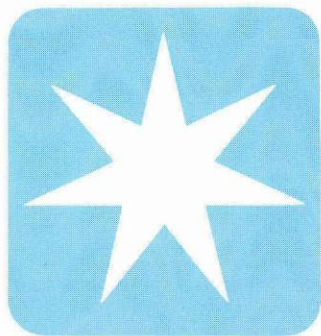


# MÆRSK POST

4/1991







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On 16th October, I was made an honorary member of the Baltic Exchange in London. This is such a rare honour, which is also an honour to the A.P. Moller Group and its staff, that I find it appropriate to quote from my speech of thanks:

"I first entered the august, historic chambers of the Baltic Exchange early 1936 apprenticed to H. Hogarth & Sons. My boss O.P. Secretan – a rare Englishman in a very Scottish environment – brought me here, inscribed my name in the visitors' book and repeatedly did so thereafter. I was fascinated by the lively floor of a superb building, by all the activity, and by meeting many of the brokers and charterers I had heard of in Copenhagen.

But soon – like being summoned to the headmaster – I was asked to see the Secretary in his office – Mr. Gilbert Finlay – a serious man – who told me politely but firmly that it was contrary to the rules for me – a foreigner, a visitor, an apprentice – to come to the floor of the Baltic. And so for the remaining part of my London period of learning I sadly rarely visited the Baltic and then mostly when my Papa was in town and I allowed along as junior escort.

What impressed me most about your great institution was the lack of formality combined with the word being as good as the bond. Offers and fixtures were noted on small sheets of paper in pencil – the ball point did not exist. But there was no lack of clarity, no second-guessing, no cheating. In their quiet, relaxed way the members of the Baltic were highly professional. And it was a golden rule that charters were completed and signed quickly – ships did not load before formalities were in order.

Today the reverse is the case – many ships load and even discharge their cargoes before the C/P's are formalized – an awful practice.

And strangely enough the larger the corporations, the greater their legal departments, the slower their processing of the formalities on which they lay such great stress. But here again – the word is the bond. Surprisingly few are the disputes which arise because of the slowness of processing the documents. Trust, integrity, good faith still rule.

When after the war, impressed by Britain's fantastic perseverance and performance during those horrible years, I came back to the Baltic I was amazed that it remained virtually unchanged – the building – the room – the uniforms – many of the faces – the patterns – even the luncheon facilities – and the coffee. But when I told the Lady who served the coffee and held another pot in the other hand: "No cream please", she roared with laughter – cream – we have not seen cream for 8 years.

Since those days British shipping has receded dramatically which I much deplore. I have difficulty understanding why because you are knowledgeable, competent and qualified in everything respecting the maritime industry – the whole periphery is right here: the main marine insurance market, the clubs, the admiralty law, the lawyers, the historic shipowning groups – and not least – the best shipbrokers and the best shipbroking set-up in the world – the Baltic Exchange.

But like the war all is not lost. With perseverance, hard work, imagination and accommodating legislation – British Shipping can and will grow again to the benefit of Britain, and of its shipbroking community. And let this famous Baltic Exchange be a central vehicle. It has shown an ability to survive in good times and bad – in prosperity and adversity – and with its competent British shipbroking community it is *the* center of international chartering and a significant and impressive contributor of foreign exchange earnings to the British economy.

I now come full circle. From having been asked 55 years ago to stay away I am greatly honoured by being made an honorary member of the Baltic Exchange.

I accept this honour with deep gratitude but also with due diffidence. Thank you Mr. Tudball and thank you too to the Board of Directors for this rare recognition. And thank you for this beautiful Vellum.

An honour like this coming from a highly respected British institution is doubly appreciated. Had it not been for Britain's perseverance when you stood alone – and for that outstanding leader Winston Churchill – there would be no free Europe – and that includes my country. You may be interested to learn that as a token of appreciation the A.P. Moller Foundation, which my father created and I have chaired since his death in 1965 – is donating a continuing education centre to Churchill College in Cambridge. It is the only large donation that our Foundation has made outside Denmark – and had it not been Britain and Winston Churchill it would not have been made.

In conclusion: We of A.P. Moller – Maersk have had business done for us on the Baltic Exchange since very early in this century. Our London Company has been a member since 1951 – and gentlemen and Lady – we expect to have Maersk tonnage efficiently brokered on this famous floor for very very many years to come.

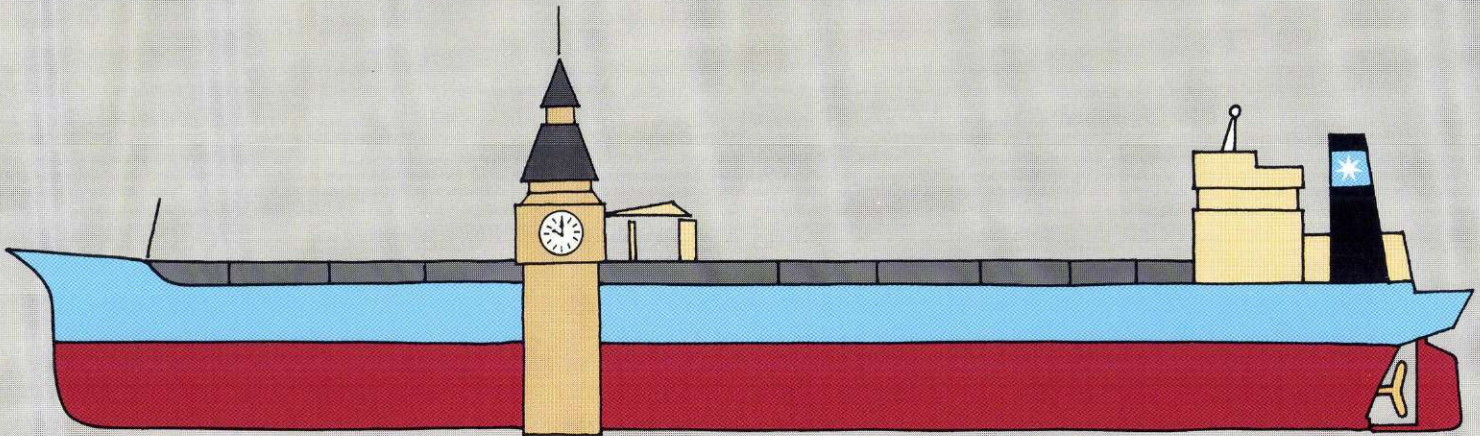
I wish you and the Baltic the best of success and thank you".

MÆRSK MC-KINNEY MØLLER

*A Vellum of Honorary Membership was presented to Mr. Mærsk Mc-Kinney Møller by Baltic Chairman Mr. Peter Tudball at a ceremony in the Queen's Room of the Exchange on 16th October 1991. The photograph shows Mr. Møller and Mr. Tudball (right) with the Vellum. Behind them is the Baltic Exchange Coat of Arms with its motto: "OUR WORD OUR BOND".*



# Briefing session on the "NIELS MÆRSK"



*The length of the vessel is more than three times the height of Big Ben.*

On Tuesday 27th August, the Crude Tanker Department held a briefing session for brokerage operators on board the "NIELS MÆRSK", in connection with the vessel's discharging in Immingham. The department had wanted to hold a briefing session for a very long time, as the object of the exercise was to increase the individual operator's knowledge and understanding of the most elementary conditions on board a vessel.

