25 Years Anniversary

1. Svend Åge Christensen
8 April
2. Niels Overvad
8 April
3. Jan U. Petersen
8 April
4. Thorvald Kylløvik
22 April
5. Carl J. Bregndahl Petersen
26 April
6. K.B. Fejerskov
6 May
7. Knud Erik Petersen
6 May
8. Hans Ove Nibe
20 May
9. Kurt Sørensen
20 May
10. Henning Klindt
3 June
11. John Louis Møller
3 June
12. Keld Ebbe Nielsen
3 June

DISA



1



2



3

25 Years Anniversary

1. Hans-Herman Jensen (Jægerspris)
7 March
2. Eigill Petersen (Herlev)
5 April
3. Benny Fl. Andersen (Slangerup)
8 April

NORFOLK LINE



1



2

25 Years Anniversary

1. A.W. Ramm
5 November 1987

Retiring

2. Raymond Gales
18 May

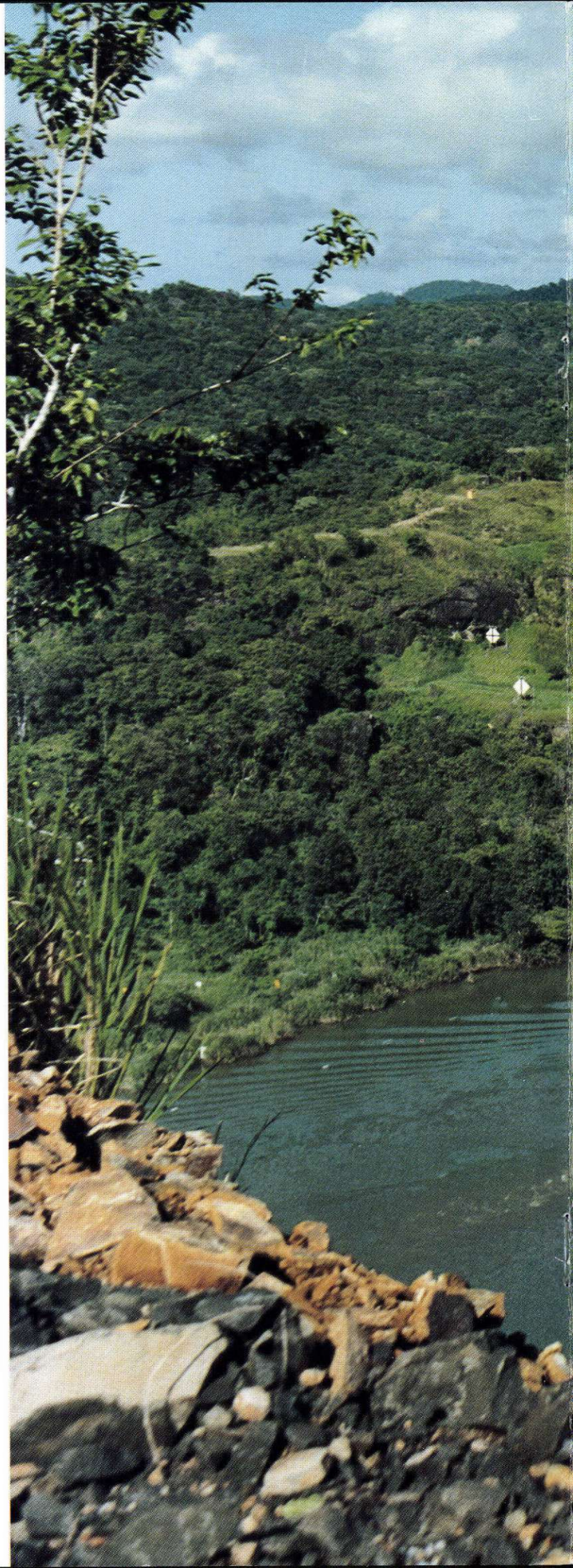
Obituary

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

Banchong Krutchoocheep
Bangkok
28 October

Carl Chr. Frisenberg Pedersen
The Yard
10 November

Kai Gørtz
DISA (Slangerup)
5 January



The container vessel "MC-KINNEY MÆRSK" in the Panama Canal.