



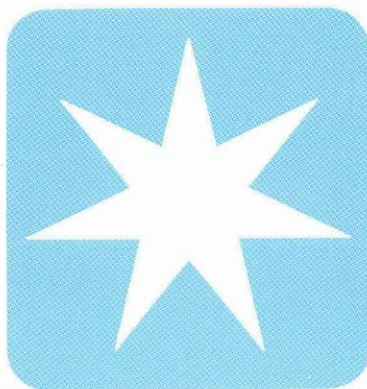
MAERSK POST

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At the annual general meeting of the Danish Shipowners' Association on May 25, Mr. Ib Kruse was elected President after having served as Vice-President for three years. It is an important and demanding task that Mr. Kruse has undertaken in addition to his other areas of responsibility and activity. I am convinced that as President of the Danish Shipowners' Association he will make a fine and competent contribution to Danish shipping. We wish him luck.

At the Association's annual general meeting, Mr. Kruse said that as a consequence of the increase in tonnage following the introduction of the Danish International Shipping Register a lack of well qualified officers is likely to develop. The number of apprentices has fallen during recent years. The Society for the Promotion of Danish Shipping, and the Danish Ship Adoption Society together with the Danish Shipowners' Association and the Danish Maritime Authority have taken an initiative to counter this development. More than 2,000 schools have received information on job possibilities in the shipping industry intended for the young in the 9th grade who are about to choose their future career. And this is combined with an offer to 120 youths of a week's practical maritime training during the coming summer holidays.

At the seamen's schools in Fanø and Kogtved these 120 trainees will be acquainted with navigation, seamanship, basic engineering, boat handling, maritime rescue and fire service – skills which they will then get a chance to try in practice on board the Danish Maritime Authority's training ship "HANS CHRISTIAN ANDERSEN".

This is a good initiative which will hopefully make many young people seek a maritime vocation so that Danish shipping with competent and responsible officers may continue to assert itself under the Danish flag in international competition and earn foreign exchange for Denmark.

Apart from the foregoing A.P. Møller each year offers 100 young apprentices an education which after five years of theoretical and practical training is completed with an exam as deck officer or engineer. This means that we are constantly training more than 550 apprentices in the Company. That is a considerable effort and it is our hope that we may continue it and thus continue to provide many young people a future at sea. There are many examples of this valuable maritime training eventually leading to responsible positions ashore. Mr. T. Dilling and Mr. Bent E. Hansen thus started their careers as apprentices. Mr. Dilling closed his career as a very capable and respected Managing Director of Odense Steel Shipyard and Mr. Bent E. Hansen is today Executive Vice-President in A.P. Møller responsible for the Technical Organization. And many chief engineers who started in the company as youngsters have ended up in important positions ashore, in the Company or in the associated undertaking.

MAERSK MC-KINNEY MØLLER



During her stay in Århus, the "METTE MÆRSK" was visited by 23,079 people.

A new ship: the "METTE MÆRSK"

On Saturday April 15, the fourth in a series of 12 advanced container ships was named at the Odense Steel Shipyard. The new vessel was christened the "METTE MÆRSK" by her sponsor, Mrs Lim, wife of Mr Lim Kim San, Chairman of the Port of Singapore Authority. Mr Lim Kim San, a recipient of some of his country's highest honours, has served in several ministerial posts and was stand-in recently for President Wee Kim Wee during the President's illness.

Just as the very first ship in the series, the "MARCHEN MÆRSK", described earlier in Mærsk Post nr. 2/1988, the "METTE MÆRSK" was contracted by the A.P. Møller Company through DMK. These ships are the largest and technically most advanced to date in the Company's fleet of container ships. They are 294.13 metres long, 32.22 metres wide with a depth of 21.50 metres, have a maximum draught of 13.50 metres and a dead-weight of approximately 61,000 tons.



Taking part in the christening at the Odense Steel Shipyard are the sponsor, Mrs Lim (centre), together with her husband, Mr Lim Kim San, and her daughter, Mrs Beng Siu Tin.

In the cargo holds below deck, there is 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 around 54,000 BHP, providing a speed of approximately 44 kilometres per hour.

After a successful trial run in Skagerrak, the "METTE MÆRSK" left for Århus for some finishing touches, and on Wednesday April 26 at 10 a.m. the vessel was taken over by the Company. Instead of sailing immediately, though, the "METTE MÆRSK" remained in Århus to allow people in Jutland the opportunity to come on board and inspect the ship.

There was an official "open house" on the ship from 9.00 a.m. to 6.00 p.m. on Thursday May 4 (Ascension Day) and Saturday May 6. Thursday provided beautiful summer weather for the occasion and 9,292 people came aboard. Even though Saturday turned out to be grey and windy, there were so many who braved the weather that by 9.30 a.m. Captain Leif Robenhagen Jensen could greet guest number 10,000 on board. This turned out to be Mr Ebbe Nørkjær from Studstrup who, together with his wife

Britta and their two children Michael, 5, and Mirech, 2, were presented with flowers, champagne, chocolate and Lego trucks before going onboard. By the end of the visiting day at 6.00 p.m., 10,247 people had been on board and, during the two days of "open house", 19,539 people in all had come to visit the "METTE MÆRSK". Besides these, 3,540 guests had been specially invited by the A.P. Møller Company and affiliated companies to attend specially-planned arrangements, making the total number of

guests on board ship while she lay in Århus 23,079.

For the convenience of the guests, a special route through the ship was marked off. Throughout the day there were between 1,000 and 1,200 people on board simultaneously, so it was quite crowded in the corridors, on the stairways and, not least of all, on the bridge itself, where advanced equipment greatly interested children as well as adults. Despite the crowds, however, things went smoothly because both officers and aspir-



As clearly shown here, it was quite crowded on board.



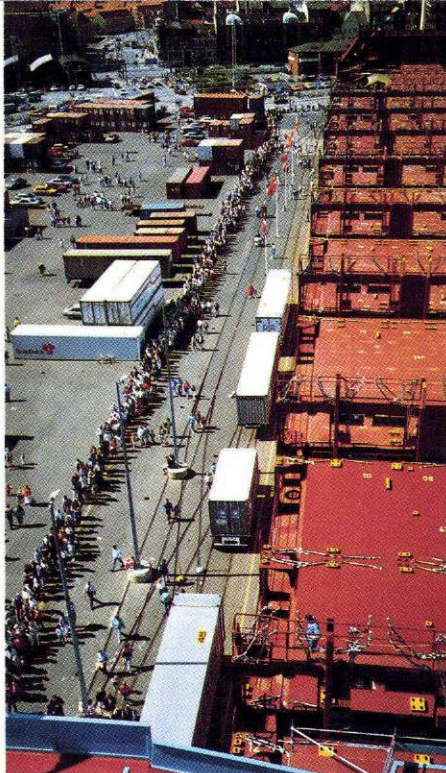
To facilitate the visitors' coming and going, a large tower with two stairways was set up.



ants posted along the route were prepared to offer information about the ship and her equipment as well as to answer the many questions asked.

Even though there was a great crush at times, the visitors showed great patience. Everyone took whatever waiting there was with good humour and, even for those who had to queue up for up to two hours to come on board, there were no displeased expressions – only smiles.

At 8 a.m. on Monday May 8, the "METTE MÆRSK" departed, heading for the Suez Canal and on to Singapore where the A.P. Møller Shipping Company is the largest single operator, with no less than twelve port calls every week. From here, the "METTE MÆRSK" will become part of Maersk Line's comprehensive liner network. Captain Leif Robenhagen Jensen is Master, Mogens Krog Larsen Chief Engineer, John Criddle Chief Officer and Poul Erik Würtz Andersen Steward/Cook.



The more than 400-metre long queue of children and adults waiting to come on board the "METTE MÆRSK".

Guest number 10,000, Ebbe Nørkjær, together with his wife Britta and their two children Michael, 5, and Mirech, 2, being welcomed on board by Captain Leif Robenhagen Jensen. The children were obviously a bit confused by all the attention.



On the bridge, both children and adults showed a great deal of interest in the very advanced equipment.

Even though many people had to queue up for more than two hours, they showed great patience and took it all with good humour.



A new supertanker: the "NICOLINE MÆRSK"

The A.P. Møller Shipping Company's new supertanker, the "NICOLINE MÆRSK", passing Singapore on her way from the Arabian/Persian Gulf to Chiba in Japan.

On Friday December 16, 1988, the first of four VLCC's (Very Large Crude Carriers) commissioned by the A.P. Møller Shipping Company and built at the Hyundai Shipyard in Ulsan, South Korea, was christened. The new supertanker was named the "NICOLINE MÆRSK" and her sponsor is Mrs Grethe Sørensen, wife of Managing Director Knud Sørensen of Den Danske Bank. Eighteen years ago, the A.P. Møller Shipping Company had its very first VLCC

built, the "REGINA MÆRSK", which had a deadweight of 285,000 tons and a length of 347,5 metres o.a., making it Denmark's largest vessel at that time. In all, seven vessels in the so-called R-type category were built at the Lindø Shipyard in Odense, with the last being delivered in November 1973.

