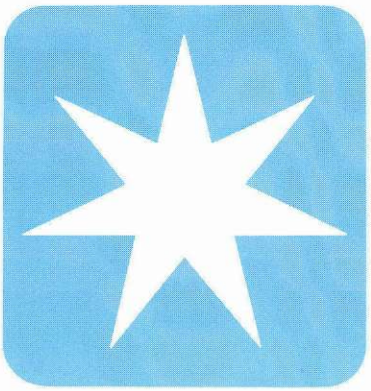
MÆRSK POST

4/1990



MÆRSK POST

Published by A.P. Møller, Copenhagen
Editor: Ulla Skytte
Printers: Scanprint A/S, Viby J

Volume 29, No. 4
December 1990
ISSN 0904-7093

The Gulf crisis has brought significant changes to our profit picture – notably in a downward direction. It has become much more difficult to find lucrative employment for the large tanker vessels. The Product and Gas tanker vessels earn about the same as before the occupation of Kuwait, whilst the liner trade in general has experienced a marked decline in rates and a reduced net result. For offshore activities, demand has increased somewhat, but rate increases have been sluggish. The decline of the dollar has also obviously had a negative effect on the net result, as have increased fuel expenses. In many cases, bunker prices have risen to more than double.

In short, the Middle East crisis has had negative repercussions on our shipping activities.

This means, of course, that we must seek to increase our efficiency, streamline our organisation and reduce our expenses. The vessels are in the forefront by already sailing efficiently with reduced crews. We must now look to doing the same on land, and at the same time turn our attention even more towards our customers and customer service. To change an organisation is often difficult. People prefer the familiar. But it is necessary to find new, better, more rewarding and at the same time less expensive ways and methods and it is exciting to be a part of this. I am convinced that all employees will do their best to make us better and more effective both on land and at sea.

MÆRSK MC-KINNEY MØLLER

Copenhagen, the 15th November, 1990

New ship: "MAGLEBY MÆRSK"

"MAGLEBY MÆRSK" at the equipment pier at Lindø.

On Saturday, 10th November at the Lindø Shipyard, a container vessel of approximately 60,000 tons deadweight was named by Mrs. Anne Marie Vessel Schlüter, wife of the Prime Minister Mr. Poul Schlüter.
The new container vessel, which was named the "MAGLEBY MÆRSK", is newbuilding 128 and is the third in a series of six advanced container vessels built by the Lindø Shipyard for the A.P. Møller Shipping Company and financed through K/S DMK-SEJERØ.

The sponsor, Mrs. Anne Marie Vessel Schlüter with Captain Henrik L. Solmer and Managing Director Kurt Andersen.

M.s. "MAGLEBY MÆRSK" can lift more than 4,000 twenty foot containers, including 500 refrigerated containers. This makes the newbuilding not only one of the largest container vessels in the world, but also one of the largest refrigerated vessels.
The vessel is 294 metres long and 32 metres wide, and is powered by the largest diesel machinery in the world. This is the 12 cylinder MAN B&W two stroke engine, which provides 57,700 BHP, giving a speed of 24 knots or the equivalent of 44 kilometres per hour.
After her trials and delivery at the end of the month, the vessel will go into service in the Shipping Company's liner service on the route from Northern Europe to and from the Far East via the East and West Coasts of USA.
M.s. "MAGLEBY MÆRSK" has her home port in Dragør, and will be under the command of captain Henrik Lorensen Solmer with Bjarne Steen Petersen as Chief Engineer.

At the naming ceremony at Lindø, the Sponsor Mrs. Anne Marie Vessel Schlüter and the Prime Minister Poul Schlüter with the Lindø Yard's Managing Director Kurt Andersen and Shipowner Mærsk Mc-Kinney Møller.

When føtex became Dansk Supermarked

The headquarter of Føtex and Dansk Supermarked in Århus.

This Autumn the Dansk Supermarked Group, which runs the retail chain stores Føtex, Bilka, Netto and Tøj & Sko (Clothes and Shoes) and A-Z, can celebrate two special anniversaries.

The Føtex chain can celebrate the 30th anniversary of the opening of the first Føtex store in Guldsmedgade in Århus, and at the same time Bilka can celebrate the 20th anniversary of the opening of its first store in the chain in Tilst outside Århus.

The Føtex store in Guldsmedgade formed the basis for what has become the Dansk Supermarked Group, which employs a staff of 10,000.

The store was a result of the observations made by the store owner, Herman Salling, on his buying trips for the Salling store, which he had taken over from his father. He came back with many new ideas which he had got from different European countries, mainly Germany and France, and which he put together to form an entirely new retailing concept.

The idea of collecting ironmongery, textiles, dry goods and fresh meat in one place naturally aroused much interest among both consumers and those employed in the retail industry. Another new idea was to combine the shopping area with a cafeteria, and before long others in retailing used the idea and established similar stores.

When, in the beginning of the 60s, Mr. Salling got the chance to expand his business with another large store in Aalborg, he started looking for a partner who could take part in the explosive expansion that was even then happening in the Føtex chain.

That partner was A.P. Møller, who took 50% of the shares in the company which controlled the Føtex stores, and at the same time the company changed its name from Jydsk Supermarked to Dansk Supermarked. The remaining 50% of the shares are still owned by F. Salling A/S.

Today the Føtex chain consists of 44 stores spread over almost the entire country. In recent years the chain has expanded so much that in the last few years stores have been opened in Skive, Åbenrå, Randers, Nykøbing Falster, Viborg, Esbjerg and Århus, where there is now a total of eight stores. And Føtex continues to expand – at the moment, building is in progress in Sønderborg and for the ninth time in Århus.

The first Bilka store opened in Tilst outside Århus 20 years ago, and, like Føtex, it was something entirely new in retailing. Before then, hypermarkets had never been seen in Denmark, and in the years that followed the chain grew rapidly with footholds in Aalborg, Odense and Hundige near Copenhagen.

The initiative of the Dansk Supermarked Group was soon copied by others in the industry, who started to open similar discount stores. In later years, the Bilka chain took over two of these discount stores, the first in 1981 located in Ishøj near Copenhagen and the second in 1988, located outside Slagelse. In 1987, Bilka itself established a store in Næstved, where Dansk Supermarked was entrusted with the task of building a shopping centre outside the centre of town.

Apart from this, Bilka has established more than 30 smaller so-called "city-oriented" shops as part of the Tøj & Sko chain. These are shops which, from a centrally placed shopping street, sell clothes and shoes for the whole family.

Tøj & Sko (Clothes and Shoes) shop is centrally located on the pedistrian street in Århus.

In 1987, the Dansk Supermarked Group yet again presented Danish consumers with an entirely new shopping concept. This happened when Bilka opened the first A-Z store on the outskirts of Esbjerg.

A-Z are stores which deal in an extremely large assortment of non-food items. Food is not sold at all in these stores – except that which the customers eat in the stores' bistros. A-Z also rapidly became a success, and today three identical stores have been established in the chain. After Esbjerg, one was opened in Sønderborg and in 1990 the third was opened in Vejle.

The A-Z stores have been successful in these three towns, where the concept has contributed to the fact that the commercial centres have, to an increasing degree, drawn customers from the surrounding areas. Consequently several other towns have shown interest in establishing A-Z stores, and the next one to open in this chain will be in Viborg.

A third everydaygoods chain in the Dansk Supermarked Group cannot celebrate a "round" birthday but, unlike the two previously mentioned, it is becoming well known outside Denmark. Netto is the foodstuffs chain which has expanded the most in the Dansk Supermarked Group in recent years.

The Netto chain was started in 1981 in Copenhagen, where its headquarters and modern, centralised warehouses are situated. From the capital, the chain stores have spread over Zealand, Lolland and Falster, and in 1986 the chain hopped over the Great Belt with the establishment of its first shop in Nyborg. Since then Netto has successfully worked its way into the market west of the Great Belt and, with three shops in Esbjerg, has already reached the west coast of Jutland.

On average, about twenty new shops are opened every year, and it is also Netto which represents the internationalisation which is going on in the Dansk Supermarked Group. A thorough investigation of the market conditions, which mapped out the possibilities for the establishment of Netto shops in Great Britain, has led to the fact that the first shops will be opened there in the Spring of 1991. This Autumn, Netto has opened the first shop in a chain of stores in the Eastern part of Germany.

FLEMMING HONUM, Dansk Supermarked

Bilka in Tilst, Århus.

The Føtex store in Frederiksallé, Århus.

A job for Mærsk Supply Service

Since its formation in 1967, Mærsk Supply Service has carried out many different kinds of jobs including the towing of jackup rigs, semi-submersible rigs, cargo barges and pipe-laying barges.

The latest towing operation was from Sharjah in the United Arab Emirates to Pointe Noire in Congo.

The operation was carried out by the "MAERSK BEATER", which, with its 8400 BHP and 100 tons bollard pull, towed the E.T.P.M. pipelaying barge, the "DLB POLARIS", continuously for over two months from its departure from Sharjah until its safe arrival at Pointe Noire.

Needless to say, a towing operation on this scale demanded a great deal of preparation, and numerous questions had to be answered before the final departure from Sharjah could take place.

