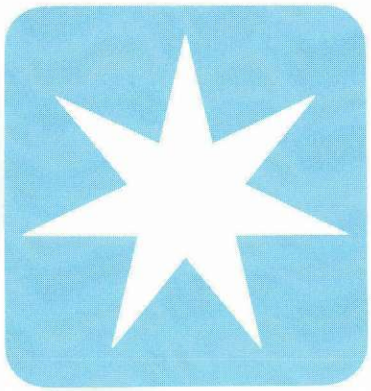
MÆRSK POST

3/1989



MÆRSK POST

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Quality

Quality is not a new concept to us. We have always sought to have the best employees, the best vessels, the best equipment and to offer the best service to our customers. However, in the international business world the concept of quality has become more common and widespread. Zero fault production is demanded – no waste – no corrections. And in customer service precise information is required, correct instructions, punctual and timely delivery – without defects, without damage. Existing and potential customers often insist on thorough examination of our business procedures and our quality standards as a condition for significant business relationships. So, in many respects, quality has become a prerequisite for survival.

We intend to be in the forefront also in this respect and have, first in the U.S.A. and later on a global basis, adopted defined quality procedures and programmes. This has been done not just for the benefit of our customers, but also from a selfish internal point of view. Within one's own organization, it is actually far more effective, and therefore cheaper, to do things right straight away – first time round. One avoids having to do the same work twice and corrections are eliminated. Expensive rush jobs to correct mistakes or omissions which should not have occurred in the first place are avoided. Easier and faster business procedures are achieved, and irritation internally and with the customer is eliminated.

The need for quality applies to all procedures – the small daily practices, the routines, the long term and strategic issues – and combined calls for constant coordinated effort by everyone, like that of a competent and well coordinated sports team. Mr. A.P. Møller's "constant care" in another way!

It is, incidentally, inspiring to produce quality, to do things right, to offer optimum service, to be the best. Luckily, we are a large team all pulling together for the achievement of quality second to none.

MÆRSK MC-KINNEY MØLLER

New ship: the "GUDRUN MÆRSK"

On Saturday May 20, the first of two new gas-tankers (LPG/C) on order to the A.P. Møller Shipping Company at the Thyssen Nordseewerke GmbH, Emden, West Germany, was named the "GUDRUN MÆRSK" by Mrs Jytte Christophersen, wife of Mr Henning Christophersen, Vice President of the EEC Commission, Brussels.

The new gas-tanker is 153.05 metres long o.a., 22.00 metres wide, and has a depth of 12.20 metres with a summer draught of 9,05 metres. She has a deadweight of 14,500 tons and a capacity of 11,600 cubic metres which corresponds to about 6,400 tons ethylene at a draught of about 6.80 metres. The "GUDRUN MÆRSK" is the first in the A.P. Møller fleet of gas/chemical tankers capable of carrying ethylene. The low temperature stainless steel tanks make it possible to cool the ethylene down to −104°C, which is the boiling point.

Each of the seven cargo tanks is equipped with spray lines, fixed tank washing machines and an efficient stripping system, leaving only about five-ten litres of liquid in each tank after discharge is completed.

The new features on the "GUDRUN MÆRSK" allow her to carry almost 400 different chemicals in addition to all types of gases with a boiling point above −104°C, and the ship is capable of handling temperatures ranging from 75°C to −104°C and withstanding a four bar overpressure.

The flexibility in changing grades has been improved by equipping the vessel with a deck tank of 106 cubic metres and two sloptanks. The cargoes are cooled down using both a direct and an indirect cooling system with ethanol as the indirect cooling agent in the cooling/heating exchangers, one of which operates on each tank. Alternatively, the ethanol can be heated with steam for heating the cargo. The sophisticated piping and tank system enables the ship to carry seven fully segregated products simultaneously with line sharing only on the crossovers. Any one of the part cargoes can be either cooled or heated.

The ship is equipped to produce its own inert gas and nitrogen. The purity of the nitrogen is 99.6% and has a dew point of −55°C.

The main engine is a fuel-efficient MAN-B&W 6L50MC six-cylinder diesel engine providing 9,900 BHP. The shaft generator provides enough power to cover any needs at sea. The auxiliary engines are therefore normally only used during port stays.

The "GUDRUN MÆRSK", with Svendborg as her home port, was delivered on June 2. She is commanded by Captain Hans P. Carl, with Ole Aagaard Holm as Chief Engineer and Willy Asbæk Kristensen as Chief Officer.

The sponsor, Mrs Jytte Christophersen, together with Captain Hans P. Carl (left) and Chief Engineer Ole Aagaard Holm.

New ship: the "NIELS MÆRSK"

The sponsor, Mrs Birte Duborg, together with her husband, Mr Hans Duborg, Permanent Undersecretary in the Danish Ministry of Industry, Captain Erling Christiansen (left) and Chief Engineer Ib Pedersen Plet.

On Saturday June 24, the second 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 "NIELS MÆRSK" and her sponsor is Mrs Birte Duborg, wife of Mr Hans Duborg, Permanent Undersecretary in the Danish Ministry of Industry.

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.

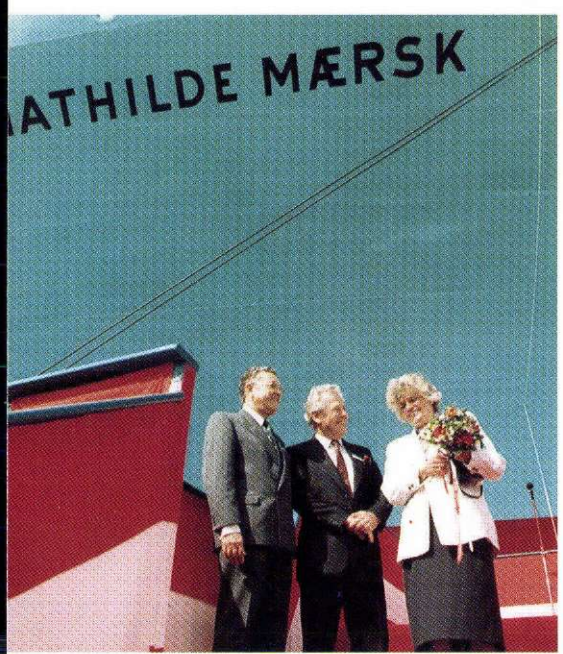
The vessel is capable of transporting three different cargoes, completely separate, at the same time. There are three turbine-driven cargo pumps, each with a capacity of 5,000 cubic metres per hour, and two ballast pumps, both with a capacity of 1,800 cubic metres per hour.

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 Al "Oil Tanker" +LMC, UMS, IGS, SPM with the descriptive notation "pt.h.t." COW, SBT, PL.

The "NIELS MÆRSK" was delivered on June 27 and is commanded by Captain Erling Christiansen, with Ib Pedersen Plet as Chief Engineer and Klaus Kristian Kristensen as Chief Officer.

New ship: the "MATHILDE MÆRSK"



Pictured are from the right: The sponsor, Mrs Gloria A. Jennings, Mr John S. Jennings and Mr Kurt Andersen, Managing Director of the Lindø Shipyard.

On Thursday August 17, the fifth in a series of 12 advanced container vessels was named at the Odense Steel Shipyard. The new vessel was christened the "MATHILDE MÆRSK" by her sponsor, Mrs Gloria A. Jennings, wife of Mr John S. Jennings, Managing Director of the Royal Dutch/Shell Group of Companies. Just as the first four ships in the series the "MATHILDE MÆRSK" is contracted by the A.P. Møller Shipping Company through DMK. The vessels 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 deadweight of approximately 61,000 tons. They 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.

The vessels have single screws and are equipped with the world's largest diesel engine with one axle – a Mitusi-MAN B&W type K90MC with ten cylinders

The "MATHILDE MÆRSK" being fitted out at the Lindø Shipyard.

which can generate around 54,000 BHP, providing a speed of approximately 24 knots.

Captain Bent Boye-Hansen is Master of the "MATHILDE MÆRSK", Erling E. Zacho Chief Engineer, Kristian Søvang Chief Officer and Henry Jeppe Lykou Steward/Cook.

Four ships named "ARNOLD MÆRSK" and two named "A.P. MØLLER"

By HOLGER MUNCHAUS PETERSEN

Her Royal Highness Princess Margrethe naming the "A.P. MØLLER" at the Lindø Shipyard on September 3, 1965.

During the last seventy-five years, six ships in the Mærsk fleet have been named after the Shipping Company's founder, Shipowner A.P. Møller.

s.s. "ARNOLD MÆRSK" 1914

The year 1913 began well for the shipping trade. There was more freight to be had than there had been in many years, but the end of the summer that year also signified the end of the good times. Dampskibsselskabet af 1912 ruled over four vessels, and since the freight market was experiencing a dead period, Shipowner A.P. Møller ordered a new addition to the shipping company to be built by the English shipbuilders Wm. Gray & Co. in West Hartlepool under very favourable conditions. £500 was the amount due when the contract was signed, and £10,000 of the remaining

£18,720 could be paid over a three- to four-year period. In Danish currency, the price of the vessel was estimated at DKK 537,931.

At the launching in February, 1914, the new ship received the name "ARNOLD MÆRSK".

With a deadweight of 3,250 tons, a length of 280 feet, a width of 40 feet and with a 21.4 foot draught, the "ARNOLD MÆRSK" was a relatively large steamship, destined to become a tramp steamer. The triple-action engine provided a speed of 8 to 9 knots, and there was also a decided improvement in the crew's quarters since the "ARNOLD MÆRSK" was one of the first Danish ships equipped with double cabins for the regular crew and single cabins for the officers.

In March 1914, Dampskibsselskabet af 1912 took over the ship, making Copenhagen her official home port. The ship sailed on numerous voyages in European waters carrying coal and timber before embarking on several trans-Atlantic crossings towards the end of the year.

