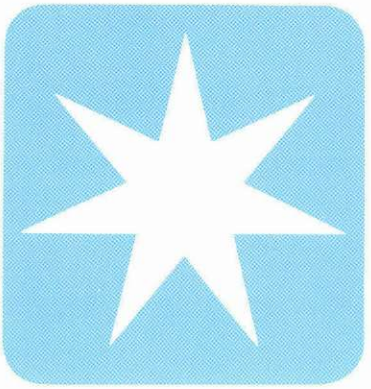
MÆRSK POST

2/1993



MÆRSK POST

Published by A.P. Møller, Copenhagen
Editor: Hanne H. Clausen
Printers: Scanprint a·s Viby J.
Layout: Jakob Kühnel

Volume 32, No. 2
June 1993
ISSN 0904-7093

At the end of March, A.P. Møller received an unexpected enquiry as to whether we were interested in taking over The East Asiatic Company's liner activities. The East Asiatic Company needed a quick reply, and the negotiations had to be completed in a relatively short time, within a few days in fact. This called for a great deal of work around the clock on both sides, with management having to make decisions and the boards grant approval almost without advance warning.

Fortunately, our organisation functions in such a way that we are able on short notice to deal with and reach decisions even on matters of major importance. Consequently, the result of these intensive negotiations was agreement for A.P. Møller to take over The East Asiatic Company's liner services, vessels and containers, as well as certain activities and organisations in the Far East and Australia.

It is regrettable and I personally deplore that The East Asiatic Company has been forced to give up its historic liner trades, but our decision will, we hope, be seen as constructive from a national point of view. It clarified matters for The East Asiatic Company at a critical time and secured the retention on Danish hands of some of its important activities.

The agreement also meant continued employment for many Danish officers, seamen and apprentices as well as for a number of EAC employees around the world. We welcome these new members of staff. Patterns and practices differ and some of our ways are unusual to these new associates and will take some getting used to. But I do not doubt that they are all ready and willing to learn and contribute as best they can.

For A.P. Møller and our organisations abroad, the decision involves a need for sustained and extensive efforts so that we can succeed in turning operations which were previously lossgiving into profitable and constructive activities. This will demand the exercise of constant care by everyone concerned. There is no room for mistakes along the way.

MÆRSK MC-KINNEY MØLLER

The giant gets a sister

Her Majesty Queen Ingrid participated in the namegiving ceremony and is here seen with Lady Soames, the Managing Director of the Lindø Yard, Mr. Kurt Andersen and Mr. Mærsk Mc-Kinney Møller.

Mrs. Emma Mc-Kinney Møller accompanied by General Jørgen Lyng (right) and Mr. Jess Søderberg (left).

ELISABETH MÆRSK is three times as long as a football field. She can carry the equivalent of the total annual oil consumption of 120,000 detached houses.

The sponsor, Lady Soames, on the deck of ELISABETH MÆRSK with the master and the chief engineer.

On Saturday, 24th April 1993 at the Lindø Shipyard, newbuilding no. 142, the huge double-hulled crude carrier, ELISABETH MÆRSK was named by Mary, Lady Soames, daughter of Sir Winston Churchill.

Well thought out cargo facilities

Like ELEO MÆRSK, ELISABETH MÆRSK at 300,000 tons is one of the sea's really "big" girls. She is almost 344 metres long, over 56 metres wide and no less than 30 metres deep. There are 17 tanks on board, and three bilge pumps providing a pumping capacity of 5,000 cubic metres per hour. The vessel can carry up to three different types of cargo simultaneously with double valve segregation. The extraction in the tanks has been sunk down into a well, which ensures that the tanks can be completely emptied. To make sure that the tanks are as clean as possible, the vessel is equipped with built-in tank-cleaning facilities.

The holds have a protective layer of epoxy coating top and bottom, and the ballast tanks are fully painted with surface treatment in a light colour, making any wear and tear immediately apparent, so that it can be rectified at an early stage.

Safe at sea

With her double hull, ELISABETH MÆRSK is one of the safest supertankers in the world, since this special hull construction considerably reduces any risk of oil spillage or leakage in the case of grounding or collision.

The supertanker left the Lindø Shipyard a couple of days after the christening for trials in the Skagerrak. She then called at the port of Århus for her final fitting out before delivery to A.P. Møller on 10th May 1993.

ELISABETH MÆRSK's home port is Thurø, and she is commanded by Captain Børge Henry Jensen with Eske Ballum Kjems as Chief Engineer. ■

◀ *The sailings with the newly-built models of the Viking ships - here an Atlantic vessel (no. 1) from Skuldelev - have confirmed the vessels' impressive seaworthiness and manoeuvrability.*

◀ *The monolith from Ardre, Gothland. Although the stone was part of the floor in Ardre church for many years, the 1,200-year old carvings are still well-preserved.*

The ship made Denmark one kingdom

The sailing ship figured prominently in the Viking exhibition which was brought to Denmark in December 1992, thanks to the sponsorship of the A.P. Møller and Chastine Mc-Kinney Møller Foundation. Right in front of the entrance to the National Museum, visitors were confronted with this well-known symbol in the form of a full-scale model of one of the five vessels from Skuldelev on Roskilde Fiord, while the first room in the exhibition itself was devoted to the ship in all its glory. Among the exhibits were the unique stern, carved out of a single piece of oak, of the little merchant vessel found at Skuldelev, the oars from the Gokstad vessel and parts of the Swedish Viking ship find, Äskekärrskibet.

The most eye-catching exhibit in the room, however, was an almost three metre high monolith from Gothland with numerous carvings of all sizes on the front, most of which depicted characters from the old myths and heroic tales. The largest of the carvings was of a Viking ship in full sail, manned by heavily-armed warriors. The realism and attention to detail in this carving, especially in the sail and the rigging, was truly amazing.

The monolith is from around, or perhaps even before, the year 800 AD, when the Viking era began. Consequently it provides us with the remarkable information that the Nordic vessels, even at that time, had already been developed to the size and level of perfection with which we are familiar from much later finds. They were slim sea-going vessels with eminent sailing qualities, which allowed the Vikings to travel the seas, bringing men and goods rapidly from one place to another.

The Vikings were famous for their voyages and they travelled great distances, from the rivers of Russia to Greenland and Newfoundland, from the North Cape to the Mediterranean. They were especially feared in the Baltic, where they knew every inlet and bay, and in the North Sea from where, by way of rivers and across land, they penetrated deep into England, France and Germany. Many of them settled down in these foreign countries, especially in England and Normandy, and Nordic kingdoms were founded in Ireland, the islands to the north of Scotland, Iceland and Greenland. But at the same time as the looting expeditions and the successful attempts at colonisation were taking place, a significant trade network was also being built up in Europe and here, the Vikings were able to take a key position in the bartering of goods between east and west.

In the historical development, which culminated in the period between approx. 800 - 1050 AD, the sailing ship was of crucial importance to the Northerners' success, since without it there would have been no Viking era. But even before that time, the sailing ship was the cardinal reason that Denmark had evolved into a united kingdom with one ruler.