A unique opportunity to arrange such a briefing session presented itself when it became known that the "NIELS MÆRSK" was going to discharge part of her cargo in Immingham on 27th – 28th August 1991. The response to the invitation showed overwhelming interest in the arrangement.

Once the participants arrived on board, they were at once taken to the bridge where Captain Erling Christiansen and Chief Engineer Ib Plet welcomed them to the vessel. The main points of interest regarding the construction of the vessel were presented to the visitors.

The presentation showed that the length of the vessel is more than three times the height of Big Ben, -that the total area of the vessel is equivalent to 4 football grounds, -that the tank areas are equivalent to the area of 375 normal domestic building plots, -as well as the fact that those of the guests who wished to see everything on board could look forward to a walk of approximately 7 miles!

Following the briefing, a tour around the

accommodation on board had been arranged, including a look at the captain's office and cabin, and one of the officer's cabins.

The tour ended, naturally enough, in the officers' mess, where a real Danish lunch with all the trimmings was served.

After lunch, the visit continued with a trip to the engine room and a walk on deck, and coffee was then served in the smoking saloon.

While the visitors drank their coffee, the Crude Tanker Department took advantage of the opportunity to tell them about MAERSK TANKER's profile, as well as to make a presentation of the department's organisation plan with the emphasis on Operations.

The agent then drove the participants around the port of Immingham, which turned out to be most interesting.

On the train back to London, the department was host at a dinner in the dining car. This was an experience that literally "shook" the group together, and was a fine and natural finale to a long but interesting day.

Feedback from the participants was all extremely positive, and a lot of praise could be heard as they left the vessel. One of the guests was heard to say "I have learned more in the last 7 hours than in all the 7 years I have been in shipping". ■

BJARNE MORTENSEN, Crude Tankers



# MAYVIEW MÆRSK



*The sponsor, the Minister for Industry, Ms. Anne Birgitte Lundholdt, is seen here standing between her father, Mr. Niels Ebbe Lundholdt and shipowner Mærsk Mc-Kinney Møller.*

## Well-begun and well-completed

The twelfth and final M vessel in the series was christened on 5th October at the Lindø Shipyard. The new container vessel was named "MAYVIEW MÆRSK" by the Minister for Industry, Ms. Anne Birgitte Lundholdt.

The "MAYVIEW MÆRSK" is newbuilding number 134, and concludes the series of major advanced container vessels built at Lindø for A.P. Møller. The twelve M vessels represent the greatest total container transport capacity ever built.

The over 294 metre long and more than 32 metre wide vessel is powered by the largest diesel engine in the world, a 12-cylinder MAN B & W two-stroke engine, which generates 60,000 BHP and provides the fully-loaded vessel with a speed of over 24 knots.

The m.s. "MAYVIEW MÆRSK" has now gone into Maersk Line's liner service from Northern Europe to the Far East and back via the east and west coasts of the USA.

The "MAYVIEW MÆRSK" has her

home port on Rømø, and is commanded by Captain Helge Daugaard, with Dion Duelund Sørensen as Chief Engineer.

### **The vessel's name**

The name "MAYVIEW MÆRSK" can trace its origin back to the USA when Mr. A.P. Møller met Chastine Estelle Mc-Kinney in Kansas City, Missouri, USA. On 30th April 1910, the wedding took place between Miss Mc-Kinney and Mr. A.P. Møller in the little town of Mayview, outside Kansas City.

In a letter home to his family, Mr. A.P. Møller himself described the wedding as follows: "Chassie was dressed in white and I wore tails. Really a lovely, simple wedding. I had bought a fine bouquet for Chastine, but when we arrived in Mayview, we were surprised to find the most beautiful bridal bouquet, sent by the staff of my department at the office".

The bridal bouquet was sent to the newly-weds' home in Hellerup, a suburb north of Copenhagen, and the house was consequently named "Villa Mayview". ■



*The sailing of the "MAYVIEW MÆRSK" from the Lindø Shipyard marked the completion of the series of twelve advanced container vessels.*





## Maersk Air collaborates with Grønlandsfly

*The Chairman of the Board of Grønlandsfly, former regional government leader Mr. Jonathan Motzfeldt and the Chairman of the Board of Maersk Air, Mr. Troels Dilling agreed that a sound collaboration between the two companies had been established.*

For a long time now Grønlandsfly, which has the traffic rights on the route between Narsarsuaq and Copenhagen, has wanted to improve the level of service by operating non-stop between Greenland and Denmark.

Now with Maersk Air's modern and economical aircraft, this dream has come true.

Since 1st October 1991, the blue aircraft have been weekly visitors to "The Great Plain" Narsarsuaq, on Greenland.

Previously, the flights from Copenhagen to Southern Greenland involved a stop at Keflavik in Iceland. Now that stop is a thing of the past as a result of the contract between Grønlandsfly and Maersk Air, and flying time has been reduced by an hour and a quarter.

Maersk Air has substantial operational experience on the route Copenhagen - Narsarsuaq, having operated the route previously on behalf of SAS.

According to the contract, Maersk Air is scheduled to operate 77 flights from Copenhagen to Narsarsuaq and back dur-

ing the first year, using the aircraft types Boeing 737-300 and 737-500, seating 117 and 129 passengers respectively.

### **Grønlandsfly**

Grønlandsfly A/S is the national airline of Greenland, and serves the whole of Greenland.

The airline was established in 1960 jointly by SAS and Kryolitselskab Øresund. Later the Greenland Provincial Council and the Danish State came into the picture. At present Grønlandsfly is owned by SAS, the local government of Greenland and the Danish State.

"Grønlandsfly puts an extremely high priority on the serving of Southern Greenland, but it is no secret that operations have been running at a loss because of too few passengers, except during the summer months", says Mr. Ole Bjerregaard, President of Grønlandsfly.

"When there are no prospects of an increase in the number of passengers, operational costs have to be considerably reduced, and that is what we have achieved





through our collaboration with Maersk Air. Consequently, we believe that we have now ensured the best business opportunities possible, while providing a traffic service which can meet existing and future demands as regards passenger, mail and airfreight transport between Southern Greenland and Denmark”.

#### **Narsarsuaq – the centre of traffic for Southern Greenland**

Nowadays absolutely no passengers sail across the Atlantic from Denmark to Greenland. All passenger traffic is by air, and Narsarsuaq has become the central gateway to Southern Greenland. When passengers from Denmark land in Narsarsuaq, they can fly onwards to the Southern Greenland towns by Grønlandsfly's Sikorsky S-61 helicopters, or to Nuuk by Grønlandsfly's Dash-7.

At the same time as Maersk Air has established the route from Kastrup to Narsarsuaq for Grønlandsfly, a new route from Narsarsuaq to Kulusuk on the East Coast of Greenland has been opened.

This means that the inhabitants of Ammassalik and the surrounding areas now have a connection to and from Copenhagen.

Narsarsuaq means “The Great Plain” and the area is one of extreme natural beauty and historical interest.

It is possible to go on an excursion to the neighbouring ice fiord and see the still active glacier calve. In about five or six hours one can reach the inland ice itself, that is to say, the gigantic lump of ice, which constitutes the entire area of inland Greenland and which is several kilometres thick.