Europe at this time was in a state of war, since hostilities had broken out in the late summer of 1914. The British had set up an effective blockade in the North Sea to prevent supplies from reaching Germany, and at the beginning of January 1915, on her way from Baltimore, the "ARNOLD MÆRSK" was seized by British warships and taken to Kirkwall to undergo control. Her papers were found to be in order, so she was released and subsequently made other trans-Atlantic crossings.

In the summer of 1917, in exchange for promised shipments of coal, Denmark made available to Britain many of her commercial vessels and among them the "ARNOLD MÆRSK", which carried out numerous trips at British expense. The Americans took her over later the same year, resulting in drastically reduced freight rates set by the Americans themselves. These "forced" trips for America ceased in December 1918, after which the "ARNOLD MÆRSK" continued as a free tramp steamer regularly sailing the Atlantic, the Mediterranean, the North Sea and the Baltic.

In October 1922, the ship dropped anchor in a Russian port for the first time. This was in Petrograd (Leningrad), which was revisited many times during the 20's and 30's. Many visits were also paid to ports along America's East Coast, making the "ARNOLD MÆRSK" one of the few ships in constant action – a rare thing at the beginning of the 30's when idle periods were very common.

At the outbreak of World War Two, the "ARNOLD MÆRSK" was on her way from Newfoundland to British harbours. Arriving safely, she then sailed the North Sea continuously, delivering coal to Danish and Swedish ports. Sadly, many Danish vessels as well as other neutral ships were sunk in the first months of the war, especially in the North Sea. As a result of this, the "ARNOLD MÆRSK" was forced to remain at anchor in Gothenburg for several weeks in December/January because the Danish Seamen's Union had advised its members against sailing the North Sea.

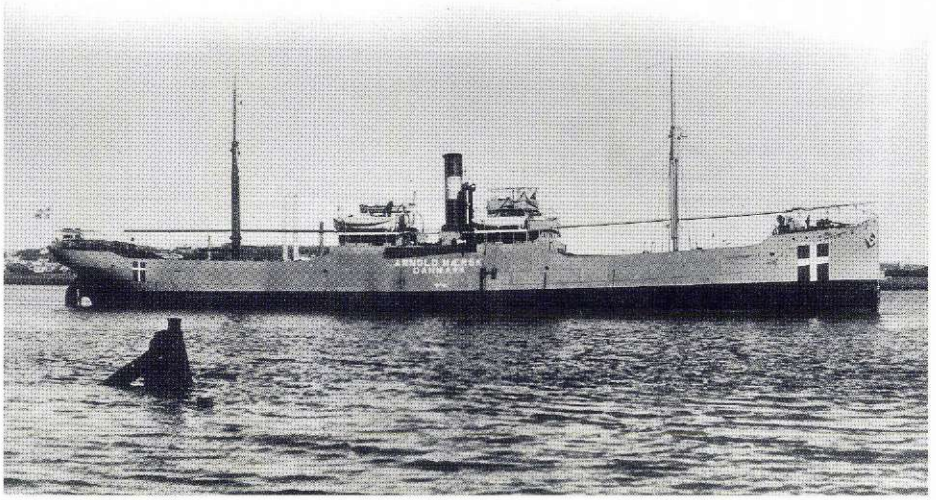
En route on April 9, the ship was seized by a British Marine vessel and taken again to Kirkwall where she remained for an entire month, together with the s.s. "KIRSTEN MÆRSK" and the s.s. "SONJA MÆRSK".

Because of the German occupation of Denmark, the "ARNOLD MÆRSK" was confiscated by the British – with no discussion of compensation – and on May 8 the ship, sailing now under the British flag, headed towards Brest. After discharging her cargo in Brest, the vessel was duly seized by the French authorities.

On June 2 the Danish flag was lowered and replaced by the French, while the ship's name was changed to "SAINTE IRENE". After several months of internment, the crew were set free and sent home to Denmark.

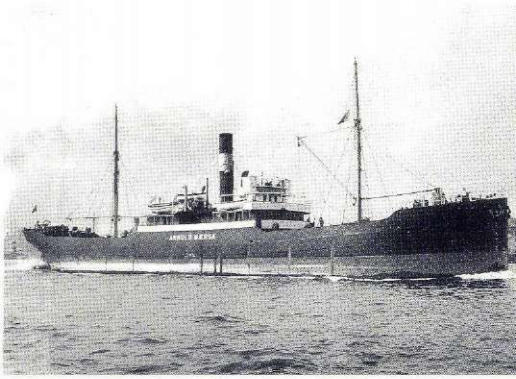
The "SAINTE IRENE" lay at anchor in Bayonne in June 1940, when France surrendered to the Germans. The ship was then taken over in the following year.

The German Prize Court later freed the ship, but the German Marine wanted to keep it, so negotiations were duly started between the Danish Foreign Department and the German shipping officials in Copenhagen, since the ship was sorely needed for sailing supplies to Denmark. All efforts were in vain, however, and the German Marine again took over the ship, this time mounting cannon platforms front and back. Then, on December 22 1943, the Shipping Company received the news that the ship had been stranded seven months earlier and shipwrecked near the German-occupied English channel island Jersey.

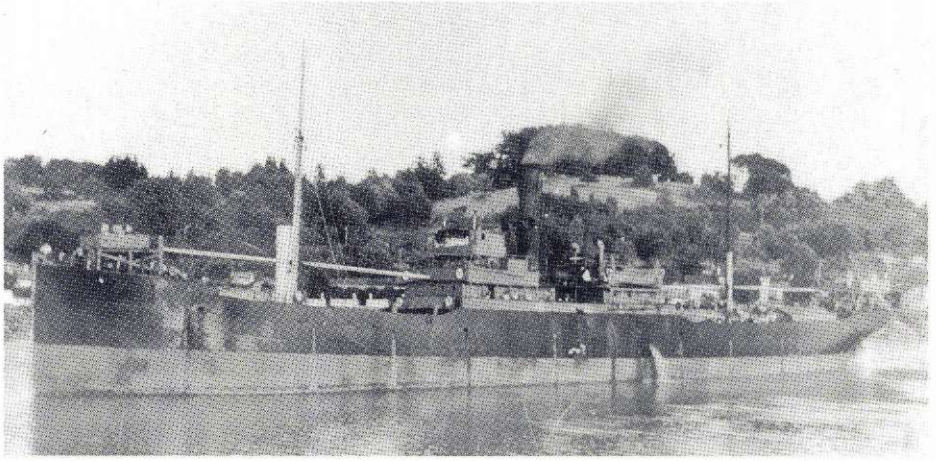


The "ARNOLD MÆRSK" from 1914, photographed in August of the same year.

The "ARNOLD MÆRSK" from 1914 on the Thames in March, 1935.

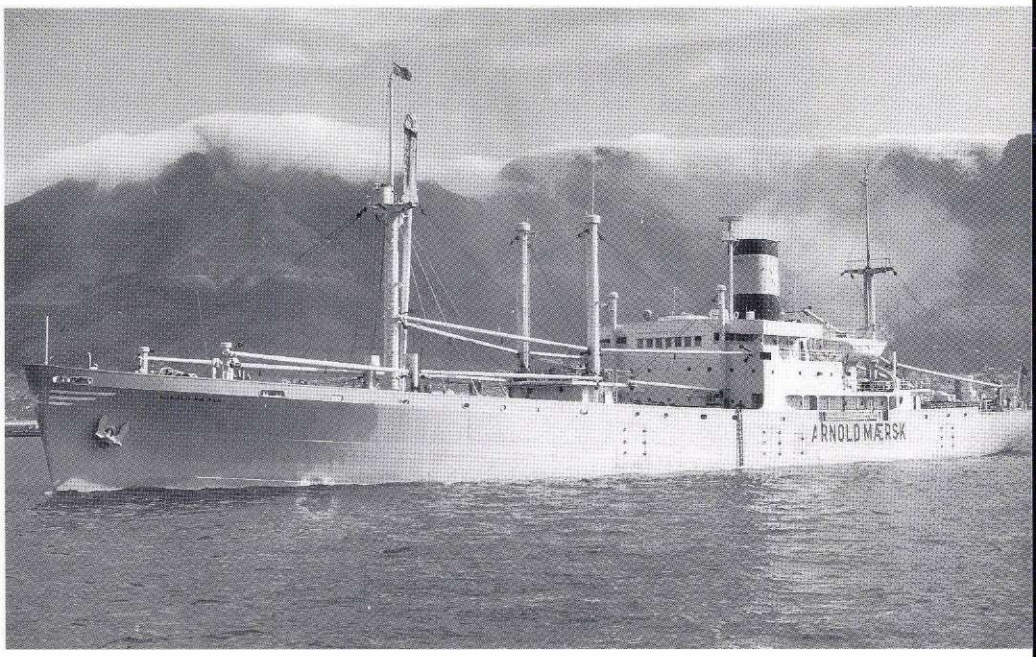


The "ARNOLD MÆRSK" from 1914 in Bayonne after being seized on May 28, 1941 by the Germans, who then painted the smokestack black. The seven-pointed star can still just barely be seen.



m.s. "ARNOLD MÆRSK" 1946

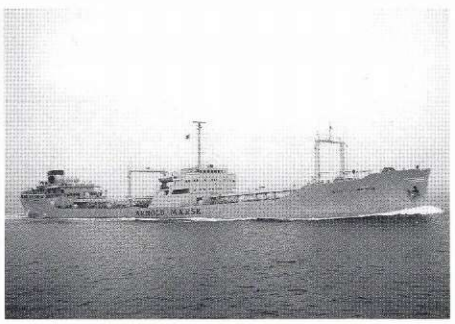
A.P. Møller had lost a considerable part of its total tonnage during the Second World War – 25 ships, with only 7 vessels out of the remaining 21 available for service. The modern liner ships had suffered especially heavy losses. Thus, during and after the war, several new ships had been ordered, but by 1946 none of them had been delivered. To remedy the situation and replace the lost tonnage, four vessels of the "C-1-A" type were bought in November 1946 from the American Government. One of these vessels was the m.s. "CAPE FRIO", for which Fællesrederiet paid DKK 5,000,000, and whose name was changed to the "ARNOLD MÆRSK" with Kalundborg as her new home port. The ship had been built at the Pennsylvania Shipyards in Beaumont, Texas. She was, of course, a standard wartime ship, but the "C-1-A" type turned out to be much more useful than the other vessel types mass-produced during the war. The "ARNOLD MÆRSK" had two six-cylinder diesel engines which produced 5,400 HP and a speed of 15 knots. The deadweight was 8,500 tons and the ship was 119.84 metres long, 18.32 metres wide and had a draught of 7.60 metres. Eventually, the "ARNOLD MÆRSK" became part of the liner trade sailing between the Far East and the USA and, later on, as part of the round-the-world route. On May 6 1959, the "ARNOLD MÆRSK" was taken over by the Everett Orient Line Inc. of Liberia in Osaka, Japan, and was renamed the "DONEVERETT". The price paid was DKK 5,943,225. The Danish crew were transferred to the new ship, the "ALEXANDER MÆRSK", which had just been delivered from the Japanese shipyard.