We actually know very little about how our country was governed and divided up before the time of the Vikings. The name Denmark was first used in the 9th century in an account of a journey, and then apparently only as a name for the eastern parts of the kingdom. This, however, could be due to ignorance on the part of the writer. One thing is certain, however, and that is that the country which later became Den-

This is how the victims of the Vikings looked upon their tormenters. The photo shows a manuscript from a French abbey.

mark had previously been divided up into several small and, in principle, independent countries. The borders between the kingdom were chiefly natural ones: the sea, the broad river valleys and the stretches of woodland and heath which at that time divided the settlements. It is likely that there were scores of such small kingdoms. This might appear to be an exaggeration, but we can make a comparison with Ireland, where the facts have actually been verified. Ireland at that time had more than one hundred sovereign kings, each with his own modest kingdom and his own group of retainers and warriors. They maintained the power of the king and the law of the land, forming the core in the defence against invasion from neighbouring kingdoms, in which all free men were allowed to take part.

Basically, it was a time of great unrest. Waging war and taking part in battles were integral elements of a highly-respected way of life in these Iron-Age societies, and in both heathen and Christian kingdoms, participation in the looting and pillaging expeditions outside his own territory was the natural right of every free man. If, for instance, his crops had failed, or he had lost his cattle through disease, the natural solution to the problem was to get together an expedition to plunder the property of another king's subjects. Needless to say, there was always the risk that those who had been attacked then assembled their own relatives and friends and mounted another expedition in retaliation. The most ancient of the known Irish heroic poems was in fact about just such a war of revenge, whose noble objective was the robbery of a famous prize bull!

It goes without saying that day-to-day life for the inhabitants of these tiny kingdoms, where distances between (usually) hostile neighbours were generally short, could be so full of perils and insecurities, that it eventually became intolerable. As a result, the kings were forced to make efforts to keep the peace with their closest neighbours. Gradually, a network of agreements was concluded between neighbouring rulers, who promised each other that neither they themselves nor their subjects would take part in ravaging and plundering their neighbours. In order to ensure that these agreements were actually kept, either the king's son or at least a prominent member of a noble clan, was held hostage by the opposite side. The hostage was given accommodation in the host king's household and lived comfortably and in keeping with his station as long as peace was kept. If, in spite of the peace treaty, any violence occurred, or a real war broke out, the hostage was put in chains, and perhaps even tortured or executed. Another way of ensuring peace was an arranged marriage between royal families, and in such cases it was normal for the children of such a royal

union to be brought up by the queen's parents or brothers and sisters - a more acceptable variation on the hostage theme.

Gradually the small kingdoms became fewer. The largest and strongest of them swallowed up the more defenceless, and although we do not possess any precise facts, I would make so bold as to say that in the years around 600 AD, there were "only" between five and ten rulers in the area which later became Denmark. In Jutland there were at most two, corresponding to a Southern Jutland regional parliament at Urnehoved and a Northern Jutland equivalent in Viborg. Funen, Zealand and Scania presumably each had their own ruler, but whether this also applied to Lolland-Falster is by no means certain. Regarding Bornholm, it is known that this isolated little island had its own ruler as late as the end of the 9th century, by which time the rest of Denmark had already long been united.

This fact can be verified by several archaeological finds. The most important of these is probably the fact that the building of Danevirke dates back to the beginning of the 8th century, (see Mærsk Post 1/ 1992). The construction and manning of such gigantic fortifications which blocked access to Jutland from the south, could not possibly have been the work of only one of the local kings of Jutland - at least the entire area of Jutland must have been involved in the project. At around the same time, Ribe emerged as an international trade centre, and foreign merchants began to appear in Denmark - proof that there existed at that time a ruling power which could take the foreigner under his protection and thereby safeguard him against attack on his travels around the country. There can be no doubt that the king demanded payment for his support, and the fact that he took the task seriously is illustrated by an unusual project, the Kanhave Canal, which cut across Samsø at its narrowest part and made it possible for guard vessels stationed in Stavns Fiord on the eastern side of the island to sail rapidly through to the western side. They were consequently able to control a major part of the Kattegat, demand customs duties from the merchants and halt enemy vessels, whether they were roving pirates, and there were many of those, or foreign fleets on warlike expeditions.

Until a few years ago, it was believed that the Canal originated from the Vikings. However, a new method of dating, based on the study of the annual growth rings in oak trees, has revealed beyond any shadow of doubt that the date of the felling of the timber used as revetment on the banks of the Canal was 726 AD. At this time there must have been a central power in Denmark, that is to say, a king who found it necessary to monitor maritime traffic in the Kattegat and who was sufficiently strong to carry through such a demanding undertaking. He was presumably king of all Denmark, i.e., not only the present kingdom of Denmark, but also Scandia and Halland.

Naturally there must be some explanation for this organisation of the kingdom. And this is where the ship comes in. We must assume that a revolution in shipbuilding methods occurred in the Nordic countries during the 7th century. The large clinker-built rowboats, which we know from the Nydam boat, were developed into seaworthy vessels with keels and square sails. Consequently, metaphorically speaking, the distance between mainland Denmark and its islands became shorter, and if it were possible to sail from Jutland to Zealand in only one day as long as the wind was favourable, it would no longer be feasible to keep up the traditional state of unrest between the inhabitants of the different parts of the country. Looting and pillaging trips had become too numerous and too destructive to be tolerated. As had occurred earlier with the small kingdoms in the different parts of the country, the people of Jutland, Funen, Zealand and Scania were forced to get together and make peace, and these new types of collaboration meant that in a longer perspective, a joint ruler emerged. This could hardly have happened without violent and protracted battles and a great deal of friction. The final result, however, was inevitable, and one of the reasons for this was the fact that pressure from outside the kingdom became stronger. This pressure came from the Slavs from the south, who advanced along the south coast of the Baltic, rapidly learned the Nordic art of shipbuilding, and began to operate in Danish waters. There was also pressure from the north, in the menacing form of Norwegian pirates in their sailing-ships, who succeeded in making Danish waters perilous as well as making frequent raids on coastal settlements.

They had to be pacified, and precisely this became one of the most essential tasks for the fledgling Danish royal power.

In the first few centuries of unified rule, the Danish royal power was only stable in those periods when outside pressure forced the regions - or "lands" as they came to be called - to unite. There was a rooted feeling of suspicion which stemmed from the old days, and occasionally deep cracks appeared in the alliances. It was not easy for the people of Scania and Zealand to accept a king who came from Jutland, and it was just as bad for the people of Jutland to observe that their king surrounded himself with noblemen from Zealand. Even as late as the 13th century, the different regions had preserved so much of their individual character that the most important areas were granted their own laws: the Scanic Law, the Zealand Law, the Jutlandic Law.

The union has been maintained, although it often came under great pressure. The link between the Danish islands which the sailing ships forged 1,300 years ago has never been completely broken and is today as strong as ever. Denmark still has only one sovereign and the country is today one of the oldest kingdoms in the world. ■

The full-scale model of the Viking ship (wreck no. 5 from Skuldelev) in front of the entrance to the National Museum in 1993. The exhibition which had previously been shown in Paris and Berlin, had no fewer than 22,000 visitors in 11 weeks when it came to Copenhagen.

Olaf Olsen, State Antiquary

Frigate for Tivoli

One of the greatest of the Tivoli attractions this year, which marks the amusement park's 150th anniversary, is the frigate SCT. GEORG III. The frigate has been given a lot of publicity in the Danish media, as from this season onwards, she will function as a floating restaurant on the lake in Tivoli.

Hvide Sande Skibs- og Bådebyggeri (the Hvide Sande Ship and Boatbuilding Company), which has a great tradition for high quality craftsmanship, was awarded the contract for the frigate, which in accordance with the traditional principles, has been built of timber although she has a flat larch-faced steel bottom on oak timbers.

