MÆRSK POST

1/1991

The Danish scene is crowded with discussion about relatively unimportant domestic issues and there is a tendency to forget the serious international situation and the very significant commitments of especially the United States and Great Britain. And Danes forget how and by whose efforts we in 1945 again got our freedom. I was recently honoured by a request to speak at a dinner of The General Council of British Shipping at Guildhall in London and quote from that speech:

> "When I was first invited to do this speech little did I realize – nor no doubt did you – that this was to be the first evening after the opening of the Gulf War.
>
> It is, therefore, not only a festive but also a very sombre occasion on which we meet.
>
> It requires courage for a Non-Britisher to address this distinguished audience in this magnificent Hall, particularly this evening. I do so with diffidence.
>
> The Guildhall reminds not only about the City of London, but also of Britain, and perhaps it is appropriate first to say a little about your country.
>
> One of the monuments in this Hall displays William Pitt The Younger, and his immortal words are carved there: 'England has saved herself by her exertions – and will, I trust, save Europe by her example'. That was in 1805. It could have been Sir Winston Churchill in 1940 because you then – by your exertions – saved not only Britain, but also Europe.
>
> Had it not been for your perseverance in the Battle of Britain – which you just commemorated in typical modest and dignified manner – there would have been no way for the great English speaking nations to relieve Europe of the Nazi yoke and give us freedom again.
>
> I, for one, remain forever grateful.
>
> You also served mankind by standing up in the Falklands and you are doing so again by your proportionately very significant presence in the Gulf.
>
> May your brave sailors, soldiers and airmen have every success and suffer the least possible losses".

I have had occasion to express myself similarly in the United States. Denmark should not forget its liberators. And Denmark should not omit in solidarity to participate in the efforts required to implement United Nations resolutions, which we supported, and for which the United States and Great Britain accept great sacrifices.

About the more European scene I said to the Guildhall audience:

> "One of your great characteristics has been to stick it out – however difficult – however adverse the odds.
>
> I hope you will continue to do so.
>
> The world needs British steadfastness, British realism, British leadership. We have enjoyed it for more than ten years under that outstanding Lady, Mrs. Thatcher, and look forward to another constructive period under your new Prime Minister, Mr. Major, whom we miss here to-night and very understandably so.
>
> Also Europe needs your wisdom. There is an unfortunate tendency to be in a hurry and to assume that any proposal that supposedly advances a common Europe should automatically be adopted.
>
> I share Britain's hesitance.
>
> Forward Europe will move, but hopefully carefully, wisely and without haste.
>
> Sovereignty lightly sacrificed could easily ignite serious complications later".

That speaks for itself. Denmark should tread cautiously and only after thorough consideration. It is not appropriate for politicians of the moment to hastily and lightly cede of Denmark's historical and century old sovereignty.

MÆRSK MC-KINNEY MØLLER

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MÆRSK POST

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Editor: Ulla Skytte
Printers: Scanprint A/S, Viby J

Local correspondents:

HONG KONG: Belina Chick
INDIA: Ravi Chopra
INDONESIA: Peter Frederiksen
JAPAN: Lars Bredo Rahbek
NIGERIA: Lucie Thompson
PHILIPPINES: Lydia B. Cervantes
SINGAPORE: Cyril Seah
SPAIN: Harry W. Glogauer
TAIPEI: Alfred Hurd
THAILAND: Suthinee Vanachart
UNITED KINGDOM: Robert Kenward
U.S. EAST COAST: Robert F. Osborne
U.S. WEST COAST: Jennifer Caro
U.S. GULF: Gregory Bakalich

DISA: Eigil Conradsen
MAERSK AIR: Marita Petersen
MÆRSK DATA: Kim Kruse Andersen
THE YARD: Mogens Byrler
PAPYRO-TEX: Helge Madsen
PHARMA-PLAST: Bjørn Ragle
ROSTI: Marianne Maltow
ROULUNDS: Elsebeth Bastholm

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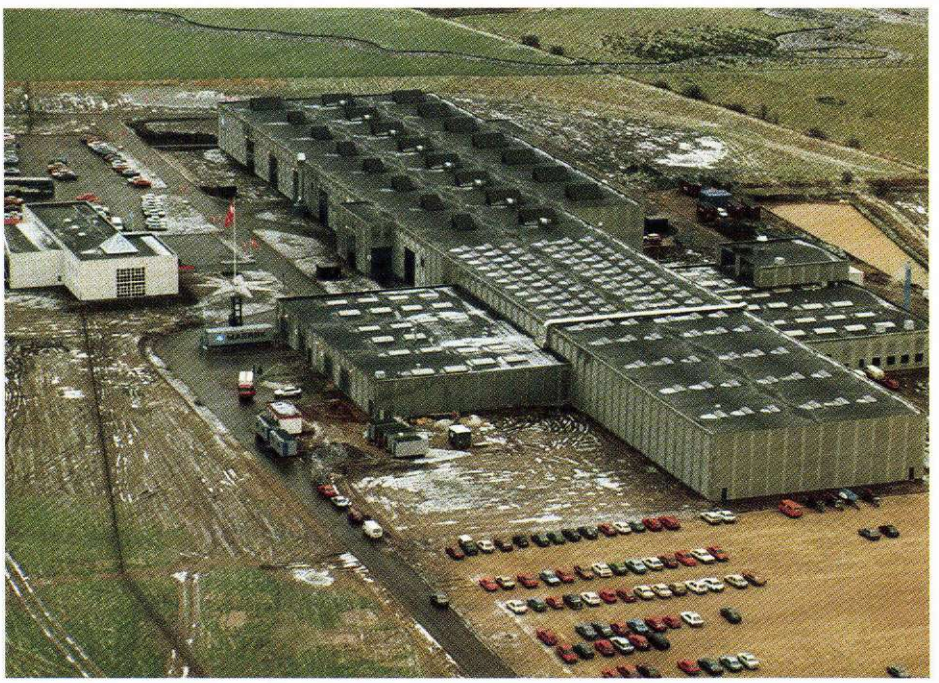
Her Majesty Queen Ingrid with Mr. Mærsk Mc-Kinney Møller, the Chairman of the Board, Mr. Troels Dilling and Managing Director Mr. Vagn Rosenkilde Christensen.

Ready for production after one year

On Tuesday, 15th January, one year to the day after the building site was acquired, Her Majesty Queen Ingrid inaugurated Mærsk Container Industri's new factory in Tinglev.

At the beginning of January 1990, A.P. Møller decided to start production of ships' containers – both 40-foot and 20-foot – in Denmark. On 8th January 1990 Mærsk Container Industri A/S was established, and a week later, on 15th January, the building site in Tinglev was purchased.

The first shovelful of soil towards what today can be described as the most advanced container factory in the world, was dug up on 2nd April, and from then onwards progress was rapid. As early as



Mærsk Container Industri on its Inauguration Day. Notice the Flagpole, a gift from Tinglev Municipality, which has been placed in an oak bed in the shape of the seven-pointed star.

The inauguration took place in the 16,000 square metre factory hall, where almost 300 people, including staff and guests from the South Jutland area, were present to listen to the many speeches.

15th October the administration building was ready for occupation, and exactly three months later, on 15th January, Her Majesty Queen Ingrid was able to start up the production of containers by pressing the button on the production plant.

Twenty minutes later the first container, decorated with maritime signal flags, rolled off the production line to the tones of "I am sailing" played by the Odense Steel Shipyard Band.

In his speech of welcome, the Chairman of the Board of Mærsk Container Industri, Mr. Troels Dilling, emphasised the great interest and constructive help given to Mærsk Container Industri, as well as the fine industrial development policy of Tinglev municipality, whose spirit of collaboration was a shining example to all.

Everybody was included in the heartfelt thanks – the authorities, the contractors, the sub-contractors, the staff of Mærsk Container Industri, the Odense Steel Shipyard, which is responsible for the technical development of the factory, the A.P. Møller Shipping Company, and Mr. Mærsk Mc-Kinney Møller, without whom the container factory would not have been possible.

In his speech, Mr. Mærsk Mc-Kinney Møller repeated the words of Mr. A.P. Møller at the topping-out ceremony for the Lindø Shipyard in 1958; "This enterprise was not my own idea. In fact I was not happy about the proposal as we had enough to do, and such a company would be a further new responsibilty". But Mr. Mærsk Mc-Kinney Møller had the same feelings as Mr. A.P. Møller when he said: "Those who have ability, also have duties, and one ought to go out of ones way to solve the problems one is capable of". Mr. Mc-Kinney Møller was very pleased that the firm of contractors, Rasmussen & Schiøtz has been in charge of the building work, as the founder, Niels Rasmussen was his wife's father. He ended his speech by thanking everyone involved, and expressed special thanks to Her Majesty Queen Ingrid.

In his speech the Mayor of Tinglev, Mr. Thorkild Dahl Nielsen referred to a Japanese proverb – "If you raise your eyes, you will see no barriers", and emphasised the great pleasure it has been for the Southern Jutland municipality to have been chosen as the site of a modern Danish factory.

"It is obvious that the people behind the container factory have raised their eyes over any obstacles and have thereby broken down barriers in many, many areas", said the Mayor.

The production of containers

Mærsk Container Industri employs a staff of approximately 160. Production itself is carried out in the 16,000 square metre production hall, where the containers are assembled on a central line in the middle of the hall from elements -bottom, sides, roof and doors – delivered from lines placed on both sides.

After the container is assembled in the steel department it continues to sandblasting, painting, hardening, final assembling and testing in the surface treatment department.

After the final assembly, the containers are tested in a water tunnel, whereupon they are transported out of the factory and over to a temporary storage area. From the outdoor storage area of 16,700 square metres the containers are sent off on lorries or by rail.

Mærsk Container Industri will employ two production teams in the continous manufacture of containers. Three times per hour a finished 40-foot container will roll off the production line, and if the container is a 20-foot one production time is even shorter, corresponding to approximately 5 containers per hour.

JUST-IN-TIME

In October 1990, A.P. Møller entered into an agreement with the Odense Steel Shipyard for the rebuilding and refitting of the two Singapore-owned bulkcarriers, the "MAERSK TAPAH" and the "MAERSK TELUK", each of 68,000 tons deadweight.

The two newly-purchased bulkcarriers were to have four 25-ton swing cranes with grabs installed, and at the same time the vessels were to be painted in the well-known Mærsk colours.

Not only was this a new order for the Lindø Shipyard, it was also a new and different challenge for the Company's Purchasing Department. When the order for the rebuilding of the "MAERSK TAPAH" and the "MAERSK TELUK" was confirmed, the department had not only to take care of all purchasing but also the safe and punctual transportation of eight sets of cranes from Liebherr-Werk, Nenzing in Austria to Lindø.

The "MAERSK TAPAH" before and after.

This task was the greatest single transportation job for the Purchasing Department in 1990 – a total of 3,270 cubic metres with a total weight of 515 tons had to be freighted and delivered in two consignments, each consisting of four pedestals, four cranes with booms and four grabs.