The picturesque sheep-farming settlement of Qagssuarsuk is located close to Narsarsuaq, and it is interesting to see that remains from Erik the Red's time are still to be found here. These remains are more than 1000 years old and go back to the time when Erik the Red lived in the settlement when he arrived from Iceland in 982. ■

*Three Greenlanders in their beautiful national costumes welcome passengers to the first non-stop flight between Copenhagen and Narsarsuaq operated by Maersk Air for Grønlandsfly.*



# Semi-automatic twistlock no. 100,000



1. A container fitted with semi-automatic twistlocks is loaded.

2. Automatic locking has taken place.

3. The handle has been pushed upwards with the release bar. The lock is open and the container is ready for unloading.



On 11th October 1991, the 100,000th semi-automatic container twistlock was delivered to the "MAYVIEW MÆRSK". At a gathering at Esplanaden to mark the occasion, the A.P. Moller was presented with a chromium-plated version of the twistlock by the suppliers, Norsønk-Aalykke from Odder and the engineering firm, Arne Holst & Co from Kvistgaard. At the same time, the gift marked the five year close collaboration between the suppliers, the A.P. Moller and the Odense Steel Shipyard. The result of that collaboration is a robust and functional twistlock.

The development of the twistlock was started in November 1986, on account of the safety risks involved for the dockers, who have to work on the top of containers at a height of up to 14 metres above deck. Another factor in the development of the twistlock was the desire to save both time and money on loading and unloading operations.

At that time, the only existing semi-automatic twistlock was manufactured in Japan, and it was considered unfit for use on our vessels. Consequently, collaboration on the development of a new and suitable semi-automatic twistlock was started up with Arne Holst & Co and Norsønk-Aalykke. Prior to the new collaboration, the suppliers had delivered high quality Danish-manufactured container lashing equipment to our container vessels.

The twistlocks were delivered for the first time to the m.s. "MARCHEN MÆRSK" in March 1988, and up to now they have been delivered in sets of about 6,500

twistlocks, to 15 other container vessels of the M and L types.

The use of twistlocks means that dockers, instead of having to crawl around on the top of containers, can now fit the twistlocks to the bottom cornercastings of the containers, on the quay before loading. When a container is loaded by the container crane on to the top of another container, the two containers are then automatically locked together by four twistlocks.

Before the containers on the deck can be unloaded, the locks are opened manually from the deck by a specially-developed, long release bar, which is made of a mixture of fibre glass and carbon fibres to make it both light and stable to operate.

Below the deck, twistlocks are not used, as the containers here are guided and secured by container cellguides.

Apart from the safety advantages of transferring the lashing work to the quay, damage to the containers is avoided. Damage can occur when conventional and manually-operated twistlocks are used, as now and then they can fall down on to the top of lower-placed containers, resulting in damage to the roof of the container and in the worst case to the goods inside.

After a period when the dockers got used to the new twistlock and some technical improvements were made, the new Danish-developed twistlock has proved successful in making loading and unloading operations both safer and more efficient. ■

HELGE JACOBSEN, Purchasing Department



# The J-vessels fulfil all expectations



As mentioned in previous numbers of Mærsk Post, between November 1990 and July 1991, A.P. Møller's 35,000 cubic metre gastankers have been based in the North Sea, where the Gas Tanker Department has had shipping contracts with Shell, Statoil and Enron.

The vessels are primarily loaded from terminals in Kaarsto on the West Coast of Norway, Sullom Voe on the Shetland Islands and in Braefoot Bay in Scotland. The picture shows one of the vessels, the "JAKOB MÆRSK" moored at the terminal in the beautiful Braefoot Bay just north of Edinburgh.

A.P. Møller's modern vessels in this service area – "JAKOB MÆRSK", JANE MÆRSK "JESSIE MÆRSK" and "JESPER MÆRSK" – meet to the opti-

mum degree the shippers' demands regarding the safe and efficient handling of cargo – that is to say, cooled liquid propane and butane, which is also called LPG.

"JAKOB MÆRSK"s first visit to Braefoot Bay was a great success, and it was commemorated by a plaque which was presented to Captain Niels Jørgen Olsen. Through efficient collaboration between the terminals and the vessels, the effective loading time has been successfully reduced to approximately 17 hours, which is the equivalent of about 1,200 tons per hour. This is an extremely satisfactory result for both the shippers and for A.P. Møller. ■

NILS OLSEN, Gas Tanker

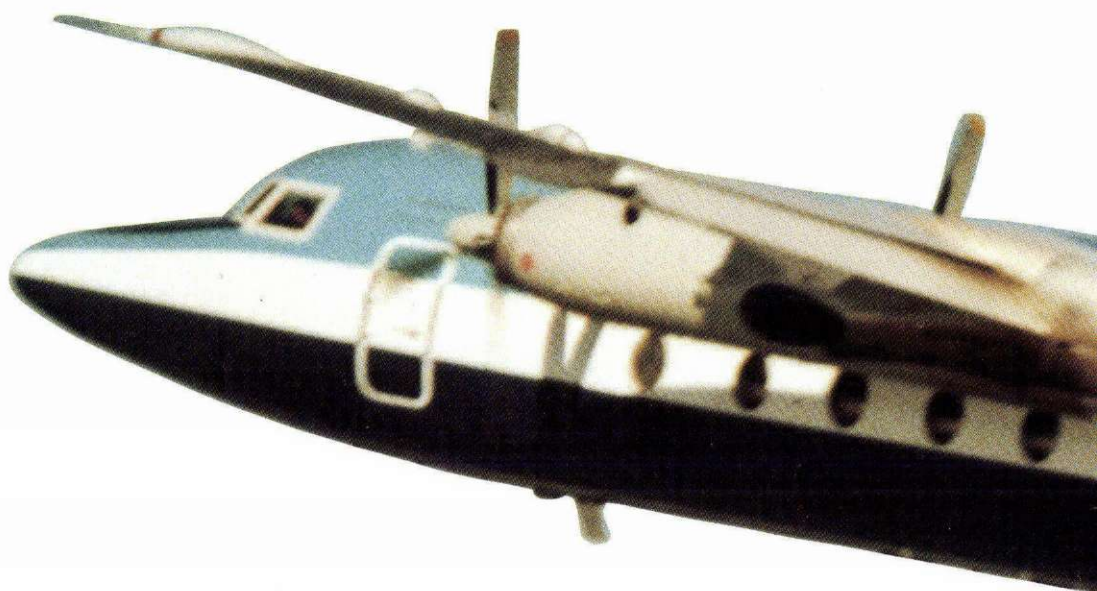
*"JAKOB MÆRSK" at the terminal in the beautiful Braefoot Bay.*

*When "JAKOB MÆRSK" called at Braefoot Bay, Captain Niels Jørgen Olsen was presented with a commemorative plaque. On the left can be seen James Ash, Operations Manager, Fife N.G.L. Plant and opposite stands the day-to-day manager of the Braefoot Bay terminal, Captain David Pringle, Terminal Marine Supervisor.*





**Only one excuse can be accepted:**



## **Bad weather has closed the airport**



Early one cold, clear Autumn morning, two cockpit crews of three members, a mechanic and four other Star Air employees have a date to meet up in Hangar 302 at Kastrup Airport South.

The beautiful and majestic Mærsk-blue Star Air aircraft stands ready in the almost clinically clean hangar, waiting to take off on a very special job. The aircraft and crew are used to flying for individual persons and parties who need certain routes, whether they be for passenger transport or ordinary airfreight. This weekend, a somewhat different job awaits.