SCT. GEORG III, which is named after the founder of Tivoli, Georg Carstensen, is a three-masted frigate of 31 metres of no less than 60 tons. The frigate has proper call signals and its own page in the Register of Shipping. She is elaborately ornamented with galleries and galleon figures, canons, lanterns and rigging, just as if she were a real frigate.

The frigate can float, but cannot sail unaided, as she has no engine. Consequently, the matter of transportation was complicated and had to be arranged by means of a crane, by barge, by truck and finally by crane again.

Svitzer was given the task of transporting the frigate from Hvide Sande to Copenhagen on the deck of a flat barge.

The storm during the first months of year lasted so long that it caused sanding up in Hvide Sande and a significantly lower water level than normal at the approach to the harbour and the lock. As a result, it was necessary for small local boats to come to the barge's assistance on arrival and departure.

The loading and securing of the frigate onto a barge were carried out quickly and safely, whereupon Svitzer, with a salvage vessel of 1,250 BHP, brought her safely, through the Limfiord and the Kattegat to Kalvebod Brygge in Copenhagen, where she arrived in perfect condition on the evening of Sunday, 7th February 1993.

Through Copenhagen by night

The second phase in the transportation of the frigate commenced when, at midnight on the following Tuesday, she was lifted by crane onto a 32-wheeled truck and embarked on the last part of her journey, from Kalvebod Brygge to Tivoli.

The trip is only 1 1/2 kilometres, but it took no less than four hours, as the truck had to travel extremely slowly. On the way, all traffic lights and electric wires were lifted out of the way by the accompanying cranes so that the frigate could pass underneath. On arrival outside Tivoli, SCT. GEORG III was met by a 300-ton crane and lifted high up over the treetops and into Tivoli, where she was "launched" once again in the lake. ■

SCT. GEORGE III being lifted into her right element. (Photo NORDFOTO)

The last supply vessel in the series

The fourth and last newbuilding in the F-series was delivered to the A.P. Moller Group's Mærsk Supply Service on 1st March 1993.

Prior to delivery, the newbuilding was named on 13th February at the Ulstein Shipyard in Norway by Mrs. Toos van den Wittenboer, wife of the Managing Director of Shell Norway, Martien van den Wittenboer.

MÆRSK FEEDER is the sister vessel to MÆRSK FRONTIER, MÆRSK FIGHTER and MÆRSK FORWARDER, which are all in operation in the North Sea. The four vessels are platform supply vessels, the lorries of the sea, with extremely large quarterdeck and tank capacity.

MÆRSK FEEDER's home port is Ringkøbing, and she will be under the joint command (with changing duty periods) of Captains Charlis S. Hansen and Jørgen Kjøller Pedersen, with Kurt T. Jørgensen and Tommy Jørgensen as Chief Engineers.

After her trials and delivery to A.P. Møller, MÆRSK FEEDER left Norwegian waters and sailed directly to Esbjerg, where she took over duties from her sister vessel MÆRSK FORWARDER for Mærsk Olie og Gas AS. ■

On her arrival in Esberg, MÆRSK FEEDER still had some Norwegian snow on deck.

New Gas tankers delivered

In Korea, A.P. Møller recently took delivery of HANS MÆRSK and HELENE MÆRSK, the first two vessels in a series of semi-pressurised/refrigerated tankers, built to carry liquid chemical and petroleum gases. Although A.P. Møller have operated this type of gas tanker since 1972, HANS MÆRSK and HELENE MÆRSK, being the largest vessels of their type, set new standards while incorporating many of the benefits of over 20 years' experience. Their large intake and relatively high speeds make them ideal for long distance trades such as the service from the USA to the Far East with vinyl chloride monomer (VCM), used in the manufacture of PVC.

When not carrying VCM, these vessels are built to carry propane and butane (used for heating), propylene (used in the plastics industry) and butadiene (used in making tyres), as well as several other types of gas.

Mrs Kathy Nosal named HANS MÆRSK.

HELENE MÆRSK was named by Mrs Aslaug Ottesen.

Both vessels were named at a ceremony at the Hyundai yard on 6th February 1993. HANS MÆRSK's sponsor was Mrs. Kathy Nosal, wife of Mr. Con Nosal, Vice President of B.F. Goodrich, with whom we have enjoyed a long relationship transporting VCM from the USA to Australia and the Far East. Appropriately, the first time HANS MÆRSK loaded in Houston, bound for Australia, was for B.F. Goodrich.

HELENE MÆRSK's sponsor was Mrs. Aslaug Ottesen, wife of Mr. Hoerdur Sigurgestsson, Managing Director of Eimskip, Iceland.

Technical details

The vessels have 4 double-tanks of 20,700 cubic metres, in which they can carry liquified gases at temperatures of down to -48 degrees Centigrade, or at a pressure of up to 5.5 bar, or a combination of both. Depending on the type of gas transported, the vessels have a capacity of between 12,000 and 19,000 tonnes.

The vessels can simultaneously transport four different products - two cooled and two uncooled. In order to prepare the tanks for loading certain sensitive gases, the vessels can produce up to 1,500 cubic metres of nitrogen (usually an expensive operation in port) and wash the sides of the tanks with methanol.

The vessels are each 160 metres long and 25.6 metres wide. They are powered by 7-cylinder Hyundai-B&W diesel engines, which generate 18,200 BHP. At 123 rpm, the vessels can achieve a speed of over 18 knots fully laden.

HANS MÆRSK's home port is Hellerup, and she is commanded by Captain Marinus Laursen, with Johannes Ring-Andersen as Chief Engineer. The vessel was delivered on 9th February, whereupon she sailed to Ferndale on the west coast of the USA to load a full cargo of butane for Texaco bound for Equador.

HELENE MÆRSK's home port is Copenhagen and she is under the command of Captain Tage Jensen, with Kurt Boisen as Chief Engineer. The vessel was delivered on 9th March, whereupon she sailed to Yanbu in Saudi Arabia to load a full cargo of butane for Texaco bound for Chesapeake on the east coast of the USA. ■

MIGHTY SERVANT 3 is the only heavylift vessel in the world large enough to carry MÆRSK GALLANT.

Advanced rig for Maersk Drilling

On 26th March 1993, Maersk Drilling took delivery of MÆRSK GALLANT, which is the most advanced drilling rig ever built and among the largest in the world. The rig was built by Far East Levingston Shipbuilding in Singapore and has been designed to meet the most stringent demands of both the oil companies and the authorities. With its enormous size and advanced technical equipment, it has been specially developed to work at a depth of up to 110 metres in the North Sea, under wind and weather conditions so harsh that the height of the waves can reach up to 30 metres.

MÆRSK GALLANT is particularly suitable for drilling over fixed installations at great depths and in this has found a niche in the industry, where there will be a greater demand in the years to come.

A highly advanced workplace

Both environmental and labour-saving equipment have played an important role in the planning and design of MÆRSK GALLANT. In order to make the operation of the rig as efficient as possible, the rig has been mechanised to the maximum degree. In this way, dangerous working situations have been eliminated, especially those on the drillfloor, where Maersk Drilling has really revolutionised developments. All this leads to greatly improved working conditions for the crew and will significantly enhance the safety on board.