The last of the R-type ships was sold in 1985, but the "NICOLINE MÆRSK", together with the three sister ships which are to follow, will reinstate the VLCC's as the next largest vessels in the Mærsk fleet.

The new tanker is 322.07 metres long o.a., 56 metres wide, and has a depth of 29.50 metres with a draught of 19.82 metres. She has a deadweight of around 255,000 tons and a cargo capacity of 302,115 cubic metres at 98% full load – the equivalent of 1,900,232 US barrels. There are fourteen cargo tanks divided up into six centre tanks, four rows of two wing tanks, as well as ten ballast tanks. The cargo tanks are coated, bottom and top, with coaltar epoxy and the vessel is capable of transporting three different cargoes, completely separate, at the same time. The ballast tanks are fully coated with coaltar epoxy and, as an ecological

measure, the ballast tanks are completely segregated; thus, ballast is not carried in the cargo tanks. There are three turbine-driven cargo pumps, each with a capacity of 5,000 cubic metres per hour, and two ballast pumps, both with a capacity of 1,800 cubic metres per hour.

The main engine is a Hyundai-B&W two-stroke diesel motor type 6S80MC which provides 24,280 BHP, allowing a speed of 13.5 knots laden and 14.5 knots in ballast.

Her class: Lloyd's register of shipping +100 AI "Oil Tanker" +LMC, UMS, IGS, SPM with the descriptive notation "pt.h.t." COW, SBT, PL.

The "NICOLINE MÆRSK", with Dragør as her home port, was delivered on January 31. Her maiden voyage went from Ras Tanura in Saudi Arabia and Mina Al Ahmadi in Kuwait, where she loaded a cargo of crude oil, to Chiba in Japan. She was commanded by Captain Poul Valdemar Jæger Haase, with Einar Clausen as Chief Engineer and Lars Villiam Rasmussen as Chief Officer.



Her sponsor, Mrs Grethe Sørensen, preparing to cut the ribbon which will release the bottle of champagne.

New agreement on deliveries of natural gas

On Wednesday May 17, Dansk Naturgas A/S and Dansk Undergrunds Consortium, DUC, a venture between A.P. Møller and subsidiaries of Shell and Texaco, signed an Agreement in Principle on the sale of additional quantities of up to 38 billion cubic metres of natural gas. Deliveries of the natural gas will commence on October 1, 1989 and will be concluded in the year 2011.

DUC and Dansk Naturgas already hold a contract for the delivery of a total of 55 billion cubic metres of natural gas up to the year 2008. The total quantity of natural gas from DUC to the Danish market and for export to Sweden and West Germany thus comprises up to 93 billion cubic metres.

The new gas quantities will be delivered from the Tyra, Dan, Gorm and Roar Fields as well as from the coming natural gas field, the Harald Field. Furthermore, the deliveries include natural gas from DUC's other fields, of which Kraka and Valdemar are being developed.

The Harald Field is expected to be put on-stream in the mid-1990s.

The value of the 38 billion cubic metres of natural gas may be estimated at between DKK 20 and 30 billion. The Agreement is subject to approval by the Boards of Directors of all the parties, as well as by the Danish Minister of Energy. The Agreement will come into force on October 1, 1989.

Flexibility

According to the 1989 Agreements, Dansk Naturgas is to take an annual quantity of 2.5 billion cubic metres of natural gas from DUC. According to the new Agreement deliveries from DUC will cover Dansk Naturgas' annual requirement for purchase of up to 4.7 billion cubic metres of natural gas.

During the next few years, while the gas markets are expanding and until the need arises for DUC to put the Harald Field on-stream, Dansk Naturgas will have increased flexibility in respect of its commitment to take. After the Harald Field has been put on-stream, Dansk Naturgas will have a flexibility equivalent to the general norm for contemporary gas contracts.

Finally, the parties have agreed to consider the provisions concerning annual deliveries, if Dansk Naturgas does not

succeed in selling a certain quantity of natural gas to the Danish power plants and to the Swedish market.

New Investments

An element of the Agreement is that the parties must ensure a high degree of security of supply. DUC's oil and gas production must be planned accordingly. As regards Dansk Naturgas it will be necessary to establish further storage capacity in Denmark, in addition to the present approx. 300 million cubic metres of storage capacity in Lille Torup, in step with the development of the natural gas markets in Denmark and Sweden. On completion of technical investigations at the end of 1989, it will be considered whether this expansion may be achieved by establishing a further storage facility near Stenlille. The size and rate of expansion will i.a. depend on the possibilities of selling storage capacity to the Swedish market. The Stenlille facility will cost around DKK 1.5 billion, including DKK 200 million for project design and preliminary surveys already defrayed, in addition to payment of the gas to fill the storage facility.

Increased sales to Denmark and Sweden will require an expansion of Dansk Naturgas' gas treatment plant at Nybro of approx. DKK 200 million, as well as DKK 400-800 million for new pipelines to i.a. large power plants and co-generation plants.

DUC expects to invest around DKK five billion in the development of the Harald Field and DKK 400-600 million in Dansk Naturgas' new gas pipeline from the Harald Field to the Tyra Field, from where the gas is transported ashore through the existing pipeline. In addition to this, investments will be made in Kraka, Valdemar, Dagmar and other small fields.

Furthermore the Agreement provides for investment savings in the order of DKK 500 million for each of the parties. All DUC gas delivered from the North Sea has such a low sulphur content that Dansk Naturgas will save approx. DKK 500 million on further plant development in Nybro. Simultaneously, Dansk Naturgas has agreed to receive the gas at a lower pressure, providing DUC with savings of around DKK 500 million on a new compressor plant in the North Sea.

The Principles of the Agreement

The Agreement contains a number of principles which collectively provide DUC with the necessary basis for its new investments and give Dansk Naturgas the opportunity to expand the market shares of natural gas in Denmark and in the export markets.

- DUC has the right to deliver up to 4.7 billion cubic metres of natural gas per year, but Dansk Naturgas has however the possibility of receiving natural gas from a third party as payment for e.g. the sale of storage capacity or as payment for the transportation of third party gas in the Danish transmission system.

- The new Agreement provides DUC with the basis for a practical and efficient planning of the production from its North Sea fields.

- Up to 1.1 billion cubic metres of natural gas may annually be delivered to large power plants and co-generation plants at a price and on price adjustment terms which provide Dansk Naturgas with the possibility of selling the gas at a price which follows the development in coal prices and inflation, and otherwise on terms equivalent to the prices at which power plants in North-Western Europe can purchase natural gas.

- The price provisions in the 1979 Agreements remain unchanged although the right to increase the quantity lapses. The right to such increase was DUC's right to deliver an additional quantity of seven-eighth billion cubic metres to Dansk Naturgas at the prices of the 1979 Agreements.

- The new Agreement provides both parties with the possibility of renegotiating the price of the new gas quantities.

- According to the new Agreement, DUC is to supply natural gas from the Harald Field at the European market price and an additional quantity of gas at a lower price. The parties will consequently achieve a satisfactory gas price for the 1979 Agreement and the new Agreement taken as one.

In connection with the Agreements concerning security of supply, DUC will deliver a certain quantity of natural gas without separate charge, i.a. to fill Dansk Naturgas' storage facilities.

Kent Line

By STEEN WITHEN NIELSEN, Kent Line



Kent Line's customers are international shippers who offer a door-to-door service based on the principle: pick-up today, delivery tomorrow!



Three ferry companies sail regularly between the United Kingdom and the Continent under the seven-pointed Mærsk star: Norfolk Line and Britline, both of which have been mentioned in Mærsk Post, and Kent Line – the largest of the three.

Kent Line, which today has its office in Dartford and regional office in Chatham and Zeebrugge, started in 1984 with only one daily crossing between the abandoned naval base in Chatham, east of London, and Zeebrugge in Belgium, carrying mainly Norfolk Line trailers.

Kent Line's customers are international shippers who offer a door-to-door service based on the principle: pick-up today, delivery tomorrow!

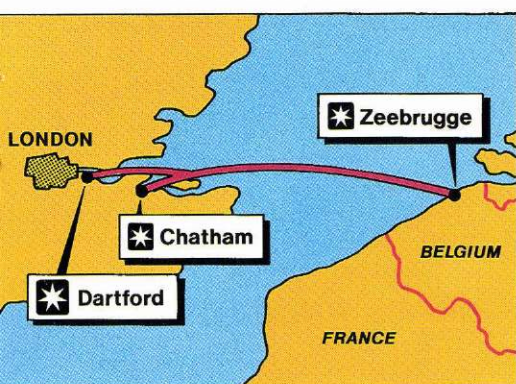
Already in the following year it became necessary to increase the daily crossing to two. The need for a third daily crossing arose in 1986, but because of the tide and the locks in Chatham it was impossible to do. Instead it was decided to establish a third daily crossing starting from the newly-built Dartford International Ferry



Terminal which lies almost 30 miles up the Thames from London. In June, another daily crossing was added and yet another in September, 1988. Thus, Kent Line today offers five daily crossings to Zeebrugge – two from Chatham and three from Dartford.