Since its start on 9th June 1987, Star Air has been based at Copenhagen Airport, from where it operates globally with a fleet consisting at present of four Fokker F-27-600 aircraft. Three of the aircraft are on fixed contracts 24 hours a day with two american companies, which are the largest and second largest courier firms in the world.

The F-27 aircraft can either be rigged out as a freight carrier with a loading capacity of 6.2 tons, or as a comfortable passenger aircraft seating 44 persons.

The fourth aircraft is used for ad hoc jobs, and on the Saturday in question, it is to be used for a special flight from Skive with 150 parachuting enthusiasts.

### **A flexible firm**

A crowd of excited parachutists prepare themselves for the first jump. The event is not only unusual for Star Air, but also for the parachutists themselves. Only a few of them, and never under non-military circumstances, have tried jumping from such a large aircraft before. 44 parachutists jump, over a period of two minutes, do freefall exercises and formations with 6-8 persons in each formation, before opening their parachutes.

The jumps take place at a height of 13,000 feet, which is the equivalent of four kilometres, and the speed of the aircraft is 185 kilometres per hour (100 knots).

In the course of the weekend, the crew fly 20 trips with 44 parachutists each time – a total of 880 jumps.

Before the trip to Skive, there has been a lot of hectic activity at Star Air. All the safety regulations and procedures have been gone through, and a special permit has been obtained from the authorities. The aircraft has been rigged out to take the 44 parachutists sitting on the floor and securely harnessed with safety lines; a number of Star Air staff and members of the parachute club in Skive have been trained in safety procedures, the opening and closing of the aircraft doors; and fi-





nally all the parachutists have been instructed in calm and orderly behaviour, and the order of the jumps from the aircraft. The operation is altogether an impressive arrangement, which shows the power behind the name Star Air.

#### **Always on time**

For Star Air, just like for other firms in the airfreight branch, precise delivery times are a decisive factor.

"Punctuality" and "Reliability" are therefore the all-important keywords for Star Air, and they manage to fulfil their contractual obligations regarding departure and arrival, to a degree of 98% on schedule – the only acceptable excuse is weather so bad that the airport is closed.

When the other Fokker 27 aircraft are in operation for customers, and transport airfreight or passengers from one destination to another, on to a third and then back again, naturally everything has to be planned down to the most minute detail. Star Air, with its fifty-something employees and present fleet of four aircraft, is not among the largest companies in the A.P. Moller Group. But the enthusiasm and energy displayed by the little firm clearly shows that one should keep an eye on Star Air. The firm is ready and waiting for greater things in the future. ■





# The PC Virus

## What is it and what effects does it have?

It is just as unpleasant and contagious as the 'flu. The victim can become extremely ill and can infect others.

Technically speaking, the virus consists of simple lines in a software code, but these have the power to make an infected PC behave in an unexpected way. On the one hand, it can be comparatively harmless, only slowing down the keyboard's response time. On the other hand, however, it can be decidedly vicious and can change data values on a hard disk, or even erase them completely.

The most destructive thing about a virus is that it is programmed to copy itself automatically into DOS standard routines, which are used in all application software, eg LOTUS. The virus then becomes activated when the application software is used.

The automatic copying may take place in the infected PC only – or from PC to PC on a LAN, which will then also be infected.

Each and every case of virus may result in loss of information, and will always result in loss of time for removal and/or restoration of damaged information.

## Where does it come from?

There are two main sources, PC games and illegal copies of standard software. Both are easily obtainable and inexpensive, sometimes even free of charge.

Any floppy disc or file can be infected, and as users we seldom know where any particular floppy disk has been before reaching us!

## What can we do to avoid it?

It is actually very simple – just follow the Security Instructions. Three items are worth noting:

Remember virus scanning

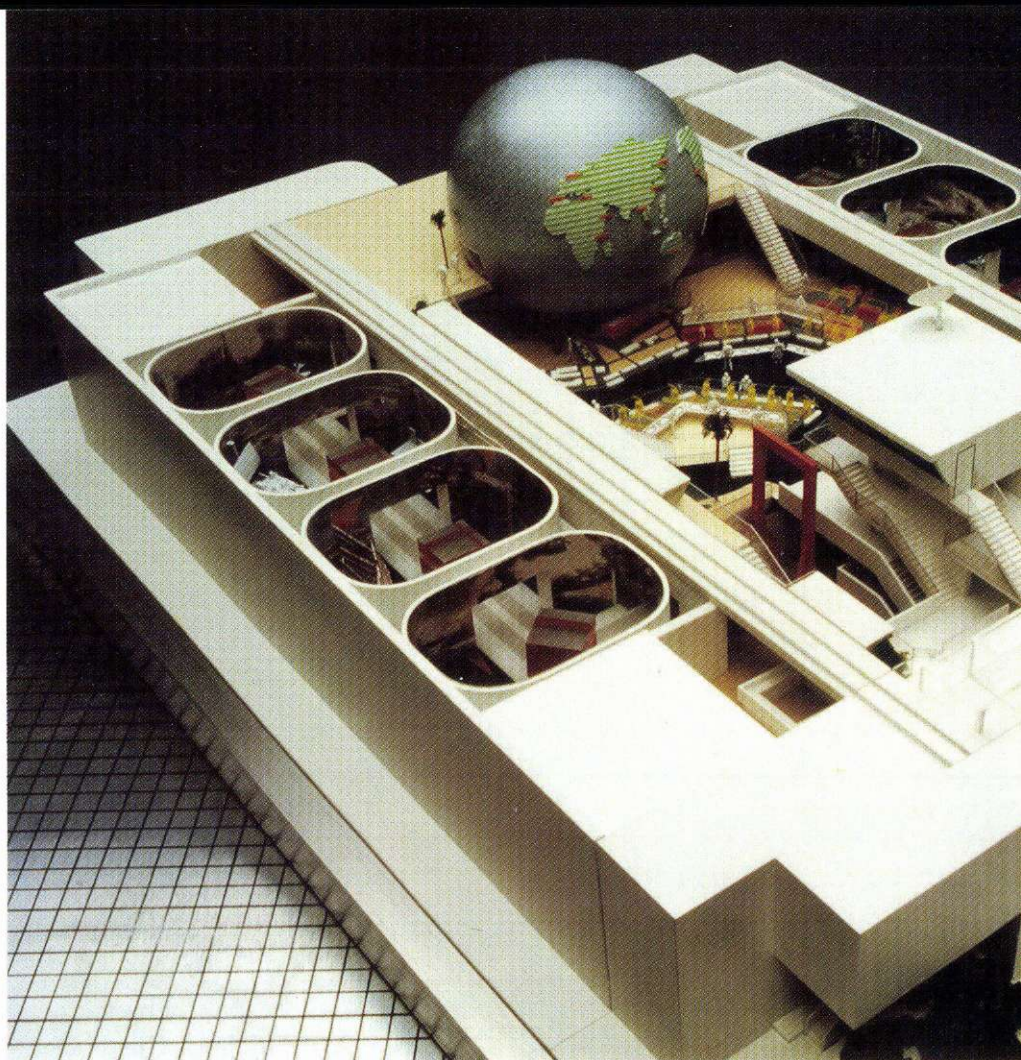
No PC games

No unauthorized games.

Although virus scanning might seem to be unnecessarily time-consuming, think of the benefit – no negative situations.