On MÆRSK GALLANT, the driller's workplace looks like a highly advanced electronic office complete with air-conditioning and with all necessary means of communication and control functions directly to hand. The noise level in the cabin has been reduced to approximately 60 decibels, corresponding to the optimum office environment. The make up of the drill pipes and the drilling itself can be carried out without any manual intervention on the part of the crew on the drillfloor.

EDP and modern communications equipment have been utilised to a much greater degree than ever before in the fitting out of the rig. This means that most of the systems can be controlled or monitored from PC-based work stations positioned strategically on the rig.

Practice onshore

As mentioned in Mærsk Post 2/1992, a model of MÆRSK GALLANT's drilling floor to the scale 1:5, has been built onshore at Maersk Drilling's Training Centre in Svendborg. This has been done to ensure the best possible training of the rig crew. The model here makes it possible to simulate any imaginable situation which could occur on the rig, and the crew are obliged to complete a 6-week training programme to become familiar with operating conditions.

Ready for future jobs

MÆRSK GALLANT left Singapore on 1st April 1993 on board the heavylift vessel MIGHTY SERVANT 3, which is the only vessel in the world large enough to transport it. The rig arrived in Norway in May, where it will undergo modification and subsequently carry out its first drilling operation for Amoco Norway Oil Company starting July. After completion of the contract with Amoco, MÆRSK GALLANT's legs will be extended from the present 165 metres to 175 metres. This is in order that the rig can operate at a depth of 120 metres in the Frøy Field under contract to Elf Petroleum Norge. ■


SAS
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ROULUNDS latest environmental project is called RO-MAT, a rubber mat as big as a football field.

The grooves in the mat lead the de-icing liquid away and prevent the airstream from engines from blowing the glycol outside the accumulation area.

RO-MAT means increased safety in the air

ROULUNDS in Odense, in collaboration with Copenhagen Airport and SAS, has developed a rubber platform, which is a central component in the new de-icing plant for aircraft at Kastrup.

The platform, in the form of a 4,248 m^2 rubber mat, is positioned close to the take-off runway, so that the aircraft can be sprayed with glycol shortly before take-off, and its function is to collect the surplus liquid and lead it off into a tank.

Accident prevention

Particularly in the winter months in the north, it is often necessary for safety reasons to remove or prevent the formation of ice on the wings or tail of an aircraft. As was only too clearly demonstrated by the accident at Arlanda in 1992, ice can form on the wings to such an extent that the wing contours are distorted and the buoyancy of the aircraft is reduced. In the worst case, this ice can break off and be sucked into the engines.

Previously, de-icing or anti-icing measures were carried out at the gate, but seen from the point of view of optimum safety of the aircraft, it is far more reassuring that these precautions are carried out immediately before take-off and if any delays should occur, immediately before departure.

Helps the environment

Environmentally speaking, the glycol used has up to now had a negative effect on the water in the Sound, where the surplus of Copenhagen Airport's annual consumption of 1.5 million litres has ended up. But now that the glycol can be accumulated, it can be re-used, not as de-icing liquid but in biological cleaning plants, where it has the effect of accelerating the fermentation process. Nowadays, several cleaning plants in the Copenhagen area take delivery of the surplus glycol.

Great international interest

After the project's initial success, there has been a considerable amount of interest from other countries.The authorities from numerous European airports have been to Copenhagen to have a look at the plant, and the results of practical experience with the mat from its first winter season are awaited with great anticipation. ■

Elsebeth Bastholm

Own service to yet another continent

On 7th January 1993, MAERSK SANTIAGO sailed from New York and thereby marked the start of Maersk Line's new Andean service connecting the U.S. east coast with the west coast of South America as far as Santiago, Chile.

In addition to MAERSK SANTIAGO, the Andean service also operates MAERSK LIMA and MAERSK BOGOTA, each with a capacity of around 1,000 TEUs (twenty-foot equivalent units). The vessels call on a fortnightly basis at the ports of New York, Baltimore, Charleston, Miami, Coco Solo, Buenaventura, Callao, Iquique, Arica and San Antonio.

The new service represents Maersk Line's first own service to the South American continent, and is based on the booming economy especially in Chile, which has resulted in the considerable growth in consumer goods moving into Chile from the Far East, Europe and the USA. With Maersk Line's existing Pacific and Transatlantic services and through connections in Miami, Maersk Line is now able to offer a market coverage which is truly second to none.

As well as the import of consumer goods, Maersk Line caters to the significant volume of reefer exports from Chile. In particular, the export of fresh fruit during the European and North American winter period - (summer in Chile) - makes Chile one of the world's largest fruit exporters.

Maersk Line has offered an alternative to the breakbulk reefer carriers in terms of market coverage, freight costs and overall flexibility. On the first seven northbound sailings, the vessels' reefer capacity was almost fully utilised, loading between 90 and 110 forty-foot reefers per vessel.

Another important northbound commodity is green coffee from Peru and Columbia. The trade is controlled by a handful of key traders and roasters, with whom Maersk Line already had contact through business in other trade lanes. These existing relationships have been expanded to form the basis of the Andean service, and customers have appreciated Maersk's entry into the South American trade.

The Andean service is managed from the Maersk Inc. headquarters in Madison, New Jersey. To represent the service in South America, own Maersk offices have been opened in Chile, Peru and Panama. Exclusive agents have been appointed in Columbia and in Bolivia.

Except for Columbia and Bolivia, all offices have on-line connection with Maersk Line's global communication network, which proves to be of immense commercial value as no other carrier in the trade is able to offer its customers similar information data systems.

The first four months of the Andean service were difficult in many respects, but it is extremely satisfying to see the positive load results, which all parties concerned have helped to generate. Not only the efforts of the new organisation in South America have contributed to this success, but an equally important part has been played by Maersk Line offices in the Far East, Europe and the USA. ■

Tom Collins/Klaus Andersen

The Heerup lithograph was presented by the Health and Safety Directorate's Regional Manager, Birthe Arp-Hansen, who can be seen on the far left of the photo along with Production Manager, Anders Kolding and Safety Representatives, Leif Jørgensen, Marianne Søhof and Jannie Jensen of Pharma-Plast.

Award to Pharma-Plast

On the occasion of the European Year of Safety, Hygiene and Health Protection at Work, which lasted from March 1992 to February 1993, the Health and Safety Directorate arranged a competition entitled "The way to better health and safety at work".

The staff at the Pharma-Plast factory in Osted took up the challenge and started work on the project. During the period of the campaign, physical and psychological aspects of health and safety at work were analyzed and set down. The course of action decided upon stretches over a long period and shows a positive staff and organisation development programme, in which the key words are co-determination, flexibility, responsibility and job-rotation.

Self-determination means increased job satisfaction

It is actually the employees who control production at Pharma-Plast. The staff themselves, divided into self-determining groups, organise the working process and this results in improved quality, more reliable delivery times, increased productivity and a far greater degree of job satisfaction. Pharma-Plast won the competition for the county of Roskilde, and was presented with a lithograph by the Danish artist Henry Heerup. The prize was awarded for "outstanding co-operation between management and employees, which has resulted in improved health and safety at work for all concerned".

The factory employs a staff of 60 skilled and highly-motivated workers chiefly in the manufacture of Pharma-Plast's main product, disposable catheters for the insulin pumps used by diabetics.