On 26th November 1990, the first consignment, loaded to on six special wagons, was dispatched from Nenzing.

In order to avoid any unecessary delays the Purchasing Department, in collaboration with Liebherr-Werk, had ensured that a forwarding agent personally accompanied the train through Germany to Odense by car. This precaution was taken as such colossal consignments may only use the railway network at special times of the day, and not on Saturdays or Sundays. This close supervision resulted in the cranes arriving punctually and according to plan in Odense. Here the equipment was reloaded onto special trucks, which carried out the final stage of the transportation.

On 4th December 1990 – after eight days – the cranes and the other equipment arrived at the Lindø Shipyard, and at the same time a message was received that the "MAERSK TAPAH" had arrived at the mouth of the Odense Fiord.

Two days later, on Thursday 6th December at 8 am, the bulkcarrier was ready for rebuilding in the drydock, and exactly 14 consecutive working days later, on Thursday 20th December, the work was finished and the vessel was ready to sail out of the dock on its way to new challenges.

The same story was repeated shortly afterwards with the "MAERSK TELUK", which was in drydock at Lindø during the period 17th – 30th January 1991.

The alterations to the two bulkcarriers meant employment for 80-100 men.

When the two vessels sailed from Lindø, 100 tons of steel had been installed on each vessel in addition to the 258 ton swing cranes. With this delivery, Liebherr has delivered a total of more than 100 cranes of different types to the A.P. Møller Group since 1973.

The vessels now take their place in the Company's existing fleet of 15 modern Panmax bulkcarriers, all of which are equipped to carry out special tasks with self-loading and discharging in areas without sufficient port facilities.

HENRIK PEDERSEN,
Purchasing Department

MAERSK AIR spreads its wings

"This is your captain speaking. Welcome on board this MAERSK AIR flight to London. We are particularly happy to welcome our guests on this first trip to Gatwick airport ....". With these words, at 5.10 pm on 3rd December 1990, Captain Mogens Anker welcomed his passengers on board MAERSK AIR's new aircraft, a Boeing 737-500.

And there was certainly a good reason for the particularly warm welcome. This was the first time for 44 years that a Danish airline had been allowed to fly the route Copenhagen to London. In 1946 the Danish Airline Company (DDL), the Norwegian Airline Company (DNL) and the Swedish Aerotransport Company (ABA) joined together to form SAS, and since then the joint Scandinavian airline company has had the sole rights to the route between Copenhagen and London. However, with the acceptance of the alternative airline regulations at the EEC Council of Ministers' meeting on 18th June 1990, the barriers were lifted and it became possible for other airline companies to fly the same route.

MAERSK AIR was established in 1969, and since then the company has been engaged in all areas of aviation – domestic and foreign flights, charter flights, helicopter flights, leasing of aircraft etc. MAERSK AIR has its home base at Copenhagen's airport, but also operates from Billund, the main junction of air traffic in Jutland, to both domestic and foreign destinations.

MAERSK HELICOPTERS is based in Esbjerg, from where it flies to and from the drilling platforms in the North Sea.

A wiew of the cockpit in MAERSK AIR's Boieng 737-500 reveals absolutely top class instrumentation. The Managing Director Bjarne Hansen thanks Captain Mogens Anker and Co-pilot Mogens Luun for a pleasent trip.

MAERSK AIR's Chairman of the Board Troels Dilling and Managing Director Bjarne Hansen during the maiden flight to Gatwick/London.

MAERSK TRAVEL – the travel agency – has sales offices in ten Danish cities, as well as in Singapore, Great Britain and Hong Kong.

MAERSK AIR CARGO is MAERSK AIR's Scandinavian sales agent for leading international airline companies.

MAERSK AIR a natural consequence

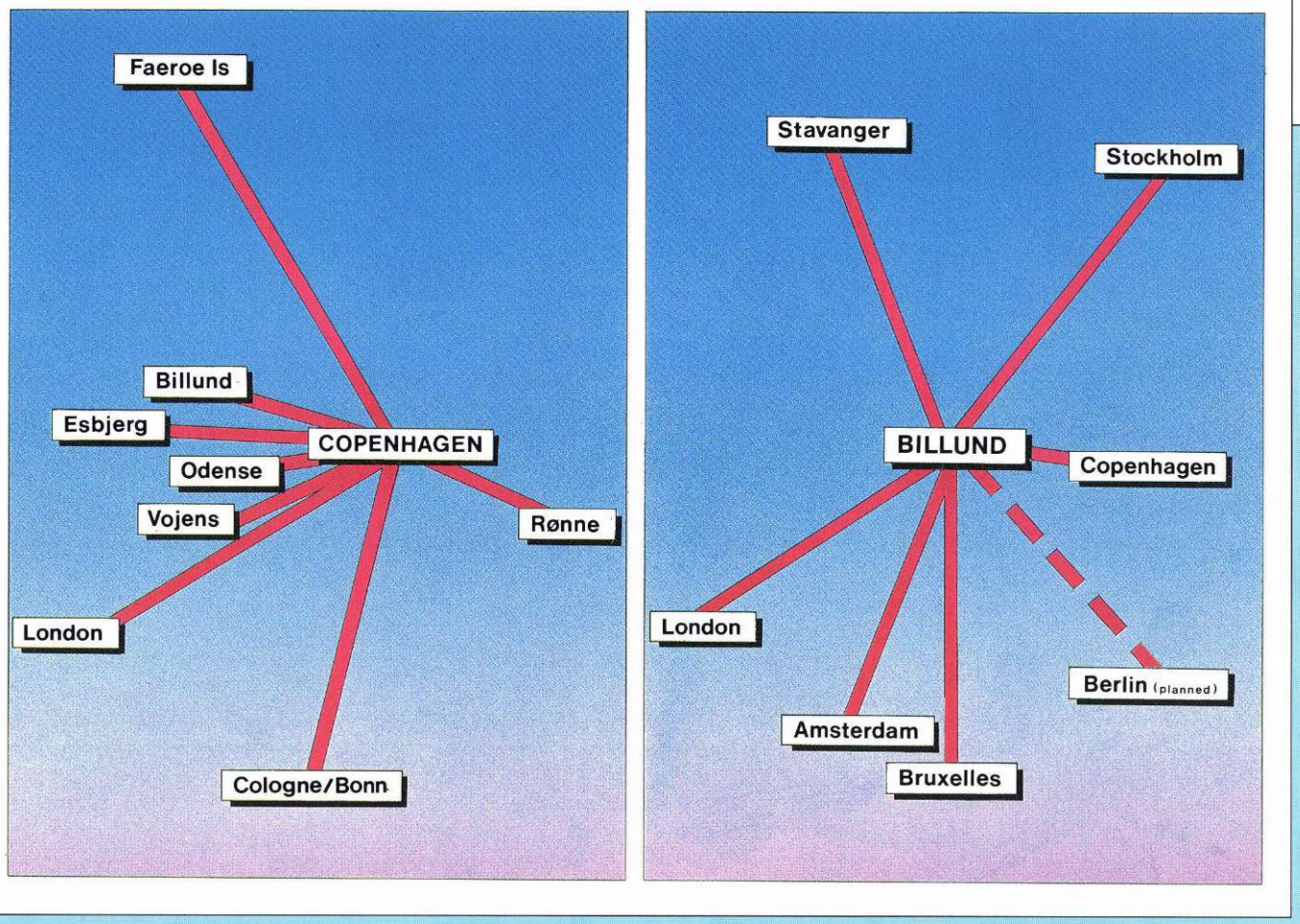
At the inauguration of MAERSK AIR's Copenhagen – London route, the Chairman of the Board of MAERSK AIR, Mr. Troels Dilling said that originally all passengers and freight were transported by sea, and therefore it is logical that MAERSK AIR should be considered the natural child of the Company, which as a transportation company makes use of air routes.

Later he described the difference between the sea routes and the air routes as follows; "While the freedom of the seas has always been defended, and this has ensured competition and low transportation costs, aviation has always been burdened with concessions and state monopolies. The difference can briefly be described by stating that at sea, everything is allowed unless it is expressly forbidden, whereas in aviation everything is forbidden unless it is expressly allowed".

MAERSK AIR has two daily flights to Gatwick, one in the morning and one in the evening, with a fast and comfortable train connection, the "Gatwick Express", to Victoria station in the centre of London.

New routes

MAERSK AIR has not been slow in deve-



MAERSK AIR's traffic service network.

loping its air routes as well as the London route, it has established many other new international routes in the past few years.
On 4th April 1989 the route between Copenhagen and Cologne/Bonn was established, but it was not until the Spring of 1990 that Maersk Air began to forge ahead, especially from Jutland.
On 4th January 1990 the route between Billund and Stavanger was started up, ten months later came two new routes from Billund to Amsterdam and Brussels, on 1st November the route between Billund and Gatwick, London started, and four days later the route between Billund and Stockholm was established.
The late afternoon flight to London from Copenhagen was clearly the culmination of a long dreamed-of goal, and once the morning connection between Copenhagen and Gatwick had started on 7th January 1991, travellers to London could not hope for better flying times on board a modern aircraft, with MAERSK AIR's ever efficient and friendly service.

A young and up-to-date fleet

MAERSK AIR has at its disposal an extremely new and modern fleet of aircraft – the average age of the 25 aircraft in the fleet is 1½ years.
The majority of MAERSK AIR's aircraft come from the world's largest aircraft manufacturer, Boeing, whose motto since 1916 has been, "Build the best aircraft in the world".
Aircraft of the type 737, of which MAERSK AIR has 10 and a further four on order to be delivered in 1991, are produced at the rate of 21 per month, which is the highest monthly production of any type of aircraft anywhere.
MAERSK AIR's Boeing 737 aircraft have the highest fuel economy level and the lowest noise level in the world.
The number 7 is the trademark of Boeing aircraft, and the 737-300, the 737-400 and the 737-500 are well-known names for a new and fuel-efficient aircraft, which also provides comfort and plenty of room for the passengers. MAERSK AIR uses the 737-300 with 147 passenger seats and the 737-500 with 132 passenger seats.
The 737-500 which was delivered to MAERSK AIR this year is brand new, and features the lowest possible noise level and the most technically advanced cockpit instruments.
Consequently, the A.P. Møller Group's motto – "Maersk Means Quality" – applies in the air as well as on land and sea.

Boeing 737-500

A Boeing aircraft type 737-500 is 31 metres long, has a 29 metrewide wingspan, and is 11 metres high.
Unloaded, the aircraft weighs 31 tons and is capable of lifting almost twice this weight, 60.7 tons.
Maximum flying height is 11,000 metres, and maximum speed is 790 km per hour (494 mph).
There is room for 132 passengers.
There is room in the cockpit for two pilots, and the cabin crew can vary from between three and six persons, depending on the length of the route.
Two comparatively noiseless CFM 65-3-B-1 engines are mounted on the front of the wings, and these contribute to reducing the fuel consumption. Furthermore, combustion has been improved, so that pollution is limited.
Weather radar in colour and computer controlled navigation systems and engine systems mean that the flight is safer, more environmentally friendly and more economical.

