

MÆRSK POST

3/1991



Vocational training of young people

The number of Danes registered as unemployed is alarmingly high – almost 6% of our population. Under the provisions of current legislation, this means that they are entitled to daily cash benefits or other forms of financial assistance from public or private sources.

Among young people, the rate of unemployment is even higher – almost 9% of the population in this age group – and this is surely one of the country's greatest problems.

This year several thousands young people will be without a place of apprenticeship or other practical vocational training. Next year the number will be even higher. In an attempt to ameliorate this situation, an Act of Parliament was recently passed which makes it possible for those who are unable to find a place of practical vocational training to acquire relevant training at public workshop schools. The consequence will be that many young people will obtain "specialist" training without ever having gained practical experience through working in a business enterprise under real life conditions. The danger is that they will be trained only for unemployment.

In our Shipping Companies – in the offices and on board the vessels – a considerable number of trainees and apprentices are taken on every year. And in the affiliated industrial companies – including the Odense Steel Shipyard – special attention has for years been given to the training of the maximum possible number of apprentices. The Shipping Companies and the affiliated companies intend to go a step further. In addition to the mentioned policies of the present and of the past, offers will be made to a number of qualified young people, who otherwise would only get the compensatory theoretical training, of practical vocational training lasting approximately 4 months, this special training to be part of their normal three year apprenticeship.

To embody the offer sundry formalities must fall into place, but Mr. Georg Poulsen of the Danish Metal Workers Union as well as the Danish Industries Employers' Federation have already reacted positively to the proposal.

It is obvious that to implement this scheme will mean extra work and extra expense for our Group, but hopefully the effort, which is undertaken in the interest of society, will prove constructive and worth-while.

And let us hope that when these young people have acquired the practical training, they will find it possible to obtain jobs.

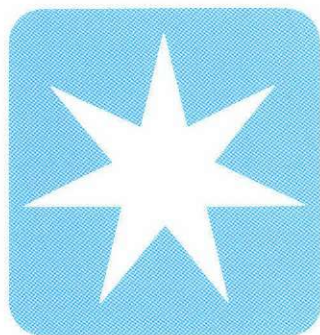
It is of course desirable that many more unemployed young as well as older could obtain employment. For this to happen, however, the net reward for working and making energetic contribution to society must be significantly greater than what is received when being idle. It is also necessary that taxation on earned income is reduced.

Our politicians ought jointly to be able to work out a solution to this part of the problem. If they succeed, I am convinced that many more unemployed persons will be encouraged to actively seek work on the labour market. And as a result, the number of persons employed will increase, the individual effort will be intensified, and competitiveness of industry will be improved for the common good.

MÆRSK MC-KINNEY MØLLER

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The sponsor, Mrs. Carol Brown with her husband, His Excellency the U.S. Ambassador, Mr. Keith L. Brown and shipowner Mærsk Mc-Kinney Møller.

New ship: the "MADISON MÆRSK"

On Saturday 15th June, Mrs. Carol Brown, wife of the U.S. Ambassador, His Excellency Keith L. Brown, christened a container vessel of 60,000 tons dead-weight at the Lindø Shipyard.

The new container vessel, which was given the name, "MADISON MÆRSK", is newbuilding no. 133 and is the fifth in a series of six advanced container vessels. The "MADISON MÆRSK" can sail with more than 4,000 twenty-foot container units at a time, of which 500 are reefer containers. With her sister vessels, the "MADISON MÆRSK" is among the largest container and reefer vessels in the world. The vessel, which is more than 294 metres long and 32 metres wide, is pow-

ered by the world's largest diesel engine, a 12-cylinder MAN/B&W two-stroke engine, which generates over 60,000 BHP giving a speed of over 24 knots.

The "MADISON MÆRSK" has now gone into Maersk Line's liner service between Northern Europe and the Far East via the East and West coasts of the U.S.A.

The vessel's home port is Copenhagen, and she is commanded by Captain Holger Carstensen with Sven Høi Jacobsen as Chief Engineer. ■



The m.s. "MADISON MÆRSK" at the Lindø Shipyard's equipment pier.

Welcome to Esbjerg



The units of the new six-storey building were very quickly erected.



And the foot-bridge was soon put up.



All finished and ready for occupancy, the new Mærsk Olie & Gas office building proudly stands. It is connected with Danbor Service by means of a foot-bridge and the distinctive Mærsk-blue colour.

It certainly does not look as if Denmark's fifth largest town, Esbjerg, lacks self-confidence – quite the contrary, in fact. Not so long ago, the town was only known for its fishing industry. These days, however, it is the offshore activities, with the seven-pointed star of A.P. Møller leading the way, which characterize Esbjerg's image. And the A.P. Møller Group's many activities take place both offshore and onshore.

Recently, a lot of attention has been focussed on the predominantly light blue area of Esbjerg's port, Østerhavn, where a six-storey office building has shot up at the speed of light near Frankrigskaj. The building is primarily for the use of engineers concerned with operation, maintenance and production in the oil and gas fields in the North Sea. The great increase in the number of engineers is due to the moving of the Construction Department of Mærsk Olie & Gas from Copenhagen to the west coast offshore town.

The client is the A.P. Møller-owned company, Danbor Service AS. Danbor Service has its own office in a three-storey building complex on the dock front, and the new office building is immediately adjacent to it. The two buildings are connected by a foot-bridge, so that all the office facilities function as one unit.

Things began to happen on 10th April, after tenders had been submitted, when the construction firm, Rasmussen & Schiøtz, was awarded the project as a principal contract. On 18th April, the first sod was cut towards the 3,800 square metre multi-storey building, and immediately afterwards the construction crew with their machines began to dig and drive in the many piles to form the solid foundations.

In connection with the completion of the foot-bridge, a topping out ceremony was held on 28th June and, according to plan, the first stage of the building was ready for occupation on 1st July. On 1st September, the last three storeys will be completely finished, and the new office building with its Mærsk blue "cap" will set its mark on the port of Esbjerg.

"Some people think that Esbjerg is the end of the world, but we are consciously working to change this unrealistic idea. Esbjerg is Denmark's fifth largest town, forward-looking and enterprising, and the moving of the Construction Department of Mærsk Olie & Gas will certainly work as a catalyst for our efforts", says Manager Gert Kragelund, Danbor Service, who is one of the leaders behind the A.P. Møller activities in Esbjerg.

Danbor Service AS was established in 1978 as a supply base for Dansk Undergrunds Consortium's oil and gas activities in the North Sea. The company's activities in the supply area rapidly increased and new business and product areas are constantly being started up. The original base activities continue to be looked after by Danbor, whereas the subsidiary Danserv AS. This is primarily an offshore construction company, which is responsible for a great number of different tasks including repairs and maintenance jobs of all kinds on the offshore platforms, catering arrangements for all the Danish offshore platforms in the North Sea and the construction and production of certified tasks within the iron industry.

Danbor Service has at its disposal approximately 110,000 square metres at and in the immediate vicinity of the Port of Esbjerg, about 12,000 square metres of stockroom facilities and, with the new building, 11,500 square metres of office facilities.