The second environmental award

This is not the first time that the factory in Osted has won an award which has to do with the environment. In 1992, after having completed a major conversion project, the factory, whose characteristic features are its low-rise building, many windows and the blue panels in its facade, was considered so visually attractive that Osted Bylaug (the Osted City Guild) presented the factory with the City Guild Award. ■

Marianne Maltow

Meeting in Norway

For the last three years, Maersk Tanker's Gas Tanker Department has been involved in the transportation of LPG in the North Sea, from the export terminals in England and Norway to consumers in England, on the Continent and in Scandinavia. LPG stands for Liquified Petroleum Gas, which is used in private households for heating and cooking as well as in the chemical industry as a raw material.

These cargoes have primarily been carried by A.P. Møller's four 35,000 cubic metre J type gas tankers. These vessels were delivered from the Hyundai shipyard in Korea during 1990 and 1991.

The Gas Tanker Department commenced operations in the North Sea through contracts with Statoil, Shell and the American oil company, Enron. Collaboration with the former has been further developed since JESPER MÆRSK, in the face of tough competition from other vessels, was taken on time charter by Statoil in October 1992.

Gas from Kårstø

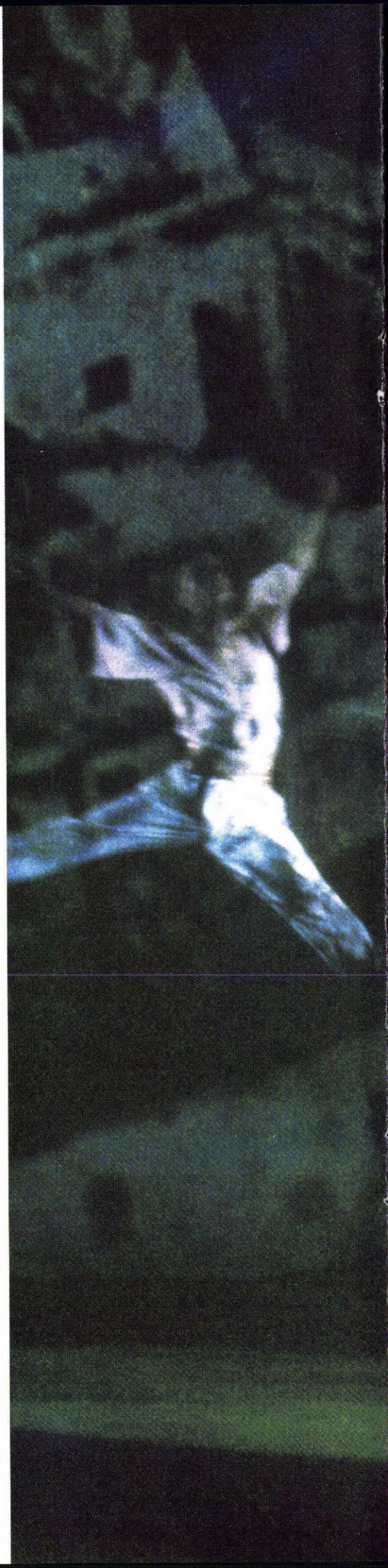
Statoil is an important factor in the LPG market. Supplies to Europe come from the company's enormous export terminal at Kårstø on the west coast of Norway, just north of Stavanger. The Kårstø terminal is centrally placed for the shipment of LPG in the North Sea, and in October 1992 the terminal happened to be visited by three A.P. Møller gas tankers, JESPER MÆRSK, her sister vessel, JESSIE MÆRSK and the 15,000 cubic metre SVEND MÆRSK, all at the same time. All three vessels were loading LPG for Statoil.

Statoil has exported approximately 2.1 million tonnes since the start of its collaboration with A.P. Møller's Gas Tanker Department at the beginning of 1990, and the volume of exports is expected to increase considerably, due to Statoil's partnership in the new Norwegian Gas Field, Sleipner. ■

JESPER MÆRSK on the way to, JESSIE MÆRSK on the way out from, and SVEND MÆRSK waiting to go to the terminal.

The official Lanterna Magika 1992 container ready for the Canada tour.

Glimpses from a performance of "The Magic Flute".



"Magic Flute" sailed across the ocean

On the morning of 23rd October 1992, a brand new 40-foot container from the Mærsk Container factory in Tinglev was positioned outside the Lanterna Magika Theatre in Prague for the loading of the theatre equipment, which was personally supervised by the Managing Director of Lanterna Magika, Mr. Tosovsky and the General Manager of Maersk Agency, Prague, Mr. Berger.

Maersk had succeeded in securing the contract as "Official Carrier of the Lanterna Magika Tour 1992", a title which was underlined by stickers to that effect in both English and French, on the outside of the container.

The container was then taken by truck direct to Bremerhaven for loading on board METTE MÆRSK with final destination Montreal, where Lanterna Magika's new play, "The Magic Flute" was performed during November/December 1992. After the completion of the successful tour in Canada, the container arrived safely back in Prague at the end of December.

The famous Lanterna Magika (or Magic Lantern) is a special type of theatrical expression, created specifically for the Czechoslovak pavilion at the World's Fair in Brussels in 1958.

As it proved extremely popular with audiences abroad, the former Adria cinema in Prague was adapted, so that Lanterna Magika could continue performing.

With the increase in tourism, especially after the "velvet revolution" in 1989, larger premises were required so nowadays the performances are held at the Lanterna Magika Theatre, located next to the National Theatre.

Several tours abroad to at least 60-70 foreign cities have been arranged over the last 30 years.

Mr. Tosovsky expressed his satisfaction with the Maersk Line service, and at present we are holding discussions about the next overseas tours planned for Buenos Aires and Tokyo in the second half of 1993. ■

Michael Berger

A total of six Mærsk supply vessels were involved in the Draugen platform tow.

Towing draft: 225 meter

On Friday 30th April 1993 the large ships from the offshore fleet of Mærsk Supply Service started to gather in the Yrkes Fiord near Stavanger, Norway. No less than six vessels with a total of 90,400 BHP and a combined bollard pull of more than 1,000 tonnes met to bunker and prepare for towing of the Shell Draugen Platform two days later on 2nd May.

The Draugen Platform is a giant concrete structure built by Norwegian Contractors. The towing draft was 225 metres and the displacement 521,000 tonnes. The structure was towed by four vessels with one acting as a brake tug. The last vessel was escorting.

The towing speed was slightly less than two knots and the tow was completed in 11 days, two days ahead of schedule.

After holding the giant platform within a radius of 7.5 metres from "Bull's Eye" for three hours while the giant was lowered, it reached the bottom on 14th May at 16.49 hrs. The final position was 0.46 m north and 1.32 m east of the exact location, a precision far better than required.

Later in the year Maersk's offshore vessels will perform a similar job for Norwegian Contractors. At that time it will be Norsk Hydro's Troll Platform which will be put in place. ■

"Faktisk" offshore

One windy weekend in March, Danish TV2's popular family entertainment series, "Faktisk" (In fact), produced a programme about oil and gas production off the west coast of Denmark. The programme was shown in April this year.

Filming took place in the Dan Field in the North Sea, partly on the production platform, Dan F and partly on Maersk Drilling's enormous jack-up rig, MÆRSK GIANT, which is currently engaged in drilling several wells in the Dan Field for Mærsk Olie og Gas, the operator for Dansk Undergrunds Consortium. The film crew met nothing but positive interest and goodwill on both Dan F and MÆRSK GIANT, and a great deal of help was provided by Maersk Helicopters' highly-skilled pilots in connection with the necessary aerial photography.