Among many other matters, the question of how the bunkering on the way should be organised, as on the route from the Arabian/Persian Gulf to West Africa there are surprisingly few bunker stations. The solution was to install pumps on the "DLB POLARIS" for the transfer of fuel and water to the "MAERSK BEATER" on the open sea.

Furthermore, the "MAERSK BEATER" was loaded with lubricating oil, stores, spare parts and provisions for the voyage which was to last for over two months.

Naturally security is of primary importance, and in this connection not only was a third towing line placed on board the "MAERSK BEATER", but a telex machine connected to a separate radio station was installed to ensure optimal communication between sea and land.

The towing route and alternative routes were drawn up, emergency ports were plotted in and daily weather forecasts were ordered as a part of the normal security procedures.

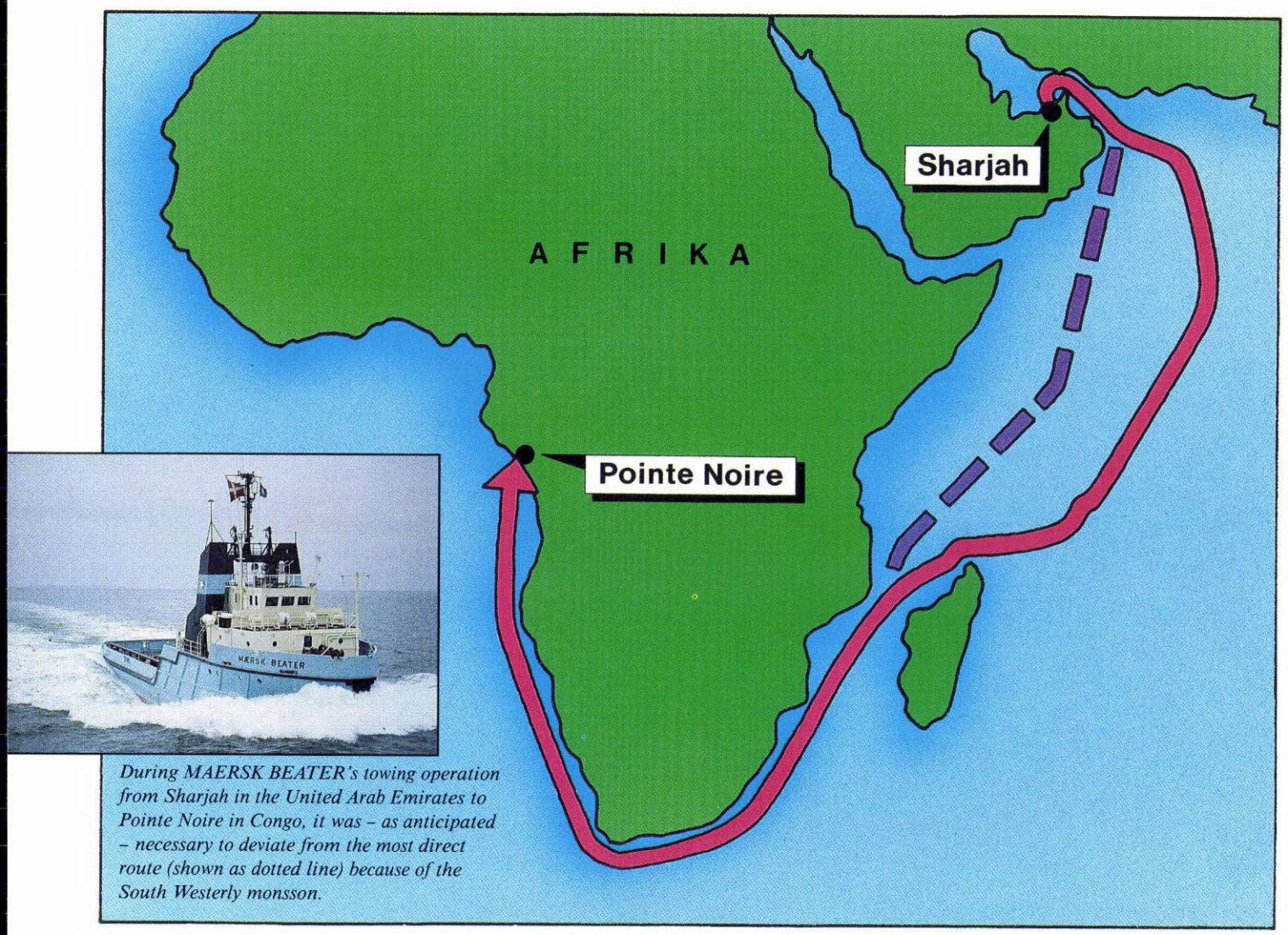
There was also a great deal of activity on the "DLB POLARIS" before departure. As the barge sailed as "dead tow", that is to say unmanned, an emergency anchor with a separate release was rigged to the barge and extra, easily-accessible boarding facilities from the sea, were established.

Finally, all these preparations were submitted to the charterer's insurance company for approval.

On 26th June 1990, the "MAERSK BEATER" began to tow the "DLB POLARIS", and after 64 days at sea, sometimes in rough weather, the tug arrived safely at Pointe Noire on 29th August 1990.

The "MAERSK BEATER" and the barge had by then sailed a distance of 7616 nautical miles.

JESPER MOGENSEN, Mærsk Supply Service



During MAERSK BEATER's towing operation from Sharjah in the United Arab Emirates to Pointe Noire in Congo, it was – as anticipated – necessary to deviate from the most direct route (shown as dotted line) because of the South Westerly monsson.

Gold finds on Funen

A new chapter in Danish naval and trade history is about to be written. This is a chapter in which precious metals, handicrafts and the art of good solid shipbuilding are important ingredients. It is also a chapter in which cinder remains make archeologists more ecstatic than if they were gold or other precious items. This is because finished works in precious metals can have come from a long way away, while the cinder remains can give precise information on the activities which were a part of everyday life on Funen almost 2000 years ago.

The site is Lundeborg between Svendborg and Nyborg, where three archeologists and seven helpers have been working for the last five years on systematic archeological research into the early history of trade with the Roman Empire.

The golden age of the market place started in 200 AD and lasted for 400 years, and its discovery may be the missing piece which proves that the Gudme-Lundeborg area was the economic, political and cultural centre of power at the time until the fall of the Roman Empire, when Lejre took over the role in Denmark.

With the help of a donation from the A.P. Møller and Chastine McKinney Møller's Foundation, it has been possible to work systematically according to a plan which will not be completed for another two years. By that time, the entire 800 metre long market place on the coast north of Lundeborg will have been gone through with a fine tooth comb.

In specially chosen areas, layers and layers of soil of ten centimetre thickness are carefully scraped away, and the soil is taken by hand to a sieve, where the archeologists' helpers wash it down through the mesh so that stones, gold, silver and other metals are left. This is a technique which was developed during the excavation of Sorte Muld on Bornholm, where the usual tool of archeologists – the spoon – failed. The colour of the soil simply made it impossible to find anything at all by the excavation method.

By washing down the soil tons of it can be examined, and every day new finds are brought to light, often at such a rapid tempo that a more detailed examination must wait until the cold season, when excavation stops. The same applies to the dating of many of the finds, including the remains of a fire found in a layer at least a metre below what is thought to have been the water level, in the natural harbour at the outlet of the Tange stream. This natural harbour had been pointed out by experts a long time ago.

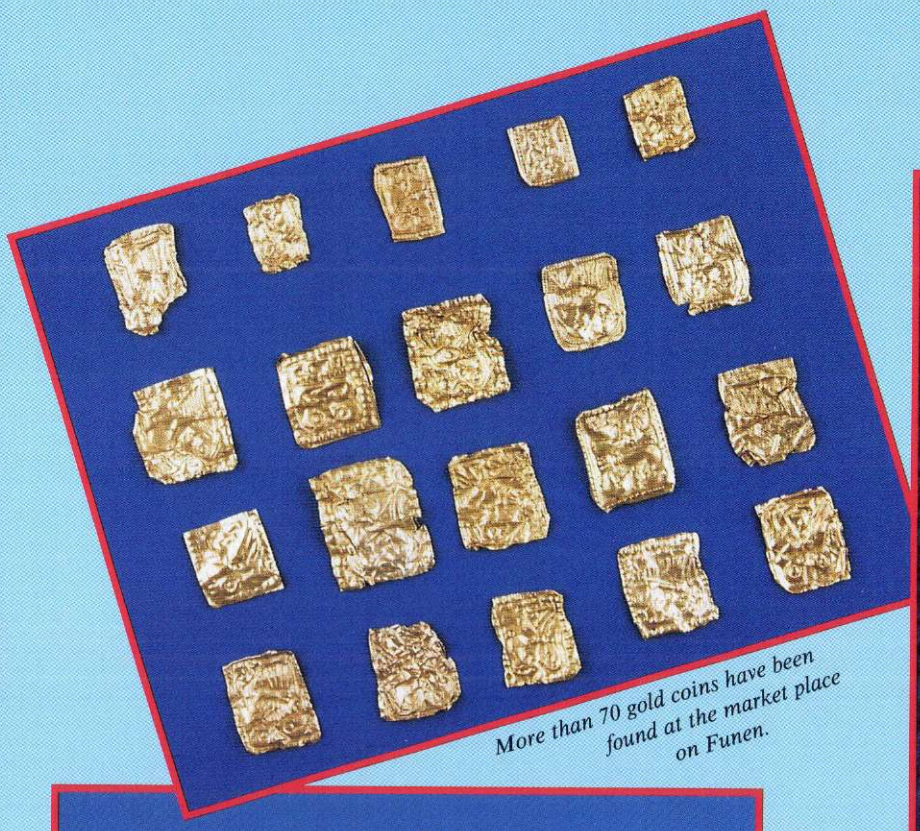
At that time nobody knew anything about the market place, which was discovered by accident in 1986, when archeologists at Svendborg Museum were told that a sewage discharge was going to be laid down through the area.