So let us all make sure that we keep the PC doors locked so our PCs don't catch a virus. ■

KLAUS SIMONSEN, Central EDP Security



## World attraction in Singapore

As part of its drive to make Singapore an international maritime centre, the Port of Singapore Authority is in the process of building the Singapore Maritime Showcase, and Maersk Singapore is proud to be one of the major sponsors of the project.

The Singapore Maritime Showcase is a brand new, world-class attraction, which is scheduled to open in December 1991. It has been designed as an integrated environment, where visitors can participate in dynamic displays and activities. It is certain to enthrall visitors of all ages by providing exciting entertainment, combined with information about the maritime industry. The showcase, which is located at the Singapore World Trade Centre Complex, is the first of its kind in the region. Some of the planned features include:

-The Technoport is a large-scale working model of the Tanjong Pagar and Brani terminals in the Port of Singapore. The models of the two terminals are built to a

scale of 1:100, and include terminal equipment and a total of 17 models of container vessels, all built to the same scale. With the help of computers, visitors will be able to operate some of the equipment and simulate actual sequences in container operations.

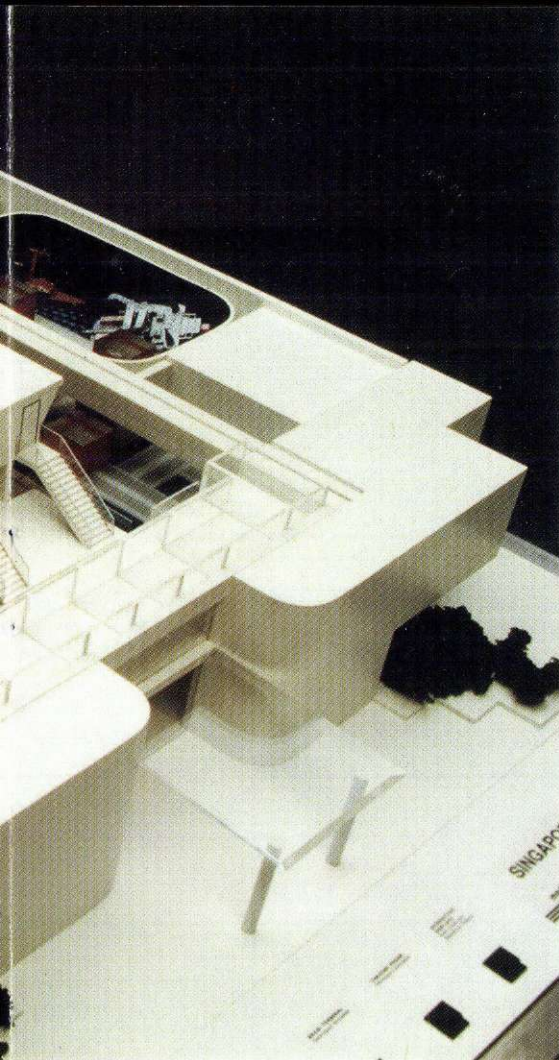
-A 36-screen split TV wall and video, which will present a continuous screening of a video entitled "A Day in the Life of Various Port Workers" throughout opening hours.

-The Technodome is a giant hemispherical structure housing an auditorium, in which up to 100 visitors can watch a 360-degree panoramic view of films.

-Historical and Futuristic Diaramas are seven 3-dimensional displays, supplemented by audio-visual aids, depicting the past, present and future of the maritime industry in Singapore.

-A Container People-Mover System,





*The model shows the new Maritime Information Centre.*

which is specially designed to transport visitors through the Dioramas.

Maersk Singapore has chosen to sponsor the 36-screen split TV wall and video, as well as a model of a container vessel at the Technoport.

Maersk Line's contributions will be difficult to overlook, as the split TV wall and video is situated at the entrance to the showcase, where it is very conspicuous, and the model of the Maersk Line container vessel is also featured prominently in the Technoport display.

The sponsorship contract was signed on 25th June 1991 between the new Executive Director of the Port of Singapore Authority, Commodore James Leo and the Managing Director of Maersk Singapore, Mr. Martin Skaanild. ■

CYRIL SEAH



## Nhava Sheva – Port of the Future

On 9th September 1991, the m.s. »TOBIAS MAERSK« called for the first time at Jawaharlal Nehru Port, Nhava Sheva on the new Far East – Middle East Joint Service. This is one more milestone in the history of Maersk Line in India, and heralds the dawn of a new era.

The Jawaharlal Nehru Port, was first conceived in 1961, with the primary aim of relieving the Port of Bombay, and thereby the pressure and congestion in Bombay City. The actual construction did not commence until 1986, however, and the new Port was commissioned in the Autumn of 1989.

Located along the scenic east coast of Bombay harbour, the port is a natural harbour so deep that it can accommodate bulk vessels of up to 70,000 DWT and large container vessels.

The Jawaharlal Nehru Port provides computerised and mechanised container and bulk-handling facilities, coupled with up-to-date working routines. It has good road and rail connections, and because of its strategic location, it is likely to become an important port in the region and a major transshipment point, despite the teething troubles and resistance to shifting operations, which were apparent at the start.

Now that Maersk Line calls at the Jawaharlal Nehru Port, the port can now boast of global connections, as previously it caters primarily to shipping lines serving the European and Eastern block sectors. From across the harbour, Maersk Line had been closely observing the progress of

the new port, and based on strategic planning and intensive market surveys, the shift of Maersk Line operations in September 1991 was carried out smoothly and efficiently.

The Terminal Office, which was put up in record time, was inaugurated on 17th August 1991, and is considered to be one of the finest and most functional shipping offices at Nhava Sheva.

The new Maersk Line service at Jawaharlal Nehru will provide, for the first time in India, a weekly fixed-day scheduled service, enabling trading companies to cut down on inventory cost and to programme their production schedules in a more cost-efficient manner. Furthermore, with 118 reefer plugs on board, the T type vessels will provide the largest reefer capacity in the Indian market. This fact, together with the excellent infrastructure of the port, which offers 156 reefer plugs and advanced handling equipment, means that Maersk Line is all set to be the number one reefer in the region.

Maersk India is now looking ahead towards bigger and brighter prospects across the harbour.

This article would not be complete, however, without a word of appreciation for the m.s. »MAERSK CLEMENTINE« for her five years of commendable service at the Port of Bombay. Maersk India bade a fond farewell to the »MAERSK CLEMENTINE«, her Master, officers and crew on 6th September 1991. ■

BERNARD DEVARAJ







# Offshore vessels in the heavy-weight class



In August and October this year, A.P. Moller took delivery of two newbuildings of the ME303 MkIII design, from the Søkviknes shipyard in Norway.

The two new supply vessels were named "MÆRSK PROVIDER" and "MÆRSK PACER", and they are powerful each of 15,600 BHP. During the trials with "MÆRSK PROVIDER", a world record was set with 189.9 tons bollard pull. Pull is expressed in bollard pull and measured by simply attaching the vessel's towing wire securely to a solid point on land and then pulling as hard as possible. 189 ton may not immediately seem very impressive, but it is more than enough to tow a super tanker, and it is the approximate equivalent of that provided by ten good tugs.

In addition to the two new vessels, "MÆRSK PROVIDER" and "MÆRSK PACER", two more newbuildings from Søkviknes will follow in the spring.

These vessels will be given design numbers ME 606 and will be larger than the ME303, although they have so many characteristics in common that experience from the first two vessels can be re-utilised, and it will be a great disappointment if we cannot set a new world record for towing speed.