This positive development is continuing at a rapid pace. At the same time as A.P. Møller is increasing its staff in Esbjerg, several working partners and sub-suppliers to the oil and gas industries have also announced their arrival at Denmark's number 1 offshore base. ■



A forest of vessels

TREVOR RALPH, Bulk & Special Vessels

The "MAERSK PINE", the "MAERSK POPLAR", the "MAERSK CEDAR" and the "MAERSK CYPRESS" – with cargoes of logs stowed eight metres high on deck, it is easy to understand the choice of names for these four 26,000 td bulkcarriers, which are owned by The Maersk Company Ltd. London and operated by the Bulk and Special Vessels Department in Copenhagen.

Although perfectly able to carry ordinary bulk cargoes such as grain or coal, these vessels are specially built to carry logs in the holds and on deck. Steel chains and wires link stanchions (the upright beams at the side of the deck), to secure the logs on deck and prevent them from shifting during the sea passage.

Whether they are delivered by trucks direct to the dock, or floated down rivers, logs weighing up to 30 tons are loaded by the vessels' cranes and discharged at the destination.

Since delivery in 1990, these vessels have become regular callers at ports in New Zealand as well as Alaska and Washington State, USA, where they load logs for discharge in Japan, China and the Republic of Korea. ■

Delivery of last two LPG vessels in series

Two more LPG (Liquified Petroleum Gas) gas tankers, each of 35,600 cubic metres, have been delivered to A. P. Møller by the Hyundai Shipyard.

On 1st June, the third gas tanker was christened the "JAKOB MÆRSK" by Mrs. Monica Reynolds, wife of Mr. Roy Reynolds, Managing Director of Shell UK Oil Ltd.

Three weeks later, on 22nd June, the last of the four gas tankers ordered from the shipyard in Korea was also christened. The sponsor was Mrs. Johanna E. Coste, wife of Mr. Jean-Francois Coste, President of Enron Gas Liquids Inc., Houston, and the vessel was named the "JESPER MÆRSK".

The four gas tankers, with the "JANE MÆRSK" as the first, and the "JESSIE MÆRSK" as the second in the series of four, are a standard type developed by A.P. Møller in close collaboration with the Hyundai Shipyard. The vessels are all of 35,600 cubic metres, distributed between four tanks. The overall length is 185 metres, the breadth is 27.40 metres and the vessels can carry approximately 20,000 tons of LPG.

The Hyundai Shipyard was originally established in March 1972, and after only one year, the Koreans began to build the first Hyundai vessels. Since then, the Hyundai Corporation has developed into a major industry, not only in Korea, but also in an international context.

The Hyundai Shipyard is located in Mipo Bay in Ulsan on the south east coast of Korea, and is spread over an area of more than 7.2 million square metres.

The Hyundai Corporation is involved not only in shipbuilding, but in many other activities. It has become expert in the field of building the necessary equipment for the offshore industry, it manufactures steel constructions for bridges, houses etc, it produces pre-fabricated pipes, it builds cement factories and iron and steel rolling mills, and it manufactures industrial robots, tractors, excavators and lifts.

An entire city has been built up around Hyundai, with homes, schools, a university, hospitals and banks, as well as facilities such as athletics and sports grounds, swimming pools and beaches. The relationship between A.P. Møller and Hyundai Heavy Industries Co. Ltd. has gradually developed into a good, solid collaboration between the two firms.

In addition to the 12 vessels which have already been delivered to A. P. Møller – four VLCC vessels, four Panmax bulk-carriers and four LPG gas tankers – a contract has been signed by the two firms for the building and delivery of four additional gas tankers of the semi-ref type. ■





The first of the four gas tankers, the "JANE MÆRSK", in Hyundai's drydock.



JYLLAND

The Frigate JYLLAND

The principle behind the JYLLAND's stern was that "the stern should have the smallest possible measurement with the greatest possible



amount of armament". The rounded form meant that bullets more readily slid off when the vessel was under fire from astern.

– a whiff of wood and tar

It can be quite difficult for the visitor to the Frigate JYLLAND to imagine the heat of the Battle of Heligoland in 1864, when the very heart of the vessel was for a short time pressed to a breaking point. It requires a vivid imagination to picture the crew of 430 men on the strongest vessel in the squadron loading the cannons on the gun deck, increasing steam, furling the sails and taking the top gallant yards on deck.

When the Frigate JYLLAND was launched, this type of warship was actually already a thing of the past, but the JYLLAND represented the absolute peak of achievement in the art of shipbuilding from that period when oak and warships were inextricably bound together.

So even though the outward signs of the JYLLAND's period of glory have more or less disappeared, a magnificent testimony to the shipbuilding techniques of that time still stands.

As mentioned in Mærsk Post 1/1989, the A.P. Møller and Chastine Mc-Kinney Møller Foundation decided to finance the restoration of the Frigate JYLLAND, and the work is being carried out by the Odense Steel Shipyard/Lindø in collaboration with the Independent Institution Fregatten Jylland.

Fine craftsmanship

Today the crew of the Frigate JYLLAND numbers 29 men, including 21 ships' carpenters, 2 smiths, 2 riggers as well as 2

unskilled workers and two members of the staff from Lindø to supervise and organise the restoration work.

As the vessel is gradually taken apart and put together again, respect for the old shipbuilders increases on the part of the people concerned in the daily work on the Frigate JYLLAND, but no less on the part of all of us who visit the Frigate.

There is constant activity in all the workshops – the smithy, the sawmill, the rigger workshop, the mast tent and the wood-carver's workshop.

And there is plenty to do when each individual little area on the 2,450 ton oak naval vessel has to be carefully examined by expert craftsmen. Not one single thing on the vessel comes ready-made, each little item has to be specially manufactured again.

The rigger workshop and mast rent

When one visits the rigger workshop, one is met by a whiff of tar, as it is here that the sheets (the ropes holding the sails) to be used on the Frigate are made.

Originally the rigging was set up with tarred hemp sheets and after the restoration work is finished this will be done again, just as it was before. When the JYLLAND was a sailing ship, the sail area was 1,881 square metres, and 12 kilometres of cordage were used to manoeuvre the sails. Already 3/4 of the cordage has been made.

The rigger workshop has also been re-

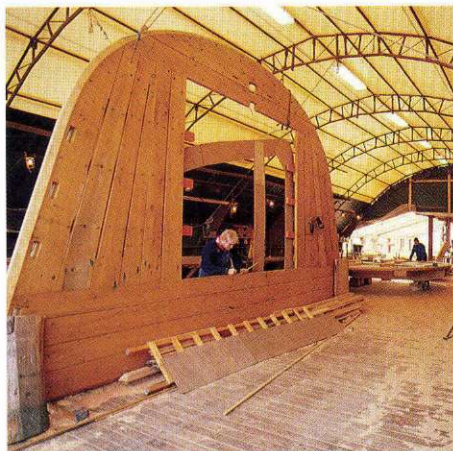
sponsible for the manufacture of the 17 metre long, 2 ton bowsprit, which was fitted in February this year as the first part of the rigging. Both the bowsprit and the three lower masts are constructed of hollow iron pipes boarded with wood. Apprentice shipbuilders at Lindø have welded the iron core, while the wood boarding has been carried out on board the Frigate.