"JANE MÆRSK" – the key to a new market

A.P. Møller's new gas tanker, the "JANE MÆRSK", was christened at the Hyundai shipyard in Korea on 24th November 1990.

The sponsor was Mrs. Karen Luxhøj, wife of Mr. P. E. Luxhøj, former Senior Vice President of Statoil's Crude Oil and Product Sales in Stavanger. P.E. Luxhøj returned to Denmark to take up the position of Managing Director of Statoil Denmark from 1st January 1990.

Previously, A.P. Møller's gas tanker activities were concentrated around a fleet of 11 vessels of between 11,000 and 15,000 cubic metres. With the aim of extending activities within the gas transportation business, a decision was taken to move into the market for somewhat larger gas tankers.

The entry into this market was marked by the delivery of the "JANE MÆRSK" on 28th November 1990. The "JANE MÆRSK" is the first in a series of four 35,000 cubic metre, fully-refrigerated (fully-ref) gas tankers. The vessel is capable of carrying 20,000 tons of liquified gas (propane). The length overall is 185 metres.

All four vessels, of which one has already been delivered, are being built at the Hyundai shipyard in Korea and the remaining three vessels will be delivered in the course of 1991.

New vessels – new markets

The vessels have been ordered on the basis of Contracts of Affreightment which the Company has already concluded. These contracts cover the transportation of LPG (Liquified Petroleum Gas) from English and Norwegian terminals to consumer centres in Europe and the USA. In this trade, the optimum quantity of cargo is 20,000 tons, taking the harbour sizes and the capacity of landbased storage facilities into consideration. Quality and safety are the key words when the transportation of liquified gases comes under discussion. This is particularly the case in the "JANE MÆRSK's" area of employment – Europe and the USA, where high standards of quality and safety are essential. Consequently, great importance has been attached to these points in the construction of the "JANE MÆRSK" and her future sister vessels.

The vessels are equipped with side propellors, which ensure safe and precise manoeuvrability in narrow waters and harbour approaches. In addition, a modern cargo handling system ensures the rapid and efficient loading and discharging of the liquified gases. The discharging pumps and the compressors for the cooling of the cargo are extremely well constructed. Several types of liquified gases can be transported simultaneously, as it is possible to segregate the four individual tanks into several separate tank systems.

In addition to the main task of transporting LPG and ammonia, the flexibility of the Gas Tanker Department's fleet is ensured by the vessels also having the possibility of carrying chemical gases.

A.P. Møller has entered into Contracts of Affreightment for the North Sea area with Statoil, Shell and the American company, Enron.

The transportation of LPG under the terms of these contracts began at the beginning of 1990 with chartered vessels of between 20,000 – 40,000 cubic metres. As the "JANE MÆRSK's" sister vessels are delivered, these will gradually take over the job.

Statoil, Shell and Enron together control approximately 55% of the total of 4.5 million tons of LPG which is loaded every year at the North Sea terminals. Consequently, A.P. Møller has become a significant factor in this trade as well.

The "JANE MÆRSK" at the discharging quay in Antwerp.

The Department

As a result of the Company's expansion of activities in the transportation of liquified gases, the Gas Tanker Department was established as an independent profit centre in the middle of 1989. Prior to this, the Company's gas tanker activities had been taken care of by the department for "Gas and Special Tankers", which was also in charge of the smaller oil tankers.

At present, the Gas Tanker Department has a staff of 23, distributed between an operations section and three chartering sections, which are divided according to the size and type of the vessels.

Inside the Gas Tanker Department.

The Operations section is responsible for the daily running of the technically advanced gas tankers. This includes instructing the vessels about new voyages, arranging for fuel and for tugs at harbour approaches and canal passages. This means that, throughout the entire operation, our customers are assured of efficient service which lives up to the Company's motto – "Second-to-none", and that the vessels are operated in the most efficient and most economical way.

The "Semi-ref" section is responsible for obtaining charters for the Company's smaller gas tankers, of which 12 vessels of between 11,000 – 15,000 cubic metres are in operation.

Similarly, the "Fully-ref/handy" section arranges charters for the Department's vessels in the 20,000 – 40,000 cubic metre class. There are, at present, four vessels in this class – the "JANE MÆRSK" and three chartered vessels.

The newly-established "Fully-ref/VLGC" section is responsible for the running of the Department's chartered fleet of large gas tankers. VLGC is an abbreviation for "Very Large Gas Carrier".

Employment

The different types of gas are transported at sea in a liquid state, either under pressure or by cooling to boiling point.

Semi-ref vessels are capable of keeping the gases liquid by cooling as well as by a combination of cooling and pressure.

On the other hand, fully-ref vessels can only use cooling to keep the gases liquid.

Semi-ref vessels are primarily used for the transportation of chemical gases, including VCM, propylene and ethylene from Europe and the USA to the Far East, or butadiene from Europe to the USA. Chemical gases are mainly used in the production of plastic products.

Fully-ref vessels, both handy and VLGC types, are primarily used for the transportation of LPG. LPG is a common term for liquified propane and liquified butane. These products are chiefly utilised as raw materials which, through a so-called "cracking" process at a refinery, are transformed into different chemical products. LPG is also used as energy and as a source of heat in both industrial and residential buildings. A few countries, especially Holland and Japan, consume large amounts of LPG as fuel for lorries, cars and buses.

The LPG is mainly loaded in the Middle East, from where it is transported primarily to the Far East. Japan is the largest single purchaser. Furthermore, large quantities destined for Europe and the USA are loaded in Algeria and the North Sea.

Fully-ref handy vessels are also employed in the transportation of liquified ammonia.

NILS OLSEN, Gas Tanker Department

Rosti expands in Germany

Since taking over the plastic container company Kunststoffwerk Draak GmbH in Winsen, Rosti's involvement in the German plastic packaging industry has increased considerably.

In addition to major extension and modernisation of existing production facilities at the factory in Winsen, the Rosti Group took over the companies Hartmut Müller in Neumünster and Grimm & Triepel in Witzenhausen in 1989. As a result, the product range was extended to include plastic bottles.

In 1990, the Rosti Group further increased its activities with the purchase of two more factories producing plastic containers. The factories are situated in Ashausen and Eisenberg, and they produce large plastic containers and drums, some of which can contain up to 220 litres.

With its purchase of these factories, Rosti has become one of the leading European manufacturers of plastic containers and bottles, particularly for the chemical industry, but also for consumer products. Within this product range, Rosti now has five factories in Germany, two in Denmark and one in Thailand.

Environmentally friendly packaging

For a long time now, the German company mentioned above, Grimm & Triepel, which manufactures plastic bottles, has been interested in the growing environmental debate. In 1990 Grimm & Treipel was the first manufacturer in the world to launch a biodegradable plastic bottle, which its customer Castrol used as a container for the first completely biodegradable two-stroke oil. The development of the bottle took many years of research which culminated in the discovery, at the University of Göttingen, of a micro-organism which, when fed with the correct dosage of sugar, produced a material with the same characteristics as plastic. This new raw material is now produced by the English supplier of raw materials, ICI, under the trade name of Biopol. The bottle has been the object of a great deal of interest among specialists, as both the contents and the bottle are completely degradable within one year.

Plastic drums.

Rosti's European container and bottle factories.

Besides plastic containers and bottles, the Rosti Group produces EPS foam plastic products at Thermopack A/S in Billund and Brønderslev and at Iberiplasa S.A. in Madrid.

Plastic flowerpots are manufactured at OS Plastic A/S in Farum, housewares plastic products at Rosti Housewares A/S in Roskilde, and technical plastic articles in Skive and at the associated company Mala Chemical Ltd. in Bangkok.

At the moment, Rosti has a total of 14 factories and employs 1,400.

MARIANNE MALTOW, Rosti

The drilling rig "MÆRSK GIANT" – one of the largest jack-up rigs in the world – takes up a great deal of space in the Skjold field, where its derrick towers over the production platform. On the left is the somewhat smaller drilling rig "MÆRSK EXPLORER", which supplies purified sea water for injection in the Skjold and Gorm fields.

News from the North Sea

In January, the drilling rig "MÆRSK GIANT" completed work on the second horizontal drilling in the Valdemar field, and was then moved to the Skjold field, where Dansk Undergrunds Consortium has decided to carry out two more drillings. One of the new wells is to be used for production, while the plan is to utilise the other for water injection.

At present the Skjold field produces almost 50,000 barrels of oil per day, and is consequently the DUC field with the highest daily production. Mærsk Olie og Gas, which is in charge of operations in the field, states that production comes from three wells at the moment, while four wells are used for water injection. The two new wells are not intended to immediately increase the daily production from the field, but will contribute to the long-term stabilisation of production.

In addition to the new wells and the necessary modifications to the platform, a new module with a test separator will be installed on the Skjold platform in the Spring of this year. Altogether, DUC is investing approximately DKK 200 million in the latest expansion programme in the field.

The drilling rig "MÆRSK ENDEAVOUR" completed work on the Dagmar field in January and was then moved to the Kraka field. Since August, the rig has been employed firstly on the installation of a STAR platform, and subsequently on the drilling of two production wells. In the Kraka field, the drilling rig will be used to open up two production wells which have already been drilled, and to complete the installation work on the new platform.

In January a new monthly record for Danish oil production was reached when the DUC fields produced a total of 565,000 tons – or 134,211 barrels of oil per day. Similarly, 1990 was a record year, with oil production at approximately 6 million tons and gas production at almost 2.8 billion cubic metres.

The Danish oil fields are named after Danish kings and queens of olden times, and this year the North Sea will be getting two "new queens", as DUC's operator, Mærsk Olie og Gas AS are putting two new fields, Kraka and Dagmar into production. Together with the extensions to the existing DUC fields, the new fields mean that the day is rapidly approaching when Denmark will become self-sufficient in the production of oil and natural gas.

The drilling rig "MÆRSK ENDEAVOUR" on its way from the Dagmar field to the Kraka field. The three towing vessels are, from the left, the "MÆRSK BATTLER", the "ESVAGT OMEGA" and the "MÆRSK BREAKER".

The First Step

Mr. Mærsk Mc-Kinney Møller with the award – "The First Step". On his left is the Chairman of the Union of Danish Metalworkers, Georg Poulsen and the Managing Director of the Danish Industries Employers' Federation Sven F. Thomsen. On his right are Vice Chairman Troels Dilling and Managing Director Kurt Andersen from the Odense Shipyard.

On 14th December, "The First Step", an award in the form of a beautiful sculpture, was presented to Mr. Mærsk Mc-Kinney Møller as Chairman of the Odense Steel Shipyard.

The prize is awarded to enterprises which make an extraordinary effort to create opportunities for vocational trainee service for young people seeking apprenticeships in the mechanical engineering and metalworking industries. The award was instituted on the recommendation of the Metalworking Industry's Apprenticeship Committee.

And the unanimous choice for the award was the Odense Steel Shipyard.