The "ARNOLD MÆRSK" from 1946.

The "ARNOLD MÆRSK" from 1960 being launched at the Mitsui Zosen K.K. in Tamano, Japan on September 21, 1959.

The "ARNOLD MÆRSK" from 1960.



m.t. "ARNOLD MÆRSK" 1960

The third ship named "ARNOLD MÆRSK" was the last in a long series of motorised tankers in the 20,000-ton deadweight class, built partly at the Odense Steel Shipyard and partly at foreign shipyards. The "ARNOLD MÆRSK" was built by Mitsui Zosen K.K. in Tamano. She was launched in September 1959 and Fællesrederiet took her over in January 1960 for the sum of DKK 25,000,000.

Her deadweight was 20,125 tons with a length of 170.41 metres, a width of 21.67 metres and a draught of 12.70 metres. The engine was a six-cylinder two-stroke type capable of producing 7,900 HP and a speed of 14.8 knots.

The "ARNOLD MÆRSK" literally sailed to every corner of the world, but especially to New Zealand and Australia.

The ship was sold to the Epico Shipping Corporation in Monrovia in December 1969, Epico being owned by Southern Shipping & Finance in London. Her new name became "EPICO", with Monrovia as her home port.

t.s. "ARNOLD MÆRSK" 1975

With an overall investment of around two billion kroner in 1975, A.P. Møller became definitively involved in the containerisation of the line trade between the USA and the Far East. A large part of the investment went towards building container ships at German shipyards. The first was named the "ARNOLD MÆRSK" on April 3, 1975, by Mr A.P. Møller's daughter, Mrs Sally Møller.

The ship had a deadweight of 25,460 tons. She was 210.60 metres long, 30.50 metres wide and had a draught of 18.70 metres. There were six cargo holds with a container capacity of around 1,800 TEU (20-foot). The source of power was two steam turbines which produced 40,000 SHP and a speed of 25.2 knots.

The ship was equipped with the latest in navigational equipment and had single cabins with bath for the crew as well as a swimming pool, an exercise room and a film room. In November 1975, the "ARNOLD MÆRSK" was sold to Fællesrederiet from the Lübecker Flender Werke.

In 1978, it was agreed that it was necessary to extend the nine sister-ships – each with a 40-foot section. There was a condition that each extension should be accomplished within three weeks, but few shipyards could meet this requirement. One of them could, however: Hitachi's Innoshima Shipyard near Hiroshima, which carried out the work as planned so the liner trade between the USA and the Far East could continue with little or no disturbance in operation. The "ARNOLD MÆRSK" was extended in November 1978, with a resulting deadweight of 29,425 tons and a new length of 223,45 metres.

The sudden explosive rise in oil prices made it uneconomical to continue sailing with steam turbines using bunker coal, so in 1983 it was decided to carry out yet another rebuilding of the nine A-ships. This extensive operation was again accomplished by the Hitachi Innoshima Shipyard in just two months, and in-

volved building a new stern complete with diesel engine. Afterwards, the A-ships came to the shipyard one by one to be cut in half. The "old" bow was then attached to the newly made stern and the "new" ship could then continue sailing as before. The "old" stern was then fitted with a diesel engine and made ready for its new half.

In the meantime, three of the ships were taken out of the Pacific service and transferred to the trade route between the Far East and the Middle East. This move called for another adaptation of the ships because of the route's special demands as far as cargo was concerned. One of these ships was the "ARNOLD MÆRSK".

Thus, the "ARNOLD MÆRSK" began her second maiden voyage on September 27, as a totally changed ship outfitted as a container ship and a roll-on/roll-off ship with a "garage" in the stern. She still sails as such today. She has a deadweight of 30,662 tons and a length of 228 metres. The engine produces 31,800 HP with a speed of 22 knots.

The "ARNOLD MÆRSK" from 1975.

t.t. "A.P. MØLLER" 1966

The first really outstanding ship the Shipping Company contracted after A.P. Møller's death on June 12, 1965 was named after the Shipping Company's founder. This was Lindø Shipyard's ship number 10 whose keel was laid on December 16, 1964. At her launching on September 3 1965, her sponsor, Her Royal Highness Princess Margrethe said: "I name you "A.P. MØLLER". May you bear the name with honour in memory of your namesake and for the benefit of your shipping company and your country. May luck and happiness be with all who sail the A.P. MØLLER"."

It was an icy winter when the "A.P. MØLLER" left Lindø on January 16, 1966. Her trial run was in Kattegat, after which she anchored at Langelinie Quay in Copenhagen on January 24. It was very cold, with slush on the water. Despite the cold, however, there were thousands of visitors who came to view Denmark's largest ship yet, including His Majesty King Frederik IX as well as the ship's sponsor Her Royal Highness Princess Margrethe.

Larger vessels have been built since then, but in 1966 the "A.P. MØLLER" was considered tremendous, with a deadweight of 98,170 tons, a length of 263,50 metres, a width of 39 metres and a draught of 18.17 metres. The 12 cargo tanks held 116,000 m^3 in all. The largest tank alone held 13,000 tons – the capacity of one of the Shipping Company's pre-Second World War tankers.

The two steam turbines produced 24,000 SHP, providing a speed of 17 knots. The accommodation – all single cabins – was placed astern.

After the presentation in Copenhagen, the "A.P. MØLLER" sailed with crude oil for the next ten years. But, as was the case with many tankers, when the tanker market collapsed in the middle of the 70's, it also affected the "A.P. MØLLER". Together with several other Mærsk ships destined for a dead period, the ship lay at anchor in Alssund from February 1976 until March 1979. She then sailed briefly for the Shipping Company, but was sold to the Ionian Shipping Corporation Ltd. in Monrovia on November 13, 1980. She was renamed the "STROFADES" with Monrovia as her new home port.

The "A.P. MØLLER" from 1966, then Denmark's largest ship, seen at anchor at Langelinie Quay from January 24-26, 1966.

The "ARNOLD MÆRSK" from 1975 in Singapore after being rebuilt in 1983.

m.t. "A.P. MØLLER" 1984

In 1984, on Shipowner A.P. Møller's birthday on Tuesday, October 2, his daughter, Mrs Sally Møller, named the Lindø Shipyard's new ship number 105

The "A.P. MØLLER" from 1984 during the trial run in Skagerrak.

after her father. The ship's home port became Dragør and was the first of a series of five ships, the so-called E-type, contracted by the Shipping Company.

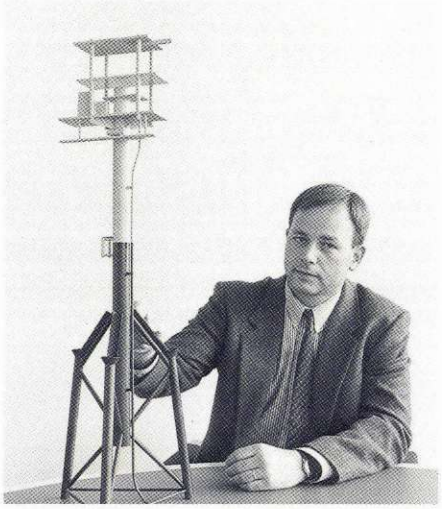
Yet another outstanding ship had received the name "A.P. MØLLER", this being a large product-carrier with a deadweight of 50,600 tons equipped with 15 cargo tanks in all, with a combined capacity of 53,657 m^3. The ship is 182,57 metres long, 32.20 metres wide with a draught of 17.60 metres. The main engine is capable of producing 12,250 BHP and a speed of 16 knots.

Several days after the christening, the Lindø Shipyard held "open house" and, despite the bad weather, driving rain and a stiff wind, more than 10,000 people showed up to view the ship. The Shipping Company took over the new ship officially on October 24, after which her first voyage was to the Baltic for cargo bound for Amsterdam. Today, the m.t. "A.P. MØLLER" is still sailing actively all over the world.