Crossing time between Dartford/Chatham and Zeebrugge is eight hours, with each vessel making one crossing and back per day with a four-hour stay in each port.

Kent Line is purely a ferry service and, unlike its sister company Norfolk Line which delivers from door to door, Kent Line delivers from dock to dock. Kent Line's customers are international shippers who operate on a door-to-door transport basis, serving industry and shipping agents who demand a minimum trans-



port time in accordance with the growing "just-in-time" principle. Kent Line's customers service most of Europe, concentrating mainly on the United Kingdom, Belgium, Holland, West Germany and Northern France. Many of them sell their door-to-door service according to the principle: pick-up today, delivery tomorrow!

The vessels Kent Line deploys on the two routes have a capacity of around 90 12-metre trailer units, which is comparable to 180 20-foot containers per vessel. Even though they are small in comparison with Maersk Line's container vessels, Kent Line is still responsible for moving considerable amounts. In 1988, nearly 150,000 12-metre units were transported between the United Kingdom and the Continent. Converted into container

The "DUKE OF ANGLIA" in Dartford.

units, that would amount to around 300,000 20-foot containers.

Besides trailers and other forms of mobile transport, Kent Line takes on containers as well – 20-, 30- and 40-foot containers – which are then placed on so-called roll-trailers. In 1988, Kent Line transported nearly 5,500 container units, mainly tank containers, but also flat-racks and ordinary 20-foot and 40-foot containers.

If all goes well, the tunnel under the Channel between England and France – the "Chunnel" – will be opened in 1993. This, however, is not expected to have any great influence on Kent Lines's volume, which, at the moment, is steadily increasing.



From legend to archeological discovery

By BIRTHE LAURITSEN . Photos: Steen Tronsgaard

The search for truth in a folk legend from Funen has begun. A wooden raft is being constructed at the moment to help in drilling down through the mud in Gudme Lake, which is located on Funen. These drill samples will hopefully tell us a little about cultural development before, during and after the Iron Age.

Especially the period around 400 A.D. is of interest, since it was then that making precious sacrifices was an important part of the culture of the time, including, for example, the many golden objects already found around Gudme Lake. These, of course, include the famous golden drinking horns.

"We are used to sitting and waiting for important finds to be made – we can only dream of participating actively," says museum keeper Peter Vang Petersen from the National Museum's division for prehistoric Denmark.

A project of this scope, as here with Gudme Lake, is very much dependent on



Flemming Rieck is hoping to find ships which have been sacrificed in Gudme Lake and Nydam Bog.

private funds, and the A.P. Møller and Chastine Mc-Kinney Møller's Foundation has provided an economic booster for the project.

Museum keeper Ole Grøn, Rudkøbing, is responsible for the more technical expertise necessary to ascertain whether the lake has been a so-called "natural shrine" – a place where sacrifices were made.

Study of drill samples can help to determine geological conditions at the time, and pollen samples help to ascertain stages of development.

"We can establish – with great accuracy – when an area was inhabited and what sort of agricultural development there was," says Ole Vang Petersen.

Other useful aids are earth radars and bomb detectors. In principle the earth radars use the same technique as do seismic evaluations in the search for oil and gas: sound waves picked up as echos paint a fairly accurate picture of the underground.



The Viking ships in Roskilde are a perfect example that actual events on which folk tales are based are often much older than the tales themselves.

Bomb detectors are based on the same technique as the popular metal detectors in use today, which register a metal object in the ground. Both can also be used to locate metal objects from the distant past. "The difficult part is being able to differentiate between registrations from an old bicycle and the gold which local folklore tells us is present," explains Peter Vang Petersen.

According to these folk tales, the gold at the bottom of Gudme Lake was lost while the population was fleeing over the ice during the war with Sweden in the 1600's.

"Legend, however, quite often proves to be a cover up for even older tales," says Vang Petersen.

A perfect example is the Viking ships in Roskilde Fjord. According to legend, they were part of a harbour blockade from the time of Margrethe I – actually 400 years later than in reality.

"Of course, we have no way of being sure that gold is present in Gudme Lake, but because of the gold findings made in the area around the lake, it seems very likely," states Vang Petersen.

Beside golden sacrificial objects, they are hoping to find ships which have been sacrificed. This part of the project is being led by the Historical Ship Laboratory in Roskilde, with museum keeper Flemming Rieck at the helm.

"We know from other finds that large numbers of ships and weapons – primarily war booty – were sacrificed," says Flemming Rieck in reference to Nydam Bog in southern Jutland. Between 1859 and 1863 three ships were discovered there, the largest of which, with its 23 metres, is Denmark's largest riveted ship.

There will also be further investigations this year in the hope of finding another ship.

Flemming Rieck is also convinced that there are ancient ships at the bottom of Gudme Lake, bearing in mind the recent discovery of Denmark's oldest known harbour near Lundeberg in the south of Funen. It is being excavated under the auspices of Per Thomsen, Svendborg Museum.

"This was the gateway to Funen and, therefore, to Gudme Lake," claims Peter Vang Petersen.

Besides Gudme Lake, whose secrets are yet to be revealed, there are two bounteous sacrificial bogs on Funen. One is Vi in the northwest part of the island. This had, unfortunately, been so ravaged by peat cutting when the first excavations were begun in the last century that it is certain valuable treasures have been lost.

In the southwestern part of Funen Kragehuse Bog is located, where numerous finds have been made. They are – as are the findings from around Gudme Lake – from 400 A.D.

Plans to drain Gudme Lake of mud gave the impetus to start, and then the dream of active participation was realised.

"We want to know more about what the lake is hiding, before we say yes," explains Peter Vang Petersen.

There had been hopes of completing the first studies already this winter, but it was necessary to await the results of the technical investigations before the decision to start excavating could be taken.

"The earth radar works best through ice, but since the winter fooled us, we have to use a wooden raft instead," says Vang Petersen.

Museum experts are also trying to piece history together in other ways. The Historical Ship Laboratory has started a project to register all old ship anchors: partly to learn more about iron forging pro-

Denmark's strategic geographical position, surrounded by waters of passage, greatly increases the possibility of making many important finds. Here we see some aquamaniles – religious jugs – found in Vigso in Thy.

Metal mountings are also among the more interesting finds which both Nydam Bog and Gudme Lake have produced.



All the golden objects discovered are regarded as national treasure and must be turned over to the National Museum

cesses in the 1600's, partly to clarify ship movements in Danish waters.

Registering in Greater Kerteminde in 1988 started with one anchor. At the finish, experts had learned of 60 anchors in 45 different positions.

A similar registration will be undertaken on Langeland in the spring and then in the rest of the country.

To gain more knowledge of the subject, the experts are trying to promote better co-operation with fishermen.

"It quite often happens that they fish up not only ships' anchors, but also old cannons and log boats, some of which are from 6000 to 7000 years old. Marine archeology as such, however, is still in its infancy and an overall registration has indeed proved to be difficult," explains Flemming Rieck.

Now a lectureship in marine archeology has been added to the normal university curriculum at the University of Copenhagen, and the Historical Ship Laboratory is co-operating with the Danish Sporting Divers' Union to make use of the growing interest among divers in investigating sunken shipwrecks.