All the masts, topmasts and yards are made of wood just as the originals were. And really large pieces of timber are necessary when, for example, the mainyard is 28 metres long and 71 centimetres in diameter; it must consequently be constructed of not one, but several trees. The major part of the setting up of the rigging is not expected to start before 1992 when the roof, which at present covers the dock, will be removed.

The ornaments on the JYLLAND

In the past it was usual that merchant vessels were beautifully decorated with rich ornaments. The Frigate JYLLAND was one of the last of the old naval vessels to be decorated in the traditional manner, and the JYLLAND's ornamentation reflected the classical period, which in Denmark lasted until the middle of the 19th century.

The stern ornament is dominated by the great coat of arms which symbolizes the peninsula of Jutland and its industries; agriculture, forestry and fishing. At the ►



The top (platform) of the main mast measures 26 square metres and is under construction here in the mast tent.



A view over the deck reveals a mixture of old and new, working craftsmen and visitors. And it all contributes to making the Frigate an exciting tourist attraction.

top, the gunwale rail runs around the stern, where it is beautifully split up into oak leaves which express grandeur and a long life. It must be admitted that the Frigate has fully lived up to both these characteristics.

The nameboard is a simple one – the letters are just painted on. The figurehead on the prow depicts a strong woman with a fishing net on her shoulder and a shepherd's crook in her hand.

In the wood-carver's workshop the wood carver is working on the restoration of the Frigate's ornaments, and by great good fortune it turns out that the 130 years of wind and weather have not been so hard on the ornaments as had been anticipated. This is because the figurehead, which is made of Pomeranian pine, has collected numerous layers of white paint over the years. The stern ornament was fixed to the vessel's outwardly-sloping stern, so that the water was able to drip off it.

The material used is lime wood, which is easy to work with, a fact that may be due to the desire to make the stern as light as possible. There have been examples of ships' captains who have found it necessary to hack the ornaments off a vessel on the high seas in order to save the vessel and its crew. This was because the vessel sat so low in the water because of excessive, and extremely heavy, ornaments.

New wood replaces the old

The stench of rotten and dusty wood has gradually been replaced by the pleasant

smell of fresh oak, and naturally the craftsmen enjoy seeing the new wood on the Frigate. The hull at the stern and the forebody is now finished with timbers, beams, planking and deck planking in place. Amidships, all the timbers have been erected and much of the foot waling is in place, and on the gun deck the first wooden beams are in place.

As the craftsmen gradually dismantle the vessel, it becomes more and more apparent that the original craftsmanship was really solid and of excellent quality. The matching of the joints between the individual pieces of timber is impressive. The prerequisite for the fact that the Frigate could be built in such a slender and elegant way – in spite of the 2,450 tons deadweight – was that the timber was extremely well matched and dimensioned. Wood was used exclusively to put the vessel together.

The foot waling was made thinner towards the ends and bottom of the hull, so actually it is impossible to find two planks of the same thickness. The timbers decrease in thickness towards the top and are turned at the bow and stern, an artifice which makes the timbers more resistant and, consequently, the vessel stronger. Different types of wood have been used on board the Frigate, and in those places where the danger of cannonballs was greatest, elm wood was used, as elm does not splinter so readily as oak. Pomeranian pine was predominantly used on the gun deck, but in those places where

the cannon stood and fretted at the wood, oak was used instead.

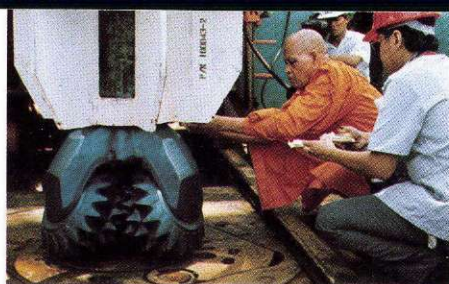
A landmark in Ebeltoft

The Frigate dominates the harbour front at Ebeltoft, and when the restoration work is finished in about 2 1/2 years, and the Frigate stands there with full rigging, it will be a landmark which will be visible from all over Djursland.

The Frigate JYLLAND will once again be a credit to Denmark. ■

134 years in the history of the Frigate JYLLAND

- 1860** Launching
- 1864** The Battle of Heligoland
- 1908** Sold to a German shipbreaker repurchased shortly afterwards
- 1908** The fight to save the Frigate
- 1979** Establishment of the Independent Institution Fregatten Jylland
- 1989** The A.P. Møller and Chastine Mc-Kinney Møller Foundation decides to finance the complete restoration of the Frigate.
Mr. Mærsk Mc-Kinney Møller presents the Frigate's patron, His Royal Highness Prince Henrik of Denmark, with a deed of gift for the full amount of the restoration
- 1994** The restoration of the Frigate JYLLAND to be completed



An operation according to the rules

A Buddhist monk in saffron-yellow robes sends his blessings and prayers up from the drilling rig "MÆRSK VENTURER". Holy water is sprinkled on the drill bit, on the deck and over the Thai drilling crew. The prayers, said in both Balinese and in Sanskrit promise success, work bringing great joy and good fortune.

After detailed discussions with the monk, the official ceremony was held on 30th April, which was considered an auspicious day for the blessing of "MÆRSK VENTURER", Maersk Drilling (Far East) and Shell.

Before the blessing ceremony, an agreement had been signed between Maersk Drilling (Far East) Ltd. and Thai Shell Exploration and Production Co. Ltd. on the carrying out of an investigatory and survey drilling operation in Shell's B6/27 offshore concession.

The contract, which was signed on 19th April at the Thai Shell offices, involves the drilling of two wells – The Nang Nuan, A 03 appraisal well, and The Hong Fah, 01 exploration well – over a period of 5 – 6 months. The new wells are located off the coast of Chumphon Province in the Gulf of Thailand.

To carry out the operation, Maersk Drilling (Far East) Ltd. Aps. has established a shorebase in Bangkok with Rig Manager Alexander Hay in charge. While the work for Shell is in progress, 12 of Maersk Drilling's own staff and 33 Thai workers, hired specially for the job, will be working on "MÆRSK VENTURER". ■

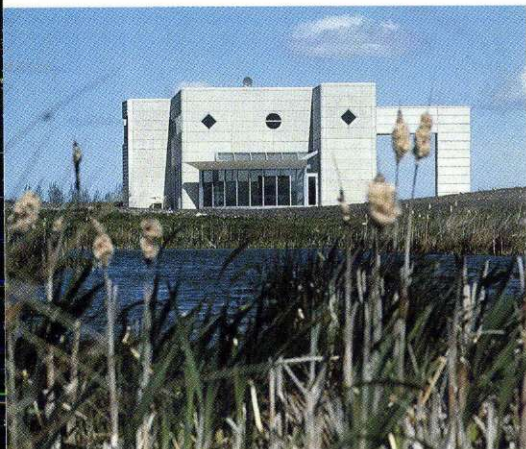
The Lady Soames and Mr. Mærsk Mc-Kinney Møller at the foundation stone for Churchill College, Cambridge.