Holger Munchaus Petersen

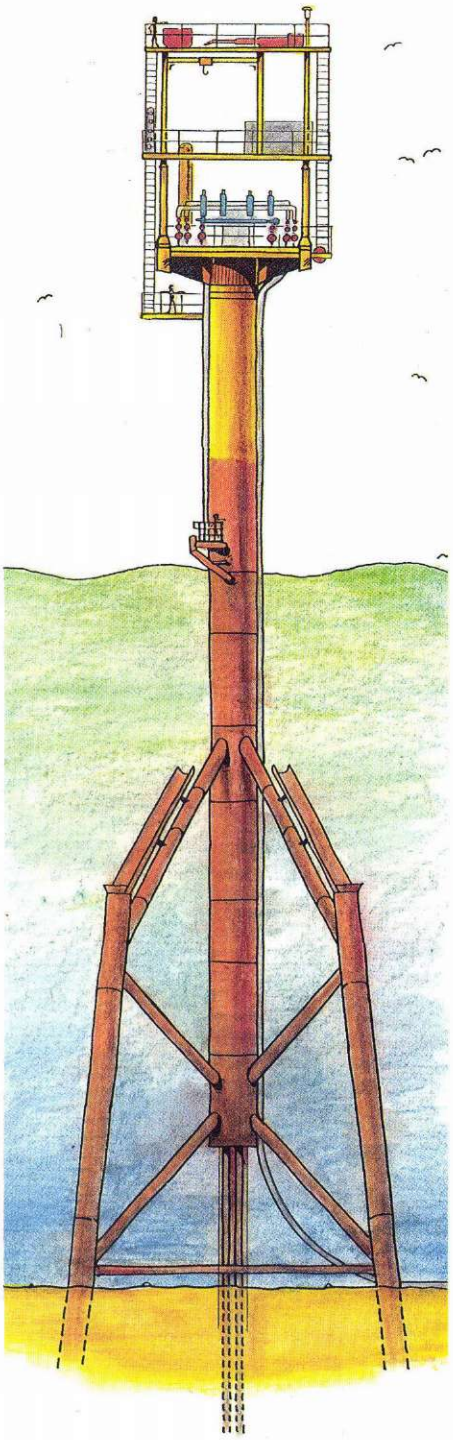
New type of platform for the North Sea

Mærsk Olie og Gas AS has developed a new type of platform for the development of satellite fields for Dansk Undergrunds Consortium in the North Sea. The platform consists of a tubular column with a diametre of three metres. Inside the column, which is brace-connected to three supporting legs, there will be room for six wells. The required modules containing the equipment necessary for production are placed on top of the column. So far the unmanned platforms have been built as four-legged jackets with the wells placed between the legs of the platform, and with a relatively large deck with production facilities and a helideck on top. The installation of such platforms requires the use of large crane barges, which has added to the cost of the installation. The new platform can be installed by means of a drilling rig of the jack-up type. This involves great advantages in terms of both time and costs as the drilling rig will in any case be used in connection with the drilling operations of a new field. The platform is fixed to the sea bed by means of steel piles, which are driven or drilled through the three supporting legs under the sea surface. This operation can also be carried out from the rig, thanks to a specially developed guide system on the braces of the platform which guides the piles into the pile sleeves. The new platform will weigh around 500 tonnes and the weight of the steel piles is estimated to be 400 tonnes. The complete platform is built on-shore.



A model of the new so-called STAR-platform (Slim Tripod Adapted to Rig).

The new platform concept provides greater flexibility in the development of, in particular, small fields presenting difficult production conditions. The dependence on the availability of one of the few large crane barges is reduced, as is capital expenditure. Mærsk Olie og Gas expects to install the first platform of this type already next year on the Dagmar Field. DUC also plans to develop the fields Kraka and Valdemar by means of the new platform.



The drawing shows how the platform will be positioned in the North Sea.

Water injection at the Gorm Field

Dansk Undergrund Consortium's water injection project, involving the pumping of treated water down into the oil-rich subterranean layers beneath the Gorm Field in the North Sea, is well under way. The project was designed to prevent the fall in production which often occurs after several years' yield, when an oil well's natural pressure begins to lessen. The Gorm Field commenced production in 1981, and since then gas has been regularly pumped down into the well to compensate for any fall in oil pressure.

Less than a year ago, the North Sea project was launched when the drilling rig "GLOMAR BALTIC" started drilling eight new wells. Since then, a new and larger pipeline has been laid to transport oil from the Skjold Field to the treatment facilities at the Gorm Field, thus freeing the pipeline previously used. After being thoroughly cleaned, the pipeline is now being used to transport treated salt water to the Gorm Field from the water treatment facility on the drilling rig "MÆRSK EXPLORER" at the Skjold Field.

Every 24 hours, 5,000 tons of water are pumped down into three of the new wells, while the others are being used for production. Mærsk Olie og Gas AS, which has been responsible for the project, expects that the use of water injection in the future will prevent any fall in the field's production of around 4,000 to 6,000 barrels a day. With an investment already in the order of 600 million Danish kroner, DUC plans to continue investment in the field in the years to follow and has, among other things, drawn up plans for a new platform equipped with a permanent water treatment facility.

Co-operation on emergency plan

Frequent drills are carried out as practice in controlling oilspills. Shown in the picture is the supply vessel "MÆRSK DETECTOR" with an oil suction unit on the quarterdeck. In the background the oil booms which have been laid out can be glimpsed.

Mærsk Olie og Gas AS recently reached an agreement with the National Agency of Environmental Protection which gives the agency access to the extensive oilspill equipment which Mærsk Olie og Gas has at its disposal as a result of extensive gas and oil activities in the North Sea. The new agreement could come to play a decisive role in situations where ships' oilspills threaten the Danish coasts.

The oilspill emergency plan which Mærsk Olie og Gas has in readiness in Esbjerg not only covers Dansk Undergrunds Consortium's activities, but also includes D.O.N.G.'s oil pipeline to shore as well as other operators' wells in the Danish part of the North Sea. The National Agency of Environmental Protection will also have access to the emergency measures.

This emergency plan, totally Danish in character, was established several years ago to replace a plan which at that time was partly based on foreign material and personnel. Today Svitzer and Esvagt have major responsibility for the emergency measures, which are based on mechanical recovery. In case of mobilisation the first "strike team" can be on the scene within 20 hours, and the second "strike team" within the next ten hours.

Mærsk Olie og Gas has made extensive studies of the North Sea environment in order to be able to estimate the possible effects of a potential oilspill.

To control a potential oilspill in the best possible way, a theoretical model of a spill predicting in which direction the oil will move has been set up on EDP. The computer model has existing North Sea constants such as currents and tides, for example, coded into the programme. Variable factors such as weather conditions, oil composition, evaporation, etc., are then coded in to get a clear picture of the actual situation.

The EDP model shows that, in the case of an oilspill in one of the Danish oil fields 200 kilometres out in the North Sea, there will be enough time to get the oil under control before it reaches the shore. Under extreme wind and weather conditions, and if all else fails, it would take an oilspill at least nine days to reach the coast of Jutland. Under more normal conditions, though, it would take much longer because of evaporation and precipitation – if indeed the oil reaches the coast at all.

The equipment used for oil control, systematically maintained and ready for use at the Mærsk Olie og Gas depot in Esbjerg, includes oil suction units with a capacity of over 200 tons an hour, as well as 2,400 metres of oceangoing oil booms and other equipment for collecting the oil. In the case of mobilisation, the equipment will be put aboard the supply vessels which work for Mærsk Olie og Gas.

These supply vessels are equipped with attachment mountings for the equipment and have the tank capacity for the temporary storage of oil, which will then be transferred to a regular tanker for further transport (refinery recycling).

The oil booms will be towed by the supply vessels, surveillance vessels and, possibly, smaller tugboats. The emergency plan can of course be put into effect any time around the clock, and frequent drills give the staff experience in using the material and equipment. Furthermore all the equipment used is the best and most effective on the market.

With the emergency plan put into effect, specially trained staff from Mærsk Olie og Gas will initiate a constant surveillance of the oilspill by helicopter, from which the ships involved can be directed into the correct positions.

International co-operation between all the oil companies operating in the North Sea has already been established, with all information on the latest developments in oil recovery being shared among the companies involved. Naturally, in case of accident, co-operative effort would be put into immediate effect, with any necessary assistance from other operators in the area.

A.P. Møller's Workshop
– a productive school

Photo: FINN CHRISTOFFERSEN

The Shipping Company's collection of old ship's bells is kept at the Workshop Training School until a use is found for each one. Many of them are quite worn and corroded, but become like new after the school's trainees have worked on them.

In 1965, in co-operation with the Svendborg Engineering School, the A.P. Møller Shipping Company founded a Marine Engineering Workshop and Training School. Classes were held at the Technical College and the Svendborg Shipyard until 1972, when the Workshop Training School moved into the Svendborg Engineering School's building on A.P. Møllersvej.

Before beginning at the Engineering School the Shipping Company's trainees must first go through basic training, partly at the Workshop Training School, partly on the Company's own ships. The majority of the trainees come directly from regular school, having completed the tenth grade or passed the college preparatory examination or General Certificate examination, so many of them have little or no experience in using tools of any sort. This experience they receive at the Workshop Training School where they are taught such workshop techniques as filing, turning, moulding and welding as well as mathematics, design and drawing techniques, the science of building materials, electronics, plumbing and sanitation.