Following these two, four new platform supply vessels from the Ulstein Shipyard in Norway will be delivered, and here as well we will set a world record, this time in cargo carrying capacity.

## Considerations in 1989

A great deal of work and a strain on many resources lie behind the two new and the two future heavyweights.

It all began in the Supply Vessels Department, in the Spring of 1989 when the staff

began to consider placing new orders for modern and advanced vessels. In the beginning of 1990, A.P. Moller received a proposal from Norway, and Mærsk Ship Design and Technical Organisation held talks with the Supply Vessels Department and the Sale & Purchase to go over the technical and commercial possibilities available.

## Well-known design with Mærsk quality

It did not take long before it was decided to go for a wellknown and successful design called the ME303. The fact that the two vessels are of the same design does not necessarily mean that they are identical. Not only does the design come in several different models, as the designation MkIII indicates, but in particular, the A.P. Moller Shipping Company's demands regarding specifications and building standards means that the sisters, "MÆRSK PROVIDER" and "MÆRSK PACER", cannot be copied just like that.

A long series of departments are involved to a greater or lesser extent in a building programme of this kind. A recurring feature in the building of supply vessels is that greater demands are made on the shipowner's "involvement", as the shipyards which build these relatively small and light vessels are generally small companies which do not have the same resources for administration, purchasing and other service functions as the major international shipyards. On the other hand, they can frequently offer a highly-skilled staff of employees who are clearly very committed to in their work.

## The personnel are chosen and trained

The personnel on board the vessels are





not chosen by random selection at the last moment. The vessel's officers were already appointed at the end of 1990.

In March this year – as soon as the final point in the specifications was fixed and the first set of drawings completed – the Supply Vessels Department went out visiting, and during the next two months the new vessels were presented to all the important oil companies in the U.K. and Norway, where there are the deep waters for which the vessels are intended. At the same time, the preparation of the crew in the form of newbuilding courses was started. In addition to a general introduction to the vessels and their attributes, the courses also covered Maersk Quality, GMDS (Global Marine Distress System), Standby and Rescue, Team Leader courses, PC courses and training in fire-fighting.

An important objective of the courses was to train the two crews, which work back to back, in co-operation. On supply vessels, crews are often changed at sea via a platform, and this only allows a few minutes for handing over. Things must be where they use to be and the two crews must use the same routines.

Subsequently both crews continue their course activities at the shipyard and at the sub-contractors. The most important equipment during the handling of the anchor is the vessel's winch, which is the most powerful in the world. The course lasted a week, during which the operation of the winch was trained with the help of a simulator. Afterwards, there were two more days of courses going through the vessel's manoeuvring system, which in addition to the two main propellers and rudders controls the four side thrusters with a total of 4,000 BHP.

Finally, the Captain and the Chief Engineer spent two months at the shipyard before delivery, where they assisted the supervisors with the completion of the bridge and the engine. At the same time, they acquired unique knowledge of the vessel and its arrangement, including taking part in the installation and trials of the instruments. Naturally they also took part in the vessels sea-going trials.

#### **Planing and supervision**

Mærsk Ship Design is in partnership with Sale & Purchase. The latter stands for the commercial side of contract administration, while Mærsk Ship Design is responsible for the technical side, which includes everything from the first specifications until the expiry of the guarantee period – altogether a period which can take several years.

When the contract with its attached specifications is signed, Mærsk Ship Design becomes involved in many different aspects of the work, including the calculation and design of lines, sketching, stress factors, steel, layout, approval of drawings etc etc. In addition to all this, there is also the important job of daily supervision at the shipyard.

#### **Practical people with a lot of experience**

It is important that practical experience from vessels in operation is transferred to newbuildings in the form of improvements, whether they are concerned with equipment, arrangement or maintenance. Here, the Nautical Department contributes with interior design, and the handling of the winch and loading equipment. Later on, it is the arrangement of the main deck and the detailed design of the bridge which are important. It is essential to pro-

vide good working conditions, so that a single navigator is able to control and use the equipment. The role of the Repair and Maintenance Department is more connected with technical operation, maintenance and the arrangement of the engine room.

The Repair and Maintenance job starts with the contracting, and there is close co-operation with Mærsk Ship Design and the shipyard. There will normally be improvements, which come to light as general wishes on the part of the customer in connection with marketing, and which are carried out while the job is in progress.

#### **The vessel is put into operation**

The Repair and Maintenance collaborates with the Ships' Personnel Department in the crew's introduction to the vessel. Together with the Sale & Purchase, they are in charge of shipowner deliveries, which cover everything from spare parts to crockery, leading up to the final taking over of the vessel from the shipyard and its being put into operation. Afterwards there are generally inspectors on board and workmen to install various items. The final point in the work is achieved when everything on board has been tried out, and the vessel goes over to UMS (Unmanned Machinery Space).

#### **The result**

The vessels have been received with great interest from both customers and competitors.

"It is unbelievable how few and how small the problems have been. I am positively surprised by the vessel's performance and seafaring quality", says the Captain.

"A good result has been achieved. The low vibration and noise levels are unequalled. Manoeuvrability and vision conditions are excellent", states Mærsk Ship Design.

"She is a powerful vessel. One feels good on the bridge and one feels at one with the vessel", says the marine superintendent.

"It has all gone incredibly well. We found some small defect in the first vessel, and these we corrected in the second. It was a great success. We got rid of the 'MÆRSK PACER's teething troubles before she even had any", is the commentary from the Repair and Maintenance. ■

KNUD LEVRING, Supply Vessels





*"MÆRSK PACER"  
on a trial run in  
Norway.*

Photo: Harald M. Valderhaug



## Maersk Czechoslovakia

In the Spring of 1991, Maersk made the decision to open an office in Prague, Czechoslovakia.

The firm was finally registered on 26th July 1991, and shortly afterwards the real work

could begin. Maersk Czechoslovakia is located in the Vodni Stavby Building in Prague.

The person in charge of the office is Mr. Michael Berger, who expects to employ four members of staff. ■



## Maersk Travel 10 years in UK

On August 12th, Maersk Travel celebrated 10 years of operations in the UK. To mark the event, a reception was held for clients and suppliers at the Intercontinental Hotel at Portman Square, London. It has been ten exciting years for Maersk Travel in the UK. After a modest start in 1981, with only two staff members, today Maersk Travel UK, employs 26 people at four different locations; Aberdeen, the Isle of Man, Hemel Hempstead and the Head Office in City Road, London.

As an acknowledgement of Maersk Travel UK's achievements, it was invited to join the Guild of Business Travel Agencies, an association which comprises the 40 leading agencies in the UK. The Maersk Travel office in the Isle of Man has specialised in

Marine Traffic, and since the opening in February 1990, the office has been manned 24 hours a day, seven days a week. To arrange crew changes, our staff members are in daily contact with a growing number of other vessels who greatly appreciate the specialised Marine Traffic services. The other offices are all business travel agencies with fine reputations in their respective areas. Maersk Travel UK, will continue to strengthen its position as a leader in the development of business travel services in the UK.

The photo shows Kaj Nielsen, Marketing Manager, Maersk Travel, Denmark, Flemming Jacobs, Managing Director of The Maersk Company UK and to the right, Ejvin L. Pedersen, Managing Director, Maersk Travel UK. ■



## Outings for pensioners in Tinglev and at Esplanaden

This year, all the retired members of staff from Funen and Jutland were invited to spend a Saturday at the newly-established container factory, Mærsk Container Industri.