Laying of foundation stone in Cambridge

On 11th June 1990, the foundation stone of the new conference centre at Churchill College Cambridge was laid by Lady Mary Soames, youngest daughter of previous Prime Minister of Great Britain, Sir Winston Churchill (1874 – 1965). The building, which is a gift from the A.P. Møller and Chastine Mc-Kinney Møller Foundation, is expected to cost approximately DKK 100 million, and will be ready for occupancy in just over a year. Sir Winston was an enthusiastic spokesman for closer relations between the universities and the business world. It was therefore considered appropriate that the sum of money collected through a national subscription campaign should be used to establish a new university college concentrating primarily on natural science and technology. After his retirement as Prime Minister in 1955, as a gesture of respect and honour for one of Britain's greatest statesmen, the new college was named after him. Churchill College was officially inaugurated in 1964. The new conference centre, in which conferences and seminars with up to 100 participants are to be held, has been designed by Professor Henning Larsen and will be furnished by the architect, Hans J. Wegner – both of whom are internationally recognised Danish architects.

Present at the laying of the foundation stone ceremony were the Chairman of the Foundation, Mr. Mærsk Mc-Kinney Møller, and its entire Board, with the exception of the Lord Chamberlain of the Household, Count K.C. Trampe, who was unfortunately unable to attend. ■



Pharma-Plast International is attractively situated in an area of great scenic beauty.

Pharma-Plast – for people who care

These days it is difficult to imagine any hospital without making use of single-use products, and many people would find it impossible to get through their daily life without the help of one or more of Pharma-Plast's products.

Pharma-Plast is one of Europe's leading manufacturers of single-use articles for hospitals and the Home Health Care. More than 90% of the sterile articles and aids which are produced at Pharma-Plast's six Danish and three foreign production companies, are exported all over the world.

The company was established in the 1950's, when the plastic industry was in its infancy in Denmark. At that time it was possible to set up a plastic industry if one had a good idea and a little money for purchase of machinery and premises. In these years many small plastic companies emerged all over Denmark, and one of them was Pharma-Plast.

Single-use products and Pharma-Plast

Pharma-Plast's idea was to manufacture sterile articles made of plastic for use in hospitals, and these were to be so cheap that they could be thrown away after being used only once. At that time re-usable products were more common in hospitals. The disadvantage was that in some cases, infection was carried from one patient to another, as the washing processes could not always guarantee 100% steril products.

The idea of single-use products turned out to be not only viable, but also a world-wide success. Pharma-Plast was a private company until 1965 when it was registered as a limited company. In May 1968, Pharma-Plast became a 100% owned A.P. Møller company, and since then the firm has expanded considerably.

Pharma-Plast International A/S

All the companies which Pharma-Plast

The new headquarter in Lynge north of Copenhagen. The building contractors were Højgaard & Schultz A/S, and the architects responsible for both interior and exterior design were Jørn Langvad.



Development of Pharma-Plast International A/S

| Year | Company/factory | Product |
|------|--|----------------------|
| 1974 | Purchase of Drena Plast, Vig | Urine drainage bags |
| 1981 | Repatriation of Svend Andersen A/S, Hårlev | Urine drainage bags |
| 1982 | Purchase of Leeb Hospital Disposables, Østed | Catheters |
| 1984 | Repatriation of Asik A/S, Rødby | Syringes |
| 1985 | Building of catheter factory in Lynge | Catheters |
| 1988 | Purchase of Bradgate, U.K. | Urine drainage bags |
| 1989 | Purchase of factory in Nakskov | Viva |
| 1989 | Purchase of Steriseal and Rotax, U.K. | Surgical instruments |
| 1990 | Purchase of Kenneth Winther Tool Works | Moulds etc. |

has established or purchased are engaged in the production or sale of sterile single-use articles for use in the health sector.

The companies have to a great extent functioned as independent units, but in the beginning of 1991 it was decided to merge the Danish Pharma-Plast companies into one company.

The name of the new company is Pharma-Plast International A/S and its headquarters was established in a new office building in Lynge.

The objective of the merger is to unite the Danish companies in the Pharma-Plast Group under one leadership, so that from now on Pharma-Plast can present the image of one company with one goal.

In addition to the Danish company, Pharma-Plast consists of production and sales companies in England, France, USA, Italy and Spain, and an affiliated office in Hong Kong.

New products

In order to be able to manufacture the products which are most user-friendly and most in demand, Pharma-Plast also employs doctors and nurses.

These members of the staff, in cooperation with hospitals and special clinics, are able to evaluate the ideas which the sales staff at Pharma-Plast brings back from visits to hospitals and general practitioners. Almost 10% of the total adult population of a country suffer, to a greater or smaller extent, from incontinence, which is the clinical term for involuntary urination.

A result of Pharma-Plast's cooperation with the National Health Service has been the development, manufacture and marketing of the product VIVA, which has turned out to improve the life quality of incontinent women. Another Pharma-Plast product is the PROSTAKATH, a product which can postpone, and occa-

sionally make unnecessary, a prostate operation.

Some years ago, Pharma-Plast started the development of an alternative to the insulin syringe, and in close cooperation with Novo-Nordisk, one of the largest producers of insulin in the world, the company succeeded in manufacturing a new type of insulin pen which is all plastic. The product has been a great help to diabetics, and because of its easy-to-use and light-weight form, the two companies Pharma-Plast and Novo-Nordisk were awarded the Design Prize for 1990 in recognition of the high quality of the product. With elderly people the ability of histogenesis (new tissue formation) is considerably reduced and bedsores and shin-bone sores may develop. Pharma-Plast has therefore specialized in the development of products which hasten the healing process.

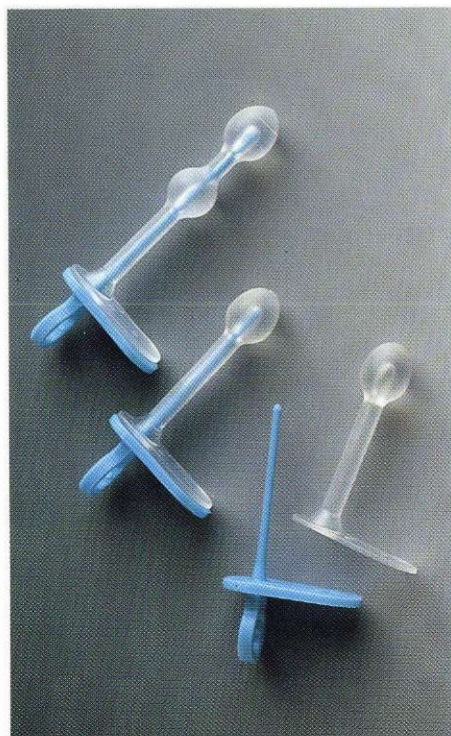
The world's largest producer

The sterile single-use syringes which Pharma-Plast produces are used by hospitals, general practitioners and diabetics, and although the name of the company is not printed on the syringe, a Pharma-Plast syringe is easily recognized – the plunger in the syringe is provided with a black plastic ring.