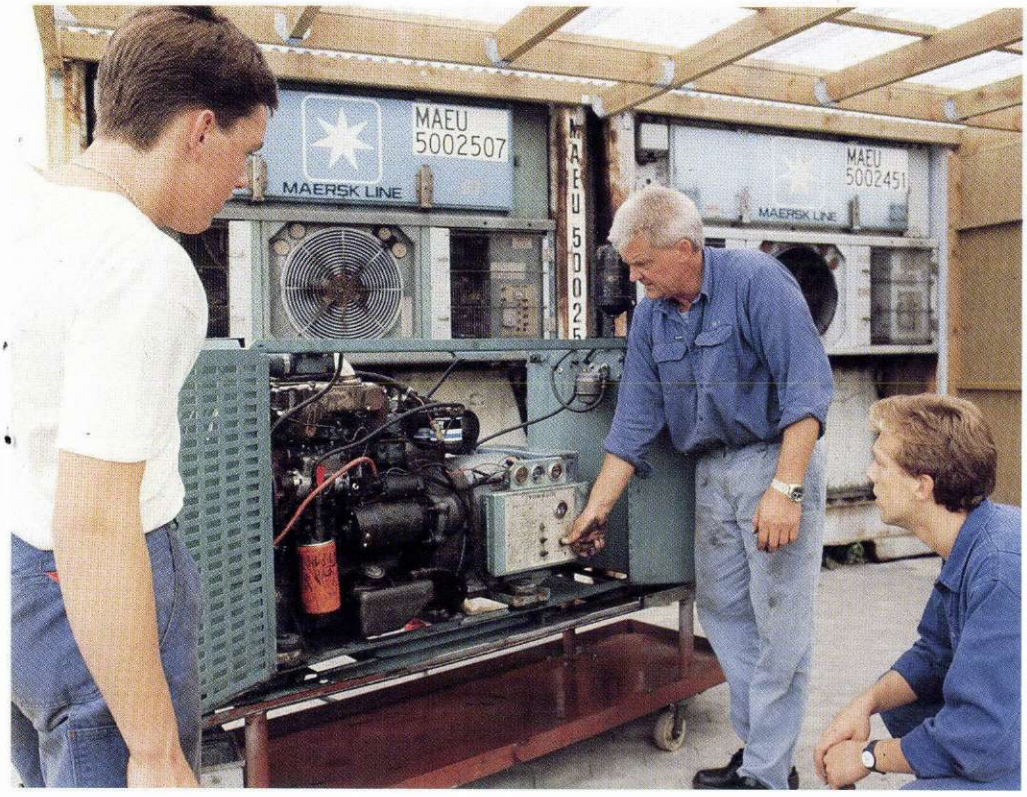
The trainees make impressive progress in just a few weeks of working on required projects which gradually become more and more difficult.

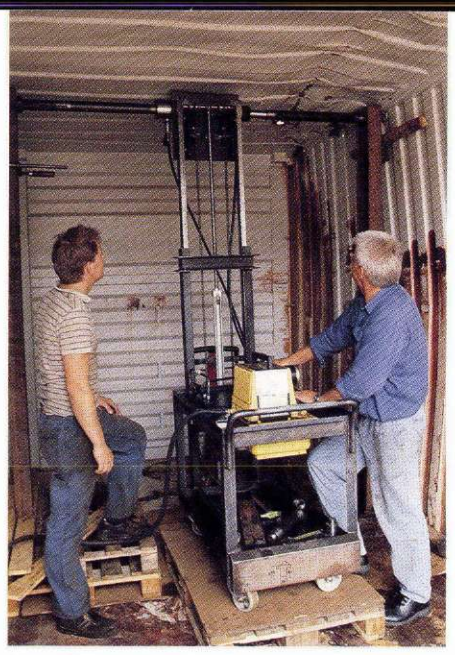
Deep concentration is required when working at a lathe in the Workshop Training School.

Welding.

"Here at the school we feel that one shouldn't gain experience only by doing irrelevant things which are of no real use," says the Workshop Training School's leader Kurt Hansen. "They might as well work on something which can be of use, so once they have learned how to handle various tools they're given a drawing to work with. Of course they're welcome to ask the instructors for help, but one of the school's most important goals is to teach the trainees how to use their heads and work independently."

The trainees are very keen to learn, and think it's much more interesting to be productive and work with something which has a definite practical purpose. They do not waste time on small projects either. They make a great many things for the Company, some of which were devel-





One of the trainees with an instructor, testing a newly-constructed apparatus for use in repairing damaged containers.

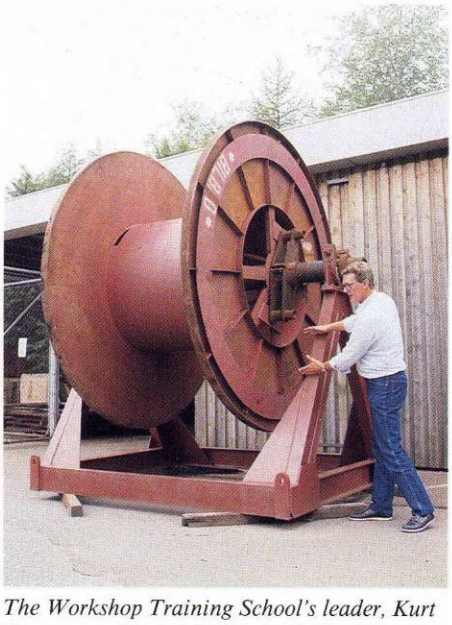
A previously discarded cooling unit, now renovated, being installed on a reefer container.

oped at the school. For example, since 1982 they have been producing one-man-operated pilot ladders for the ships, and they also make storage baskets for the new M-ships – baskets for machine and provisions storage as weli as for gas containers which must be transported through a shaft in the ship. They have also developed racks for the large wire rollers used on supply ships, since it is necessary to have an extra roller on board onto which the wire is transferred when needed. Before, the ships were forced to travel to Holland or Norway to have this done. The school has also made office furniture for the headquarters at Esplanaden and the other offices around the world. The bases are made at the Workshop Training School and the tops at the shipyard on Thurø.

When a ship is disposed of, the ship's bell, often worn by wind and weather, is kept at the Workshop Training School until needed. The bells are often used as gifts from the Shipping Company to diverse institutions, schools, etc., since after being worked on at the school they look shiny and brand new.

Recycling is truly a key word here, and a large part of the material used is scrap from the Lindø Shipyard. Many tons of iron left over from shipbuilding have been recovered. It is mainly used for welding practice, but also to create new things. The trainees have likewise begun to renovate worn-out cooling units for reefer containers. Since they cannot do all the work themselves, some of it is sent to specialist workshops; but still it is much cheaper in the long run than purchasing completely new units.

The latest project at the school is repairing and restoring damaged containers.



The Workshop Training School's leader, Kurt Hansen, explaining how one of the wire rollers which the school has constructed for use on supply ships functions.

The results have been very satisfactory, so again a lot of money can be saved.

The school also manufactures things for its neighbour, the Maersk Drilling Training Center. Quite often developmental projects are involved, so it is an advantage that the Center is just next door. Consultation is much easier when the best methods and solutions can be discussed directly.

The trainees themselves think it interesting to work on these projects, as do their instructors, who are quite often themselves involved in the projects. It provides some variation from the daily routine as well as giving valuable experience.

These are only some of the projects the school is involved in at the moment, but through the years there have been many projects, both simple and complicated, which have made the school a very interesting place for the trainees while providing them, in a diversified and productive manner, with the craftsmanship necessary to become an engineer.

Trainees at the Workshop Training School are also able to benefit from "off-campus" training. They are often found at the Lindø Shipyard lending a helping hand on a new ship, and when the "METTE MÆRSK" lay at anchor in Århus receiving some finishing touches, the trainees were there helping out. Thus they learn first-hand about the M-ships. Likewise, they come out on a eight-to-ten day sailing trip in the North Sea on one of the Company's supply ships from Esbjerg, where they see how it feels to be onboard a real ship – including experiencing seasickness. The chance to visit a drilling rig or one of the production platforms is a real treat. There is a lot to see and learn for a potential engineer, and here they get the opportunity to see things in their proper perspective.

Such knowledge is essential, since after twelve months at the school they sign on on one of the Company's vessels, where they are instructed in servicing and maintaining the main and auxiliary engines, in using safety equipment – including rescue and firefighting equipment – as well as taking turns on duty in the machine room. Theory is covered in a correspondence course and includes mechanics, electronics, mathematics and English to enable the trainees to keep things fresh in their memory and be prepared to start at the Engineering School when their training at sea is completed.

Old city - new industry

Aberdeen and the Maersk connection

By J. DUNCAN, Salamis
(Marine & Industrial) Ltd.

The old bridge at Bridge of Don, built in 1329 (Aberdeen Tourist Board).

Over the years many Mærsk ships have left Copenhagen and headed up the Kattegat towards the northern tip of Denmark, before turning westward into the open waters of the North Sea.

Many of them no doubt would have maintained their compass heading of due west and about a day later would have seen ahead of them the grey spires and chimneys of the old city of Aberdeen, behind its ten-mile-long beach.

Since ancient times sailors have been making this crossing, and along the east coast of Scotland many place names and family names are of Scandinavian origin. Aberdeen, however, is a Gaelic name, meaning "at the mouth of the Dee" – the Dee being one of Aberdeen's twin rivers (the other being the Don).

The city owes its origin to the excellent natural harbour created by the River Dee, and since earliest times has been involved in trading and fishing, developing links with many of the Northern European ports, links which continue to this date. Certainly by 1100 AD Aberdeen was a flourishing port and strategically important during Scotland's Wars of Independence, in the early 14th century, when King Robert the Bruce gave valuable land grants to Aberdeen as a mark of gratitude for the support of the city. These lands, known as the Freedom Lands, still earn the city a good income known as "The Common Good Fund".

Aberdeen has always been a prosperous city, being surrounded by rich farm land as well as benefitting from fishing and trading, and at one time had two universities, now merged into one. It has the oldest company in Britain, The Shore Porters Society, founded in 1498, and now with the discovery of North Sea Oil has some of the newest and most technologically advanced industries in the world.

The "MÆRSK JUTLANDER" operating in the UK sector of the North Sea.

The coming of the oil industry caused considerable changes – new Scandinavian names began to appear in Aberdeen, and nowadays the white star of Mærsk can be seen almost every day on ships and supply vessels in the transformed Aberdeen Harbour.

About five years ago Maersk acquired Salamis, a well-established Scottish company which had been providing a range of construction and maintenance services for the oil and petrochemical industries: and now the White Star appears on Salamis' office blocks, warehouses and trucks. Salamis acts as a contractor to all the largest oil companies, providing insulators, fireproofers, painters and other specialist services to offshore platforms and terminals from North of the Shetland Islands to the Southern Gas fields.