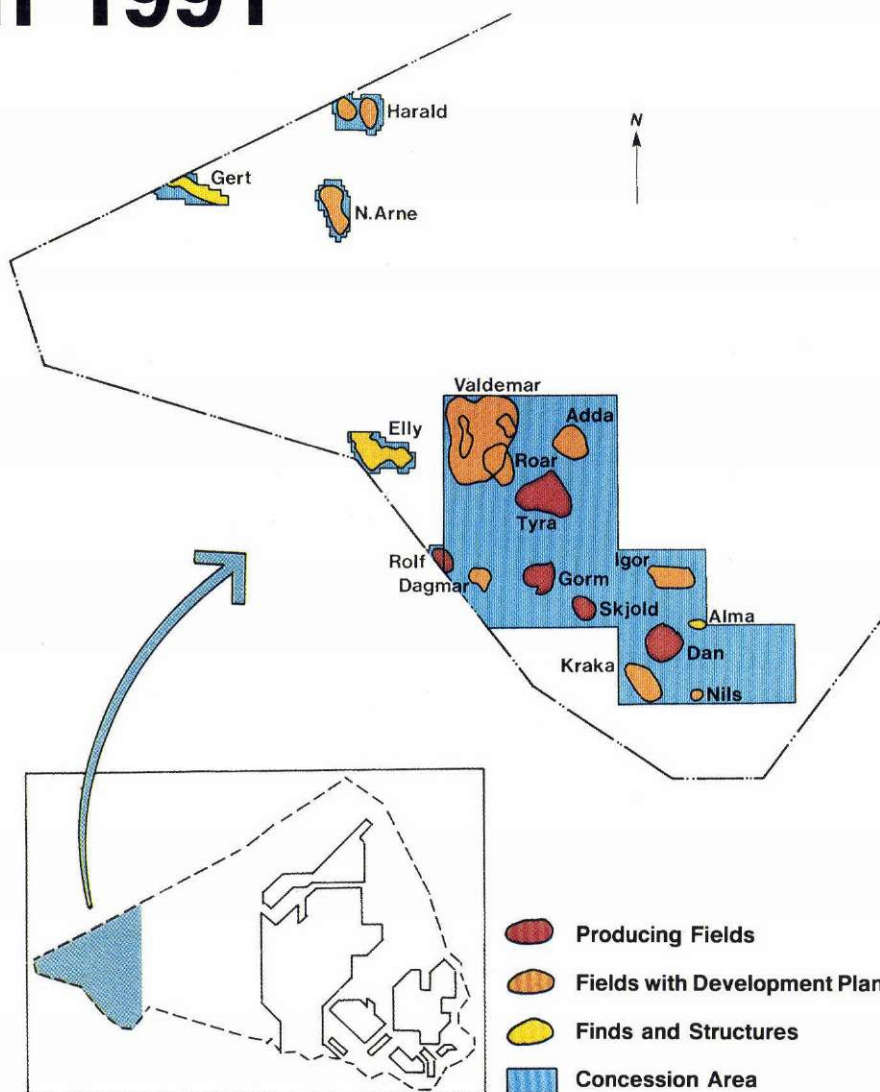
"It is estimated that there are 30,000 sunken wrecks in the waters around Denmark – the majority of great interest. So why not let these amateur divers be the museum's eyes underwater?" asks Flemming Rieck.

That way one can slowly but surely piece together more and more of the puzzle that is prehistoric Denmark.

News from DUC

New oil field begins production in 1991

Dansk Undergrunds Consortium recently received the Minister of Energy's approval of the plan for the expansion of the Dagmar Field – the former East Rosa. This means that Mærsk Olie og Gas A/S can commence production at the field in the spring of 1991. The Dagmar Field is the first Danish oil field where the oil-associated gas contains hydrogen sulphide, which is extremely poisonous. This, of course, complicates production procedures and increases cost. After many long discussions with the authorities about possible solutions, a plan has finally been agreed upon and approved. To begin with, the Dagmar Field's expansion program will include an unmanned platform of simple design with two wells. The fields will be connected via a pipeline to a new platform at the Gorm Field – Gorm F – which is equipped with special treatment facilities, since oil containing hydrogen sulphide cannot be led directly into the Gorm Field's treatment plant. The cost of the new expansion is expected to be around DKK 850 million. The exact rate of production is unknown at this time, but is expected to be somewhere between 4,000 and 8,000 barrels a day. If the results of this project are satisfactory, then further expansion might be feasible.



Expansion of the Valdemar Field started

The arrival of the "MÆRSK GUARDIAN" one of the world's largest jack-up drilling rigs – at the Valdemar Field on April 2 marked the beginning of the expansion programme Dansk Undergrunds Consortium has planned for the field. The first phase of the project includes the drilling of two horizontal wells for oil production.

The oil in the Valdemar Field – the former Boje structure – is compressed into a very thin, compact layer. A combination of horizontal wells and a special technique

is needed to produce cracks in this compact, oil-rich layer: a technique Mærsk Olie og Gas A/S has utilised at other fields with excellent results. This is also the first time in the North Sea area that the attempt to extract oil has been made under such complicated geological conditions.

After the wells have been drilled, and if the production results prove to be positive, the plan is to drill two more wells and then install an unmanned platform of simple construction with capacity for six

wells in all. An eight-inch pipeline 21 kilometres in length will connect the field with Thyra East, where the production will be treated and from where surveillance of the Valdemar Field will be carried out.

It is uncertain, at the moment, just how much oil the new field will produce, so Mærsk Olie og Gas A/S has chosen gradual expansion. DUC's projected investment is expected to be around DKK 1 billion before the oil begins to flow.



Maersk Air: The Cologne/Bonn connection

By MARITA PETERSEN, Maersk Air



Before taking off from Copenhagen.



The level of noise in the spacious cabin is at a minimum, and even the most long-legged passenger will find ample room.



Arrival at Cologne/Bonn Airport.

Monday, April 3 saw the start of a new flight connection between Copenhagen and the Cologne/Bonn Airport, situated 18 kilometres from Cologne and 28 kilometres from Bonn. The planes flying the route are the new Fokker 50 planes with 48 seats divided into two classes - Star Class and tourist class.

Before the new route was established, travellers to this area were forced to fly first of all to either Düsseldorf or Frankfurt and then continue by train to Cologne or Bonn.

Cologne is quite well known for its sale fairs which are often frequented by Scandinavian businessmen. However, the area is also industrialised and consequently of special interest to the Scandinavian business community, an interest which is further enhanced by the approaching EEC Open Market. In addition Bonn, as a political centre with its ministries and administrative departments, is naturally of great importance to government officials and emissaries from Scandinavia.

The Cologne/Bonn route is divided up between Maersk Air and Lufthansa in such a way that Lufthansa has one morning departure Monday to Friday, while Maersk Air has an evening departure every day except Saturday. This makes it possible to fly there and back the same day, thus making a stopover unnecessary. Maersk Air expects this to be an added attraction which many businessmen will take advantage of.

Flight permission was granted to Maersk Air in the summer of 1988 in connection with the liberalisation of Danish aviation, and this new route is part of Maersk Air's expansion plan for air service in general. These future plans also include establishing connections between Billund/Tirstrup-Stockholm and Copenhagen-Basel, for which permission was also granted in 1988.

Maersk in the UK – moving ahead

By ROBERT KENWARD, London



Westminster Tower.

Felixstowe office and port.

As many readers will already be aware, the Maersk Company Limited has been literally on the move in recent weeks, with a sequence of strategic office relocations. The first of these came on February 27, when Maersk Line's Office staff moved from their London premises adjacent to Black Swan House, to join the seventy-two Maersk Line staff already based at Orwell House, Felixstowe. The move of the management team to Felixstowe will contribute to the continuing drive for tighter co-ordination, service quality and enhanced efficiency. It also brings management to the centre of the business, Felixstowe being the hub of Maersk Line's regular services to more than 150 destinations, and closer to Maersk UK's growing EDP/EDI developments. The latter have also been centred

at Felixstowe with the establishment of a new computer base at Orwell House. The new EDP Centre, providing a group facility to all the main divisions in the UK, will ensure that the Maersk Company stays at the forefront of the new technology in this area. The Maersk Company's Head Office and Shipping Division remain in London, but at new locations. Group Management, Corporate Secretariat and Finance, and the Personnel Department have moved to Westminster Tower, a distinctive and modern office block overlooking the river Thames, the Houses of Parliament, and the adjacent Maritime Organisation. The Shipping Division has relocated to Harbour Exchange Square, a prime position on the waterfront in the centre of the London Docklands Enterprise Zone.

Shipping Division includes the commercial and technical operation of the company's 52-strong fleet of owned, managed and chartered-in vessels. The fleet consists of tankers, gas carriers, offshore support and fire-fighting vessels, Ro/Ro ferries and one drilling rig. The major offshore business, involving responsibility for chartering of the offshore fleet and drilling rig, will continue to operate from Aberdeen. The Bunker Department and Competitive Dry Cargo Chartering Department will remain at City Road, close to the City of London. Both the Head Office and Shipping Division moves were effected over the Easter weekend, with the new office fully operational on Tuesday March 28.

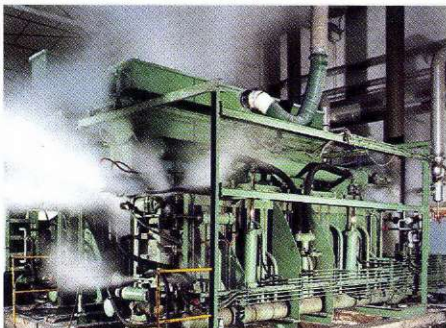


First A.P. Møller industrial company in Spain

By MARIANNE MALTOW, Rosti



The production of technical packaging.



Insulation materials are pressed into large blocks under great steam pressure.



The blocks are prepared and cut into large sheets.



Rosti, with production facilities in Denmark, Germany and Thailand, bought up the entire share capital of the Spanish company Iberica de Industrias Plasticas Ltd. (IBERIPLASA), situated ten kilometres north of Madrid, from January 1, 1989.

The company manufactures foam plastic products for the Spanish market, providing packaging for foodstuffs and technical products and insulation for the construction sector.

IBERIPLASA will supplement Rosti's Danish foam plastic activities. At the present Rosti company Thermopack Ltd. produces fish crates, flower cartons, vegetable crates and technical packaging at its foam plastic factories in Billund and Brønderslev.

The finished insulation sheets are collected and packaged, ready for transport to the construction sites.