"As we knew about a Renaissance tileworks on the site, we went out and began to examine the area", says Mr. Per Thomsen, the museum curator from Svendborg who is leading the excavations.

The tileworks was there as they had expected. But after having worked their way through 70 centimetres of tileworks de-

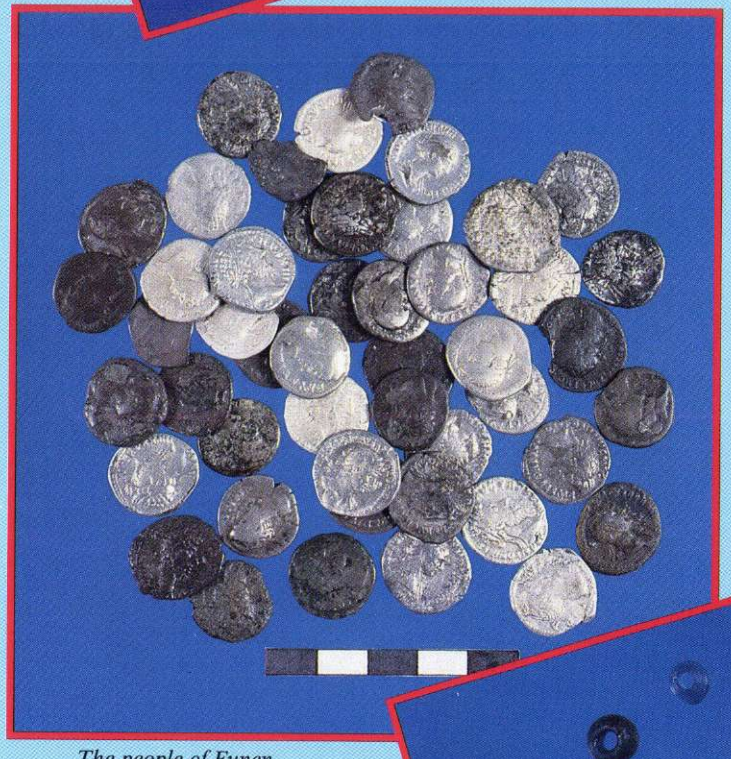
On a stretch of land more than 800 metres long, there was a flourishing market place along the east coast of Funen, north of Lundeborg, during the period from 200 AD to 600 AD.

Tons of earth are washed through a sieve and in that way fragments of gold, silver, glass and iron are brought to light.



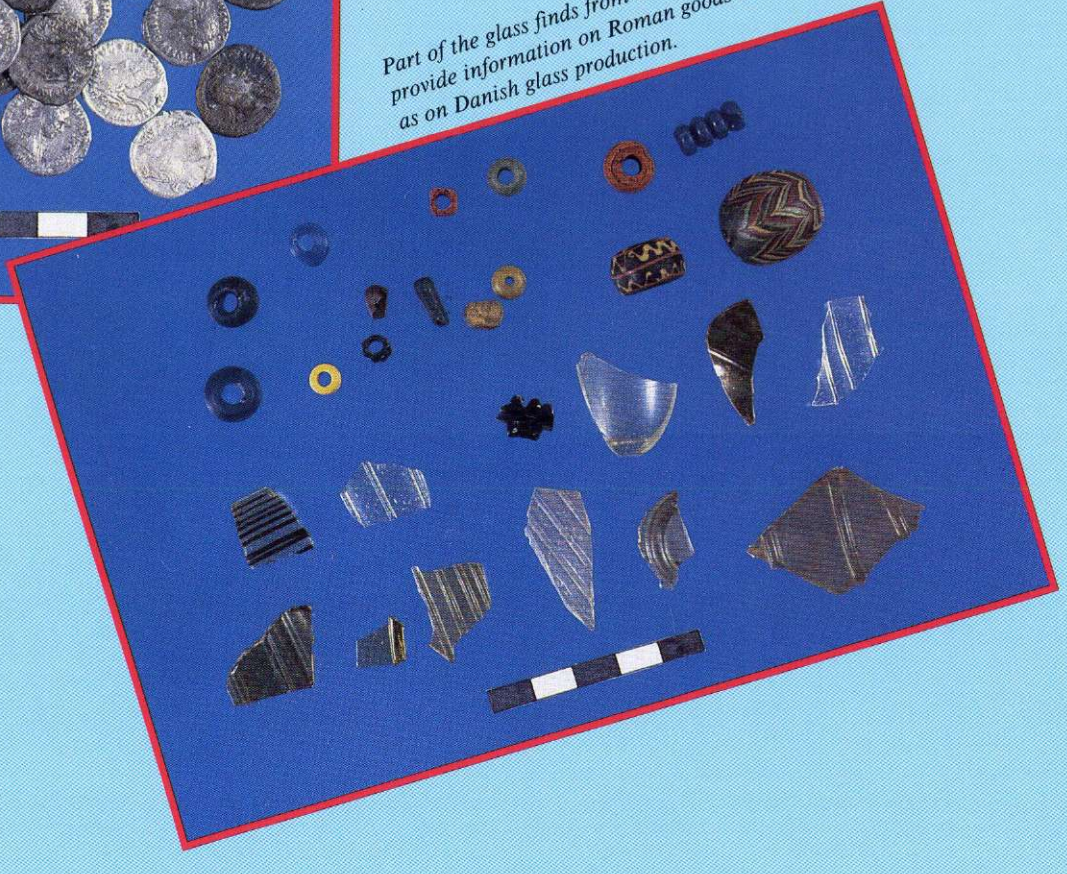
More than 70 gold coins have been found at the market place on Funen.

Unlike previous finds of gold coins, the ones from Funen, with a single exception, all have a double motif and have possibly been love charms.

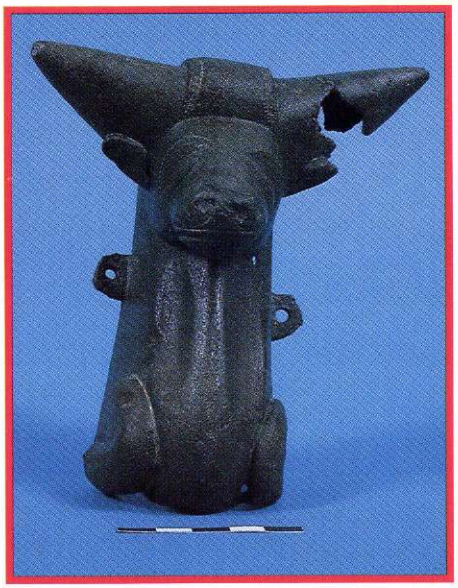


The people of Funen demanded genuine silver dinars as currency, and therefore the Roman coins found at Lundeborg are older than the market place.

Part of the glass finds from Lundeborg, which provide information on Roman goods as well as on Danish glass production.



tritus, the archeologists came across something far more interesting – a culture layer from around the year 200 AD. It lay a metre under the ground, and could have had some connection with the natural harbour which might have been at the outlet of the eam.
The thickness of the layer – 80 cm – was in itself unusual, as were the many casual finds it concealed.
The finding of hundreds of ship rivets and rivet plates established early on the naval connections of the site during a period when our knowledge was more or less limited to the Nydam ship which dates from the end of the year 300 AD.
When the excavations are completed and all the information from them is collated, the finds will be able to tell us more about the naval traditions of the Iron Age.
Other finds – fragments of Roman glass, Roman silver dinars, bronze figures etc – are proof of the fact that tradesmen from the Roman Empire came to Funen to sell their goods and presumably also to buy skins and handicrafts and, not least, to have their vessels repaired.
If the coming winter's Carbon-14 analyses of the remains of the fire show that they date from the time of the market place, it means that the ships did not sail into the harbour but were dragged up onto the beach to be repaired, as there would simply not have been enough water in the "harbour" for the ships' draft.
This may be part of the explanation for the extremely long market place compared with what was usual at the time.
The archeologist Karsten Kjær Michaelsen suggests a reason for the location of the market place.
It must have been incredibly easy to find, whether one sailed from the north or the south. In either case, it would have been necessary to make a turn off the most northerly point of the long island Langeland.
It also seems clear that the place was not permanently inhabited. Per Thomsen bases this observation upon the fact that no post holes have been found, and this could be explained by the fact that tradesmen came to the market place with their goods in a chest or wrapped in a piece of skin.
They probably unpacked their stands every morning – precisely like the street traders of today both at home and abroad. In the evening, they probably packed everything up again and went to the settlement in or around Gudme.
Finds from the area have revealed that the people living here were rich, and Per Thomsen is certain that there must have been a prince or nobleman there, although this is one of the theories which can hardly be scientifically proved.
But he believes that there must always be room for dreaming.
It is facts, however, that are being pursued in the topsoil north of Lundeborg.
The fragments of Roman glass tell us that glass was imported, but an increasing number of cinder finds containing fragments of glass confirms the theory that there was also local glass production several hundreds of years before the Danish production of glass was known. The raw materials were presumably the Roman glass which had been shattered in transportation.
Gold, silver and bronze fragments have also proved that craftsmen produced artifacts at the market place almost 2000 years ago, as did comb makers and perhaps also amber polishers.
Bits of gold were one form of currency, but Roman silver dinars from an earlier date than the market place bear witness to the fact that our ancestors wanted the genuine article, as eventually the Romans mixed so much copper in their dinars that the coins could not be used as raw materials for things like jewellery.
This explains the old Roman coins on Funen – the new ones were not accepted as currency.
On the other hand, it is presumed that the gold coins found at Lundeborg – more than 70 up to now – had been lost there. 30 were found in the same place and presumably had been in a leather purse that had broken
The gold coins are only known in Scandinavia, and their significance has not been fully established, although it is believed that they were a kind of talisman. They measure approximately one centimetre, are paper thin and are stamped with motifs.