The manufacture of urine drainage bags and catheters is the greatest asset of the Pharma-Plast Group. At the present the company is the world's largest producer of urine drainage bags and one of the leading European producers of standard catheters, which are used both in Home Health Care and hospitalisation. ■

BJØRN RAGLE, Pharma-Plast.

Pharma-Plast has developed a new product, Viva, to help women who suffer from incontinency. The other picture shows the production of catheters in Lynge.





The closed conveyor belt, made in the form of a drop-shaped bag, was manufactured by A/S Roulunds Fabriker.

New environmentally-friendly transport system

Because of a new transport system based on a conveyor belt, the environmentally-friendly transportation of bulk goods is now viable.

The ordinary conveyor belt has been well-known for many years, but normally not in a closed version. The new closed conveyor belt allows the possibility of environmentally-friendly transportation of certain materials, eg. those materials which give off dust or those which should not be exposed to wind and rain.

The invention was made a couple of years ago by the Swedish firm Sicon AB (Scaniainventor) in Helsingborg, and it has already been patented in several countries. Sicon AB holds the patent rights to the system, and is responsible for marketing the invention. An integral part of the system is a drop-shaped conveyor belt, which is manufactured by A/S Roulunds Fabriker in Odense.

The Sicon system is a new and unique type of endless band conveyor, which can manage the entire transportation of goods in a closed one-belt system, making reloading unnecessary.

The system is based on one belt which is folded into a drop-shaped bag, as shown in the picture. At the sides of the belt, trapezoidal sections with a strong steel wire in the middle are vulcanised.

The sections serve to suspend the belt in a system of rollers, to transfer the tractive force from the driving wheel and to steer the belt over the turning wheel.

The bag-shaped parts are made of highly-elasticated heavy-duty wear rubber, providing the belt with the ability to fold and unfold itself numerous times.

The belt can transport goods in any direction – horizontally as well as on inclines change direction. It can within a radius of less than 1 meter, and can be led through narrow passages. Consequently, the limitations of ordinary conveyor belts changing direction, have been surmounted.

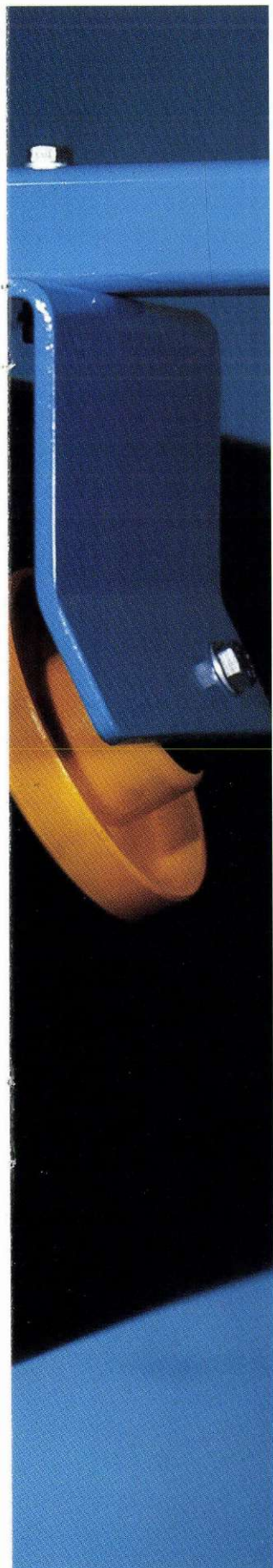
As the transportation takes place on a continuous belt, reloading is avoided. The closed form of transportation means that cleaning and clearing up expenses are less than with traditional conveyor belts, and at the same time, the environment is protected from any adverse effects.

The conveyor belts in different versions make it possible to transport goods which are kept at temperatures from minus 30 degrees C to plus 100 degrees C.

As one of Sicon's subcontractors, Roulunds Fabriker has supplied the small belt-size type SICON 100, and recently the firm has received an order for 5 kilometres of the large belt-size type SICON 1000 for a power station in Australia. The conveyor will be used in a disposal area, which was previously a coal mine, and the ash is to be used to re-establish the landscape. Until now, the transportation has taken place with the help of water, but as water has become scarce in Australia it is now no longer permitted to use this means of transportation. The Sicon system, with its closed conveyor and flexible transport possibilities, is ideal for the task. ■

HANS VINBERG, Roulunds Fabriker.





A busy summer on the North Sea fields

A word about figures from the Tyra Field

Every time Dansk Undergrunds Consortium's activities in the North Sea are mentioned, huge figures and enormous sums of money are tossed around. When the operator, Mærsk Olie og Gas AS, balances the running and maintenance costs, the amount comes to no less than DKK 5 million per day. In such a stormy area as the North Sea, a major part of the necessary maintenance work on the 27 steel platforms which comprise DUC's production system is left until the summer when weather conditions are better. The Tyra Field, which is responsible for delivering the major part of Denmark's natural gas supplies, is a good example of how extensive these installations and their maintenance are. The field has a total of 33 production wells, as well as seven wells which are used to re-inject gas underground during periods of low consumption on land, normally in the summer months. The installations of Tyra East and West consist of nine platforms on which the staggering figure of 33,207 different pieces of equipment are placed, and all of them are numbered. For instance, there are 326 pumps, 834 safety valves, 244 pressure tanks as well as eight cranes of between 35 – 60 tons, not to mention 12 gas turbines, which together generate 70,000 HP for the production of electricity and the pumping of gas to shore. In addition to daily readings and gaugings on the Tyra Field, 1,791 preventative maintenance jobs are carried out every year in order to check the condition of the equipment and plan for major overhauls and repairs. This work is also invaluable as documentation for the safety of the in-

stallations where the authorities are concerned, and for the surveyor, Det Norske Veritas, which issues certificates as proof that all equipment fulfils the necessary requirements.

Just now – in the summer months – the production of gas is low and the weather has become milder, so it is possible to work outdoors. Consequently, Mærsk Olie og Gas is in the middle of a major overhaul of the four gas turbines which run the compressors that pump the gas to shore. The turbines have been running for more than 30,000 hours, which corresponds to four years' uninterrupted operations. Earlier this year, one single overhaul on the largest turbine on the Tyra Field alone cost DKK 7 million.

Other major activities include a four – yearly inspection of all the cranes, where among other points checked, the welding is carefully examined for possible flaws or cracks. It takes 2,040 working hours to check the cranes, and a further 18,000 working hours on the inspection of the pressure tanks. To check for corrosion in the processing equipment, gauging is carried out in 31,000 separate places. The amount of painting work carried out is enormous; this summer alone DKK 14 million has been spent on this in the Tyra Field.

To sum up and round off before the stream of figures takes the upper hand, it can be mentioned that this year on the field, 200,000 man hours have been spent, distributed over 4,500 different maintenance activities.