Examples of well-known pirate flags with their terrifying symbols of death, used between 1600-1700 and invented by the pirates themselves (1, 2 and 3).

1

Pirates in the Caribbean

By former museum director HENNING HENNINGSEN, PhD.

Piracy has existed as long as sailing itself and many people, especially the pirates themselves, have regarded it as a completely respectable occupation. Today, we Danes are rather proud of being descendants of the renowned Vikings, the most effective pirates of their time who ravaged most of the coastline of Europe. The punishment for piracy has always been the same – before as now – death by hanging, preferable on the beach where the body was also disposed of, symbolising the disdain both earth and sea felt for the likes of such a criminal.

Literature dealing with piracy, especially in connection with the West Indies, though limited in scope, has always been popular – comparable to wild west novels and films. Most of us, spellbound in our youth, read Robert Louis Stevenson's "Treasure Island", Edgar Allan Poe's "The Gold Bug", not to forget Rafael Sabatini's novels about Captain Blood, the Black Swan, etc. They were all colourful and exciting; picture-book adventures which far outshone the actual pirate stories which later came to light. These in comparison seemed somewhat tedious and dull, and the atrocities performed bored rather than horrified. The authentic characters could never live up to their noble, brave, determined gentlemen-pirate counterparts and the dashing women they encountered along the way.

The majority of pirates were most likely just like everybody else, but there were several intelligent followers of the profession who managed to commit to paper their more or less blood-filled life. Alexander Olivier Exquemelin, a physician on a pirate ship, wrote a book in 1678 about American pirates which proved to be the first of a flood of pirates memoirs, and



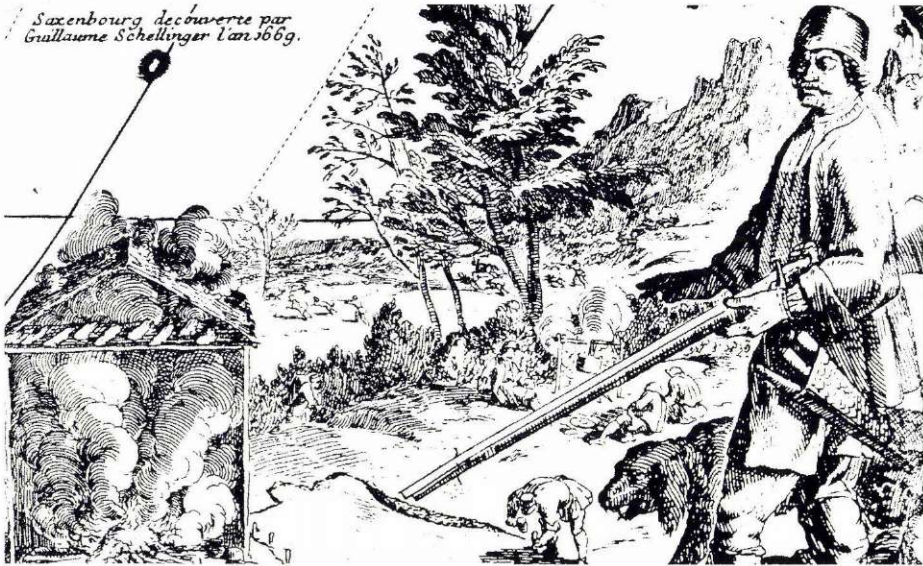
In 1600 the harbour of Havana, Cuba's capital city, was cordoned off with an iron chain, making it a safe harbour (Engraving from about 1600).

was later plagiarised in many forms. Piracy, especially in the West Indies, developed into a very lucrative business. In the beginning of the fifteenth century, when the Spanish had become well-established in their new territories, they naturally began to exploit the wealth they found there, especially precious metals which they shipped back to Spain. Their enemies, among them the English, were very envious of this development and often English ships equipped with letters of marque from Queen Elizabeth I lay in wait for these "gold ships". Privateering in this form was an unpleasant but widely accepted form of pirate warfare and, if misused, could easily lead to ordinary piracy which of course was illegal. This is exactly what happened – in war and peacetime – in the West Indies between the years 1500 and 1600. More or less noble bandits and adventurers were not

fond of the term pirate, but preferred to call themselves Filibusters (or Freebooters, which is the same as the Dutch Vrijbuiters, or privateers), or Corsairs (derived from the Latin *cursus*, meaning to stray). They were also known as Buccaneers, or Boucaniers, which was originally a term for cattle or swine hunters who smoked their meat on Boucans – Indian for grate or grill – in a smoker oven. (The word pirate goes back to the Greek *Peiran*, meaning to seek adventure). It was originally these once so peaceful hunters and farmers who had become involved in piracy as a result of their resentment of Spanish persecution. Around 1640, they formed a brotherhood – Brethren of the Coast – on the little island of Tortuga (named turtle because of its shape) north of Hispaniola (Haiti), which proved to be the perfect base for piracy. The island's rocky coastline camouflaged the many small bays where the pirates could, unobserved, take up their boats for repair. This brotherhood had, as most guilds and organisations, a set of laws ensuring mutual help and support, fair sharing of the booty and shares in the ships, plus compensation from a common fund for loss of arms, legs, eyes, etc. according to a predetermined rate – comparable to a modern health or life insurance.

Slowly, both adventurers and respectable citizens from various nations joined the growing group of buccaneers, indulging in ordinary privateering as well as outright piracy. Their motives were many: hate for the Spanish, adventure, lust for gold and treasure, and, not least of all, a way of making a living. They were a colourful collection of hunters, farmers, seamen (including many expert navigators), criminals, intellectuals, veteran

*Saxenbourg découverte par
Guillaume Schellinger l'an 1669.*



A Buccaneer on Hispaniola, Haïti, with his hunting rifle. On the left, the oven (in Indian: boucan), where meat was smoked. Because of Spanish persecution, these peaceful hunters became pirates (Engraving from 1705 after Exquemelin).

The most sophisticated and feared death sentence for innocent captives: walking the plank. Often described in pirate literature it was, as far as we know, only used once (The Pirates' Own Book, 1837).

soldiers, and so on. Few could live up to the popular ideal of a pirate: a coloured bandanna around his head, a large gold ring in his ear, a black eyepatch, a knife in his mouth (or a clay pipe at times), a cutlass in one hand and a pistol in the other (unless otherwise hampered by a wooden leg or an arm equipped with a hook at the end), and, to complete the picture, a parrot on his shoulder.

Despite their bloody deeds, pirates were often God-fearing Christians who held daily church services on board their ships, including Bible verse reading and hymns, during which they fervently cursed and swore while reverently making the sign of the cross.

Another facet of pirate life was their cuisine. Pirate food consisted basically of the same dishes as most areas in the tropics where sailing was dominant: hard tack and, occasionally, fresh bread; more corn and rice than grain, various types of dried beans, the aforementioned smoked meat as well as salted pork and dried fish, plus fresh fruit including bananas. They drank mainly water, but also ship's ale when they could get it, and spirits, especially rum, which their leaders tried to keep to a minimum. Many will probably remember the pirates' song from "Treasure Island":

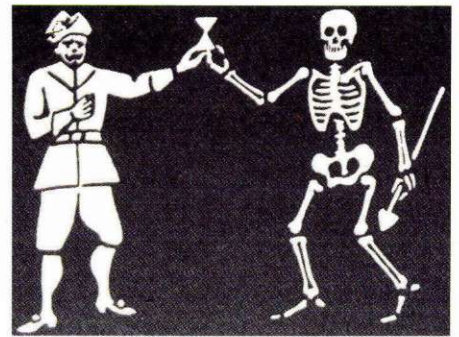
Fifteen men on the dead man's chest,
Yo-ho-ho, and a bottle of rum!
Drink and the Devil had done for the rest,
Yo-ho-ho, and a bottle of rum!

This "dead man's chest" probably refers to a well-known cliff skerry called by the same name, shaped like a coffin, located between the islands of St. Jan and Tortola.

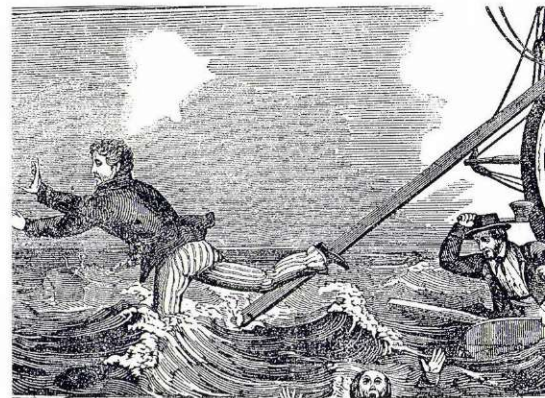
The pirates' ships were most often vessels

which had been taken by force. Their "logo" was the well-known black flag with a white skull and crossbones – also called the "Jolly Roger". More careful study, however, shows that the flag underwent many individual variations since it was first seen in the 1700's. It could be white, yellow or red, and the terrifying "logo" could also take different forms: often a skeleton with an hourglass in one hand and in the other an arrow piercing a heart, with resulting drops of blood. Often, a pirate was pictured together with a skeleton – the symbol of time passing and Death – and, at times, a buccaneer with a cutlass in one hand standing on two skulls, etc. The flag was very effective at creating paralysing terror in the hearts of ordinary seamen: often so much so that they did not even resist when they were attacked and boarded. Today, when maritime museums proudly exhibit an "authentic pirate flag", it is most likely only a banner used in a nobleman's funeral procession from olden days when symbols of death and mortality – skulls, bones, hourglasses, angels of Death, burned-out torches, – were very prevalent.