The outing started at 11 o'clock in the morning with a speech of welcome from the General manager of the Technical Services Department, Mr. J. Haagen Frederiksen. Afterwards, the President of Mærsk Container Industri, Mr. Vagn Rosenkilde Kristensen welcomed everyone to Southern Jutland and gave a short presentation of the aims of the factory before showing a video film. The film showed the whole process of the building of the factory, from the cutting of the first sod to the official opening of Mærsk

Container Industri in January, when Her Majesty Queen Ingrid inaugurated the factory.

Before lunch, everyone was taken on a tour of the factory's production halls. This was an exciting and interesting tour, which was carried out in groups, with one of Mærsk Container Industri's experts to explain and answer questions.

After a delicious lunch in Mærsk Container Industri's beautiful canteen, the Vice President of Maersk Line, Mr. Vagn Lehd Møller, gave a talk on the development and expansion of Maersk Line, and finally Mr. Kurt Hansen, the Head of the Workshop at A.P. Møller's Workshop School, told the gathering about life in



## New terminal/operations office

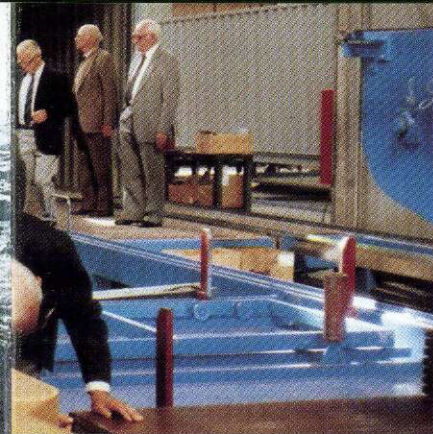
On 31st July 1991, our Terminal/Operations office moved to another floor in the MTL Building, Kwai Chung. The floor area is very much larger than before, and the spacious and businesslike layout of the office provides a much better working environment for our operations staff. Needless to say, the traditional Taoist ritual ceremony took place on the opening day in order to

ensure future prosperity (fungshui).

Our Managing Director, Mr. Henrik H. Zeuthen with our Deputy Managing Director, Mr. Paul Lo and Operations General Manager, Mr. S. O. Iversen officiated at the ritual opening ceremony by burning joss sticks to ensure good luck and smooth operations. ■

BELINA CHICK





*All the guests showed extreme interest, and nothing escaped the attention of the observant pensioners.*

## New premises in Malacca

On 13th June 1991, Mr. Martin Skaanild, Managing Director of the Maersk Group of Companies in Singapore and Malaysia, officiated at the opening of our new Malacca office. Some 80 guests were present at the official opening and reception, at which Maersk was host.

The new Malacca office is located on the 10th floor of the 20-storey Malacca State Economic Development Corporation Building, and is manned by two members of staff. It is one of six Maersk offices in Malaysia, and covers sales within the states of Malacca and Negri Sembilan. All cargo to and from these areas moves via Port Kelang.

The photo shows the Malacca State Economic Development Corporation Building in which our new office is located. ■

CYRIL SEAH

Svendborg and daily life at the Workshop School.

Three weeks later, the retired members of staff from Zealand were invited to a similar arrangement at Esplanaden.

Mr. Mærsk Mc-Kinney Møller welcomed the pensioners, and afterwards, the Vice President, Mr. Vagn Lehd Møller, gave a talk about Maersk Line. Instead of the talk on Mærsk Container Industri by Mr. Rosenkilde Kristensen, it was now the turn of Managing Director of the Independent Institution

»FREGATTEN JYLLAND«, Mr. Jørgen Petersen, to entertain the guests with some interesting information about the Frigate JYLLAND.

All in all, the two arrangements were extremely successful. ■



## Transcaldia Antwerp 1991

From the 17th to the 20th September 1991, the port of Antwerp hosted the third maritime exhibition TRANSCALDIA, an international exhibition, which creates a bridge between port companies, port users and manufacturers of equipment.

In the course of the 4 days, 235 were visited by 26.000 visitors.

As in previous years, Maersk

Belgium was represented with a stand staffed with representatives from various departments.

Apart from meeting customers and business connections, one of the objectives was to promote the opening of Maersk Line's own gate at Noordnatie Container Terminal. ■



## Hong Kong's annual staff outing

On 26th August, thanks to the hard work and co-ordination of the Sports Club, our staff and their families had an extremely enjoyable staff outing. Even compared with last year's record number of participants, this year's turnout was extremely good, with almost 820 taking part in the amusement park outing during the day, and 890 present at the evening buffet dinner and karaoke. ■



*Karaoke – it's show-time if one has any talent for singing!*

BELINA CHICK





## Maersk Singapore renews Appropriated Berth Agreement

At a signing ceremony on 25th July 1991, Maersk Singapore renewed its Appropriated Berth (AB) Agreement with the Port of Singapore Authority (PSA). The Agreement, which will be in effect for a period of two years, covers two berths instead of only one as previously, and was signed by Mr. Goh Chee Yang, Deputy Managing Director for the Maersk Group of Companies in Singapore, and Commodore (Res) James Leo, Executive Director of PSA. The AB Scheme was first introduced by PSA in 1978, to enable major shipping lines to enjoy berthing priority rights and a volume discount on stevedoring charges. The Scheme benefits both the shipping line and its customers, by allowing the former to plan berthing and operations more advantageously, and the latter to be

sure of more predictable container delivery services. Maersk Line is one of the few shipping lines whose container volume qualifies them for an AB Agreement with PSA. Since the early 1980s, Maersk Line has been the single largest operator at PSA, and all the indications are that this situation is not likely to change in the foreseeable future. The photo shows from left to right, Mr. Lee Chee Yeng, Director of Operations, PSA; Commodore James Leo, Executive Director, PSA; Mr. Goh Chee Yang, Deputy Managing Director, Maersk Group of Companies in Singapore; and Mr. Tan Long Yam, General Manager, Maersk Singapore, signing the AB Agreement. ■

CYRIL SEAH



## Quality Recognition Day for Maersk in Indonesia

The completion of the first Quality Cycle and the conclusion of refresher courses for all staff in Indonesia, culminated in a Quality Recognition Day, which was held in Jakarta on Sunday, 6th October 1991. Similar events were also held in Medan, Surabaya and Semarang. The day was characterised by the positive and lively spirit of all who were present. Family members had also been invited, so almost 300 people took part in the event. The festivities were opened by the Quality Chairman who made a speech of welcome,

and this was followed by several social events such as a fishing competition, a cooking contest and team races etc. At 12 o'clock, those employees who had made particular efforts for the Quality Programme were awarded special plaques for their achievements, and afterwards lunch was served. It was obvious to all that the organizing committee had done a great job, and the day will long be remembered as a really special occasion by all who took part. ■

PETER FREDERIKSEN



## Maersk Singapore Golf Tournament

On 13th September 1991, Maersk Singapore organised a one day golf tournament for its Japanese clients at the prestigious Tanah Merah Country Club. The tournament, which has become an annual event, was first organised in 1988. It provides our Japanese clients and the Maersk staff with the opportunity of getting to know each other better, thereby im-

proving our business relationships with them. The guest of honour was Mr. S. Fujii, Executive Vice Chairman of Maersk K.K., who has a handicap of 21. Mr. M. Nasu of Pioneer Technology (S) Pte. Ltd. was the winner of the tournament. ■

CYRIL SEAH





## Lindø's gift to Mærsk Container Industri

When Mærsk Container Industri's modern factory was opened at Tinglev on 15th January 1991, the management of the Lindø Shipyard started thinking up ideas for a suitable gift.