Since its beginnings in 1973, Salamis has grown into a major name in the offshore industry. In Aberdeen and Yarmouth the company has more than 450 employees, most of whom work offshore on platforms or mobile rigs.

As the industry has matured and become more demanding, Salamis has developed new techniques and acquired new skills in all its services, as well as diversifying into a completely new area by setting up Premium Tubular Services at Peterhead, about 30 miles from Aberdeen. Premium Tubular Services has a "state of the art" facility for cleaning and inspecting all types of oil well tubing, and has recently set up a joint venture with the UK Atomic Energy Authority, offering a service to remove the radioactive scale which often builds up inside oil production equipment.

Salamis people are pretty familiar with the North Sea (which can be seen any day just by glancing out of an office window), and most employees have spent many days on the remote steel and concrete

A typical Salamis worksite – Total's Alwyn Platform.

Salamis insulation work on a offshore platform.

Aberdeen Harbour – typical oil traffic (Aberdeen Tourist Board).

structures which produce all our oil and gas.

The experience gained has resulted in Salamis regularly winning major contracts from clients such as B.P., Shell, Conoco, Total and many others, all of whom are constantly upgrading their older platforms; and with the industry now experiencing something of a construction boom, Salamis seems set for continued growth in the foreseeable future.

Salamis is based at the Bridge of Don Industrial Estate just north of the city. The estate is named after the old bridge built over the River Don in 1329, and still in use (although, since 1984, only for pedestrians).

The same estate is home for Maersk Drilling which operates the semi-submersibles "MAERSK HIGHLANDER" and "MÆRSK JUTLANDER" from their base just across the road from Salamis. The Maersk Star is also seen in the city centre, where Maersk Travel is well established.

Aberdeen has always been an outward-looking city and the many newcomers to the city in recent years have quickly settled down to enjoy the countryside and the relatively quiet roads, for there are few other places with such a good quality of life.

Being Scotland, of course, golf courses are plentiful, the mountains are close, and there are many famous distilleries.

The fishing is also famous and even the Queen comes every year to Balmoral, only a few miles from Aberdeen, to enjoy the peaceful countryside and to fish for salmon in the same River Dee which gave Aberdeen its ancient harbour.

Getting ready for take-off inside the Fokker 50 cockpit.

Susy Andersen, Captain

Photo: FINN CHRISTOFFERSEN

On May 15, Susy Andersen, 30 years old, officially became a captain for Maersk Air. Previously, acting as first officer, she had flown Maersk Air's largest airplane, a Boeing 737-300 two-motor jet which flies regular charter flights to some of the Scandinavians' favourite destinations in Southern Europe. It is also to be found on domestic Danish routes and in the Faroe Islands, which have the shortest runway a Boeing can manage. As captain, she will be flying the Fokker 50 used on domestic as well as international air routes, among them the route between Billund and London (Southend), and Maersk Air's newest route between Copenhagen and Cologne/Bonn.

Susy Andersen's great interest in flying started when, as a six-year-old, she moved with the rest of her family to the Faroe Islands. Her father, employed by the Air Force, had been stationed to the Faroe Islands and it was here that she had her first flying experience, on a flight between the Faroes and Copenhagen on one of the military's old Dakotas. There was no spark of interest yet, but later, when the family flew with Faroya Airways (the local airline), she helped the stewardess serve the passengers. It was then she decided to become a stewardess.

It was not to be, however, and eventually the family moved back to Denmark where her father began his training as a civilian pilot. She was allowed to come along on a flight in one of the smaller planes, and as a nine-year-old she steered a plane for the first time. She was so thrilled that she decided on the spot to become a pilot. Gradually, as her interest grew, she began to read all the material on flying she could get and eventually became quite an expert on airplanes. The fact that her father was a pilot, with whom she could discuss their mutual interest, was a definite advantage.

There were problems, however, in choosing such a male-dominated career. People had laughed at her when, as a nine-year-old, she announced that she wanted to become a pilot; but with the support of her faithful parents, she managed to complete her education.

Again as a fully-trained pilot, she experienced people's lack of understanding, making it difficult to get a job. One job application she signed as S. Andersen and was called in for an interview. On seeing her, though, they informed her that the company did not employ female pilots. Other refusals followed, but in July 1981 she managed to land a job with a company which offered flight training and taxi flights located at Allerød air strip, where she had received her flight training. Several months later the company closed, so she then became a freelance pilot flying for private firms and flying newspapers at night.

In the spring of 1982, she was employed by Alk Air who then flew from Esbjerg and Thisted to Stavanger – the first airline other than SAS to fly internationally from Denmark. She flew as a freelance first officer until she got a permanent position in April 1983. One month later, Maersk Air bought the airline and its name was changed to Air Business, then to Maersk Commuter. Susy Andersen was part of the deal and in May 1985, she started flying the Dash 7 for Maersk Air. Later on she went over to the Boeing 737-300, and as of January of this year, she has been flying the Fokker 50.

She was not readily accepted by her male colleagues in the beginning, and was quite often put to the test to see if she really knew how to fly. They often put questions to her – especially technical ones – but that has gradually disappeared. The passengers are occasionally taken aback when Susy Andersen presents herself as their captain over the loudspeakers and welcomes them aboard.

Susy Andersen's study bears the obvious influence of her great interest in flying. All her books are here: flight manuals which fill several binders, flight regulations, as well as emergency training manuals and books on flying. She has also hung up some of her many model airplanes – the gem of which is the model of the old DC 3 Dakota, the plane in which she experienced flight for the first time. There are also pictures of various airplanes alongside her father's squadron shield and distinctions, and her own very first wings she received at the start of her career as a pilot.

One can easily get the impression that flying means everything to Susy Andersen and, indeed, so it has been. In her first few years as a professional pilot, she flew in her spare time as a member of a flying club as well as on her own. Flying was her entire life. Gradually, though, she has learned to manage without flying so much and can now enjoy her free time away from flying and airplanes.

Twenty-one years have passed since Susy Andersen decided to become a pilot. A decision which, at times, has not been an easy one to live up to, but certainly one she has never regretted.

"Not a second!" she says. "No, I feel that I've chosen the right profession."

"STATE OF MAINE" in Copenhagen

The "STATE OF MAINE" at Langelinie Quay while visiting Copenhagen.

On Monday June 12, the American school ship "STATE OF MAINE" dropped anchor at Langelinie Quay. On board were 60 officers and crew members plus 260 cadets from the Maine Maritime Academy in Castine, Maine. The stop in Copenhagen was part of a 60-day cruise to Europe which included Leningrad and Portsmouth.

The "STATE OF MAINE", formerly a combined freight and passenger ship sailing for President Line, weighs 13,319 brutto register tons, is 160.20 metres long and 22.26 metres wide. The ship is now owned by the Maine Maritime Academy, which is a four-year residential college offering programs for young men and women interested in maritime oriented careers. The Academy's educational and training programs are designed to qualify students for a Bachelor of Science degree with majors in maritime transportation and management, nautical science, marine engineering operations and marine engineering technology, a merchant officer's license, and a reserve commission as an ensign in the U.S. Naval Reserve or Coast Guard Service. Three areas of emphasis – academic, practical training, and officer development – are involved in this program.

In addition, the curriculum provides for a number of electives that satisfy requirements for minor concentrations in management, engineering science, humanities/social sciences, industrial and powerplant management and operations, natural science, naval science, oceanography, ocean engineering/naval architecture, nuclear engineering and computer science.

A very diversified program had been planned in connection with the visit, with A.P. Møller as the host for two arrangements.

The first was on Wednesday January 14, when twenty officers and eighty cadets were invited to a reception at Esplanaden. In the film room, Vice President Ole Høg, Technical Organization, welcomed everyone and then gave an orientation on the Shipping Company, followed by a slide show illustrating A.P. Møller's many activities around the world. Afterwards, refreshments were served in the canteen where the cadets were able to discuss shipping with some of the more experienced employees at the Shipping Company.

Early next morning, 50 cadets studying for a career as ship engineers left on a bus headed for Munkebo, near Odense, to spend the day at the Lindø Shipyard. There they were able to study in depth all the facets of modern shipbuilding. Before the return trip to Copenhagen, they were treated to a visit to Hans Christian Andersen's house in Odense.

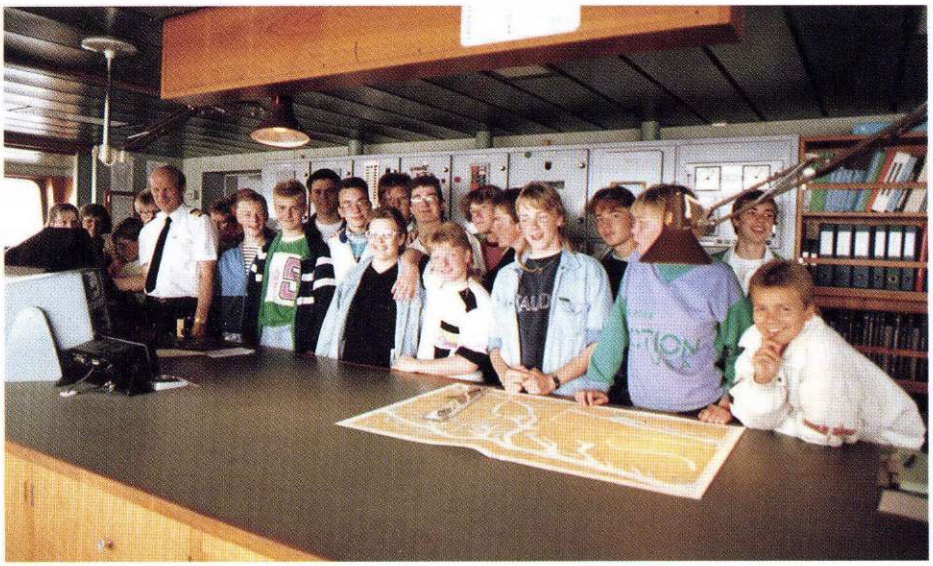
Officers and cadets from the "STATE OF MAINE" filled the film room at Esplanaden where they received an orientation on A.P. Møller's many activities.