Of the pirates' accomplishments and skills in battle, literature gives us many detailed descriptions: torturing their victims to get them to reveal where treasures are hidden, allowing them to "jump over the knife" (that is, they chopped them into pieces), robbing people down to their last stitch, raping and mocking women, burning ships, etc. Authors were especially fond of the practice of "walking the plank" – forcing a blindfolded person to walk to the end of a plank which had been placed over the side of the ship, invariably resulting in their falling into the



2



sea and becoming shark bait. It seems, however, that there is only one documented example of this practice and this as late as 1822. This fact, then, forces us to question whether the atrocities were so widespread and not more than a bit exaggerated in most cases. Modern historians tend to think so.

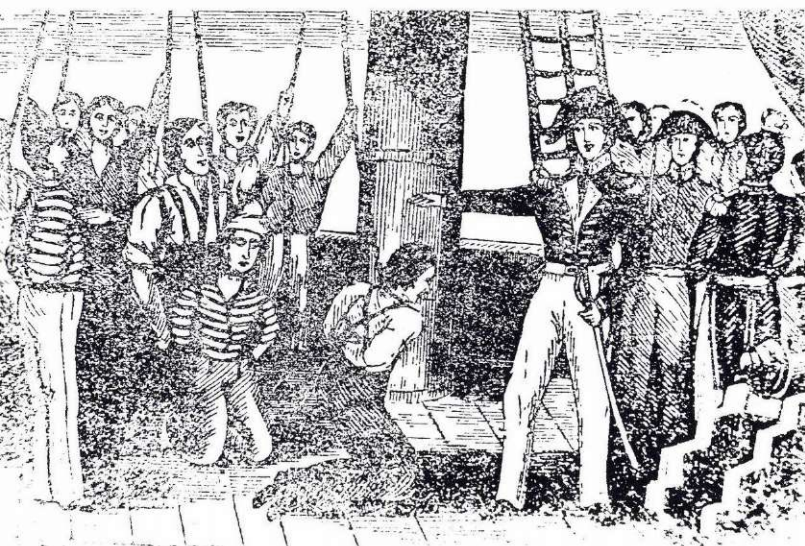
Merchant ship captains and their innocent crews were, of course, completely at the mercy of these trained, well-armed and heartless pirates. Even in ancient times, long before Columbus first sighted the West Indies, sailors had to pledge their loyalty and promise to defend the ship and cargo against this scourge of the seas. Punishment for refusing was flogging and banishment for cowardice. On the other hand the ship's owners were responsible for medical treatment, and if this included the loss of an arm, leg, eye, ear or nose, this was compensated according to a set rate not unlike that of the pirates' Brotherhood.

Actually, it was quite often the case that merchant ships successfully repulsed pirate attacks, at least from the smaller pirate ships. To put an end to this ever-increasing and intolerable piracy, the USA., England and to a certain degree other colonial powers such as Denmark

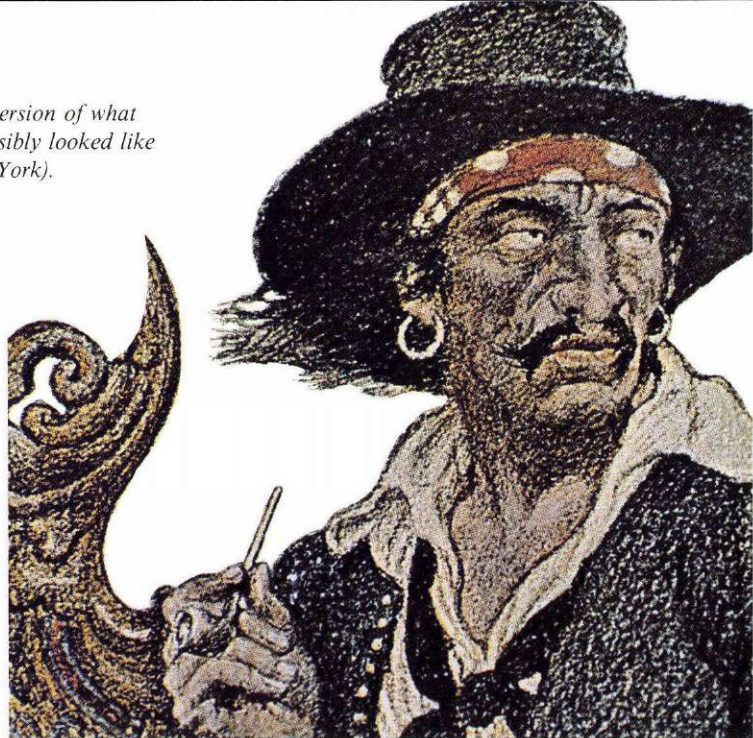


3

Immediate justice: ten pirates being hanged on a man-of-war in Kingston, Jamaica, in 1823 (The Pirates' Own Book, 1837).



The artist Howard Pyle's version of what Captain William Kidd possibly looked like ("Adventure Galley", New York).



established a small fleet of fast warships. In 1820, it was thought that there were more than 10,000 pirates operating in the Caribbean, but after three years of diligent efforts by the Americans only 80 pirate ships were captured and their bases destroyed, breaking the back of this pirate monster. The "mosquito" ships used, weighing around 50 tons, could pursue the pirates into shallow waters and penetrate into their hideaways. In 1825 the famous mail schooner "VIGILANT", which the year before had her home base on St. Croix, pursued a Colombian pirate named "ADOLPHO" who had attacked several Danish ships. After capturing his ship, many of the pirates were killed and the captive they had kept chained below deck were set free. Today, two of the pirate ships' cannons can be seen in Denmark – "El Tito" (the night pot) and "Largato" (the toad). The pirates, by the way, could not be put on trial and punished since "ADOLPHO" sailed with a valid letter of marque. Let him understand that who can.

In the same year, 1825, a "document concerning the punishment of various participants in piracy..." was published in the West Indies. This document stated that constantly recurring piracy is an abhorrence which should be punishable by death. Anyone who had served on a pirate ship and indulged in acts of murder or personal abuse would be hanged in a chain, the body remaining in the gallows. Those of the crew who had no part in the misdeeds were to be punished with physical labour. Often, pirates forced innocent people from captured ships to join them as pirates.

After the campaign in the 1820's piracy all but ceased to exist, but for safety's sake English and American warships continued to patrol the seas up to 1861. The very last pirate hanging on a warship – from the yardarm – took place in 1831. As late as 1835, several pirates from the

schooner "PINDA" were hanged in Salem, Massachusetts. The "PINDA" was officially the last pirate ship in these waters. However, in 1855 the brig "MAJOR WOLF" of Flensburg was nearly seized by a fast-sailing schooner which had suddenly emerged from a little bay between Anguilla and St. Martin. Even today, we hear stories of luxury yachts sailing in these waters being seized and plundered by anonymous speed boats which suddenly appear, only to disappear again among the countless small islands and reefs.

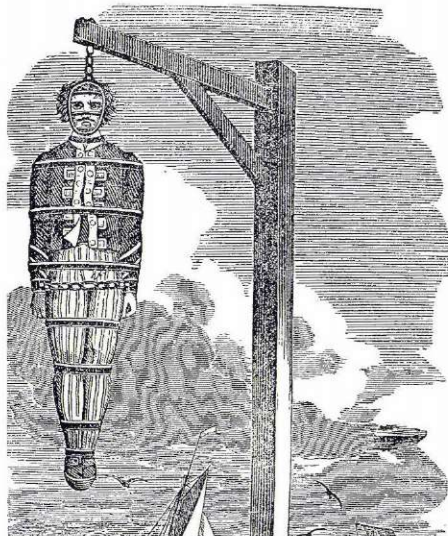
Obviously, the pirates managed to accumulate vast sums through their trade. Much of it was destroyed, either by burning or by throwing it overboard, if they could not manage to take it with them. The valuables, usually precious metals or money such as the infamous gold doubloons, Spanish piastres or "pieces of eight" known from pirate literature, could have been buried under a palm on a secret island – the version most often occurring in pirate tales. But, actually, most of the booty they attempted to sell rather cheaply for hard cash. This made it tempting for merchants to become fences by buying or trading for the stolen goods. It was of course strictly forbidden to help pirates in any way, but several government employees (and even governors) could not resist if it could be carried out surreptitiously. In 1681, St. Thomas' governor, Nikolaj Esmitt, received orders from home not to issue letters of passage to foreign vessels enabling them to sail under the Danish flag either as a privateer or a pirate. Despite this, in 1682 Esmitt gave the pirates permission to land at St. Thomas, which was a free port, and repair their ships while he bought their captured booty. One French pirate, Jean Hamlin, who had been responsible for seizing at least 17 ships and torturing captives, was granted permission by the governor's brother to live at the fort on

St. Thomas which was then used as a base for his activities. In the 1860's the island came to be known as a veritable pirate's nest and, as a result, the Danish King Christian V was thought by everyone to be abetting piracy. Things had, however, gone too far and the governor was subsequently arrested and sent home. He escaped imprisonment and ultimately a death penalty by letting it be known that he knew the whereabouts of a sunken Spanish galleon. This proved to be of interest to many, so he was released in hopes of finding the sunken ship. Needless to say, it was never found and in the meantime the crafty governor died.