The gift they decided upon was delivered on Wednesday, 28th August. It was a 6 metre-high, 7-ton iron sculpture designed by the world-famous Danish sculptor, Robert Jacobsen, and made by some of the welders at the Lindø Shipyard.

As the Lindø Shipyard had enjoyed a good, inspiring working collaboration with Robert Jacobsen for many years, it seemed natural to ask the sculptor to come up with an idea for an appropriate gift.

For Robert Jacobsen it was important that the solution to the task in hand should be related to what was going on at

the new factory. The idea for the piece of sculpture that Robert Jacobsen came up with was just what the Shipyard wanted.

So yet again Lindø became Robert Jacobsen's "workshop". The welders at the workshop took part in the calculations of weight, angles, the necessary amount of steel and the order of assembly of the parts. This meant that a sound working basis could be worked out for the shipbuilders and welders who, under the leadership of the sculptor himself, were to carry out the construction and assembly of the enormous piece of sculpture.

What is the name of the piece? Robert Jacobsen was in no doubt, he gave it the name "Tinglev". ■

*Photographed working on "Tinglev" are Robert Jacobsen with his son-in-law and helper Bernard Leaute to the right, and the Chairman of Lindø Shipyard, Mr. Troels Dilling to the left. Standing are Lindø's Managing Director, Mr. Kurt Andersen and farthest right Mr. Vagn Rosenkilde Kristensen, President of Mærsk Container Industri.*



## Maersk gate at the Noordnatie Container Terminal in Antwerp

The inauguration of Maersk Line's own gate at Noordnatie Container Terminal in Antwerp gives an excellent opportunity for improving our service to the customers.

The flow of Maersk equipment through the new gates will be registered by Maersk personnel at a Maersk counter at the terminal's entrance.

In this way Maersk will be able to perform faster and

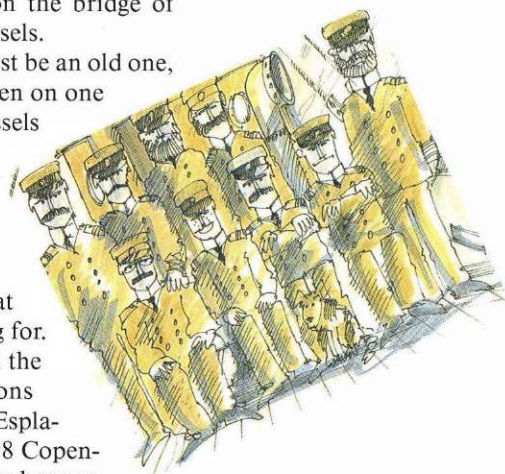
more accurately and avoid "idle" time for truck drivers. In the case of difficulties or insufficient information from the drivers, cross checking with Maersk's own EDP systems will be possible on the spot. It is estimated that waiting time at the terminal during peak hours has been reduced by 1 hour for Maersk customers. ■

GEORGES CAULIER

## Notice

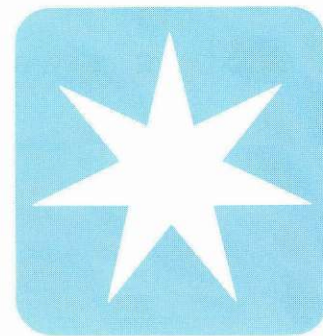
Is there anyone who can help the Public Relations Department? We are looking for a group photograph of some officers taken on the bridge of one of our vessels.

The photo must be an old one, preferably taken on one of the first vessels in the history of the A.P. Moller. The drawing below gives an idea of what we are looking for. Please contact the Public Relations Department, Esplanaden 50, 1098 Copenhagen K, if you happen to have a photograph like this. ■





# Personalia



## ESPLANADEN



1 2

### 40 Years Anniversary

1. John Matras  
10 March

### 25 Years Anniversary

2. Ingrid Elisabeth Søb  
1 January

## THE FLEET



1 2 3



4 5 6

### 25 Years Anniversary

1. Captain  
Morten Dion Holm  
1 January
2. Chief Engineer  
Elimar Østergaard Nielsen  
1 February
3. Chief Engineer  
Peder Kløve Pedersen  
1 February
4. Chief Engineer  
Helge Kristensen  
18 February

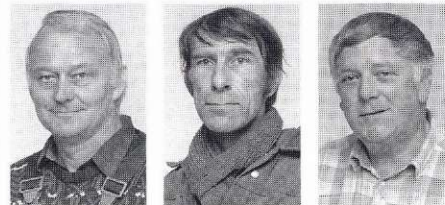
### Retiring

5. Captain  
Svend Lynge Kroer  
31 December
6. Captain  
Flemming Palle Arne Petersen  
31 December

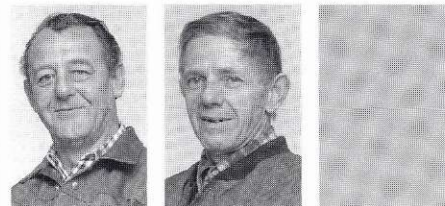
## THE YARD



1 2 3



4 5 6



7 8 9

### 40 Years Anniversary

1. Johannes Evald Hansen  
17 January
2. Erling Petersen  
6 March

### 25 Years Anniversary

3. Svend Kildeholm  
10 January
4. Bjarne Sørensen  
10 January
5. Jens Jack Jensen  
17 January
6. Svend Erik Pedersen  
17 January
7. Poul Ib Hansen  
24 January
8. Vagn Thorkild Sørensen  
14 February
9. Poul Erik Nielsen  
14 February



## ROULUNDS



10



11



12

10. Jan Dalgaard Nielsen  
28 February  
11. Arne Niels M. Andersen  
28 February  
12. Knud Jeppe Pedersen  
13 March

## MAERSK DRILLING



1



2

- 25 Years Anniversary**  
1. Peter Jensen  
15 November 1991  
2. Jan Palle Knudsen  
18 January



1



2

- 25 Years Anniversary**  
1. Kurt Frederiksen  
30 January  
2. Lise Rasmussen  
15 February

## ORGANISATIONS ABROAD



1

- 25 Years Anniversary**  
1. Jens Peter Jensen  
Maersk Linne K.K.  
28 January

## OS PLASTIC



1

- 25 Years Anniversary**  
1. Per Severinsen  
28 November 1991

## MÆRSK OLIE OG GAS



1

- 25 Years Anniversary**  
1. Poul Kolbæk Laursen  
1 March

### Obituary

The A.P. Moller Group regret having to announce the following deaths:

Kurt Lyhne  
Mærsk Olie og Gas  
13 July

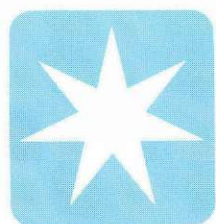
Leif Rasmussen  
The Yard  
25 August

Frede Jensen  
The Yard  
1 September

Leif Per Jørgensen  
The Yard  
10 October

Kurt A. Larsen  
Maersk Air  
16 October





**MÆRSK**

*Maersk Air's Boeing 737-300  
in Narsarsuaq, Grønland.*