Through historical and modern photographs, interviews with offshore personnel and commentaries from the three hosts, the programme gave a realistic picture of the hard work and financial risks involved in DUC's production of oil and gas in the Danish concession area of the North Sea. ■

From joke to reality

Mærsk Olie og Gas AS developed the horizontal drilling technique for Dansk Undergrunds Consortium and is now among world leaders in this highly advanced technical field. The horizontal wells are particularly important for production in the Danish concession area of the North Sea, where the oil deposits are often to be found in extremely thin strata between dense chalk formations.

Through the establishment of the horizontal well model, the entire length of which is fully visible (almost 400 metres), Mærsk Olie now has the chance of trying out the equipment and tools (completion equipment), used to open and close sections of the horizontal part of the well.
Coiled Tubing is thin-walled steel piping with an external diameter of approx. 4 cm (1.5 inches). Up to 5 kilometres of tubing is spooled onto a drum. By means of a hydraulic injection system (oil pressure), the tubing can be unspooled from the drum and down into the well, and after use it can be respooled onto the drum. Coiled Tubing can be used in several ways. For instance, various different tools can be attached to it before it is led down into the well, and liquids such as acids for the stimulation of the wells, can be pumped down through the steel piping and out into the production zones.

Mærsk Olie og Gas AS built a Coiled Tubing test area in Måde in order to try out the various uses, including those mentioned above. It has cost a great deal of money to build these facilities, but the staff of Mærsk Olie og Gas is convinced that the money spent on installation and equipment can be recouped now that all the problems of trying out and using completion equipment on the platforms can be eliminated.

The idea of an onshore test area started out as a joke, as Platform Supervisor, Jørgen E. Lundh from the Gorm Field had often warned Mærsk Olie's Well Service Department, which is in charge of the development and installation of completion equipment, that precisely the equipment testing in the wells which branch out from the production platforms, could result in a short-term decline in production. Jørgen E. Lundh then said for fun that the Well Services Department ought to practise onshore first. But Head of the Gorm Centre, Ib Geil, and Niels Bo Jørgensen, Head of Well Services, took the idea seriously, followed it up and the result was visible for all to see on 23rd March 1993, when Mærsk Olie og Gas AS inaugurated the Coiled Tubing test area, which was named, "Måde 1". ■

DUC in Esbjerg

Dansk Undergrund Consortium's travelling exhibition has now reached Esbjerg where it will be on display at Fiskeri og Søfartsmuseet (the Fishing and Shipping Museum) during the period 1st June-31st August.
The exhibition illustrates, by means of plates, various models of drilling rigs, production platforms and supply vessels, as well as a video film, all the different stages of development from the formation of hydrocarbon (oil and gas) on the Danish sea bed, to DUC's oil and gas production in the North Sea, which has now made Denmark self-sufficient in these forms of energy.
Also included in the exhibition are instruments, tools and drilling equipment, which contribute to giving an insight into the world of oil and gas production, a world which is still considered by many people as something of an enigma. This part of the exhibition has been made possible by the cooperation of DUC's suppliers in the Esbjerg area.

DUC, which consists of A.P. Møller, Shell and Texaco with Mærsk Olie og Gas AS as operator, hopes with this exhibition to portray clearly everyday life in the oil and gas industry for all interested parties. ■

The proud winners from Maersk, flanking Master of Ceremonies, Jack Maisano in the centre. From left to right: Dickie Wong, Klaus Petersen, Jason Lin and Byron Ng.

Maersk cleans up

Maersk hit the jackpot no less than four times in the Asian Freight Industry Awards 1993 in Hong Kong, landing all three best shipping line awards, Transpacific, Asia/Europe, and Intra-Asia, as well as the best multimodal operator award. Closely followed in the Transpacific and multimodal categories by APL, Maersk took the honours by 1.1% from APL in Transpacific and 0.7% in multimodal. In the highly competitive Asia-Europe vote, Maersk came top by an impressive 6.6%, while in the Intra-Asia category, Maersk secured victory over OOCL by 3.8%. ■

Teresa Suen

Maersk Algeciras honoured by the Mayor

When Maersk Line took over the former "Stuttgart Express" on charter for service on the Europe/Middle East/Far East 3rd string service, and renamed the vessel MAERSK ALGECIRAS, it was the first time an ocean-going vessel had ever born the name of this Spanish city.

As a token of his appreciation of the gesture, the Mayor of Algeciras presented the vessel with a plaque carrying the city's coat of arms "to accompany the vessel on her voyages to other ports of the world".

Dignitaries from the city and the port authorities were invited to a reception on board the vessel to mark the occasion.

Pictured from left to right are: the Mayor of Algeciras, Mr. Patricio Gonzalez, Captain Theodoros Stergui, General Manager of Maersk Espana's Terminal Division, Mr. Jörg M. Schuster, and Advisor and Member of the Board of Maersk Espana S.A., Mr. Eduardo Bages. ■

Harry W. Glogauer

The British Whitbread crew ready to go.

Maersk Line supports British crew

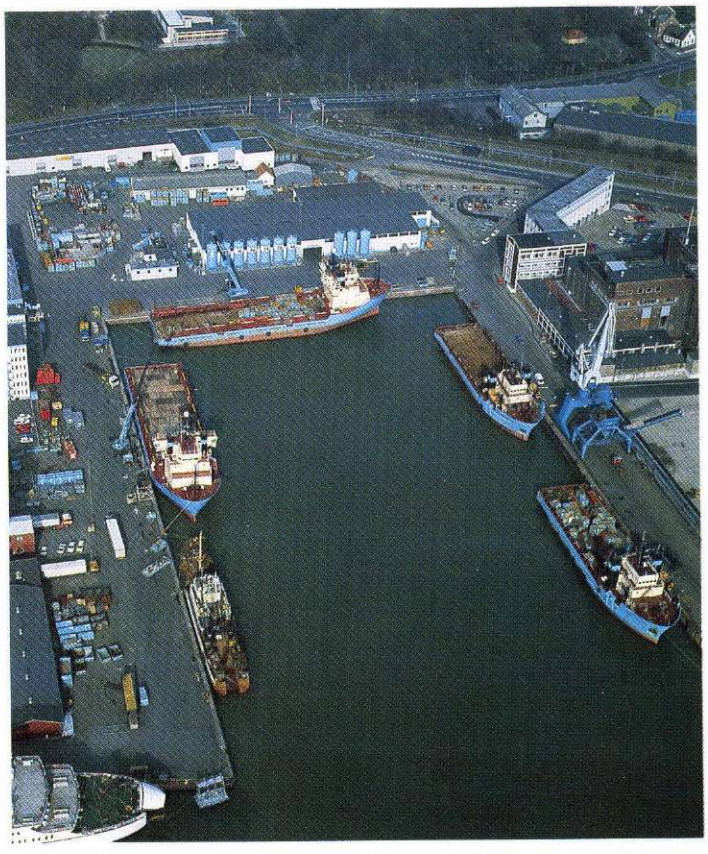
In September 1993 a Maersk container will sail around the world ahead of the Whitbread Round the World fleet.
Maersk Line in the UK has supplied the 40' container to be used as a mobile workshop and for storage of spares and equipment for the sole British crew participating in the race.
James Hatfield MBE, who was born with a hole in his heart, will skipper the British challenger, the "Dolphin W60". His crew consists of persons with other physical handicaps and the 32,000 mile voyage will be a test of courage and endurance for the crew who will be using the voyage to promote the abilities of the disabled.