And they are all carried out with the same objective in mind – to continue to secure a stable and safe energy supply from the North Sea. ■

Tyra East, with the central processing and accommodation platform to the right of the picture. Behind the flare tower, the drilling rig "MÆRSK ENDEAVOUR" is drilling a new production well.

Between the two well head platforms farthest to the left, the Tyra West installations can just be seen. On this summer day 121 people are involved in the work on the Tyra Field and of these, 50 are extra labour which has been brought in to carry out maintenance tasks.

Netto in the former DDR



The Netto chain of shops, whose yellow signboards brighten up the streets in 142 different locations in towns all over Denmark, is also beginning to be well-known in several places in the former East German Republic DDR.

After the reunification of the two German states, the Netto shops in the Vorpommern Mecklenburg area, represented the first confrontation for millions of consumers with western-style retail stores selling staple goods.

Netto is the most expansion-minded part of the Dansk Supermarked Group, which also includes the Bilka, Føtex and A-Z chains, as well as the city-oriented Tøj og Sko stores. The Dansk Supermarked Group is owned jointly by A.P. Møller and F. Salling in Århus.

Shortly after it became possible for western companies to establish themselves in the former DDR, in Netto's headquarters in Ishøj near Copenhagen, interest was awakened in the enormous market, which is, in fact, quite close to Denmark. With only 80 kilometres to the ferry in Gedser and a two-hour trip over to Rostock, the matter of distribution did not seem to be a problem, so plans were immediately put into action to find suitable premises for the Netto shops.

Netto's Managing Director, Mads O. Krage, drove all over the region to find locations, and opened negotiations with Treuhandanstalt, which was in charge of administering foreign interest in the establishment of affiliates in the country.

"At the start, it was quite difficult to gain a hearing for our plans", says Mads O. Krage. "But after we had completed our preparations for the first shop and had opened it on 14th September in the town of Anklam, things began to happen very quickly. This was because we had some-



When the second Netto shop opened in Neu Brandenburg a queue of expectant customers rapidly formed outside.

thing to show off, and it did not take long before the shop in Anklam had managed to capture a circle of customers from the surrounding area within a radius of 75 kilometres".

Since the start in September, 20 Netto shops have been opened in Germany, and very shortly after the opening of the first one, a central storage function was established. This was housed in the buildings which had previously belonged to an agricultural collective community on the outskirts of Malchin, and Netto, moreover, was able to establish a very good relationship with the leader of the agricultural community. At present, a new and more up-to-date central storage building of 20,000 square metres is under construction in the town of Stavenhagen.

The reunification of the two German states was consequently of prime importance to be quick off the mark if the opening of opportunities was to be exploited – and Netto certainly was. On account of geographical location, Netto in Denmark

had almost better operational conditions in Vorpommern Mecklenburg in the northern part of the former DDR, than its German competitors, who mostly chose to concentrate the establishment of new business around Berlin and the southern part of the country.

Netto's establishment programme in the former East Germany in many ways resembled a mobilisation of troops.

Purchasing staff, workmen, sales personnel and administration staff worked around the clock to ensure that everything functioned properly. For example, there were long periods when it was difficult to keep up communication between Netto's headquarters in Ishøj and the activities in Vorpommern Mecklenburg, as the country's telephone network was simply unable to cope with the numerous new activities started up after the reunification.

On the product side, the philosophy was that the assortment of goods for sale should cover about 700 of the most common products in daily use. The supply of goods had to be reliable, and the products should primarily be those which the East German people were used to buying – that is to say, East German products.

It turned out, however, that it was impossible to ensure reliable supplies of East German products, and now that the two German states were reunited, the population of the former DDR suddenly had access to western newspapers, radio and TV stations, all of which contained many advertisements. That meant that there was suddenly very great interest in goods which were advertised in the media.

For several Danish firms, Netto's establishment in the former DDR also meant the opening of new opportunities, as the-



Sports Page



se firms' products were included in Netto's range. Suddenly, former East German citizens could be seen enjoying ice-cream from Denmark, and children and teenagers fell in love with Danish marshmallows. On the other hand, some Danish products were impossible to sell, including crispy pork rinds, which are prized in Denmark. Even when they were presented with free samples, the Germans did not like the product. This was in spite of the fact that the area has one of the greatest concentrations of pig production in Europe. There were also other western phenomena that the people in the area could not get used to – salad dressing, for example. People in that part of the country eat a lot of vegetables, but generally they are cooked before they reach the dinner table, seldom served raw.

At the moment, the composition of Netto's product range is 75% West German products, 20% Danish products and 5% East German products, and apart from this, the concept is the same as in Denmark. The general idea is to establish Netto stores in towns of about 20,000 inhabitants, although one has been opened in a town with only 9,000. As regards pricing policy, Netto in Germany lives up to its slogan which states that Netto's products are 15-20% cheaper.

Today in Germany Netto employs a staff of 300, and the average size of the shops is approximately 600 square metres. In the beginning, many Danish retail people took part in the establishment of the shops, but over the last few months most of their functions have been taken over by German staff. Netto has taken over several former state-run shops, and in several cases has also taken over the staff of these shops as well. ■

FLEMMING HONUM, Dansk Supermarked

Mærsk wins world championship in inter-company football

At Whitsun, F.C. Mærsk took part in the unofficial world championship in football for company teams in Hengelo, Holland.

It was the 10th time A.P.Møller had participated in the tournament, with varying degrees of success. Twice the team have been runners-up, and twice number 3, but this time they were an unqualified success – they ended up as world champions!

A total of 48 teams from 15 different countries took part in the tournament, and the Mærsk team had to get through nine extremely hard matches, each lasting 2 x 15 minutes, before they could call themselves "the champions".

The 18 members of the team were all on

the field at one time or another, and all of them without exception fought with tireless energy and team spirit, with a magnificent result.

The 18 players were:

Thomas Bek, Flemming Buhl, Peter Brask, Adam Gade, Flemming Hansen, Jacob Hansen, Flemming Jacobs, Claus Jensen, Lars H. Jensen, Morten J. Lund, Tom Mortensen, Carsten Nielsen, Erling Nielsen, Brian Pedersen, Frank Pedersen, Claus Møller Pedersen, Henrik Sleimann and Anders Vang. ■

ERIK SJØSTRAND

Esplanaden ladies now among the best

The winter tournament in handball 90/91 ended with a splendid result for the Mærsk ladies team.

At last it is the ladies' turn to play among the best teams. The ladies marched victoriously right through the second division, and are now, like the men's team, among the best players in their class.

Last year the Mærsk team was promoted to the Ladies' second division, and they have now won the league championship with 26 points out of a possible 28, with a goal aggregate of 150 for and only 85 against.

The 12 ladies make up an extremely skilful group of players, who are both confident and optimistic enough to have set themselves a fixed target for next winter's tournament – they intend to go right to the top of the ladies first division! ■

MONA HYLLEBERG

Sports Page

This fantastic picture of the container vessel, the "LOUIS MÆRSK" with the surfer in the foreground was taken in France. The "LOUIS MÆRSK" is on route from Le Havre to USA, while the surfer is attempting to win the good graces of the wind, and perhaps also of the MAERSK LINE.