The Brandenburg-African Company, which in 1684 got permission to use St. Thomas as a repacking port, freely carried out its shady transactions here. This attracted many former privateers, now pirates, to the Danish island when the war ended in 1697. The island's upright governor, Johan Lorentz, tried to limit these pirate activities by arresting one of their well-known leaders, Bartholomeus Sharp, in 1696. He also refused to have any dealings with Captain Kidd, who had arrived on the island to sell wares from a ship he had seized in the East Indian Ocean. The Brandenburgs, however, were not as overly sensitive as the Danes and greedily bought all the cheap goods they could, which included silk cloth and muslin.

The Danish West Indies islands lay directly in the centre of the archipelago and, since St. Thomas was the best harbour in the area, pirates were constantly drawn to it. Supposedly, Sir Francis Drake, Queen Elizabeth I's bold privateer and admirer, was very fond of the island. On the northern side of the island, tourist buses still stop at "Drake's Seat", a popular point with a view of Magens Bay, and it is not unlikely that Drake visited the island many times between 1565 and 1595 while freebooting in the area. At that

London, 1701: Captain Kidd hanged from an iron chain and wearing an iron corset (*The Pirates' Own Book*, 1837).



time, though, the island had not yet become Danish.

The most renowned of the English pirates to settle in the West Indies around 1650 was Henry Morgan, who continued to battle against the Dutch and especially the Spanish while using Jamaica as his base. He was 20 years old when he started as a privateer and, later, pirate. While in the governor's service, he captured and plundered countless Spanish cities and, from 1670 to 1671, led a campaign consisting of 1,450 men across the isthmus of Panama. Here, he conquered the well-fortified Spanish city Panama, seizing all its great wealth. The Spanish, who had just signed a peace treaty with England, wanted him hanged, but instead King Charles II of England made him a knight. He was even appointed vice-governor of Jamaica where he did an about-face, repouncing all of his former colleagues while pursuing them on the high seas and eventually hanging them. Exquemelin refers to him as arrogant, and in his younger days he was truly a cruel bully. He did leave one positive legacy after him, though, in the form of the delightful Captain Morgan rum.

Serving with him was Jan Erasmus Reyning, a Danish/Dutch privateer and pirate. After the Panama campaign he had continued pirating, but on the side of the Spanish. He succeeded in seizing 32 English vessels and ended up as a Dutch senior grade commander. In 1691, he wrote a very boastful autobiography in which he attempted to justify his actions. He called it "Very Remarkable Travels". The most famous of all the Caribbean pirates must undoubtedly be Captain William (Robert) Kidd. He was born in Scotland around 1645 and went to sea as a privateer, preying on pirates. However, since piracy proved to be much more lucrative than privateering, he buried the Bible his pious mother had given him and became a pirate. He plundered one mer-

In 1718, Lieutenant Maynard caught up with Captain Blackbeard, killing him in a duel (*The Pirates' Own Book*, 1837).



chant ship after another, tortured his captives and then killed them, according to the tales told about him. According to these same tales, no-one buried as much treasure as he did. In 1700, he was finally captured and tried before a jury in London. A conviction was difficult, though, because the stories about him turned out to be grossly exaggerated. Eventually, he was convicted because of one single murder and was subsequently hanged on a beach in an iron chain, wearing an iron corset which was to keep the body intact. Today, he is thought of as a very mediocre pirate – truly an embarrassing legacy for a once very famous pirate.

The most popular of all the pirates associated with St. Thomas was Captain Blackbeard. His real name was Edward Teach, and he was born in Bristol in the 1650's. He is pictured as one of the most feared and bloodthirsty pirates, around two metres tall and with a large black beard. Supposedly during battle he placed lighted matches in his beard and hair, which made him appear as the Devil himself. This, obviously, was a gross exaggeration, if for no other reason than because of the fire danger involved. He had quite a history of plundering and murder – first as a privateer, then as a pirate. Since he was a good friend of North Carolina's governor, who received shares of the booty, he always got away, until 1718 when a special expedition was sent out after him under the leadership of Lieutenant Robert Maynard. When the finally met, they fought a dramatic duel on the deck of Blackbeard's ship where Blackbeard lost, was beheaded, and his head placed on the tip of the bowsprit. The other pirates were hanged. Later on, there were efforts to whitewash Blackbeard, claiming that he actually was a noble person who had treated his prisoners well and never killed anyone if he could avoid it.

As tourists who have been to the West



Skytsborg on St. Thomas, built around 1680, now a hotel and called Blackbeard's Castle after the famous pirate (Photo: H. Henningsen).

Indies know, on one of the hills above Charlotte Amalie, St. Thomas' capital, there is an old, round stone tower – today called Blackbeard's Castle. It has, of course, no connection with him and is actually the remains of an old Danish fortress tower, "Skytsborg", from around 1680. Stranger still another stoney tower, Frederiksfors, on another hill overlooking the city, is called Bluebeard's Castle. In connection with the tower, one can hear the tale of Knight Bluebeard who killed all his wives after their wedding night. That, however, has nothing to do with piracy. Both of the picturesque towers today are part of luxury hotel complexes and, without doubt, these tales of bygone days give guests a thrilling twinge of fright. To top it all, Hotel Bluebeard's bridal suite is in the very tower itself – perfect for housing newlyweds and, what's more, without any real danger to the bride.

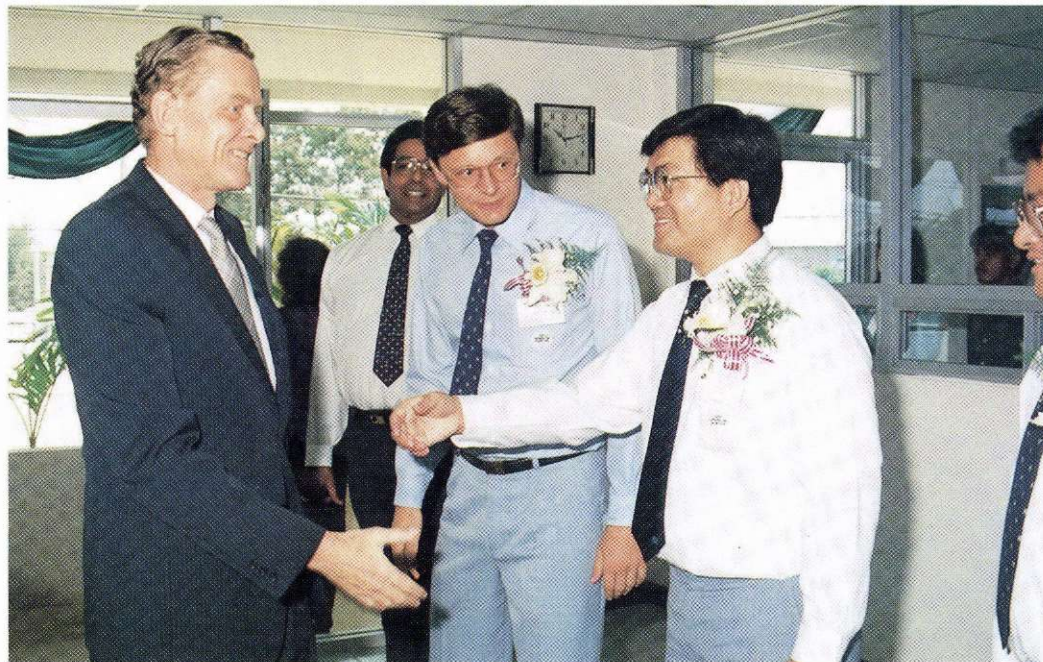
Henning Henningsen.



Captain Blackbeard's head hanging on the bowsprit (*The Pirates' Own Book*, 1837).

Rounding up...

Maersk Bangkok opens new terminal



The ribbon has been cut, and the first Maersk truck enters the terminal.

Monk blessing the terminal.