The first Whitbread Race was held in 1973 from Portsmouth in England via Cape Town, Sydney, Rio de Janeiro and back to Portsmouth making a total of 27,000 miles. It was such a success that it was decided to hold a race every four years and the 1993 race will thus be the sixth. ■

Ann Pulham

Gold from Gudme

On 30th April 1993, Her Majesty Queen Margrethe, whose interest in archaeology is well-known, was present at the official opening of the exhibition "Gold, gods and good people" at the Hollufgård Cultural Centre near Odense, where a range of the exciting finds from the Gudme-Lundeborg excavations was diplayed to the public.
The A.P. Møller and Chastine Mc-Kinney Møller Foundation, with a total endowment of approximately DKK 11 million, has financed the last few years' extensive excavations in the Gudme-Lundeborg area. The discovery of a settlement and a trading centre from the 3rd century has awakened great interest and has caused the reappraisal of Danish history in the early Iron Age. One of the greatest archaeological gold treasure troves ever found in Denmark originates from an excavation in this area.
Gold-greybeards have been reproduced in a series of Danish postage stamps. ■



500 runs for Mærsk Olie og Gas

MÆRSK ASSISTER arrived at Esbjerg for the first time on 26th August 1987, shortly after being delivered to A.P. Møller. Five years, seven months and one day later, the supply vessel embarked on her 500th run for Mærsk Olie og Gas.

During this period, it has been estimated that the vessel has sailed 200,000 nautical miles or the equivalent of nine times around the equator. She has carried 350,000 tons of cargo on an average of 7.4 voyages every month.

The North Sea fields did not let this special event pass unnoticed. Dan F, for example, sent a deputation on board to present an impressive chocolate and marzipan gateau in the form of a model of MÆRSK ASSISTER. At Tyra Øst, those members of the crew who were not on duty were invited to Sunday lunch on the platform, and from OTC (Offshore Traffic Coordinator) the vessel received an inscribed memento of the 500th run. Mærsk Olie og Gas also held a small party to celebrate the occasion.

MÆRSK ASSISTER is one of the large type ME202 platform supply vessels. She is 67 metres long, 16 metres wide and has a deadweight of 3,000 tons. In addition to carrying containers and other deck cargo, the vessel also transports cement, brine (for mixing with the drilling mud), water and gas oil as well as liquid bulk cargo in the holds. She is manoeuvred by means of two bow propellers and two azimuth propellers, which can rotate 360 degrees.

Together with her sister vessel, MÆRSK ATTENDER, the two new vessels, MÆRSK FRONTIER and MÆRSK FEEDER, and MAGNUS VIKING, MÆRSK ASSISTER supplies Mærsk Olie og Gas' production platforms and drilling rigs in the North Sea.

MÆRSK ASSISTER is now well on the way to the next 500 runs. ■

Another first by Maersk

In the late afternoon of 7th February 1993, MAERSK TELUK, with a cargo of 66,000 tonnes of coal, quietly sailed into the beautiful port of Hualien on the east coast of Taiwan. What was unusual was that her draft was 13.2 metres, so she was the heaviest-laden vessel ever to have entered Hualien.

For decades Hualien, where Taiwan's cement industry is based, was only able to accommodate vessels with a draft of up to 12 metres. This meant that customers chartering a Panmax with full cargo had to pay considerable extra freight charges to have part of the cargo discharged at another deep-water port in Taiwan before sailing on to Hualien. This situation has now changed, as two deep-water wharves have been made available after the completion of dredging operations, accomplished through the joint efforts of Maersk Taiwan, A.P. Møller's Bulk Department and the Hualien Port Authorities.

On board MAERSK TELUK, the Managing Director of Hualien Port is seen presenting a plaque to Captain Nigel C. Horton to commemorate this historic event. Also present on the occasion were staff from Maersk Taiwan. ■

Joseph Huang

The participants had a go at many different sporting events.

Sports outing in Hong Kong

10th January 1993 marked the date for the Annual Staff Outing, which the Sports Club Committee had spent the previous three months organising. The outing took place at one of the Government-managed scenic recreation parks, Lei Yun Mun Park, which besides offering a great variety of sports and recreation facilities, also offers help in the organisation of group games and contests. A large majority of the total of 460 participants teamed up in friendly competition and everybody present, especially the winners, thoroughly enjoyed themselves. ■

Belina Chick

"Maersk makes a good show!", said the First Secretary of the Royal Danish Embassy, as he admired the panel posters at our stand.

International Fair 1993

The First Secretary and Head of the Commercial Section of the Royal Danish Embassy, Mr. Bo Rasmussen, visited Maersk's stand after attending the opening ceremony of the 3rd Beijing International Fair, held at the China International Exhibition Centre (Hong Kong Pavilion).

The seven-day exhibition, held from 2nd to 8th April, attracted a great number of local and overseas visitors, representing many different industries. A non-stop video presentation as well as a display of beautiful posters depicting our various activities, ensured a steady stream of visitors to the Maersk stand. ■

Teresa Suen

MAERSK AIR is well represented at Billund airport.

Overseas network extended

In April 1993, MAERSK AIR opened its new service between Billund and Frankfurt, thereby marking the establishment of a total of six overseas routes from its central air traffic terminal in Billund to London (Gatwick), Brussels, Amsterdam, Stockholm, the Faroe Isles and now Frankfurt.

The services to London and the Faroe Isles operate with the new Boeing 737-500 aircraft, while the other overseas services operate with Fokker 50 aircraft.

Billund Airport has become increasingly important for air traffic to and from Jutland and Funen. Numerous air travellers choose to fly direct, thereby avoiding a stop in Copenhagen. There are direct bus connections to and from Århus and Odense to all MAERSK AIR's services at Billund.

MAERSK AIR also provides nine daily connections between Billund and Copenhagen. ■

Marita Petersen

Ten in a row

Among the 349 participants in the tenth "SITL" fair was Maersk France with a 130 m² stand. The fair, which took place at the Parc des Expositions in Paris between 30th March and 2nd April 1993, was this year combined with "Edilog" and "Logibox" to present telecommunications and transport equipment.

Maersk France's contribution to the latter was a characteristic blue truck with a 20-foot reefer container.

Temanet was also represented on the stand by Mr. Jørgen Andreasen, Antwerp. ■

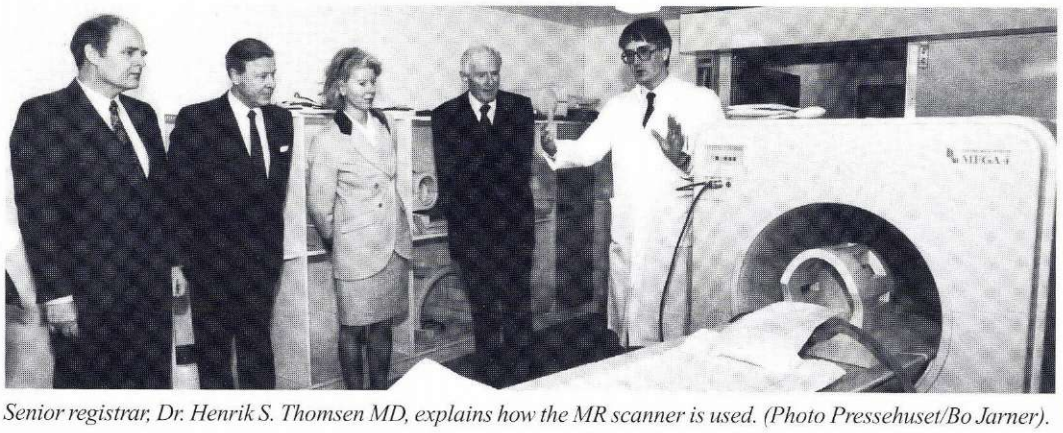
Laurence Chollet

Scanner with great possibilities

In February this year, the X-ray department at Københavns Amts Sygehus (the Copenhagen County Hospital) in Herlev, outside Copenhagen, began to use an important new instrument. This helps in the diagnosis of diseases of the nervous system, abdominal cavity and the body's motor centre, particularly in patients suffering from cancer.