The Chairman of the Union of Danish Metalworkers, Georg Poulsen, and the Managing Director of the Danish Industries Employers' Federation, Sven F. Thomsen, presented the award and gave the following reasons :

"In connection with the Committee's campaign "Make a start on your future", the Odense Steel Shipyard has created 45 apprenticeships, so that there are at present approximately 125 apprentices being trained at the Shipyard.

In addition, the Odense Steel Shipyard has always contributed to the solution of particular training tasks, and through information and "Open House" arrangements it has drawn attention to the employment and training opportunities that the Shipyard can offer".

The representatives of the Union of Danish Metalworkers and the Danish Industries Employers' Federation also took the opportunity to thank Mr. Troels Dilling for his consistently energetic efforts in the training of young people, and Mr. Kurt Andersen for following up this course of action.

Mr. Mærsk Mc-Kinney Møller was thanked for taking a personal interest in young people, and especially in their education.

The sculpture was made by the artist Per Arnoldi, whose work was inspired by an old Chinese proverb: "Every journey starts with the first step". Consequently, "The First Step" illustrates the idea that education is a continuous, unbroken movement forwards and upwards.

THE MÆRSK FLEET 1991

January 1st. 1991

CRUDE – CARRIERS

t.t. "KIRSTEN MÆRSK"
Built: Odense Staalskibsværft A/S, Lindø

	BUILT	*TDW.*
t.t. "KIRSTEN MÆRSK"	1975	339.000
t.t. "KAROLINE MÆRSK"	1976	339.600
t.t. "KATE MÆRSK"	1976	339.200
t.t. "KARAMA MÆRSK"	1977	337.700
t.t. "KAREN MÆRSK"	1977	337.800

m.t. "NICOLINE MÆRSK"
Built: Korea

	BUILT	*TDW.*
m.t. "NICOLINE MÆRSK"	1989	276.700
m.t. "NIELS MÆRSK"	1989	277.000
m.t. "MAERSK NAUTILUS"	1989	276.700
m.t. "MAERSK NAVIGATOR"	1989	277.000

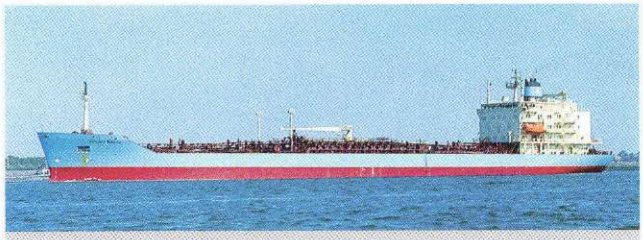
m.t. "MAERSK VALENCIA"
Built: Spain

	BUILT	*TDW.*
m.t. "MAERSK VALENCIA"	1977	152.100
m.t. "MAERSK GERONA"	1976	152.100
m.t. "MAERSK LERIDA"	1978	152.100

PROCUCT-CARRIERS

m.t. "HERTA MÆRSK"
Built: A/S Nakskov Skibsværft

	BUILT	*TDW.*
m.t. "HERTA MÆRSK"	1982	13.845
m.t. "HULDA MÆRSK"	1982	13.845
m.t. "HENRIETTE MÆRSK"	1982	13.845
m.t. "MAERSK HARRIER"	1982	13.845



m.t. "ROBERT MÆRSK"
Built: Odense Staalskibsværft A/S, Lindø

	BUILT	TDW.
m.t. "ROBERT MÆRSK"	1986	27.350
m.t. "RAS MÆRSK"	1986	27.350
m.t. "ROMØ MÆRSK"	1986	27.350
m.t. "RITA MÆRSK"	1986	27.350
m.t. "RASMINE MÆRSK"	1986	27.350

m.t. "MAERSK GANNET"
Built: Finland

	BUILT	TDW.
m.t. "MAERSK GANNET"	1977	32.389

m.t. "PETER MÆRSK"
Built: Japan

	BUILT	TDW.
m.t. "PETER MÆRSK"	1981	47.803
m.t. "PRIMA MÆRSK"	1982	47.803
m.t. "PAULA MÆRSK"	1982	47.803

m.t. "A.P. MØLLER"
Built: Odense Staalskibsværft A/S, Lindø

	BUILT	TDW.
m.t. "A.P. MØLLER"	1984	50.600
m.t. "EMMA MÆRSK"	1985	50.600
m.t. "EVELYN MÆRSK"	1985	50.600
m.t. "ESTELLE MÆRSK"	1987	50.600
m.t. "ELEO MÆRSK"	1987	50.600

m.t. "MAERSK JAVELIN"
Built: Norway

	BUILT	TDW.
m.t. "MAERSK JAVELIN"	1976	59.650
m.t. "MAERSK JUNO"	1976	59.650
m.t. "MAERSK ASCENSION"	1976	59.650
m.t. "MAERSK JUPITER"	1978	59.230

m.t. "DIRCH MÆRSK"
Built: Odense Staalskibsværft A/S, Lindø

	BUILT	TDW.
m.t. "DIRCH MÆRSK"	1983	99.800
m.t. "DORTHE MÆRSK"	1983	99.800
m.t. "DAGMAR MÆRSK"	1984	99.800

m.t. "VALKYRIEN MÆRSK"
Built: Japan

	BUILT	TDW.
m.t. "VALKYRIEN MÆRSK"	1988	110.361
m.t. "MAERSK VIRTUE"	1988	110.296

GAS-TANKERS (LPG/C)

LPG/C "GUDRUN MÆRSK"
Built: Germany

	BUILT	M^3
LPG/C "GUDRUN MÆRSK"	1989	11.600
LPG/C "GJERTRUD MÆRSK"	1989	11.600

LPG/C "MAERSK COMMANDER"
Built: Norway

	BUILT	M^3
LPG/C "MAERSK COMMANDER"	1976	12.060
LPG/C "MAERSK CAPTAIN"	1977	12.060
LPG/C "MAERSK CADET"	1972	12.060

LPG/C "SALLY MÆRSK"
Built: Odense Staalskibsværft A/S, Lindø

	BUILT	M^3
LPG/C "SALLY MÆRSK"	1981	15.074
LPG/C "SVENDBORG MÆRSK"	1981	15.067
LPG/C "SUSAN MÆRSK"	1981	15.072
LPG/C "SVEND MÆRSK"	1982	15.067
LPG/C "OLGA MÆRSK"	1984	15.098
LPG/C "OLUF MÆRSK"	1984	15.089

LPG/C "JANE MÆRSK"
Built: Korea

	BUILT	M^3
LPG/C "JANE MÆRSK"	1990	35.000

CONTAINER VESSELS

m.s. "MARCHEN MÆRSK"
Built: Odense Staalskibsværft A/S, Lindø

	BUILT	TDW.
m.s. "MARCHEN MÆRSK"	1988	60.640
m.s. "MARIT MÆRSK"	1988	60.640
m.s. "MARGRETHE MÆRSK"	1988	60.640
m.s. "METTE MÆRSK"	1989	60.640
m.s. "MATHILDE MÆRSK"	1989	60.640
m.s. "MAREN MÆRSK"	1989	60.640
m.s. "MAJESTIC MÆRSK"	1990	60.200
m.s. "MARIE MÆRSK"	1990	60.200
m.s. "MAGLEBY MÆRSK"	1990	60.200

m.s. "REGINA MÆRSK"
Built: Odense Staalskibsværft A/S, Lindø

	BUILT	TDW.
m.s. "REGINA MÆRSK"	1983	53.310
m.s. "LAURA MÆRSK"	1980	53.688
m.s. "LEISE MÆRSK"	1980	53.548
m.s. "LEXA MÆRSK"	1981	53.540
m.s. "LICA MÆRSK"	1981	53.498
m.s. "LEDA MÆRSK"	1982	53.690
m.s. "LUNA MÆRSK"	1982	44.142
m.s. "LOUIS MÆRSK"	1984	53.325
m.s. "LAUST MÆRSK"	1984	48.527
m.s. "LARS MÆRSK"	1984	53.325
m.s. "LINDØ MÆRSK"	1985	53.325

m.s. "ANDERS MÆRSK"
Built: Germany

	BUILT	TDW.
m.s. "ANDERS MÆRSK"	1976	37.129
m.s. "ANNA MÆRSK"	1975	37.116
m.s. "ARTHUR MÆRSK"	1976	37.212
m.s. "AXEL MÆRSK"	1976	37.115
m.s. "ALVA MAERSK"	1976	37.852
m.s. "ARILD MAERSK"	1976	37.872

m.s. "ADRIAN MÆRSK"
Built: Germany

	BUILT	TDW.
m.s. "ADRIAN MÆRSK"	1975	32.178
m.s. "ALBERT MÆRSK"	1975	32.103
m.s. "ARNOLD MÆRSK"	1975	32.197

m.s. "BRIGIT MAERSK"
Built: Japan

	BUILT	TDW.
m.s. "BRIGIT MAERSK"	1974	32.835

m.s. "TREIN MAERSK"
Built: Japan

	BUILT	TDW.
m.s. "TREIN MAERSK"	1990	21.229
m.s. "TOBIAS MAERSK"	1990	21.207
m.s. "THORKIL MAERSK"	1990	21.238
m.s. "TORBEN MAERSK"	1990	21.232

m.s. "CORNELIA MÆRSK", with gantry crane
Built: Norway

	BUILT	TDW.
m.s. "CORNELIA MÆRSK"	1967	24.617
m.s. "CECILIE MÆRSK"	1967	24.617

m.s. "MAERSK CLAUDINE" with gantry crane
Built: Japan

	BUILT	TDW.
m.s. "MAERSK CLAUDINE"	1978	11.034
m.s. "MAERSK CLEMENTINE"	1978	11.007

RO/RO VESSELS

m.s. "MAERSK FLANDERS"
Built: Japan

	BUILT	TDW.
m.s. "MAERSK FLANDERS"	1978	3.573
m.s. "MAERSK ANGLIA"	1977	3.522

m.s. "MAERSK FRIESLAND"
Built: Holland

	BUILT	TDW.
m.s. "MAERSK FRIESLAND"	1981	1.600

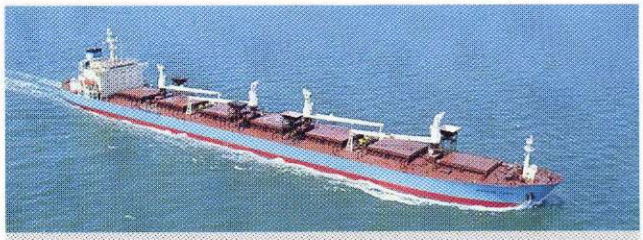
m.s. "MAERSK ESSEX"
Built: France

	BUILT	TDW.
m.s. "MAERSK ESSEX"	1978	12.788
m.s. "MAERSK KENT"	1978	12.788

BULKCARRIERS

m.s. "MAERSK SERAYA"
Built: Japan

	BUILT	TDW.
m.s. "MAERSK SENTOSA"	1981	64.285
m.s. "MAERSK SELETAR"	1981	64.236
m.s. "MAERSK SEBAROK"	1981	64.310
m.s. "MAERSK SENANG"	1982	61.806
m.s. "MAERSK SERAYA"	1982	61.615
m.s. "MAERSK SEMAKAU"	1983	63.800
m.s. "MAERSK SERANGOON"	1983	63.611
m.s. "MAERSK SEMBAWANG"	1984	63.695



m.s. "MAERSK TASIK"
Built: Korea

	BUILT	TDW.
m.s. "MAERSK TAPAH"	1989	68.000
m.s. "MAERSK TELUK"	1989	68.350
m.s. "MAERSK TASIK"	1990	70.424
m.s. "MAERSK TANJONG"	1990	70.424
m.s. "MAERSK TAIKUNG"	1990	70.424
m.s. "MAERSK TUKANG"	1990	70.424

m.s. "MAERSK PINE"
Built: Japan

	BUILT	TDW.
m.s. "MAERSK PINE"	1984	26.650
m.s. "MAERSK CEDAR"	1985	26.563
m.s. "MAERSK CYPRES"	1985	26.591
m.s. "MAERSK POPLAR"	1987	26.583