As it was hardly likely that there was an antique dealer in the market place at Lundeborg, this Roman bronze bull's head dating from the period BC might either have had some utility value, or was perhaps meant to have been melted down by some jeweller or farrier on Funen.

Previous finds from Bornholm included coins with single motifs, but the coins from Funen are distinguished by the double motifs on 64 of them. There are recurring man-woman motifs, and on most of the coins the man is embracing the woman, who has long straight hair and is dressed in a long robe.
The coins from Lundeborg are from the beginning of the 600s and the double motif and the loving expression on the characters' faces may mean that they have been romantic symbols.
They may also have been used as votive offerings, and as they contain such minute amounts of metal that they do not register on a metal detector, this may explain why coins have not been found in Gudme lake.
According to a legend, the lake was actually a natural shrine a place where sacrifice was made, but a survey of parts of the lake in 1989 – also financed by the A.P. Møller Foundation – only revealed metal of a later date.
But this does not exclude the possiblity that sacrificial gold coins might lie in the mud at the bottom of the lake. If this is the case, they will remain there until our descendants find them -just as in the case of the gold coins in the topsoil at Lundeborg.
"We know that more exist, but those we have found are sufficient for our archeological research so, as it is not what you would call a treasure hunt, we will let the rest of them stay where they are for the researchers of the future. One day they may want to examine our results closely", says Per Thomsen, who is looking forward to writing a history of the area.
The first popular scientific publication is planned to come out in 1991, but it will not contain an estimate of how many people lived off trade and farming in that part of the country all those hundreds of years ago.
Several thousand graves in the area bear witness to the fact that the population density was relatively high, but archeologists will not be able to make a qualified assumption until about a dozen burial places around the rich Gudme lake settlement have been examined.
It will still be left to our imagination to make up fairy tales about the owners of the great number of gold treasures that the soil of Funen has given up at regular intervals, ever since Denmark's second largest hoard of gold jewellery, with a total weight of four kilogrammes, was unearthed in 1833.
That find has only been outshone by the golden horns but, unlike the horns, it is still intact and among the National Museum's greatest treasures.

BIRTHE LAURITSEN
Photo: Svendborg Museum

Pharma-Plast expands in the UK

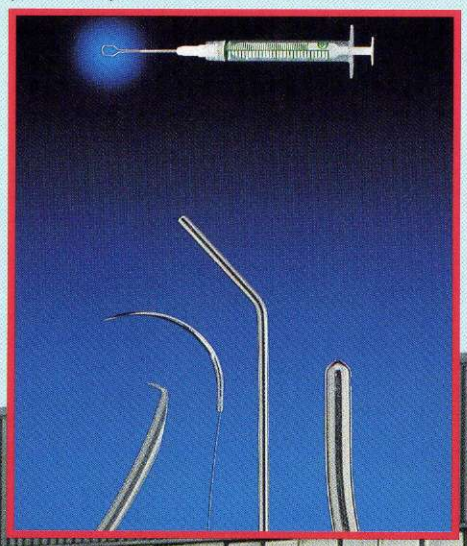
1989 was the year when Pharma-Plast took a major step forward in the UK.
Bradgate-Unitech Ltd. was acquired at the beginning of 1989. The company is situated some 80 miles north of London in the small medieval town of Stamford.
Bradgate-Unitech is engaged in the manufacture of urine drainage bags, and therefore provides a natural extension of existing activities in the two other companies within the Pharma-Plast Group. The acquisition of Bradgate-Unitech has strengthened Pharma-Plast's position, and without any doubt the Pharma-Plast Group is now the world market leader in the urine drainage bag market.
Bradgate-Unitech was established in 1969, and operated first in Leicester before moving to Stamford in 1972. At that time, its principal manufacturing products were PVC operating theatre overshoes and mucus extractors, as well as other plastic medical disposables.
With the advent of cheap overshoes from the Far East, the company decided to move into the manufacture of urine drainage bags in a serious way, having had a few trial production runs in the early 1970s. For the next fourteen years or so, the company successfully helped to develop the closed urine drainage system in the UK, and became the major producer in the market. In 1986, successful launches were made in the European market for standard bags, and sales developed very rapidly.
After a period of reinvestment in Stamford, the company is poised to capture a significant share of the UK healthcare market in drainage bags.

At steriseal, hygiene has top priority throughout the entire production process.

The next step
By the end of 1989, the medical division of a large British textile company had been acquired. The division consists of three separate business units: Steriseal, Nomeq and Rotax now registered under the name of Pharma-Plast Ltd.
In 1959, the Needle Industries Group formed a new company called Steriseal, which was set up to produce the UK's first disposable syringe and needle. Steriseal and its predecessors, based in Redditch, approximately 30 kilometres south of Birmingham, which is the home of the English needle-making industry, have led the way in fine needle production for over 250 years. The skills developed over the last twenty years have been employed to meet the demands of the modern ophthalmic surgeon.
In the 1970s, Steriseal was approached to design a range of disposable/special needles and cannulae for extra capsular cataract extraction. This procedure means to remove the diseased natural lens from the capsule in the eye, and replace it with an artificial substitute. Now in the 1990s, Steriseal produces a range of cannulae and needles for every step of

These needles used for anaesthetic are from Steriseal.

The Steriseal equipment is used when a diseased natural lens has to be removed from the eye.



each ECCE process, from anaesthesia through to capsulotomy.

The tradition of excellent craftsmanship, combined with close collaboration with eminent, world-famous surgeons, still continues at Steriseal, and this progressive policy which has been adopted by both management and employees, culminated in 1987 with Steriseal achieving the British Design Award for Excellence.

Steriseal is not a one-product company, however. A major part of its business is in the field of special wound care management. It has been one of the pioneers in the use of calcium alginate as a medium for creating an environment for more rapid healing and greater pain relief. Its product, Sorbsan, is derived from seaweed, and has been developed into a highly comfortable dressing, which looks and handles like traditional dressings. Sorbsan, when in contact with wound exudate, turns into a soft protective gel, thus creating the optimum environment for the healing of wounds. This approach to wound management was so revolutionary that, in 1989, it earned Steriseal the Queen's Award for Technological Achievement. Such an honour brings with it an invitation to Buckingham Palace, and recently Managing Director Malcolm Manning and two members of Steriseal's staff attended a formal reception to meet the Queen and the Duke of Edinburgh.

Steriseal has recently marketed a new micro needle suture, which is manufactured at its plant in Mid-Wales. This product has been initially aimed at the US market, and it has great potential future growth. All concerned with the venture are looking forward with great optimism to the success of this new product range.

Another separate unit in the UK operation is Nomeq, which is Britain's leading manufacturer/supplier of Physiotherapy Equipment and Healthcare Products. The company sells its products directly to hospitals, sports/leisure centres and educational outlets both throughout the UK and abroad.

Pharma-Plast Ltd. has a further interest in the healthcare market through its scalpel manufacturing unit. The Rotax company is better known for its brand names, Paragon, Lance and Axicut. This company is situated in Sheffield, the home of stainless steel and a city synonymous with the highest quality products incorporating cutting edges, and has been producing cutting implements for over three hundred years. Over 90% of its production is exported to medical, veterinary and chiropody markets throughout the world, with Europe and the US as its major markets.

The company produces 19 patterns of surgical blades, both in stainless and carbon steel, and these are totally interchangeable with the majority of the world's major blade manufacturers.

Like its sister company in Redditch, in 1984 Rotax achieved the great honour of the Queen's Award to Industry, this time for Export, and we at Pharma-Plast Ltd. find ourselves in the enviable position of having two UK subsidiary companies, both of which have received this royal accolade. Naturally, both management and staff are extremely proud of the fact that Pharma-Plast is one of the very few groups in the UK which has received the Queen's Award to Industry on more than one occasion.