A group of cadets gathers at the stern of Lindø 130, the fifth in a series of 12 container vessels of the M-type under construction at the Lindø Shipyard.

Their four-day visit to Copenhagen signified the end of their European cruise, and on Friday morning the "STATE OF MAINE" began the long journey home to America.

Adopting class visits the "LUNA MÆRSK"

Many school classes never get the opportunity to see the ship they have "adopted" through the Danish Ship Adoption Society. Class 8y at Bogø Boarding School did, however, and Elin Andersen, the school secretary, talks about this unusual experience.



Immediately after arrival, the class from Bogø Boarding School was taken up to the bridge, to receive a quick course in "How to sail a ship". No-one would guess, looking at the class members, that they had been travelling all night.

After being on the Danish Ship Adoption Society's waiting list for many years, seven years ago Bogø Boarding School was lucky enough to become "adoptive parents" for one of the world's largest container ships, the "LUNA MÆRSK", which was then still under construction. An "adoption" of this kind helps establish contact, interest and an insight into two very different working environments, for the benefit of both parties.

For practical reasons, Bogø Boarding School chose to let only one class – 7y plus teacher – keep up the contact with the ship, and a week before the ship's christening, the class visited the "LUNA MÆRSK" at Lindø Shipyard.

Unfortunately, the ship's route – New York via Panama-Tokyo – had been determined, making it very doubtful that they would ever see the ship again.

Meanwhile even larger container ships were being built around the world, so the "LUNA MÆRSK" was sliced down the middle and 30 metres was added to her length. Later on, the bridge was moved upwards one storey to make room for an extra tier of containers.

Recently the "LUNA MÆRSK"s route was changed to Tokyo – Singapore via Suez – Hamburg. This March Captain Niels B. Nielsen visited the school and told classes 8 and 9 about life at sea. The contact class was now 8y, so the time was ripe to arrange a visit when the ship called in at Hamburg on June 7.

At last the day – or rather night – arrived and 22 students and six adults expectantly boarded the bus which left Bogø Boarding School at 2 o'clock in the morning. After a 4-hour ferry ride, Gedser – Travemünde, during which our enthusiasm waned somewhat, we continued on to Hamburg. When well into the port, we were met with innumerable stacks of containers, narrow criss-crossing paths, and several huge monsters on long legs on the move with screeching sirens.

After searching a bit and finally asking for directions, we eventually found the "LUNA MÆRSK" at quay 6. Out of the bus – try to overcome the last hindrances before reaching our target. Easier said than done. Now, only 100 metres left. But now there were lorries and immense cranes which, together with the huge beasts, worked feverishly moving containers here and there. But, to the ship we must.

Success, and after being welcomed by the Captain, we were sent up top – to the bridge. There was a fantastic view from there and at the same time we got a quick course in "How to sail a ship": which today, with such enormous ships, is only possible by utilising modern technology.

A headcount showed all present and accounted for, so we descended to the crew's quarters, common room, mess and exercise room. On the way, welcome tea, coffee and soft drinks were served. After exchanging gifts, we ate the food we had brought along and made ready for more stairs and information.

Questions swarmed through the air, and the answers were always prompt. Mostly numbers. Numbers, numbers and more numbers. How much, when, why, where, how, how long? Salary, working hours, free time (how much, how little), weight, length, width, height?

If only one had paid more attention in mathematics, physics and language classes.

Then downwards towards the galley, sick bay, swimming pool and radio station to end up in the cargo holds where the first mate, two crew members and computers equipped with lots of exciting buttons were very busy plotting the positions of approximately 3,000 containers while the 1st Officer eventually got them correctly placed, ready for departure at 3 o'clock in the morning.

Exhausted, we thought we reached bottom – but no. After travelling for eight hours, absolutely everything had to be inspected. Also the engine room. It was quite deep down: noisy, hot and exciting and, for some strange reason, the majority of the class managed to come away with blackened fingers.

Finally, after some diligent scrubbing, we said our farewells and 'see you soon' – on Bogø or in Singapore. Class members thought it was dismissal time: not yet, however. Our food waited for us halfway up and bags with money, jackets, etc., way up on top. Eight floors both ways. The lift we had been so grateful for earlier in the day wasn't connected to these places, so up the stairs we went – and down again.

We expressed our thanks, just made it past the beasts, waved, found the bus, drove away from the harbour and collapsed in exhaustion. We had been told that Hamburg's motorways were complicated. They were. Anyway, we made it – without stopping underway – to Travemünde in time. Once installed on board and after eating, the sound of loud snoring from various corners made it clear that it had been an exciting – and long – day.

At 11:15 p.m. we arrived safe at Bogø Boarding School where we were welcomed with warm asparagus soup. Half an hour later, everyone had found their beds. The end of a lovely day. Good night.

P.S. The "LUNA MÆRSK" is no longer one of the world's largest container ships, but she certainly is big!

Rounding up...

The "MÆRSK GIANT" sets a record

On July 18 this year the above photograph, together with the following letter from Esso Australia Ltd., was sent to the crew of the jack-up rig the "MÆRSK GIANT", operating in the Bass Strait between Australia and Tasmania:

"Esso Australia is pleased to present you with the attached photograph of the Maersk Giant at Esso's Fortescue platform in recognition of your contribution to the drilling of the Fortescue A-15A well. This well was drilled and completed in the record time of 27.1 days, 4.7 days faster than the previous best 54 degree well on Fortescue."

The "VALKYRIEN MÆRSK" rescues 115 Vietnamese refugees

The product-carrier "VALKYRIEN MÆRSK" was en route from Chiba, Japan to Das Island in the Arabian/Persian Gulf via the South China Sea on June 1, when a banca of about five metres long and three metres wide loaded with Vietnamese refugees was spotted. The "VALKYRIEN MÆRSK" headed for the banca, and the refugees – 115 in all, aged from one to 54 years – were taken on board. According to their spokesman, Mr Le Van Lieng, they had been afloat for ten days waiting to be rescued and they were immensely thankful that a vessel had eventually come along.

Through the joint efforts of the Master of the "VALKYRIEN MÆRSK", Captain Niels Jørgen Olsen, and his crew the refugees were fed and cared for. The children were allowed to see and learn about the activities on the vessel, despite the language barrier.

On June 5 the "VALKYRIEN MÆRSK" arrived at Manila Bay, where the refugees were to disembark. Before they boarded the launch which was to take them to the South Harbour of the port of Manila, they thanked the Master and his crew profusely, and finally bade a tearful goodbye. Despite the tears in their eyes, their faces were radiant with happiness – happy because they were saved from hunger and possible death at sea to find a new life and a new hope courtesy of the "VALKYRIEN MÆRSK".

The photograph shows Captain Niels Jørgen Olsen together with the refugees on the deck of the "VALKYRIEN MÆRSK"

Lydia B. Cervantes, Manila

Rounding up...

The "METTE MÆRSK" at Singapore

On Tuesday June 6 the "METTE MÆRSK" called at Singapore on her maiden voyage around the world.

With the launching of the new M-type vessels, we are getting used to maiden calls. However, the "METTE MÆRSK" has special significance for the Port of Singapore, as the vessel was named and sponsored by Mrs Lim Kim San, wife of Mr Lim Kim San, Chairman of the Port of Singapore Authority (PSA).

Mr Lim Kim San is a highly esteemed personality in Singapore and holds many honourable positions. He was recently appointed to exercise

the functions of President Wee Kim Wee while the President was under medical treatment.

In celebration of the "METTE MÆRSK"s maiden call and to honour the vessel's godmother, Maersk Singapore hosted a reception. A large tent was raised at the berth, alongside the "METTE MÆRSK". This gave more than 400 guests an unobstructed view of both the vessel and the port operation, and for many of the guests this was an unique opportunity to see how the cargo is handled.

The "METTE MÆRSK" stayed in port for 30 hours, during which 1979 containers (2473 TEU) and one heavy lift (discharged by floating crane) were handled.

One photograph shows Mrs Lim Kim San presenting a plaque of commemoration to the Master of the "METTE MÆRSK", Captain Leif Robenhagen Jensen, the other a view of the guests in the large tent alongside the vessel.

Thomas Woldbye, Singapore

New Maersk office in Malaysia

The latest addition to the network of Maersk offices in Malaysia is in the city of Ipoh.

Ipoh is the capital of the State of Perak in Peninsular West Malaysia. It is the richest state in tin resources, and also produces garments, timber, rubber gloves, pottery ware, rice, pineapples and palm oil. Perak has a land area of approximately 21,000 square kilometres and a population of 1.8 million people.

Cargoes to and from Ipoh move through Penang via rail or road, and with the establishment of the Ipoh office, with two staff members, Maersk has come to the doorstep of the customer, thus making it easier and much more convenient for customers to ship with Maersk.

Maersk now has five offices in Malaysia: Kuala Lumpur, Penang, Port Kelang, Johur Bahru and Ipoh.

One photograph shows the Malayan Banking Berhad Building, where Maersk is located on the 9th floor, the other photograph a view of the office.

Tan Long Yam, Singapore.

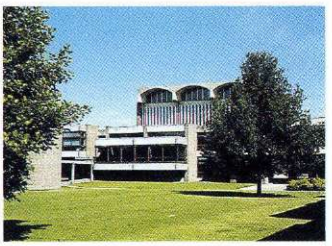
A conference hall for Churchill College

The A.P. Møller and Chastine Mc-Kinney Møller's Foundation has decided to donate a conference hall to Churchill College, located in the English university town of Cambridge.