PURE CAR CARRIERS

m.s. "MAERSK WAVE"
Built: Japan

	BUILT	CARS
m.s. "MAERSK WAVE"	1980	2.027
m.s. "MAERSK WIND"	1981	2.027
m.s. "MAERSK SKY"	1982	2.411
m.s. "MAERSK SEA"	1987	2.505
m.s. "MAERSK SUN"	1987	2.505

m.s. "MAERSK CREST"
Built: Japan

	BUILT	CARS
m.s. "MAERSK CREST"	1983	3.150
m.s. "MAERSK CLOUD"	1983	3.150

TOTAL SUPPORT VESSELS

m.s. "MÆRSK MASTER"
with fire-fighting equipment
Built: Odense Staalskibsværft A/S, Lindø

	BUILT	*BHP/TDW.*
m.s. "MÆRSK MASTER"	1986	16.200/2.395
m.s. "MAERSK MARINER"	1986	16.200/2.395

MULTIPURPOSE SUPPORT VESSELS

m.s. "MÆRSK CLIPPER"
with fire-fighting equipment
Built: Dannebrog Værft A/S

	BUILT	*BHP/TDW.*
m.s. "MÆRSK CLIPPER"	1983	14.400/2.076
m.s. "MAERSK CUTTER"	1983	14.400/2.076

m.s. "MAERSK RETRIEVER"
with fire-fighting equipment
Built: Odense Staalskibsværft A/S, Lindø

	BUILT	*BHP/TDW.*
m.s. "MAERSK RETRIEVER"	1979	13.000/1.965
m.s. "MAERSK RUNNER"	1980	13.000/1.965
m.s. "MAERSK RULER"	1980	13.000/1.965
m.s. "MAERSK RANGER"	1980	13.000/1.965
m.s. "MAERSK RIDER"	1982	14.400/1.930
m.s. "MAERSK ROVER"	1982	14.400/1.930

m.s. "MÆRSK TRADER"
Built: Korea

	BUILT	*BHP/TDW.*
m.s. "MÆRSK TRADER"	1983	12.240/1.477
m.s. "MÆRSK TERRIER"	1983	12.240/1.710
m.s. "MÆRSK TOPPER"	1983	12.240/1.710
m.s. "MÆRSK TACKLER"	1983	12.240/1.477

m.s. "MÆRSK LEADER"
Built: Holland

	BUILT	*BHP/TDW.*
m.s. "MÆRSK LEADER"	1987	12.000/2.500
m.s. "MÆRSK LOGGER"	1987	12.000/2.500
m.s. "MÆRSK LAUNCHER"	1988	12.000/2.500
m.s. "MÆRSK LIFTER"	1988	12.000/2.500

m.s. "MAERSK SUPPORTER"
Built: Korea

	BUILT	BHP/TDW.
m.s. "MAERSK SUPPORTER"	1983	10.880/2.150
m.s. "MAERSK SERVER"	1983	10.880/2.150
m.s. "MAERSK CHIGNECTO"	1983	10.880/2.150
m.s. "MAERSK GABARUS"	1983	10.880/2.150
m.s. "MAERSK BONAVISTA"	1983	10.880/2.500
m.s. "MAERSK SHIPPER"	1983	10.880/2.500

m.s. "MÆRSK DISPATCHER"
with fire-fighting equipment
Built: Frederikshavn Værft A/S

	BUILT	BHP/TDW.
m.s. "MÆRSK DISPATCHER"	1981	9.000/2.136
m.s. "MÆRSK DETECTOR"	1981	9.000/2.136

ANCHOR-HANDLING TUGS

m.s. "MÆRSK BATTLER"
Built: Odense Staalskibsværft A/S, Lindø

	BUILT	BHP/TDW.
m.s. "MÆRSK BATTLER"	1976	8.400/560
m.s. "MÆRSK BLAZER"	1977	8.400/560
m.s. "MÆRSK BREAKER"	1977	8.400/560
m.s. "MAERSK BEATER"	1976	8.400/560

ANCHOR-HANDLING TUG/SUPPLY VESSELS

m.s. "MAERSK HANDLER"
Built: Japan

	BUILT	BHP/TDW.
m.s. "MAERSK HANDLER"	1986	7.040/1.938
m.s. "MAERSK HELPER"	1980	7.040/1.938

m.s. "MAERSK FIGHTER"
Built: Norway

	BUILT	BHP/TDW.
m.s. "MAERSK FIGHTER"	1976	7.040/1.042

m.s. "DELTAUR II"
Built: Norway

	BUILT	BHP/TDW.
m.s. "DELTAUR II"	1973	6.160/1.350

PLATFORM/SUPPLY VESSELS

m.s. "MÆRSK ASSISTER"
Built: Norway

	BUILT	BHP/TDW.
m.s. "MÆRSK ASSISTER"	1983	5.200/3.003
m.s. "MÆRSK ATTENDER"	1982	6.960/2.972

m.s. "MAERSK PUNCHER"
Built: Holland

	BUILT	BHP/TDW.
m.s. "MAERSK PUNCHER"	1976	3.200/1.962
m.s. "MAERSK WORKER"	1976	3.200/1.936

DIVING VESSELS

m.s. "MAERSK DEFENDER"
Built: Singapore
Dynamic Positioning, fire-fighting,
stand-by rescue

	BUILT	TDW.
m.s. "MAERSK DEFENDER"	1976	1.374

This list comprises vessels which are owned and/or managed by companies in the A.P. Møller Group


MÆRSK

A career on an oil rig

Nowadays, many young people dream of becoming one of "the tough guys of the North Sea", hoping to earn lots of money and at the same time have plenty of freedom and good working conditions.
Actually, real life on a drilling rig is somewhat different!
Maersk Drilling, in collaboration with the Atlantic Pacific Marine Corporation and the Egyptian Drilling Company, operates drilling units all over the world. These include many in the cold Northern countries such as Denmark, England and Norway.
The conditions for getting a job on a drilling rig today are considerably more demanding than when Maersk Drilling was established, when many people who had the courage to jump on the bandwagon were employed.
These days, anyone applying for a job has to go through the same tests as all other employees in the A. P. Møller Group before starting on the drilling rigs. Applicants who have experience as fitters, welders, navigators, engineers, electricians and mechanics are preferred, depending on which function they are taken on for on the rig. The rig is divided up into three sections, the Marine Section, the Technical Section and the Drilling Section. Senior Toolpusher who mans a modern drilling platform today must be highly qualified in drilling technology, as well as having administrative ability and the ability to collaborate with both the crew and the customer (the operator). Maersk Drilling has successfully trained engineers and navigators for jobs as Senior Toolpushers on the basis of their training plus the experience they have obtained in a naval job.
When an applicant is accepted by Maersk Drilling in Copenhagen, he is immediately sent on obligatory safety courses, including sea rescue and fire fighting.

The road to a job as Senior Toolpusher
After a helicopter trip of less than an hour and a half from Esbjerg in one of Maersk Air's helicopters, the new member of staff

The view from the Derrickman's workplace over the drill floor.

arrives at one of Maersk Drilling's drilling rigs in the Danish part of the North Sea.

All newly-engaged personnel in the Drilling Section start as Roustabouts. This position is more or less the equivalent to an able-bodied seaman or odd-job man, helping with all kinds of work including maintenance, cleaning, rust and painting work, as well as positioning and directing the huge cranes on board.

After a period as a Roustabout, and when the worker has become familiar with the drilling rig and the daily working routines, he is ready to go up on deck or on the drill floor as it is called. Like everyone else, he starts by being a relief during the lunch or coffee breaks, and as soon as there is a vacant position, he takes his place in a three-man drilling team.

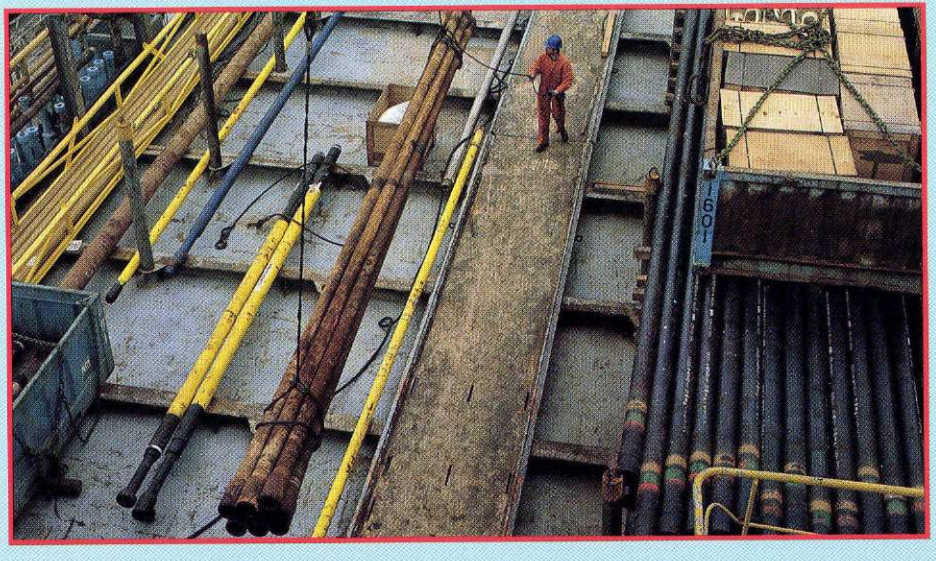
He has now become a Roughneck or Floorhand, as it is called in more official language. A Floorhand is one of those who have the hardest physical work on a drilling rig. He has to stand up the whole time he is on duty – a period of 12 hours, with only short breaks for meals. The work goes on continuously in all kinds of weather, and the worker often gets covered in drilling sludge and mud. Also part of the job is supervision of the huge safety valves – blow-out preventers – which are mounted at the top of the well. Furthermore, the Roughneck also has to make sure that all the equipment used in the bore hole is ready for use. A Floorhand does this kind of work for about 1-2 years, occasionally working as a relief in the next position on the career ladder, which is a Derrickman.