Less than two years have passed since Pharma-Plast made its first investment in the UK. It has been an extremely interesting and positive experience to integrate these new activities and to welcome 350 motivated and highly competent new members of the Pharma-Plast Group.

BJØRN RAGLE, Pharma-Plast

Different types of scalpel from Rotax.

A star for Dagmar

During the late summer months (August/ September) Dansk Undergrunds Consortium (DUC) installed the first STAR platform on the Dagmar Field in the North Sea. The platform concept is unique because it is an unmanned lightweight wellhead platform, which can accommodate a relatively large number of conductors, in this case 6 wells, and is designed in such a way that it can be installed entirely by means of a conventional drilling rig. For the installation of the first STAR platform, the drilling rig MÆRSK ENDEAVOUR was used.

The General Engineering Department in Mærsk Olie og Gas started planning the installation in Spring 1989. For the first time the detailed planning and the entire installation were carried out by Mærsk Olie og Gas, which was consequently responsible for producing all the installation instructions and for providing all the nescessary equipment, such as special wire slings, heavy sheave blocks, hydraulic hammers and a transportation barge, as well as tugs. In addition to this, Mærsk Olie og Gas, in close cooperation with Maersk Drilling, prepared specifications for all the modifications to the drilling rig which were nescessary for the installation of the platform.

A separate part of the preparations for the installation was the investigation of how to manoeuvre the 12,000 ton barge, loaded with the platform components, under the drilling rig, and moor it to the legs of the rig. Moreover, the matter of what weather criteria would cause any of the installation activities to be suspended, also had to be investigated.

To clearify this model of the transportation barge was built by the Danish Maritime Institute and special Planar Motion steering tests were carried out with the model in order to determine its manoeuvring characteristics.

These parameters, together with data from the tugs, the drilling rig and the impact from wind and waves, were inserted into a newly developed three dimensional computer programme. It was then possible to simulate, on video screens, the manoeuvring and positioning of the barge in between the rig legs under variable weather conditions.

In the simulation laboratory at the Institut manoeuvring controls were established for each of the three tugs, and connected to the computer. By means of this system, the barge towmaster and the tug captains were trained in manoeuvring and positioning the barge under variable weather conditions with wind and waves coming from different directions.

To evaluate the lift of the 500 ton substructure, Shell, in cooperation with the Marin Institute in Wageninen, Holland, carried out a series of computer simulations of how the top of the jacket 54 metres above sea-level would swing during the lift-off, depending on wind and waves, and the extent of the heavy impacts tranferred the drilling rig.

Based upon the model tests, manoeuvring simulations and calculations of the dynamic forces, the installation instructions

The most critical part of the operation has been completed – the platform is now standing on the sea bed, and the next phase of the installation can soon begin.

After sailing 230 kilometres, the barge with the Star platform has arrived at the rig, MÆRSK ENDEAVOUR.

were finalised and the weather criteria defined.
In Esbjerg harbour everything was ready for departure and, as soon as the weather was acceptable, the transportation barge, loaded with the platform components, left for the Dagmar Field where MÆRSK ENDEAVOUR was positioned ready for the installation.
The barge with the 51 metres high jacket was carefully towed under the drilling rig and positioned exactly under the 13 ton sheave block, which was installed under the drillfloor. From here two men were lowered down on top of the jacket, where they arranged the hoisting of the heavy lifting grommets up to the hooks on the sheave block, while the top was swinging heavily from side to side.
When everything was ready, in a few seconds the 500 ton heavy jacket was, lifted 2-3 metres free of the barge. It then only remained to release the moorings on the barge and tow it away, after which MÆRSK ENDEAVOUR could be jacked down and the jacket positioned exactly on the sea bed. Hereby the first and most critical part of the installation was complete.
The next activity was the installation of the three 73 metres long steel piles, which had to be inserted precisely in the pile sleeves forming the three legs on the platform's substructure. Prior to sail-out, a watertight plug had been inserted in each end of the piles in order to make them buoyant. One by one the piles were launched from the barge and towed under the drilling rig, which in the meantime had been jacked up to 72 metres above sea level. Each pile was then hoisted up under the drillfloor and, by skidding the cantilever, the pile was positioned exactly above the pile guide and lowered into the pile sleeve.
When all three piles were stabbed, the driving of each pile could start by means of the 13 metres long and 80 ton heavy hydraulic hammer, which had been brought on board the drilling rig. The hammer was hooked up, lowered down through the drillfloor, and slid on top of the pile. Each pile was then driven 50 metres down into the sea bed by the hammer, which was remote controlled from the deck of the rig. After the pile driving was completed, the hammer was retrieved and the jacket was now securely positioned on the sea bed. After the top of the jacket had been cleared, everything was then ready for the installation of the 240 ton topside module. To be able to lift this, the barge was again carefully positioned under the cantilever, exactly under the centre of the drillfloor. By means of a specially modified drill string, the topside module was lifted free of the barge. Hanging under the drillfloor, the topside was skidded in above the jacket and was lowered down to its final position on top of the jacket. The intersection between the two main components of the platform was now wrapped with electric heatblankets, and when the temperature had reached 75° C, four welders could start on the 48 hours job of welding.
Fourteen days after the jacket had been placed on the sea bed, the installation of the first STAR platform was completed and for the first time a North Sea platform had been installed entirely by means of a conventional drilling rig.

The installation has been succesfully completed and the last stage of the operation is to lift the top module into place.

PREBEN SØGAARD, Mærsk Olie og Gas

The Maersk Air Butterflies

The mock-up aircraft is in one of the Maersk Air hangars, and it's full speed ahead when the emergency exits are tested.

"It is a stimulating world to be in, the atmosphere is good at Maersk Air, and you can be sure that no butterflies are let loose after they have been trained" says Jørgen Jørgensen, who is a prospective steward at Maersk Air.

The road to getting a chance to show what one can do at Maersk Air as an air hostess/steward can be long and hard, but that does not seem to frighten the young people off. A job in the air is still attractive to young persons of both sexes, and the many applications sent in to Maersk Air every year are not just from Denmark. Youngsters from Norway, Sweden and Finland also try their luck.

Night school courses

Maersk Air is personally responsible for the training of its cabin crew, and the courses normally take place twice a year. The training course lasts six-eight weeks, at the end of which there is a test under the supervision of the Aviation Authorities. The course takes the form of night school course from 6 pm to 10 pm on weekdays, and on Saturdays from 9 am to 5 pm. It is only an offer from Maersk Air's side – none of the participants has at that point been taken on, or gets any payment from Maersk Air.

The minimum qualification for acceptance for the course is 2-3 years experience in a service industry, and it is generally young people from the hotel and restaurant business, the hospital service or the travel industry who are recruited. A further demand from Maersk Air is that the Scandinavian languages can be be easily understood, and the applicants must be able to prove that they can speak English and German. If they have know-

ledge of any other languages it is an advantage, but this is not an outright demand.
The courses are given by Maersk Air's own staff of teachers and high ranking members of the cabin crew who have extensive flying time behind them.
As part of the subject "Emergency", the permanent training staff teach the participants emergency help, and in this subject a mock-up of an aircraft – that is to say a dummy aircraft – is used.
Every possible situation that could occur in the air is practised, such as fire on board or engine failure, which includes demonstrating how the crew can get the passengers safely out of the aircraft.
The subject "Medical" is also a set subject on the curriculum. "Medical" is one of the levels of the Danish Red Cross' first aid course with training in resuscitation and treatment for shock.
The above two subjects are obligatory according to the demands of the Board of Civil Aviation, but the third subject taught is a Maersk Air speciality.
"Maersk Air Special Training" is a service-related subject which is taught by members of the cabin crew. They have many years' experience of flying and a great deal of knowledge on how passengers can be served as efficiently as possible, as well as personal experience of the Maersk Air level of service.
Altogether, the aim of the practical training is to supplement the individual participant's own personal qualities, which should include individuality, a sense of responsibility and the ability to keep calm in any critical situation which may occur in the rather special working environment of an aircraft cabin.

The Butterfly Contract

When they have successfully passed the examination, the young people are offered a "butterfly contract". Now comes the point in the training when the butterflies "take to the air". The first three trips – for example, a domestic flight, a flight to the Faroe Islands and a flight to London – are purely trial trips, and the butterflies have no fixed job on board, as they are not yet part of the aircraft's fixed work team.
After a 3-month working schedule in the air, in which the butterflies have had a fixed place in the work team, Maersk Air conducts a half-way assessment of the butterflies and guidelines for the next three months are set.
At the end of the mutual 6-month probationary period, the butterflies are taken on on a permanent basis as air hostesses/stewards with Maersk Air.
The working day always starts an hour before the aircraft's estimated time of departure, the first 10 minutes being spent on the "before flight briefing" and the remaining 50 minutes in the aircraft itself making sure that everything is ready before the passengers come on board.
"The hour spent together before departure means that we don't feel unsure of ourselves when we are up in the air", says Jørgen Jørgensen.
When the flight is over, the crew takes part in a check-out, or in the language of aviation, a "debriefing", which lasts half an hour. The flight is discussed, including the good points and if any misunderstandings occured, how these can be corrected and avoided next time.
The duty period lasts for 14 days, which can be arranged, for instance, as a week on domestic routes and a week's "sling", which means a period of over 5 consecutive working days. During a sling period on duty, the entire crew of an aircraft stays at hotels near the aircraft's destination. After 14 days on duty, the crew gets a week off.