On April 22, Maersk Bangkok Branch opened a new Container Freight Station (CFS). The terminal is the first of 14 such terminals to be opened in Bangkok, as part of the Government's plan to ease the severe congestion in the Bangkok Port at Klong Toey. The daily operation of the terminal is carried out by Siam Shoreside Services Ltd., Maersk Bangkok Branch's stevedoring and trucking company.

The size of the terminal is approximately 21,000 square metres, equipped with modern container and cargo hand-

ling equipment. Furthermore, Maersk Bangkok Branch has in co-operation with Maersk K.K. in Tokyo developed a new terminal control system, establishing total control of cargo and equipment, which is of great assistance to customers as well as to the terminal personnel. The system is called BREMIS, an abbreviation of Bangkok Realtime Equipment Management Information System. The inauguration of the terminal took place in accordance with local custom. The choice of both date and time was made in co-operation

General Manager of Maersk Bangkok Branch, Mr Jørgen T. Schmidt, and Deputy Managing Director of Siam Shoreside Services Ltd., Mr Sombat Leelarom, welcome the Danish Ambassador to Thailand, His Excellency Mr Frederik Kjær.



with the local temple, which also sent monks to bless the terminal and the participants in the inauguration. After the ceremony, the terminal was opened by His Excellency the Danish Ambassador to Thailand, Mr Frederik Kjær, Deputy Director General of the Port Authority of Thailand, Mr Payoongkich Chivamit, Deputy Permanent Secretary of the Ministry of the Interior of Thailand, Mr Aree Wongaraya, and General Manager of Maersk Bangkok Branch, Mr J.T. Schmidt.

Bjørn Vang Jensen, Bangkok



The best shipping line

Maersk Line has made a clean sweep of the Best Shipping Line Awards at the "Third Asian Freight Industry Awards Presentation Ceremony" held on January 20. This annual event was organised by the well-known trade and transport magazine "Cargo News Asia". This year, Maersk Line was voted the winner of all three categories of Best Shipping Line by readers from 13 countries, the categories being Best Shipping Line: Asia; Best Shipping Line: East Bound, and Best Shipping Line: Westbound. All three awards were handed over by Mr Derick Hall, Hong Kong's Director of Marine. The picture shows one representative of Maersk Line, Mr Raymond Wong, accepting the award from Mr Derick Hall at the Presentation Ceremony.

Evelyn Chun, Hong Kong



Maersk exhibits in Riyadh



Maersk Line, Riyadh, was represented in the recent "Saudi Agriculture and Saudi Food '89" exhibition held in Riyadh on February 18-23 (Food) and March 18-23 (Agriculture). Maersk, in keeping with tradition and strong commitment to both industries, received high praise and acknowledgement from the many overseas exhibitors, suppliers, and manufacturers as well as the local Saudi Arabian companies.

The reputation of our liner trade, as well as the many accomplishments of the A.P. Møller Group, were duly noted by all visitors to our booth. Pictured above on the right, the U.S. Ambassador to Saudi Arabia, Mr. Walther L. Cutler, and Mr. Bill Duggan, Jr., Maersk Line.

*William C. Duggan, Jr.,
Riyadh.*



Rescue at sea

During the night of November 18 the Panamanian flag timber carrier "LA VIE EN ROSE" foundered in severe storms about one hundred and fifty miles east of Taiwan. The Maersk Company's 69,900 dwt product carrier "MAERSK NAVIGATOR" received a distress call from the stricken vessel at 2050 hours on November 18 while on passage from Tokuyama to Singapore. At the time the "MAERSK NAVIGATOR" was some thirty miles from the scene, and she proceeded to the location with all speed. She arrived at the site of the casualty at 2245 hours and immediately commenced search and rescue patterns with the Japanese LPG vessel

"BENNY QUEEN" which was already at the scene. This operation proceeded for the next seventeen hours in winds of force six and two-metre seas which were heavily littered with giant logs from the casualty's deck cargo. The lights of "LA VIE EN ROSE" went out at 0110 on November 19, at which time no survivors had been sighted. At 0630 that morning an air sea rescue plane was over the scene, and at 0930 a lifeboat was sighted but proved to be empty. At 1030 the "MAERSK NAVIGATOR" sighted and recovered a survivor, and in the ensuing hours a further seven survivors were recovered from the sea. The "BENNY QUEEN" also picked up several survivors, but sadly two crewmen remained missing.



At 1637 hours the "MAERSK NAVIGATOR" was released from her rescue duties and proceeded with the eight survivors on board to Singapore, where they were landed by launch for repatriation.

Following this incident, Tokyo operations received in January a letter of appreciation and a commemorative shield, addressed to the Master and crew of the "MAERSK NAVIGATOR" from the Commandant of the Japanese Government's Marine Safety Agency. These were duly forwarded to London Head Office, where on February 24 they were presented to Captain N. Lowe, Master (shown in one of the photographs, on the right) by Sir Andrew Stark, a Director and former Chairman of the Maersk Company Limited. The other photograph shows the commemorative shield and scroll pictured with a chart of the rescue area.

Robert Kenward, London

New feeder service

General Santos City is a city located in the southern part of the Philippines on the island of Mindanao. One of the largest pineapple plantations in the world is located just outside General Santos. Dole Philippines, a company of Castle and Cooke in San Francisco, is the operator of the plantation. This company is also heavily engaged in banana growing. A new project of immense importance that Dole is entering is prawn farming, with the export market as first priority.

In December, a contact for

1989 was negotiated by Maersk to carry all Dole's canned pineapples amounting to as much as 60,000 tons, from General Santos to the US east coast, as well as fresh bananas to Hong Kong and shipments of frozen pineapple juice concentrates. Shipments to Europe have also been negotiated. Furthermore 30,000 tons of kraft linerboard will be carried from Charleston for the manufacturing of cardboard boxes for these products.

This contract would necessitate a service calling direct at

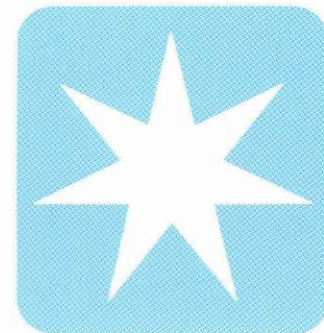
General Santos. Thus, it was decided to deploy one feeder vessel per fortnight between Singapore and General Santos. And, on January 14, the "MAERSK MARCO", later renamed "MAERSK SANTO", made her inaugural call at General Santos.

This new service has placed Maersk in a unique position, being the only container line with direct service to the southern part of Mindanao. Cargoes to and from Davao are now transported overland from General Santos.

Valdemar Poulsen, Manila.



Personalia



ESPLANADEN



1



2



3



4



5



6



7



8



9



10

40 Years Anniversary

1. Poul Clausen
1 August
2. John Gross
1 August
3. Søren Vedel
1 September

25 Years Anniversary

4. Palle Duhn
6 July
5. Torben Chr Strand
1 August
6. N.-C. Kamper Petersen
11 August
7. Helmuth Larsen (Singapore)
3 August

Retiring

8. Kirsten Hastrup
31 July
9. B. Reks Jacobsen
30 September
10. K. Dahlberg-Hansen
30 September

MAERSK DRILLING



1

25 Years Anniversary

1. Einer Leo Jensen
13 September

MÆRSK OLIE OG GAS



1

25 Years Anniversary

1. Lars B. Thorup
1 August

THE FLEET



1



2



3



4



5



6



7



8

25 Years Anniversary

1. Radio Officer Abdul Julil Sayed
13 June
2. Captain John Tage Franck Nielsen
6 July
3. Captain Hans Nielsen
24 July
4. Captain Hans Morten Kirketerp
25 August
5. Captain Leif Larsen
28 August
6. Chief Engineer Jens Erik Larsen
1 September

Retiring

7. 1st Officer Hans Pedersen
1 March
8. Chief Officer Kurt Jensen
1 July

THE YARD



1



2



3



4



5



6



7



8

40 Years Anniversary

1. Kaj S. Kjølby
11 August

25 Years Anniversary

2. Aksel Jensen
7 July
3. John Munkebo
4 August
4. Arne E. Pedersen
4 August
5. Jørgen Rasmussen
4 August
6. Niels Arvid Krogh Jensen
25 August
7. Bjarne Valthier Christensen
25 August
8. Søren Jul Vest
1 September

ROULUNDS



1



2



3



4



5



6

25 Years Anniversary

1. Kaj Juul Hansen
26 July
2. Kate Bøgh
1 August
3. Willy Weble
1 August
4. John Benny Michelsen
14 August
5. Anders Mundt
28 September
6. Dennis Hansen
29 September

DISA



25 Years Anniversary

1. Vera Nielsen (Herlev)
24 August

Obituary

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

Helge O. Jensen
The Yard
24 February

Poul Henning Poulsen
The Yard
11 March

2nd Engineer
Bjarne Vestergaard Nielsen
ex »JACOB MÆRSK«
17 May



MÆRSK

*The A.P. Møller Shipping Company's new supertanker,
the "NICOLINE MÆRSK", on her way from the Arabian/Persian
Gulf to Chiba in Japan.*