In order to change the drill head (bit), the pipes which are frequently several thousands of metres long, have to be hauled in and out of the hole. The Derrickman stands at the top of the derrick and stacks the pipes in the so-called pipe rack. When drilling starts, it is his job to make sure that the mud pumps function as efficiently as possible, and that there is sufficient mud to lubricate and keep up the pressure in the hole. The mud must have the correct specifications required by the mud engineer.

After a period as a Derrickman, the opportunity for a promotion as Assistant Driller is possible. An Assistant Driller is the Driller's "right-hand man". He is the person on the drill floor who must make sure that all the equipment in connection with the drilling operation is ready for use when necessary. He maintains communication between the deck and the drill floor, so that the cranes are manned at the right times. An Assistant Driller also relieves the Driller during the meal breaks.

The Driller is the person who carries out

It's certainly hard work.



The ten-metre long drill pipes are stored on the deck of the rig until they are needed.

The Roughnecks work shifts of 12 hours at a time, assembling and dismantling the huge, heavy, filthy drill pipes.
At the back, is the Driller in his operation room, from where he directs and controls the drilling operations.

the drilling itself. He has his own workplace, from which he can run the entire drilling operation. From here he can take readings of all the necessary parameters, including the correct weight of the drill head, so that the operation runs as efficiently as possible. He keeps a constantly up-dated journal concerning the drilling progress and supervises the number of pipes in the hole. The Driller reports directly to the Tourpusher or the Toolpusher on duty.
At night, the leader of the drilling rig is the Tourpusher and he has the responsibilty for the entire drilling operation during the night. He must be capable of making immediate decisions, but if he has any doubts about anything, he must contact the Senior Toolpusher of the rig to ask his advice.
When a person has worked on a drilling rig for several years and has proved himself in the different jobs in the drilling position, there is an opportunity to be promoted to Senior Toolpusher. In order to take on this position, the employee must have thorough knowledge of the running of a drilling rig. Nowadays, Maersk Drilling employs primarily only Toolpushers who have been trained at A. P. Møller. A Senior Toolpusher is obliged to take part in a long series of safety, environmental and leadership courses, so that he can build up the necessary theoretical knowledge, as leader of approximately 80 members of staff on a drilling rig which has a value of DKK 500 to 1,000 million.
All the members of the drilling staff at Maersk Drilling are obliged to take part in relevant technological and safety courses. From Assistant Driller and upwards they must, as the minimum requirement, take part in and pass every second year a well control course held on an advanced drill simulator at the Maersk Drilling Training Centre in Svendborg. If the person concerned does not manage to pass the course, it may mean that his employment contract is terminated. It is clear to all employees of Maersk Drilling that failure to carry out the correct procedures as per instructions laid down in the course, can, in the course of a few seconds, be the reason for loss of life and property to the value of many millions of DKK.

Barge Engineer
This is the naval chief on the drilling rig, who is responsible for work on the deck (Crane Operator or Roustabout) as well as the maintenance of the rig itself. In addition, he is responsible for safety on board. Training as master as well as experience at sea is necessary.

Rig Engineer
This is the technical chief on the drilling rig, who is responsible for the maintenance of the drilling equipment and machinery. Training as engineer with the advanced engineer examination plus experience at sea is necessary.

Cook
This is the leader of the catering staff on board, and he is in charge of catering and cleaning etc.

A demanding job
A job on a drilling rig these days cannot be compared with drilling work in the past. Nowadays, this workplace must be considered particularly demanding and it is constantly undergoing drastic technological development. Huge sums of money are being invested in the automation of Maersk Drilling's rigs, and this means that the employees, during their time off, also have to take part in additional technological courses and courses on the latest equipment.
If one has set oneself a goal in life, perhaps a career in Maersk Drilling could be the right job, but only for a person with the right attitude to this special way of life.

JENS SCHMIDT and
ØYVIND EGHORN, Maersk Drilling

Technological exchange in the port of Århus

After completion of sea trials on Saturday 25th November 1990, newbuilding no. 127 from Lindø, the container vessel m.s. "MAGLEBY MÆRSK" was in Århus, where the Navy's latest STANDARD FLEX patrolcraft, the "HAJEN" came alongside so the officers of both vessels could evaluate and compare the technological equipment on board the vessels.
Although vastly different in size, both vessels are exceptionally well designed. The "MAGLEBY MÆRSK" and her sister vessels are the largest Panmax container vessels in the world, and the "HAJEN" is a multi-purpose ship which can perform many tasks traditionally undertaken by a number of different navy vessels.
Captain Henrik Solmer, Chief Engineer Bjarne Petersen, the Chief Officer and First Engineer from the "MAGLEBY MÆRSK" were taken on a demonstration trip on the "HAJEN" along with representatives from Technical Organisation.

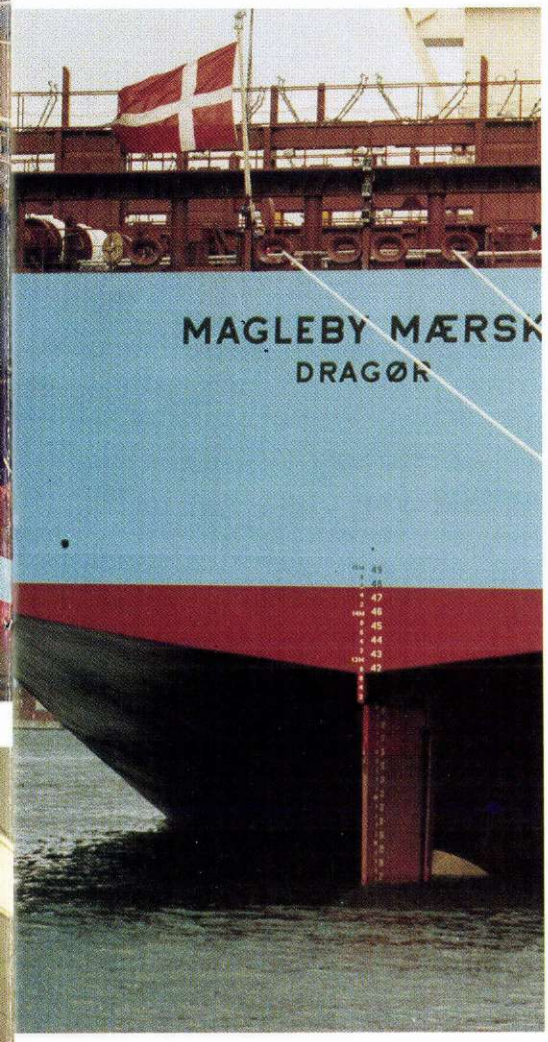
DAVID and GOLIATH.

On board the "HAJEN"
As three types of the Navy's units (totalling 22 ships including minesweepers, patrolcrafts and seaward defense) were more or less out-dated and had to be replaced, a widespread demand arose for a new type of vessel which could be used for all of these functions. The STANDARD FLEX 300 concept is just such a vessel. The hull is built of fibre glass reinforced polyester in accordance with the "sandwich" principle and is the world's largest fibre glass vessel. The shape of the hull makes the vessel very seaworthy.
Its construction enables it to function under all weather conditions in the operational areas around Denmark.
Space on board for the chosen operating equipment, weapon systems etc, has been fully utilised and the quality of living conditions on board has been given great consideration. The furniture and lay-out are of modern design and, as the vessel can be on patrol for periods of up to 14 days or more, the high standard of accommodation on board provides comfortable surroundings.
The various functions can be controlled from a single console on the bridge as the vessel is highly automated with computer systems which in general are duplicated and integrated.

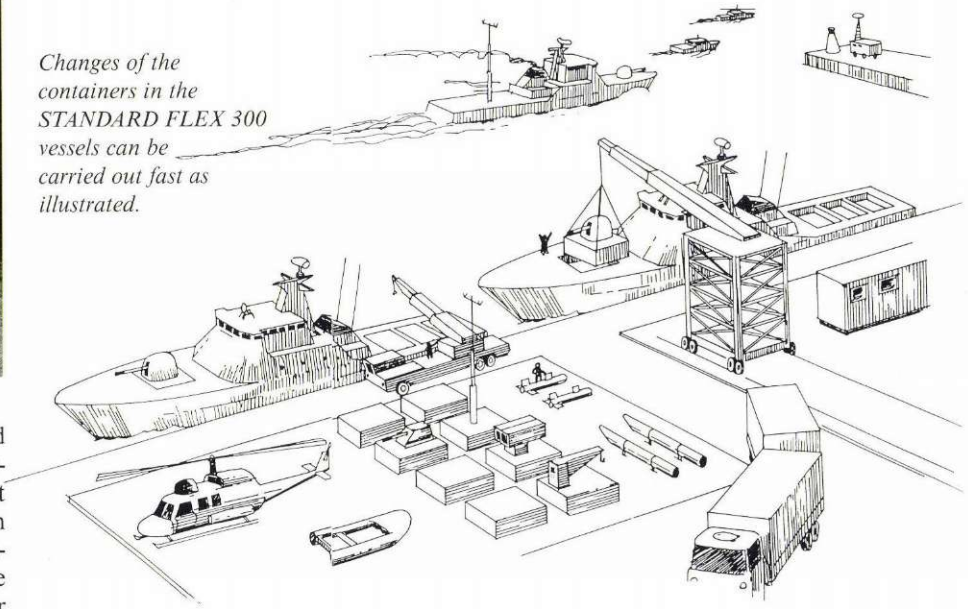
Manoeuvrability is tested.

It is equipped with three propellers; the side propellers have a variable pitch and the central propeller has a fixed pitch. The side propellers are each driven by a diesel engine of 2,600 BHP and the central propeller by a gas turbine of 6,000 BHP. The diesel engines are used at normal economical speed, while the gas turbine can be engaged when high speed is required.

In addition, each individual propeller shaft is fitted with a hydraulic motor, which can be supplied with pressure from a small diesel engine of 500 BHP. This saves a great deal of energy when running at speeds of less than 10 knots.



DIMENSIONS:	HAJEN	MAGLEBY MÆRSK
Length	54 m	294 m
Breadth	9 m	32,2 m
Draught	3,5 m	12,2 m
Displacement	300 tons	73.800 tons
Maximum propulsion	11.200 BHK	57.700 BHK
Service speed	30 knob	23 knob
Crew	19-29	14



Changes of the containers in the STANDARD FLEX 300 vessels can be carried out fast as illustrated.

Command and control of the vessel and co-ordination with other naval units, helicopters and aircraft are all carried out from the control room. Information on tactical situations is collected and processed in the control room. Through the use of the vessel's own sensors, radar, sonar etc, and through information from other units in the air and on land, a picture of the surrounding area can be built up, showing the position of the vessel itself and of other forces.

Its weapon systems are housed in container modules, so the necessary armaments for any given situation can be rapidly established.