Qualified staff

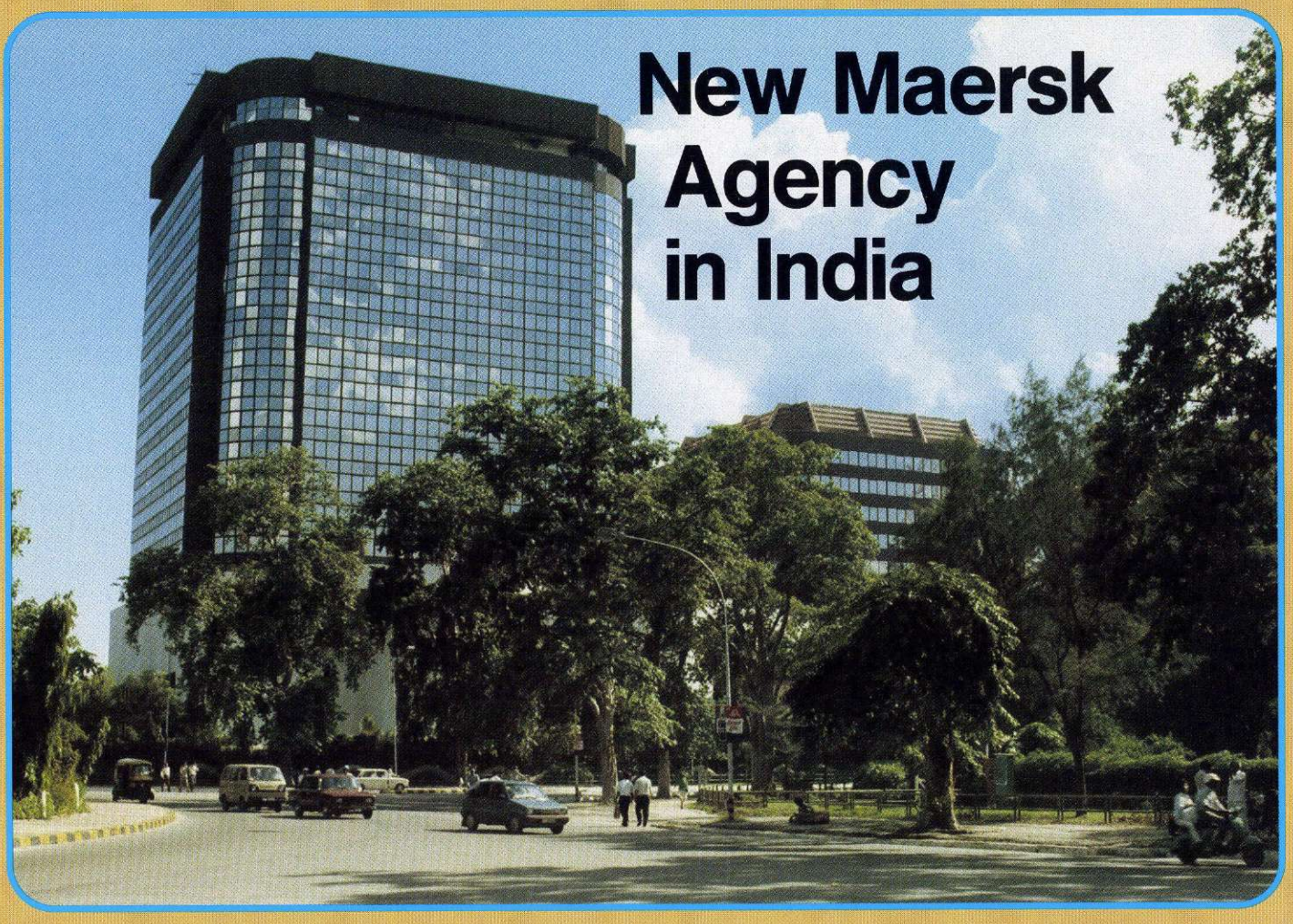
Jørgen Jørgensen is 26 years old, has passed the equivalent of an A-level examination, has attended EDP school and while he was studying he had a job at another A.P.Møller company – Dansk Supermarked in Århus.
The positive things he heard about the good working environment and being part of an exciting and stimulating world made him apply to Maersk Air.
Previously, the tendency was that young girls applied to be taken on for a period of 2-3 years, whereas today it is much more usual for young people of either sex to apply for permanent positions. The young persons concerned are interested in an exciting job, but at the same time they want to have time to develop their personal qualities. Many of them study languages, one is studying law etc, but they usually stay in their jobs despite being over qualified and having advanced examinations to their credit.
"Passengers nowadays are used to travelling, and it is important for both them and for ourselves, that we are able to do more than just serve tea and coffee", says cabin instructor Anne Marie Waldeskog Nielsen.

A cock-and-bull story

The old pattern of sex roles is collapsing. It is no longer just the men who do the flying and the women who do the serving, and today, for example, – one female pilot and two female co-pilots have been taken on at Maersk Air. So it can easily happen that the pilot and co-pilot are women and the air hostess is a man.
"The fact that there are both men and women in a service job gives a much higher degree of collaboration, and because of this we can give better service to our customers" believes Anne Marie Waldeskog Nielsen.
She has been flying with Maersk Air for 17 years and has taught the prospective air hostesses/stewards for the last 10 years.
"It's just an old saying that we are just flying waitresses, and that we should preferably look like photographic models. What we are meant to do is give good, personal service, and that's what we do – every time.

It is not only the butterflies at Maersk Air who are trained in First Aid. Twice a year the permanent cabin staff take part in a 2-day brush-up course, and the dummy is a useful piece of equipment when heart massage is practised.

New Maersk Agency in India



The permanent North India Regional Office at New Delhi

India is the seventh largest country in the world, with a total population in the region of 800,000,000.

While the country consists of four well-defined geographical regions, i.e. North, South, East and West, it is also divided into 24 different States and eight centrally-administered Union territories. There are 16 different languages in use, e.g. Sanskrit, Urdu, Punjabi, English and Malyalem, to name just a few, and in addition there are 1,652 different spoken dialects.

The vastness of India is also reflected in the wide range of climatic conditions within the country.

On August 6th 1990, MAERSK AGENCY INDIA PRIVATE LIMITED took over as agents for MAERSK LINE in India. The new company is a collaboration between the A.P. Møller Group and Ballarpur Industries Limited, the flagship company of the Thapar Group in India, which currently ranks fifth on the Indian corporate ladder.

The Head Office is located in Bombay, with regional offices in New Delhi, Madras and Calcutta. The agency currently employs a total of 93 members of staff, and the Managing Director is Mr. Tom Sørensen. The Agency will handle all MAERSK LINE Services in India, and is fully committed to contributing to the development of Multimodal Transport Systems in India.

The Government of India has categorised Exports as a priority industry and accordingly has, set up the Container Corporation of India Limited (CONCOR) in 1988 under the Ministry of Railways, facilitate Indian exports. 71 Container Freight Stations (CFS) and 23 Inland Container Depots (ICD) have been set up in such places as New Delhi, Ludhiana,

Office interior, with the staff celebrating Inauguration Day.

Guwahati, Bangelore and Pune, to name but a few.

Liner business in India is changing rapidly, and shippers these days are far more knowledgeable about shipping services.

As opposed to previous practice, when shippers relied almost exclusively on freight bookers or custom house agents to control cargo direction, shippers today are slowly but surely increasing their control.

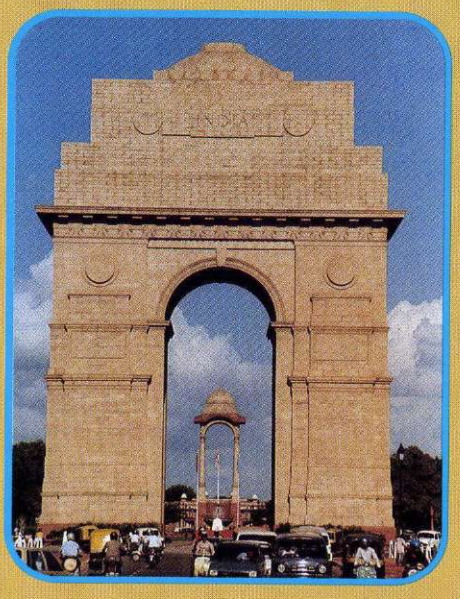
Consequently, shippers now insist on increased contact with the line representatives.

MAERSK AGENZY INDIA is the first to have a Liaison Office for the A.P. Møller Tramping operation in India. The representative of the Company is currently at the New Delhi Agency office, and soon after this desk was established, it was instrumental in coordinating MAERSK TUKANG's maiden voyage with 59,000 tons of bulk coal from Australia to India.