The purchase of the advanced MR scanner was made possible through a donation of more than DKK 8 million from the A.P. Møller and Chastine Mc-Kinney Møller Foundation. The gift provides the X-ray department with the possibility of participating in a joint Nordic project involving the development of a new form of magnetic resonance (MR) scanning, in which the process of special contrast media in the body can be followed. MR scanning is an entirely new technique, which eliminates the need for relatively long and often painful examinations.

It is planned that 80% of the scanner's operational time will be spent on research and the rest on clinical examinations of the patients at the hospital. ■



Senior registrar, Dr. Henrik S. Thomsen MD, explains how the MR scanner is used. (Photo Pressehuset/Bo Jarner).

ESPLANADEN

25 Years Anniversary
Per Flemming Christensen
1 August 1993

25 Years Anniversary
Peter Wilsund
1 August 1993

Retiring
Carl Johan Kroman Petersen
31 May 1993

MÆRSK OLIE OG GAS

25 Years Anniversary
Tonny Aage Ditlev Hansen
30 July 1993

25 Years Anniversary
Carsten V. Jørgensen
1 August 1993

25 Years Anniversary
Invert Beier Jensen
5 August 1993

Retiring
Kristian Østergaard
15 August 1993

DISA

25 Years Anniversary
Jan Johansen
30 July 1993

THE FLEET

40 Years Anniversary
Chief Engineer
Preben T. Valsted
26 June 1993

25 Years Anniversary
Ship's Assistant
Verner Lorenzen
12 June 1993

25 Years Anniversary
Chief Steward
Arne Fogtmann Petersen
6 July 1993

25 Years Anniversary
Captain Jørgen B. Sonnichsen
1 August 1993

25 Years Anniversary
Captain
Arne Joensen
3 August 1993

25 Years Anniversary
Chief Engineer
Lars Munch Nielsen
5 August 1993

25 Years Anniversary
Captain Hans-Jürgen Gøddert
18 August 1993

Retiring
Captain
Bent Aage Egholm
1 September 1993

Retiring
Captain
Poul Otto Olesen
19 September 1993

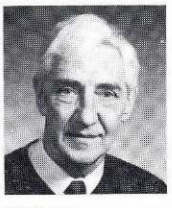
ROULUNDS

25 Years Anniversary
Vagn Jensen
22 August 1993

25 Years Anniversary
Tove Hesselballe
28 August 1993

25 Years Anniversary
Edith Rasmussen
28 August 1993

25 Years Anniversary
Gunner Madsen
4 September 1993



25 Years Anniversary
Hardy Larsen
30 September 1993

ORGANISATIONS ABROAD

40 Years Anniversary
Svend Aa. Vilborg
Bermuda
1 August 1993

25 Years Anniversary
Keiji Yoshikawa
Maersk Agency
Kyushu
1 April 1993

25 Years Anniversary
Yut Mahabhan
Bangkok
11 March 1993

25 Years Anniversary
Niels Torben Hansen
Dubai
1 August 1993

25 Years Anniversary
Poul Bjerregaard
Tokyo
1 August 1993

25 Years Anniversary
Niels S. Jensen
Brigantine
Hong Kong
5 August 1993

25 Years Anniversary
Lars H. Kjær
Tokyo
1 August 1993

25 Years Anniversary
To Po Yu
Brigantine
Hong Kong
31 July 1993

25 Years Anniversary
Erik B. Scherning
New York
1 August 1993

25 Years Anniversary
Takeshi Katano
Nagoya
1 September 1993

25 Years Anniversary
Titi Soedarto
Jakarta
16 September 1993

Retiring
Poul Rasmussen
Geneve
31 Juli 1993

MÆRSK DATA

25 Years Anniversary
Poul Emil Hansen
1 August 1993

25 Years Anniversary
Per Hansen
1 September 1993

Retiring
Bent Flinck
31 March 1993

THE YARD

40 Years Anniversary
Alf Emil Larsen
16 April 1993

40 Years Anniversary
Tonny Helberg
28 May 1993

25 Years Anniversary
Bent Jensen
2 April 1993

25 Years Anniversary
Poul Thøgersen
2 April 1993

25 Years Anniversary
Freddy Skjold Jørgensen
16 April 1993

25 Years Anniversary
Per Helberg Jensen
16 April 1993

25 Years Anniversary
Hans Aksel Andersen
23 April 1993

25 Years Anniversary
Karl Olsen
23 April 1993

25 Years Anniversary
Bernt Hartung
23 April 1993

25 Years Anniversary
M. Frode Kragekjær Kragebær
30 April 1993

25 Years Anniversary
John Villy Nielsen
30 April 1993

25 Years Anniversary
Leif Christensen
14 May 1993

25 Years Anniversary
Bent Hjære Hansen
14 May 1993

25 Years Anniversary
John Hjort Hansen
14 May 1993

25 Years Anniversary
Preben Kurt Hansen
28 May 1993

25 Years Anniversary
Henning Andreassen
18 June1993

25 Years Anniversary
Mogens Johansson
25 June 1993

25 Years Anniversary
Jørn Kirk Christensen
2 July 1993

25 Years Anniversary
Søren Mogensen
2 July 1993

25 Years Anniversary
Herluf Petersen
2 July 1993

25 Years Anniversary
Henning Bisgaard Lillesø
6 August 1993

25 Years Anniversary
Thorvald Martin Larsen
6 August 1993

25 Years Anniversary
Niels Verner Nørby Pedersen
13 August 1993

25 Years Anniversary
Leif Egon Nielsen
3 September 1993

25 Years Anniversary
Kristian Kristensen
3 September 1993

25 Years Anniversary
Preben Due Lillesø
3 September 1993

25 Years Anniversary
Ove Jørgen Hansen
10 September 1993

25 Years Anniversary
Erik Torben Rasmussen
17 September 1993

25 Years Anniversary
Edvin Frederik Hansen
17 September 1993

25 Years Anniversary
Christian Iversen
17 September 1993

25 Years Anniversary
Tommy Churchill Jørgensen
24 September 1993

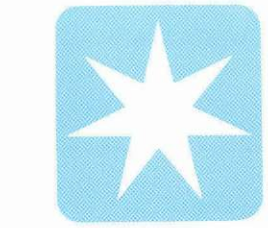
25 Years Anniversary
Kaj Ingvard Kristiansen
1 October 1993

25 Years Anniversary
Bo Svend Åge Bergmann
1 October 1993

Obituary

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

Le Truong Son Maersk Ho Chi Minh City 1 January 1993	Jørn Thaysen ex MAJESTIC MÆRSK 26 February 1993	Jørgen G.D. Leerhøy 14 March 1993



MÆRSK

Lady Soames named ELISABETH MÆRSK on
24th April 1993.