The containers are situated fore and aft, and are flush mounted on the decks. Changes can be carried out in less than two hours by disconnecting the plugs for the electricity supply, control cables and hydraulic pressure and then loosening a number of securing bolts. The containers can then be lifted out of the vessel so that new containers with other kinds of weapons, or replacements for wrecked units, can be installed in their place.

In peacetime, the main tasks are supervision of Danish and surrounding waters and participation in sea rescue exercises. In times of tension, the principal tasks are supervision and extended patrolling of Danish and surrounding waters to contribute to the overall picture of the maritime situation and the military activities in these areas. This provides a basis for decision-making for the initiation of any necessary action, the assertion of Danish sovereignty in international waters and the prevention of any violation of Danish territorial waters and Danish interests.

The compliment is between 19 and 29, depending on the nature of the present assignment. During the demonstration run there were 19 men on board, each having his own special function.

On board the "MAGLEBY MÆRSK"

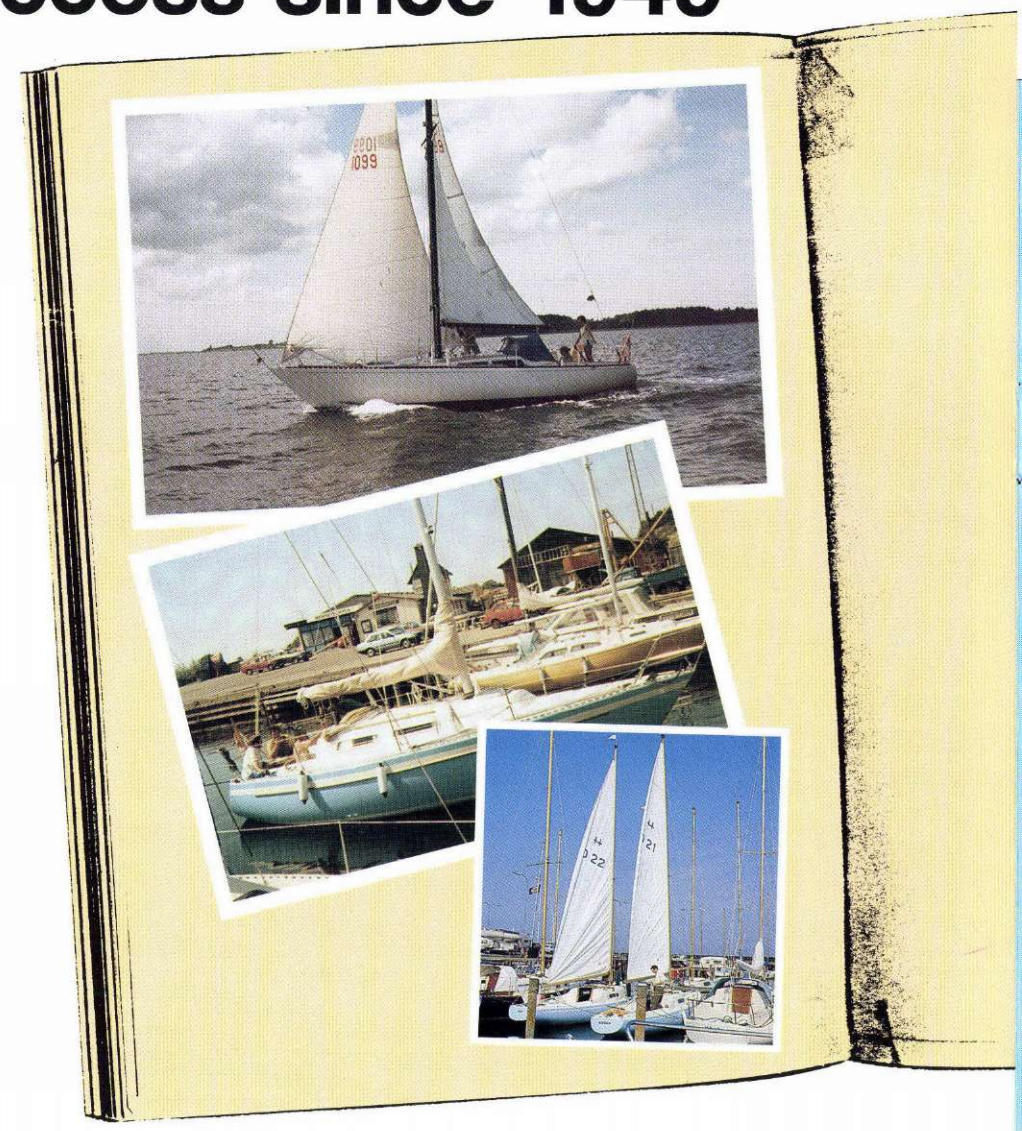
After the guests had been shown around the impressive "HAJEN", the party went to visit the "MAGLEBY MÆRSK". The Head of the Frigate Squadron, Commandor Ejvind Bengtzen, and the Commanding Officer of the "HAJEN", Commander H.H. Spøhr, and his crew were impressed by the size of the vessel. It became clear to all that, even though conditions on board the "HAJEN" were a vast improvement from older units, there was still a long way to go before the accommodation could match that of the "MAGLEBY MÆRSK".

On the "HAJEN" many fine details had been created, considering the limited space available. Still, the visitors from the "HAJEN" were obviously impressed by the dimensions on the "MAGLEBY MÆRSK", and found the accomodation, the bridge, the deck office and the engine control room very well organised. The main engine and its colossal size was an eye-opener to many. The crankcase was opened to give an impression of how huge the components were.

The contacts established during this meeting have since resulted in co-operation where the two parties have exchanged knowledge and information on technical operation and maintenance.

TIM KRARUP SØRENSEN,
Technical Organisation

"SYVSTJERNEN" – a success since 1949



It's a small world – that is certainly the feeling the staff at Esplanaden gets, being able to communicate with far-off places by telefax, letter and telephone.
Other staff members sail the seven seas in the Shipping Company's vessels, calling regularly at one port after an other in different parts of the world.
But there is another kind of reality, sailing slowly around or crossing Danish and Swedish waters in a little sailing boat, sailing into a harbour or dropping anchor to shelter from the wind.
Suddenly, it can take hours to sail a few centimetres on the chart, the busy tempo of office life is reduced and one's range is restricted to the few square metres of space on board.
At the beginning of the 1940s, the A.P. Møller Shipping Company bought its first leisure craft for the use of the Shipping Company's employees in their free time. The craft was "Den Nordiske Folkebåd" (the Nordic Folkboat), a solid, seaworthy and spacious wooden boat, which was suitable for both long trips and sailing races. Its qualities as a sea-going boat in all kinds of weather rapidly made it so popular that, shortly after the Second World War, it became the largest keel boat class in the North.
The "SYVSTJERNEN" (the Seven Pointed Star) as the boat was called, also became extremely popular at the Shipping Company.
The little wooden boat, "which always smelled of sweaty feet" according to reliable sources, sailed continuously in Danish waters until it was sold in the 1960s and replaced by an L.A. Cruiser.
In boat-building, fibre glass had the edge on the more timeconsuming, natural materials which went into the construction of the wooden boat, and the L.A. Cruiser took over not only the name the "SYVSTJERNEN" from the folkboat, but also all the sailing enthusiasts from the Shipping Company.
Sailing became more and more popular, and soon one boat was not enough – it became necessary to purchase two extra boats. In this, as well as in other respects, the Shipping Company proved itself to be far-sighted and expert in matters concerning shipping, when it chose the H-boat, which was developed and constructed in Finland.
Two boats with the sail numbers D21 and D22 were purchased in 1971, and very soon they turned out to be another success, not only for the Shipping Company but also for the boat type, which rapidly became just as popular a favourite with Nordic sailors as "Den Nordiske Folkebåd" had been and still was.

The two boats were given the names "KNOLD" and "TOT". Their sponsor was Mrs. Emma Mc-Kinney Møller, who named them after characters in two well known comic-strip series "Gyldenspjæt" and "Kaptajn Vom". In the Summer of 1980 "RASMINE" arrived – a lovely leisure and family craft of the Thurø 33 type.
In 1990 a "Bandholm 27" was added to the family and was given the name "SPJÆT".
Nowadays, it is a "Drabant 27" from 1985 which bears the name the "SYVSTJERNEN", as the L.A. Cruiser was sold to John Gericke, and is still going strong as the third boat in an unsinkable success story.

The T.O. Cup

It is not only evening and holidays trips which are popular. Sailing races are also a big hit among the leisure craft enthusiasts. It all started in 1978, when the Newbuilding Department arranged a race starting from Skovshoved harbour, around the little island beauty spot of Ven in the middle of the Sound, and with the finishing line outside Sletten harbour.
Today the race is called the T.O. Cup after its organiser, the Technical Organisation. The distance is still the same, but the number of boats participating has increased since 1978, as employees also take part in their own boats, and now there is keen competition for three trophies. The Newbuilding Trophy can only be won by people from the Newbuilding Department, the T.O.Cup can only be won by people from Technical Organisation, while the Maersk Cup from 1986 can be won by any participant from the Shipping Company.
The Shipping Company's initiative in 1949 with the purchase of the first "SYVSTJERNEN" was a good, sound investment which has provided many people with many enjoyable hours at sea.
The sailing season for 1991 will soon be starting again, and there is only one thing to say to that – "FAIR WIND AHEAD!"

Rounding up...

Milestone for Maersk Drilling Australia

In 1990, Maersk Drilling Australia quietly reached a milestone in its relatively young history. The "Maersk Valiant" has now operated in Western Australia and Northern Territory for over eight years. The shorebase in Perth has the distinction of being the oldest outside Denmark. Of all the mobile drilling rigs currently working in Australia, the "Maersk Valiant" has served the oil industry the longest on a continuous basis. As befits a nation of sports enthusiasts, the anniversary was celebrated with a tennis tournament for the office staff and their families. An enjoyable day was had by all, as the weather was fine and the matches were well played. The day's winner was Grant Nelson, the runner-up was Julie Dickinson, with Amanda Jones taking third place. The picture shows all the participants in the matches before the start of the tournament.

MARTIN FLØJGAARD, Perth

Maersk Poland Sp. Zo.o

As the first foreign shipping company, Maersk Line has established an office in Warsaw, Poland.
On 15th December 1990, Maersk Poland Sp. Zo.o opened with a staff of six employees, and Mr. Ken Bloch Sørensen as manager of the office.