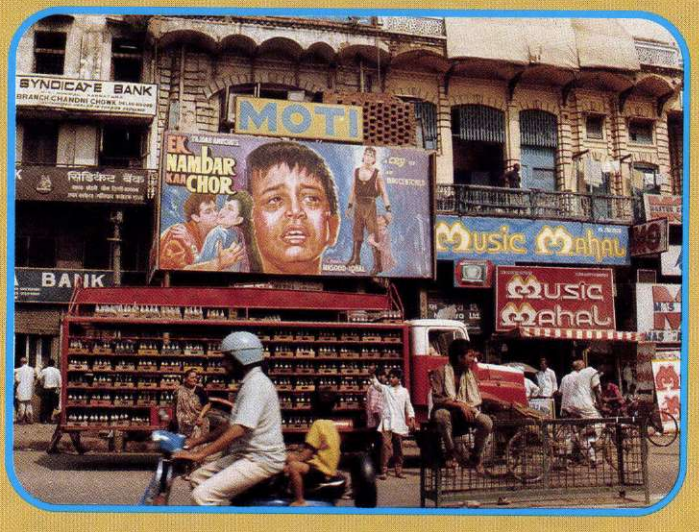
Another first, which occurred at the end of October 1990, was for a Panmax size vessel to be taken to the port of Haldia on the east coast of India. The MAERSK TUKANG was the first vessel of her size to discharge at Haldia after unloading part of its cargo at Paradip. In future, this will offer the Steel Authority of India substantially increased cost effectiveness, by taking advantage of the large scale economies made possible by this type of vessel.

The Thapar Group, which has extensive interests in the paper, electronics and engineering products industries, is now forging ahead with several new projects. The expansion of existing paper mills, a bottling plant, food-processing, and the export of shoes are just a few of the many new ventures underway.

RAVI CHOPRA, India



INDIA GATE – New Delhi. The monument completed in 1931, was built as a memorial to the 70,000 Indian soldiers killed in World War I. It also houses the Eternal Flame, a gesture in memory of the Indian soldiers, who were killed in the war with Pakistan in 1971.



CHANDNI CHOWK – the hub of old Delhi with its narrow lanes and alleys, is another world with its traditional and skilled craftmanship in silver and gold, ivory and silk, and heavy Oriental perfumes.

Amoco - Yizheng – and Maersk

Amoco Chemical, Chicago, marked their one millionth ton cargo transported by Maersk Line to Yiezheng Joint Corporation, China.

On Sunday 12th August, a 20-man delegation from Amoco headed by Mr. R.M. Morrow, Chairman of the Board, Mr. R.D. Cadieux, President of Amoco Chemicals Co. and Mr. Kevin P. Lynch, President of Amoco Far East, arrived with their wives in Nanjing. Accompanying them was a Maersk delegation consisting of Mr. and Mrs. H.H. Zeuthen, Managing Director of Maersk Hong Kong Ltd. accompanied by his deputy Mr. Paul Lo, Mr. Danny Ho, PRC Operation Manager and Mr. Pollex Chan, Manager of the Maersk Nanjing Representative Office. The delegations were received at Nanjing Airport by Mr. Ren Chuanjun, President of Yizheng Joint Corporation of Chemicalfibre Industry, and his wife. After having passed Maersk Line's huge billboard at the entrance to

The permanent Maersk Line billboard in Nanjing. Even the policeman who put up the traffic sign showed good transportation sense.

the airport, they headed for Jinling Hotel in time for a sumptuous opening Chinese banquet hosted by Mr. and Mrs. Ren for the three parties involved, Yizheng, Amoco and Maersk. On Monday morning the guests proceeded by boat on the Yangtze River to Yizheng where in the open air (and 39°C) Mr. Morrow and Mr. Ren witnessed the safe delivery from Maersk of the "Golden Bag" containing ton No. 1,000,000. Another splendid Chinese lunch banquet followed, with many speeches of congratulation.

Afterwards, the party proceeded to the Yizheng factory and witnessed the discharge of the "Golden Bag" into the production mix, from where, just a few hours later, it would appear in the form of polyester fibre. The party then proceeded to visit the town of Yizheng itself – an impressive, modern society of 18,000 inhabitants consisting of housing, leisure time facilities, schools and a sports centre built around the factory. This must surely be one of the most advanced facilities of its kind in China and all the visitors were extremely impressed. The day ended like the day before with another splendid Chinese dinner, again hosted by Mr. and Mrs. Ren and with the Vice Minister of Textiles and the Vice Governor of Jiangsu Province as guests of honour and some 250 other guests.

Thus in less than a day and half, three major meals consisting of some 45 delicious courses were enjoyed by visitors and hosts alike.

Mr. Ren Chuanjun and Mr. R.M. Morrow inspect the "Golden Bag" just discharged from the special Maersk container.

Both in formal and informal speeches, Amoco and Yizheng expressed their satisfaction with Maersk's considerable logistical success in organizing punctual and safe transportation of all their cargoes. The second million tons should be moved within the next four years.

Mr. Zeuthen in his "a-million-congratulations-on-a-million-tons" speech, conveyed sincere wishes from Mr. Mærsk Mc-Kinney Møller and expressed Maersk Line's appreciation of being an integral part of the joint cooper ation between Amoco and Yizheng. "The successful completion of the 1,000,000 ton delivery is solely due to the flawless cooperation between all three parties; Maersk has benefited from Yizheng's and Amoco's high standards and has hopefully supplied valuable support through its own expertise. We look forward to carrying ton No. 2,000,000," said Mr. Zeuthen, handing Mr. Morrow and Mr. Ren each a commemorative silver plate and a Chinese calligraphy.

The eventful days culminated in the presentation of a ministerial licence for a new joint venture, Yizheng Amoco Fabrics Company Limited, which, in a few years, will supply polypropylene fabrics to South East Asia. Maersk hopes to be a party to this as well.

Mr. Ren and Mr. Morrow, displaying Maersk's commemorative gifts, flanked from left by Mr. P. Lo, Mr. P. J. Early, President of Amoco Production Co., Houston, Mr. R. D. Cadieux, President of Amoco Chemical Company and Mr. Zeuthen.

Rounding up...

"REGINA MÆRSK" in oils

The "REGINA MÆRSK" has been immortalized in a painting.
The 46" by 68" painting, in oil on linen, has been to the state of New Mexico and is on its way to shows in Berlin, Moscow and finally New York City.
The artist, Ms. Jan Lassetter, has been trained on three continents, and has exhibited her work in public and private collections throughout the U.S. and West Germany. She has discovered the joy of painting industrial scenes, especially harbour life, because she finds beauty in the contrast of hard metal and wood against the more fluid qualities of water and sky.
Ms. Lassetter chose to paint a Maersk vessel because she was impressed by the lovely blue colour, emphasized by the different coloured containers. She preferred to paint at a certain time of the day, when the sun's rays hit the ship and the water in a special way. She spent time collaborating with Maersk San Fransisco in order to choose an appropriate vessel and to establish when the vessels would be in Oakland. Then she had to obtain permission from the local army corps to enter their property, which is directly under the Oakland/San Fransisco Bay Bridge, and provided a good view of the vessel.
The photograph shows the result.

JENNIFER CARO, San Fransisco

The frigate Jylland

At the beginning of 1989, the A.P. Møller and Chastine Mc-Kinney Møller Foundation undertook to pay for the restoration of the frigate Jylland, which is in dry dock at Ebeltoft. The task of bringing the 130-year old wooden vessel back to its former splendour is the responsibility of the Odense Steel Shipyard/Lindø, which has promised that the job will be completed by 1st April 1994.
During a recent tour of the vessel for the benefit of the frigate's patron, H.R.H. Prince Henrik, and the Chairman of the Foundation, Mr. Mærsk Mc-Kinney Møller, the Director of the Foundation, Mr. Jørgen Petersen (left) demonstrated how far the work had progressed in the course of the last 18 months. Farthest to the right is the Master Carpenter, Mr. Peter Hansen of the Odense Steel Shipyard.

Maersk Portugal Lda.

For many years, D.A. Knudsen & Co. Ltd. has represented the Shipping Company's interest in Portugal.
On 2nd October 1990, Maersk Line opened its own office in Portugal.
The MAERSK PORTUGAL Lda. office is located in Lisboa, and the agency is an independent limited company.
Bent Andersen has been appointed manager of the office.

Rounding up...

A solid relationship

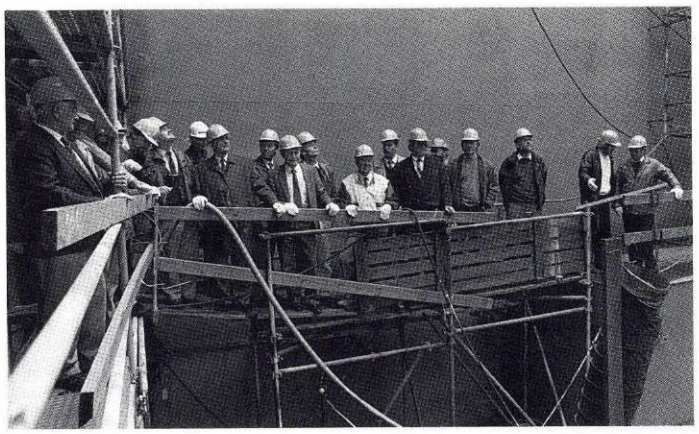
On 20th September at the port of Taichung, on the mid-west coast of Taiwan, the 5,000,000th ton of coal supplied to Maersk by the Pen Coal Corporation was discharged ex m.s. MAERSK SEBAROK.
The relationship between Maersk and Pen Coal dates back to as early as March 1985, when the first shipment was fixed through an intermediary of Maersk Taiwan Limited. It goes without saying that port offices, crew members as well as all colleagues concerned have contributed their part to the efforts made to strengthen such a solid relationship.
Commemorating this milestone in the business, a celebration party was held at the Yuen Shan Club of Taipei on the evening of September 21st 1990. The photo shows Mr. Derek R. Gibson, Managing Director of Maersk Taiwan Ltd. S.A., Mr. Stanley Pen, Chief Executive of Pen Coal Taipei and Mr. N. Strand Nielsen, Vice President of the Bulk & Special Vessels Department of A.P. Møller hand in hand.