The winning team from Zeebrugge.

Norfolk Line, football trophy

This year Norfolk Line Football Trophy took place at Scheveningen on the weekend of 4th and 5th May. Since 1987, this annual trophy has encouraged employees of The Maersk UK Group to get together and compete in a football tournament.

Few years, however, have seen a final so closely contested with Norfolk Line Zeebrugge and Maersk Line Felixstowe taking the game to penalties in extra time. A jubilant Norfolk Line Zeebrugge succeeded in winning the trophy and were awarded the cup in the packed hall by Norfolk Line's Managing Director Jørgen Madsen.

Next year the defending champions are to be the host team. Thanks and commiserations go to the competing teams including; Norfolk Line Scheveningen, Norfolk Line Great Yarmouth, Kent Line, Maersk Company London, Maersk Company Trainees and Laros. ■

JAMES STONE



West Coast Race 1991 in Esbjerg

The Mærsk Athletic Association has, for the 12th consecutive time, taken part in the annual West Coast Race in Esbjerg.

In contrast to the first time, when the team consisted of only eight persons, this year's Mærsk team numbered no fewer than 165. It was possible to choose between two routes of 9.2 km and 4.6 km, and this gave everyone the chance to join in, so the field consisted of men, women, children, babies in prams, dogs etc.

Every year, one prize is awarded to the largest company team, and one to the fastest, so our objective is to be both the largest and, we hope, also the fastest.

This year our team came in 12th, and our fastest runner on the 9.2 km route came fifth in the overall placing with a time of 30 minutes and 5 seconds.

After their strenuous efforts in the race, the Mærsk Athletic Association invited the participants to a picnic lunch. ■

CHARLOTTE NØRGAARD



Fine rescue action by the "KAROLINE MÆRSK"

On 18th June 1991, the "KAROLINE MÆRSK" rescued the crew of the distressed coaster, the m.s. "AYDA 1" in the Indian Ocean. The coaster was at position 13°33, 9 N and 55°37, 2, when a Mayday signal was received – the vessel was taking in water through the hatches and was beginning to sink.

The tanker, the "KAROLINE MÆRSK" commanded by Captain Ole Bang, was at the

time about six nautical miles from the "AYDA 1". Her engine was immediately put into "slow ahead" and course was set towards the vessel in distress.

When, 50 minutes later, the "KAROLINE MÆRSK" was less than one nautical mile from the "AYDA 1", the coaster sank, and the eight crew members and two passengers abandoned ship in their lifejackets. At once, life lines were fired from the "KAROLINE MÆRSK", pilot ladders were put into position and the life rafts were made ready. It was possible to hoist eight out of the ten distressed persons the 18 metres

up from the sea to the main deck of the "KAROLINE MÆRSK" with the help of the lines and pilot ladders.

As the two last persons were by that time too weak to manage the ladders, the life rafts were launched with first mate Henrik Larsen and Ship's Assistant Jan P. Pultz to give them a hand. In a very short time they succeeded in getting both the exhausted men on board the "KAROLINE MÆRSK". During the entire rescue action, the wind was up to gale force, but despite the difficult conditions, everyone was safe and sound when the "KAROLINE MÆRSK" arrived in Fujairah. ■

The K tankers are among the largest vessels in the world. The sister vessel, the "KAREN MÆRSK", leaving the Lindø Shipyard, shows how enormous these vessels are.

Royal Navy visit to Esplanaden

On 26th July, several members of the crew of the HMS "INVERNESS" visited A.P. Møller at Esplanaden.

The British minesweeper has

a crew of 34, and is under the command of Lieutenant Commander P. Johnson Grenville. ■





Jack-up rig on Lake Maracaibo

Atlantic Pacific Marine Corporation has transported the jack-up rig »Viking Rig V« to Venezuela, where »Maersk Venezuela S.A.« has a one-year contract with »Marven S.A.«.

The rig arrived at the Maracaibo Bridge on July 15th. The legs of the rig are 249 ft long. As the air gap under the bridge is 128 ft and the water depth is 40 ft it was necessary to cut three 33 ft sections off each of the three legs.

On July 22nd the rig was able to pass under the bridge and July 28th the rig was ready to start work on the first drilling location in Venezuela.

The work was carried out by 20 welders. It took three days to cut the leg sections off and four days to weld them back on. There are now ten jack-up rigs on Lake Maracaibo, each of which has undergone this exercise and will do so again when they leave the lake. ■

JEP LOFT

STAR D.O.S.

On 20th June, a new platform on the harbour front in Esbjerg was opened. The platform is an exercise platform, which in future will serve as an important part of the safety arrangements, when the Danish Offshore School holds its safety course for the many employees working on the North Sea. Among those present were the Deputy Lord Mayor of Esbjerg, Mr. Holger Schröder, who declared the platform officially open, the Deputy Director of the Danish Maritime Authority, Mr. Niels Bagge and the Principal of the Danish Offshore School, Mr. Ib Matthiesen. To mark the occasion, Mærsk Olie og Gas presented a ship's bell, which Senior Engineer, Safety and Environment Department, Mr. John Douglas Petersen, shows off here in the picture. The platform was given the name STAR D.O.S. – D.O.S. is the abbreviation for the Danish Offshore School. ■



Another successful exhibition for Maersk France S.A.

More than 300 different companies from all over the world, representing the transport, logistics and EDI fields, took part in the International Transport and Logistics Week Exhibition. This important event was held at the Paris Business Centre, La Defense on 16th -19th April 1991, and for the second time, Maersk France S.A. was among the exhibitors, with a 67 square-foot stand staffed by Sales and Operation representatives. The main objective was to promote Maersk France S.A.'s worldwide services and activities.

The stand was praised for its originality and inventiveness. A funnel with the characteristic blue star was used as a basic design to signal quality and efficiency to visitors and fellow exhibitors alike. Global Information Systems, Copenhagen helped to set up various demonstrations, giving numerous existing and potential

customers the opportunity of seeing a presentation of on-line EDP systems including "MAGIC" effects.

At the end of the International Transport and Logistics Week, subsequent follow-up operations proved that participation in the exhibition had been worthwhile. Not only had it been an excellent means of communication and of acquiring new business, it had also been a way of strengthening sales relations with customers and of developing the MAGIC hook-up in France.

We take this opportunity of thanking the Global Sales Department for their valuable assistance.

The photograph shows Maersk France S.A.'s General Manager, Mr. Erik Van Strydonck, third from the right at the back, ready for the official opening ceremony. ■

MARIE-CLAIRE DACQUET



The picture shows, from left to right, Mr. Nguyen Chi Linn, Mr. Henrik Henriksen and Mr. Tran Duc Hung.

New organisation in Vietnam

The MAERSK HO CHI MINH CITY representative office was established in April 1991, and moved into the new office at 35 Bis, Phung Khac Khoan Street on 1st June.