Rescue operation by the "MAERSK SEA"

At 02.37 hours on 10th December 1990, while in the Mediterranean en route from the Suez Canal to South America, the "MAERSK SEA" suddenly received a "Mayday Distress Signal" from the m.v. "CTE ROCIO". The crew required immediate assistance as their vessel was sinking, and weather conditions were extremely severe with a South Westerly Gale force 8 and the sea condition at 8 on the Beaufort scale.
The "MAERSK SEA" immediately proceeded towards the distressed vessel.
By 04.10 hours, the two vessels were within 3 cables of each other and the "CTE ROCIO" was listing heavily to port with the port deck already awash. The lifeboat, with the 7 crew members on board, was launched and managed to come alongside the port side of the "MAERSK SEA" in the extremely rough sea.
It was then observed that a man was lying flat out in the lifeboat, so the stretcher party from the "MAERSK SEA" was sent to assist. While winching him up, however, the lifeboat broke free and drifted astern with the last person still in it.
All attempts to come astern failed, but the "MAERSK SEA" managed to come alongside, and it was then noticed that the man was floating in the water. He was washed back into the lifeboat, but the boat drifted astern and past the "MAERSK SEA".
By this time, contact had been made with an Italian naval helicopter, which was requested to pick up the man from the lifeboat.
At 07.18 hours, the "MAERSK SEA" was able to resume passage, and on 12th December 1990 the 6 rescued crew members were disembarked off the port of Algeciras.

CYRIL SEAH, Singapore

MAERSK in Holland in new premises

On December 28th and 29th Maersk Nederland B.V. and MCC (Mercantile Europe) B.V. moved into new office premises at Rhoon, a suburb just south of Rotterdam.
The new building is located in an area destined to become a center of shipping, transportation and distribution and is easily reached by our costumers, suppliers and staff, whether they travel by car or by public transport.
The successful removal operation, which included local EDP installations, started in the late afternoon on December 28th, continued through part of the night and, thanks to the careful planning and joint efforts of all staff involved, was completed by early afternoon on the 29th.
The move to the new premises came almost 10 years after the establishment of the Maersk organisation in the Netherlands and allows for further expansion of the business activities in future.

Rounding up...

Ten years with MAERSK FRANCE

In November 1980 the first Maersk-blue vessel, the m.s. "CHARLOTTE MÆRSK", called at the port of Marseilles/Fos in France, on its regular line route between Europe and the Middle East. This was the start of Maersk France.

On 4th December 1990, to celebrate this 10 year anniversary, the management and sales staff of Maersk France held a cocktail and dinner party at the Palm Beach Hotel, Marseilles, for more than 100 customers and local dignitaries. The party started with a speech of welcome by Mr. Eric van Strydonck, General Manager of Maersk France, who spoke about the development of the company during the last ten years.

To round off an enjoyable dinner, guests and Maersk staff enjoyed a piece of the impressive "CHARLOTTE MÆRSK" cake. The picture shows Mr. Eric Van Strydonck ready to cut the first slice of the Maersk cake.

MARIE-CLAIRE DACQUET, Paris

School visits Maersk Bangkok

On the two last Thursdays in October, Maersk Bangkok Branch played host to seventy children from the Bangkok Pattana School. This is the second time that this arrangement has been held, and again it was a tremendous success.

The children, aged between 11 – 13 years, were given a lecture on the history of container shipping and methods of operation, after which they were taken by bus to visit the offdock CFS, the Port of Bangkok and the m.s. "MAERSK MONDO".

The picture shows some of the children on board the m.s. "MAERSK MONDO".

BJØRN VANG JENSEN, Bangkok.

British Shipping Month

On Wednesday 17th October 1990 The Maersk Company Ltd and Norfolk Line Ltd hosted the Great Yarmouth Shipping Day. The event was organised in conjunction with The General Council of British Shipping to promote the image of the Merchant Navy, especially with young people, and to increase awareness of the contribution made by the UK Fleet to the British economy. This was the culmination of a month of events throughout the United Kingdom which had been launched on board the s.s. "CANBERRA" on Sunday, 16th September and which had been followed by events as far afield as Plymouth, Portsmouth, Barry, Liverpool, Barrow, Coatbridge and Aberdeen.

The day began with a programme for approximately 65 children from Caister Middle School, who were welcomed by Mr. Poul Woodall, Managing Director of Norfolk Line Ltd. This was followed by various tours of Maersk vessels, including a roll on/roll off ferry and the "MAERSK WORKER", a platform supply vessel on charter to Arco British Ltd. and operating in Block 49/28 of the Thames Field.

Finally, there was a visit to the "EXCELSIOR", the only example of a 1921 traditional Lowestoft sailing trawler, which has been fully restored by the Excelsior Trust and provides young people with an opportunity to learn the skills of seamanship. The children were also given an impressive demonstration by HM Customs and Excise, who used a "sniffer" dog to find hidden drugs on a trailer. Their day was concluded with a visit to the Great Yarmouth Maritime Museum, which gave them the opportunity to sample the history of the port and the community.

Among the civic and business leaders present were Mr. Michael Carttiss, MP for Great Yarmouth, and Mr. Juan Kelly C.B.E., Immediate Past President of The General Council of British Shipping, who stressed that shipping was a "vital national asset", which earns a massive £4 billion a year towards the country's balance of payments.

A further £1 billion comes from the maritime related services in the City of London. The objective of the General Council of British Shipping was to emphasise these points to politicians and to the business community, and to gain support for the continued revitalisation of the British Merchant Fleet.

"NICOLINE MAERSK" rescued crew member

On October 7th 1990, the Keelung office received an urgent telex from the "NICOLINE MÆRSK" which stated that a member of the crew, Mr. Ramon Tomzer, had suffered a stroke, and that he should be picked up and taken to hospital in Keelung for treatment. The Captain requested that he be picked up when the vessel passed Keelung on October 9th. Immediately, the Keelung office set up an "emergency rescue team" in conjunction with the port authorities to carry out this mission, and the operation commenced at 4 am on October 9th. The rescue boat made three unsuccessful attempts to approach the tanker but, as the rough seas and strong winds made further attempts impossible, it was decided that other means had to be used. Under such circumstances, the only solution was to arrange for a helicopter to pick up the sick man, but how?

The Keelung office immediately made direct contact with the Ministry of National Defence, and instructions were at once sent to the Republic of China (R.O.C.) Air Force "Rescue Co-ordination Centre" to dispatch a helicopter to pick up the sick man from the "NICOLINE MÆRSK". Before long, the helicopter went into action and at 8.40 am the crew member was landed safely at the Keelung Navy Base and was immediately hospitalised. The photo shows the landing at the Base, with a R.O.C. naval destroyer in the background.

After seven days of medical care, Mr. Tomzer recovered completely from his stroke, and was able to return home safe and sound on 14th October 1990. This was all due to the R.O.C. Air Force and to the staff of the Keelung office.

ALFRED HURD, Taipei

A new tree

A good solid tree – an oak – has been planted on the spot overlooking Amaliegade, where the old poplar had stood for 200 years.

The oak tree was brought to Copenhagen from one of the largest German nurseries, Lorenz von Ehren in Hamburg, where it had been specially chosen from among many other trees for the space in front of the offices at Esplanaden.

On 20th November 1990 the tree, which weighs 700 kilos, was planted in 25 cubic metres of new soil – which must certainly give the best possible conditions for growth.

Repair facilities in Algeciras expanded

Containers del Mediterraneo S.A. (COMESA) is a wholly owned subsidiary company of Maersk Espana S.A., which commenced operations in Algeciras on February 17th 1989. The objectives were rapidly and progressively to take over the container repairs which up to then had been carried out by a local sub-contractor, and to carry out repairs on an increasing amount of damaged empty equipment arriving from West Africa. These objectives were in keeping with the overall position of Algeciras as one of the major Maersk Line HUB centres.

Initially, the repairs were carried out on the premises of the Maersk Espana Container Terminal, but it became obvious that a larger area with adequate facilities was necessary.

Consequently, a suitable plot of land was acquired in the Cortigo Real Industrial Area just outside Algeciras, and construction of the permanent location of COMESA began in November 1989 and was completed in July 1990.

The area of the repair shop is 22,842 square metres, of which 700 square metres are under cover and equipped with an overhead crane. There is space for the simultaneous repair of ten 40-foot units, and the distance to the terminal is only 5.5 kilometres. A staff of 32 work in 2 shifts of 6 mornings and 5 afternoons/ evenings per week.

HARRY GLOGAUER, Spain

Personalia

ESPLANADEN

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Retiring

1. Henrik Blemmer
   1 June

THE FLEET

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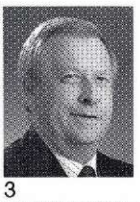

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40 Years Anniversary

1. Captain
   Hans Petersen
   2 April

25 Years Anniversary

2. Captain
   Niels Peter Holleris Petersen
   14 April
3. Captain
   Helge Emil Valdemar Poulsen
   15 April
4. Chief Officer
   John Madsen
   25 April
5. Chief Engineer
   Knud Stenholt Hansen
   26 April
6. Captain
   Johannes Bossen Petz
   1 May

THE FLEET

7

8

9

10

11

12

7. Captain
   Otto Christiansen
   1 May
8. Radio Officer
   Erling Hillebrandt Christensen
   9 May
9. Chief Engineer
   Jørgen Eiche Andersen
   15 June

Retiring

10. Chief Engineer
    Henning Dalsgaard Frederiksen
    31 March
11. Radio Officer
    Hans Erik Christiansen
    31 May
12. Radio Officer
    Poul Leon Machnik
    30 June

THE YARD

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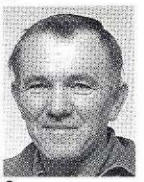

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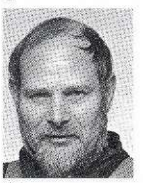

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40 Years Anniversary

1. Poul Erik Hansen Knudsen
   22 March
2. Preben V. Hansen
   24 May
3. Egon Jensen
   31 May

25 Years Anniversary

4. Bent Ejby Hansen
   15 March
5. Kjeld Nielsen
   12 April
6. Erik Stage Petersen
   19 April
7. Birger Rasmussen
   3 May
8. Helge Persson
   3 May
9. Illum Kania Petersen
   3 May
10. Kurt Nielsen
    3 May
11. Alfred Hansen
    17 May
12. Walther Jørgensen
    17 May

THE YARD


13


14


15


16

13. Mogens Willum Willumsen
    17 May
14. John Egon Olsen
    14 June
15. Leo Johansen
    14 June

Retiring

16. Bent Bødker
    30 April

MÆRSK OLIE OG GAS


1


2

25 Years Anniversary

1. Jørgen Heide Hansen
   2 May

Retiring

2. Viggo Ulrich
   31 March

ORGANISATIONS ABROAD


1

25 Years Anniversary

1. T. Tahara (Düsseldorf)
   1 April

ROULUNDS


1

50 Years Anniversary

1. Mogens Helsted
   27 May

DISA


1

25 Years Anniversary

1. Visti Hansen
   13 April

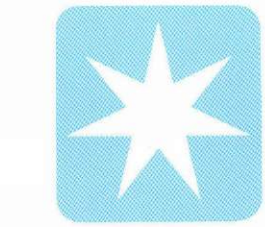
Obituary

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

Samuel William Jordan
ex MÆRSK VANGUARD
3 December

Jens W. Andersen
Mærsk Container Industri A/S
6 January

Jens Thaulow
Mærsk Data
9 January



The A.P. Møller Shipping Company's latest gas tanker the "JANE MÆRSK".