ALFRED HURD, Taipei

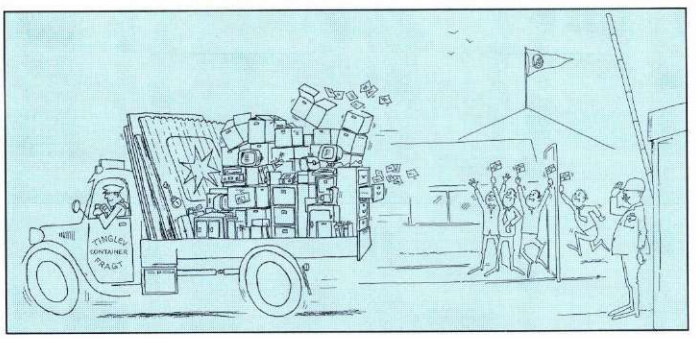
A distinguished exhibition at Esplanaden

The bust of A.P. Møller by Knud Nellemose in the reception area at Esplanaden is there to greet us at least twice a day, and this Autumn we all had the chance to become better acquainted with more of the artist's work.
On 10th September, the A.P. Møller Art Society welcomed us to the opening of an exhibition of Knud Nellemose's works, which was held in the Shipping Company's canteen as the first exhibition of the 1990/91 season.
Knud Nellemose is considered to be the the leading Danish contemporary sculptor, with a professional career spanning more than half a century.
He made his debut as a sculptor in 1928 at the Artists' Autumn Exhibition. This exhibition marked the start of a career in which busts, as well as athletics, have figured as continuous themes.
The 82 year old artist has been awarded several medals, has exhibited extensively at home and abroad, and has made busts of several of the most prominent personalities in Denmark. Knud Nellemose produced the bust of A.P. Møller in 1967.
The picture shows the artist in conversation with Mr. Ulrik Brandt and Mr. John Guldbrandsen, who are both members of the board of the Art Society.
The members of the Art Society are employees of the A.P. Møller Shipping Company and Mærsk Olie and Gas, Copenhagen, and to date there are 600 members.

Tinglev visits Lindø



The town council, the technical services department and the industrial council from Tinglev, where A.P. Møller's container factory is under construction, visited Lindø on 26th September.
After being welcomed in the lecture theatre, the 37 guests headed by the Mayor, Mr. Thorkild Dahl Nielsen and the Town Clerk, Mr. Morten Knudsen, were shown around the production area.
The round tour ended with a visit on board Lindø 128, where the guests from Tinglev were given the opportunity of seeing one of the container vessel's huge holds. Everybody was extremely enthusiastic about having the chance to look around a modern shipyard.
Mærsk Container Industri's administration building was put into service on 15th October, and the actual production of containers is expected to start up in the beginning of the new year.
One of the amusing gifts presented to the Container Factory at its Housewarming was this little drawing sent by colleagues at the Odense Steel Shipyard. They called it "The first Container Cargo".



Pensioners get together again

Once again, the A.P. Møller Shipping Company invited retired members of staff to its annual reunions.

The arrangements were held at three separate central locations in Denmark: on 8th September at Mærskgården on Tåsinge, on 22nd September at Dansk Supermarked in Århus and on 12th October at Esplanaden.

The pensioners heard the latest news from the Shipping Company and the various departments from Oscar Rosendahl Vice President, of the Staff Department, and Bent E. Hansen, Executive Vice President and Jørgen Haagen Frederiksen, General Manager, of the Technical Organisation.

The Technical Manager of the Odense Steel Shipyard A/S, Preben Nielsen, gave an account of Lindø's progress from its start in 1917 up to its present day position as a major, go-ahead workplace.

Managing Director Mikael Olufsen made a presentation of Rosti A/S, and everyone was extremely impressed by the vast range of useful, everyday products manufactured by the company.

This year, 250 former employees with their husbands/wives took part in the arrangements.

At all three locations dinner was served, and there was plenty of lively conversation among the pensioners, who in most cases only meet their former colleagues this one time during the year.

Many happy memories were revided – the picture at one of the talks in the Projection Theatre at Esplanaden.

A new working environment in Hong Kong

The changing of the seasons from Summer to Autumn has brought with it a new look for the Maersk Hong Kong office. Through the joint efforts of our designer and the Administration Department, the reorganisation and redecoration of the office have finally been completed.

This event was marked in true Chinese style by a religious ceremony. The picture shows the Taoist priest during the ceremony.

With this blessing, Maersk Hong Kong is now well settled into its new working environment. On the second picture the interior of the Documentation Department is shown, where Hong Kong clients can wait in comfort while their documents are being processed.

BELINA CHICK, Hong Kong

25 years of plastic flowerpots

1st October 1990 marked the 25th anniversary of the start of production of plastic flowerpots at OS PLASTIC A/S. The company began modestly in Birkerød, later occupying rented premises in Vassingerød, and by 1975 it was able to buy its own premises at Bygmarken 25 in Farum.

Since then the premises have been extended several times, and finally – in 1988 – a large warehouse and an administration building were added.

Today OS PLASTIC A/S is an efficient and up-to-date firm with its own subsidiaries, OS PLASTIC (UK) Ltd. and OS PLASTIC Inc.

It also exports extensively to about 30 countries all over the world.

The majority of the staff at OS PLASTIC A/S have been part of the team for most of the time the company has existed, and today form a sound basis for OS PLASTIC A/S. In this its anniversary year, the firm is fully equipped to meet the many challenges of the present day.

OS PLASTIC is a subsidiary of Rosti A/S.

MARIANNE MALTOW, Rosti

Personalia

ESPLANADEN


1


2


3


4


5

25 Years Anniversary

1. Kirsten Bardrum
   1 March
2. Heinz Lundberg
   1 March

Retiring

3. Chonny Nielsen
   1 February
4. H.E. Claussen
   1 March
5. Stig Barchager
   1 March

THE FLEET


1


2


3

4


5


6


7

25 Years Anniversary

1. Chief Engineer Hans Jørn Hansen
   1 January
2. Captain Niels Dahl Pind
   22 January
3. Captain Aage Slifsgaard
   29 January
4. Radio Officer Jørgen Berg
   7 February
5. 1st Officer
   Mikkel Peter Mathias Kerlok
   14 February

Retiring

6. Chief Engineer Kurt Jacobsen
   15 October 1990
7. Chief Steward Steingrim Vid Stein
   31 January

THE YARD


1


2


3


4


5


6


7


8


9


10

25 Years Anniversary

1. Jørgen Christensen
   11 January
2. Frank Holst Olesen
   25 January
3. Heinz Reiner Georg Gillmeister
   1 February
4. Ole Toft Pedersen
   1 February
5. Lillian Larsen
   15 February
6. Mogens Houmøller
   1 March
7. Ove Preben Petersen
   1 March
8. Karl Sølvbjerg Jørgensen
   8 March

Retiring

9. Jørgen Petersen
   31 January
10. Hugo L. Voss
    31 January

MAERSK DRILLING

1

Retiring

1. Orville Anquist
   29 December

MÆRSK OLIE OG GAS

1

25 Years Anniversary

1. Elsebet Kristiansen
   1 February

ROULUNDS

1

2

40 Years Anniversary

1. Mogens Granly
   2 January

25 Years Anniversary

2. Hans J. Jensen
   31 January

MÆRSK CONTAINER INDUSTRI

1

25 Years Anniversary

1. Vagn Rosenkilde Kristensen
   1 February

DISA

1

25 Years Anniversary

1. Frede Møller (Herlev)
   1 January

ORGANISATIONS ABROAD

1

2

3

40 Years Anniversary

1. S. Fujii (Tokyo)
   1 December

25 Years Anniversary

2. M. Kanda (Tokyo)
   16 January
3. Ovin Carlsson (Norfolk Line)
   3 March

Obituary

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

Finn Voigt Andersen, Herlev
DISA
12 August

Johan F. W. Thygesen
DANBOR SERVICE
26 August

Svend Aage Søfeldt
The Yard
14 September

Rig Manager
Tomislav Matkovic
ex "MAERSK VENTURER"
12 October

Second Officer
Ian M. Sharp
ex "MAERSK ESSEX"
13 October

MÆRSK

Rail transportation is an important part of Maersk Line's extensive inland transportation networks. The double stack trains in North America are up to 2.8 km long with capacities equivalent to 280 40' containers. Here is one of these trains in the Mojave desert in California on its way from Oakland to the U.S. Gulf.