The organisation has a staff of six persons, and headed by

Mr. Henrik Henriksen. Vietnam has a population of 69 million people, and covers an area of 329,600 km². Ho Chi Minh City in the southern part of the country and Haiphong in the north area are the two main ports. ■

Classic Car Show

On May 4th – 6th, the Classic and Sports Cars International Show was held at the National Exhibition Centre in Birmingham. Among the many cars on show, were several which belonged to some legendary figures of the Silver Screen, including Marilyn Monroe's Dodge, James Dean's Mercury, Mae West's Auburn and James Cagney's Auburn, as well as Al Capone's Cadillac. Maersk Line UK had the privilege of transporting these magnificent vehicles from the United States to the UK under the direction of the London-based forwarding agent, Rapid Movements, Specialist Car Importers, who were responsible for the shipments.

The star of the show was a Phantom Corsair, created by Rust Heinz, and claimed to be one of the most sensational cars ever made. Though the intention was to put it into production, only one Corsair was ever built, as Heinz was killed in a car crash and so further production was halted. This car is now valued at UK£ 880,000. Maersk Line UK shipped the Corsair in from Los Angeles, where it is based for most of the year. Below is a picture of Al Capone's Cadillac Limousine. It is worthy of a king or a president, and is now worth UK£ 250,000. ■

MELANIE EVENS



Dubai – “Made in America”

Now that the Gulf War is over, there has been a considerable increase in business activities in Dubai recently. Various trade fairs and exhibitions are constantly taking place, as everyone wants to capture a part in the expected upswing in business, and especially in the reconstruction of Kuwait. The “Made in America” exhibition, which was held on 13th – 17th May 1991, offered an unique forum for American companies to show off their products and services to both existing and potential Middle East importers and distributors. Naturally, such a forum offered Maersk Line an ideal opportunity to display their services, and particularly those from the USA.

The exhibition has proved to be a resounding success, and the Maersk Line stand has had many visitors. The staff have dealt with numerous enquiries which will undoubtedly give results in the future, so that Maersk Line's position as the leading shipping line from the U.S. to the Middle East will become even stronger. ■

HENRIK LARSEN



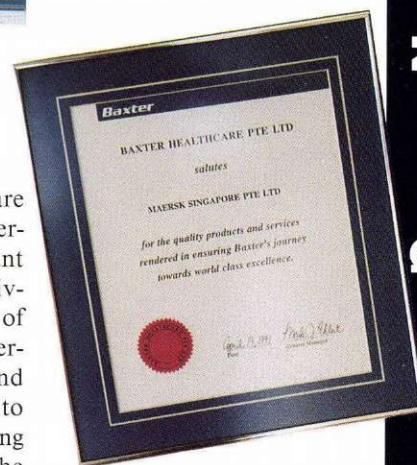
Maersk Singapore receives “Quality” award

On April 19th 1991, Maersk Singapore was awarded a certificate for its high quality services, by Baxter Singapore Pte. Ltd.

Baxter Singapore Pte. Ltd. is part of Baxter International Inc. USA, which is one of the largest companies in the world in the field of healthcare products. Although Baxter has been practising the “Quality” concept for the last 7 years, this is the first year that their suppliers have been involved in the “Quality” programme. At the presentation ceremony, Mr. Carlos Antoni, Vice President for Manufacturing, stated that the awarding of such certificates was a mark of recognition from Baxter for the “Quality” services provided

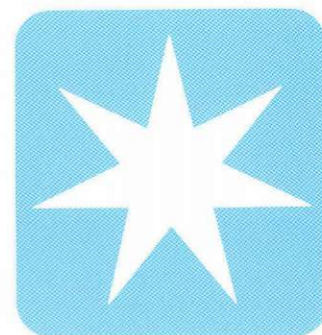
by their suppliers, which are so vital to the company's overall operation. In our constant search for “Quality”, receiving such an award from one of our major customers is certainly most encouraging, and Maersk Singapore is proud to be one of only three shipping lines which received the award. Mr. Carlos Antoni presented Mr. Tan Long Yam, General Manager of Maersk Singapore, with the certificate, which reads:

Baxter Healthcare PTE LTD
salutes
Maersk Singapore PTE LTD
for the quality products and
services rendered in ensuring
Baxter's journey towards world
class excellence



CYRIL SEAH

Personalia



ESPLANADEN



1

Retiring

1. Arne Casper Poulsen
1 December

THE FLEET



1



2



3



4



5



6



7



8

40 Years Anniversary

1. Chief Engineer
Ejvind Andresen Møller
2 December

25 Years Anniversary

2. Chief Officer
Svend Aage Jensen
3 November
3. Captain
Harald Iversen
6 November
4. Radio Officer
Kaj Georg Ludvigsen
14 November
5. 1. Engineer
John Johnsen Hansen
15 November
6. Ship's Assistant
Erik Olesen
23 November
7. Chief Steward
Henry Jeppe Lykou
2 December
8. Electrician
Egon Laustsen
11 December

THE YARD



1



2



3



4



5



6



7



8



9



10

25 Years Anniversary

1. Jørgen Leo Månsson
4 October
2. Niels Abbednæs
11 October
3. Poul Erik Jensen
25 October
4. Fritz Poulsen
25 October
5. Tage Jensen
25 October
6. Olaf W. Schmidt
1 November
7. Aage K. Børsting
1 November
8. Kjeld D.P. Christensen
8 November
9. Flemming Jensen
8 November
10. Helge Kristian Pedersen
15 November

ROULUNDS



11



12



13



14



15



16



17



18



19

11. Tommy Hansen
15 November
12. Asker Hakon Nielsen
22 November
13. Poul Emil Christiansen
22 November
14. Viggo Ejvind Andersen
29 November
15. Laurits Rasmussen
6 December
16. Arne Kurt Pedersen
6 December
17. Kurt Frede Lauritsen
13 December
18. Albinus Møller Bendiksen
13 December

Retiring

19. Jacob Meyburg
31 December



1

40 Years Anniversary

1. Jørgen Seltoft
15 November

ORGANISATIONS ABROAD



1



2



3

40 Years Anniversary

1. Ove Jensen
(Maersk Belgium N.V.-S.A.)
1 December

25 Years Anniversary

2. Tai Ying Yin, Edwin
(Maersk Hong Kong Ltd)
1 October

Retiring

3. Knud Olsen
(Maersk Pacific)
1 June

DISA



1

40 Years Anniversary

1. Henning Knudsen
2 November

Obituary

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

Ivar Jørgen Jensen
The Yard
14 May

D. Hutchinson
ex "MAERSK HELPER"
15 May

Søren B. Christiansen
Mærsk Container Industri
20 May

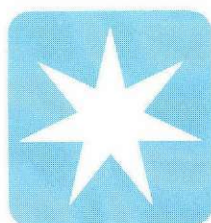
Valdemar Møller
The Fleet
1 July

Preben Larsen
The Yard
4 July

Jørgen Benny Rasmussen
ex "VALKYRIEN MÆRSK"
20 July

Mogens Wøhlk Poulsen
Maersk Ship Design
30 July

Jon Hjalti vid Stein
Engineer Apprentice
16 August



MÆRSK

*All the timbers have been erected on the Frigate JYLLAND.
Now comes the work of planing the timbers
before putting on the planking.*