Sir Winston Churchill (1874-1965) was a leading spokesman for better, closer cooperation between the universities and industry. Thus, after his term as Prime Minister ended in 1955, the idea was conceived to establish an institution which was directed towards this goal. At the same time, the institution could serve as an appropriate memorial for Great Britain's foremost leader in this century.

After a nationwide collection campaign, Churchill College was established in 1960 and has since managed to achieve a very high scientific standard, especially in the fields of natural and technical science. In fact, no less than nine former and present fellows have won the Nobel prize.

The new year-round conference hall at Churchill College will have a conference and seminar capacity of 75 participants and will be equipped



with the latest, most advanced facilities available. The estimated price of the project is expected to be around 50 million Danish kroner.

The A.P. Møller and Chastine Mc-Kinney Møller's Foundation's founder, Shipowner A.P. Møller, was a great admirer of Sir Winston Churchill. This same admiration is also shared by his son, the present chairman of the Foundation, Shipowner Mærsk Mc-Kinney Møller.

It is the Foundation's hope that the building will come to symbolise the great respect in which Sir Winston Churchill's name is held in Denmark.

Pictured is the Dining Hall at Churchill College.

APMC RIG 13

In connection with the 1989 Ocean Technology Conference (OTC), the Atlantic Pacific Marine Corporation (APMC) and Moller Supply Services were invited to participate in a barbecue competition in Houston.

As our entry a barbecue pit was built in Houma by APMC employees in the form of an Inland Barge Rig named APMC RIG 13 and "manned" by APMC office personnel. The local American Bureau of Shipping issued an "Interim Class Certificate" recommending that APMC RIG 13 be classed: "Class A1 Self-Contained Mobile Barbecue Pit for operation in all oilfield related areas for good food and friends".

The "Rig" was justly admired on its first "mobilization" to Houston and the "rig hands" won a first prize for best barbecued beef, which was tasted by more than 200 customers, business associates and friends of APMC and Moller Supply Services.

Svend Teglhøj, APMC Houston

The "METTE MÆRSK" in Dubai

In connection with the "METTE MÆRSK"s maiden voyage to the Far East, where she was to become part of the liner service between the Far East – USA – Europe, it was arranged for her to call at Dubai, on May 28 and 29.

Since it was the first time a container vessel of this size had ever docked at Dubai, it was decided to have a reception, including a tour of the ship, for Maersk Line clients in the Middle East, India and Pakistan.

The arrangement turned out to be an immense success and many of the guests expressed their admiration for the ship's capacity and technical finesse which up to then had been unknown in that part of the world.

The photograph shows a number of the guests, the ship's officers and Maersk Line representatives on board the "METTE MÆRSK".

Henrik Larsen, Dubai

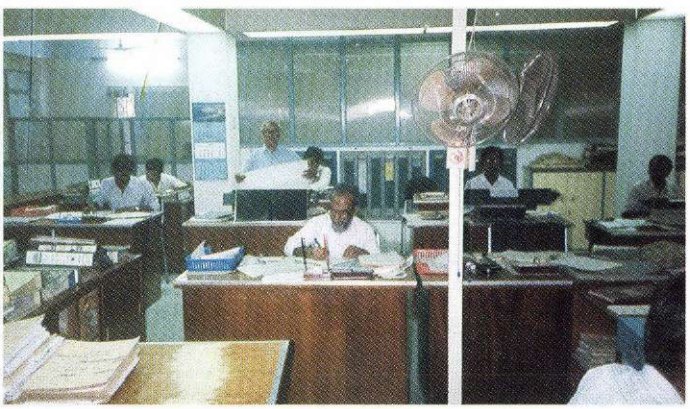
Maersk in Bangladesh

Since September 1985, Maersk service has expanded into Bangladesh.

Bangladesh, located between India and Burma, is a country of approximately 140,000 square kilometres with a population of 106 million people. The capital of the country is Dhaka and the main port is in the city of Chittagong, while the secondary port is in Khulna.

Bangladesh is the world's largest producer of jute. Other major exports are jute-products, garments, frozen seafood, tea, leather and hides and ceramic wares.

Maersk is represented in Bangladesh by Seagull Associates Ltd. which was established in 1985 and has offices in Dhaka, Chittagong and Khulna. To complement our activities we have an owner's representative in both Dhaka and Chittagong. The Bangladesh offices report to the Maersk office in Singapore.



Maersk Line offers customers weekly sailings between Bangladesh and the USA/Europe. Garments, jute and frozen seafood are the main commodities carried by Maersk, and are feedered via Singapore.

The photograph shows a view of the office at Chittagong.

Tan Long Yam, Singapore

Maersk Drilling back in Abu Dhabi

Having operated continually for five years (1981-86) for Total ABK in Abu Dhabi, the United Arab Emirates, the jack-up rig "MÆRSK VIKING" was forced to halt drilling in 1986 because of Total's cessation of activities in the area.

Now Maersk Drilling is back in Abu Dhabi and working again for Total ABK. The "MÆRSK VIKING", having finished drilling for Total in North Yemen, came to the Abu Dhabi Al Bukoosh Field on June 4 and, after a couple of repairs and modifications, was ready to go to work on June 25 at 5 pm.

As can be seen in the pictures,

Maersk Drilling, Abu Dhabi has settled in new and pleasantly light quarters in Al Masaood Tower in the middle of town.

Claus H. Thomsen, Abu Dhabi

Personalia

ESPLANADEN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3

40 Years Anniversary

1. Inger Zabala
   15 October

Retiring

2. Christian F. Lorentzen
   31 October
3. Einar Siberg
   31 October

THE FLEET


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11

25 Years Anniversary

1. Chief Steward Jens Alfred Jensen
   1 October
2. Captain Søren Peter Messmann
   11 October
3. Captain Lars Christensen
   12 October
4. Captain Knud Erik Sylvestersen
   18 October
5. Captain Evald Rasmussen
   1 November
6. Captain Per Sebbesen
   1 November
7. Chief Officer Bo Frandsen
   12 November
8. Captain Henry Peter Petersen
   6 December
9. 1st Officer Romeo Federico Ghiotto
   16 December

Retiring

10. Captain Henning Sørensen
    1 May
11. Captain Tage S. Nielsen
    31 December

THE YARD


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40 Years Anniversary

1. Arne P. Nielsen
   20 October
2. S.E.S. Nielsen
   27 October
3. Leif P. Jørgensen
   3 November

25 Years Anniversary

4. Bjarne Dambro
   10 November
5. Keld Hollænder
   17 November
6. S.O. Lüders
   1 December
7. Henning Nielsen
   8 December
8. Jørgen Villy Pedersen
   8 December
9. Jørgen Palle Pedersen
   15 December
10. David Smith
    15 December

ORGANISATIONS ABROAD


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25 Years Anniversary

1. Jørgen Søvsø Nielsen (Macáe)
   5 November
2. M. Higashiura (Osaka)
   25 November

MÆRSK OLIE OG GAS


1

25 Years Anniversary

1. Ejnar Jørgensen
   1 November

MAERSK DRILLING


1

Retiring

1. Clarence Ray Fisher
   5 November

DISA


1


2

25 Years Anniversary

1. Vagn Mortensen (Herlev)
   15 October
2. Erik C. Knudsen (Herlev)
   19 October

ROSTI


1

25 Years Anniversary

1. Jens Chr. Jensen
   16 October

BUKH


1

25 Years Anniversary

1. Claus Haugaard Olsen
   3 October

Obituary

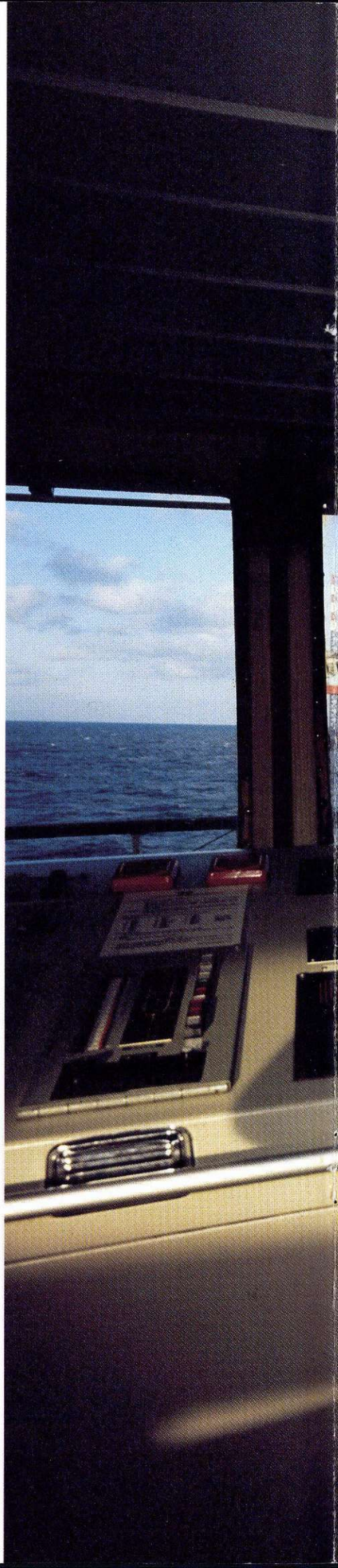
The A.P. Møller Companies regret having to announce the following deaths:

Ships Assistant
Lars Dyrholm Remontiussen
ex "LOUIS MÆRSK"
28 May

Raymond Smidt
The Yard
4 June

Motorman
Finn Henning Jensen
ex "MÆRSK EXPLORER"
29 July

MÆRSK



The supply vessel "MAERSK ASSISTER" on its way to the Dan Field and the jack-up rig "MÆRSK ENDEAVOUR" in the North Sea.
Photo: Søren Wesseltoft