

# MAERSK POST

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During the past year, we have experienced positive steps towards détente between West and East. USA and the Soviet Union are engaged in constructive discussions, NATO and the Warsaw Pact countries talk and negotiate with each other, the so-called Eastern bloc has begun to enjoy greater freedom, West and East Germany are being united, the barriers are breaking down.

But the world has not come to a stand still. And now, suddenly and sadly, a large country without provocation has occupied a smaller neighbour almost as Denmark experienced it in 1940. And with this act, a vital part of the world becomes unsteady. And what will the next step be? The more one eats, the greater the appetite.

The UN has condemned the action and USA's fast and very competent reaction will hopefully prevent attempts to swallow further countries.

For us, the situation has created many problems. We have valued and trusted employees in the area, and one of them with his wife are what can only be termed as trapped. This is of course very worrying for their families and for all of us here at A.P. Møller.

Inasmuch as we have operated liner services to and from the Arabian-Persian Gulf for decades and constantly have tankers in the area, the problems we are now confronted with are many and difficult to solve. Considerable amounts of cargo cannot be delivered to the original destinations and questions of liability are complex. But problems such as these will somehow be solved.

The situation in the Middle East will have a negative earnings effect on our operations, but what is imperative is that Kuwait regains its independence and that lawful conditions in the area are restored. It follows that ever since the occupation this organisation has made its services available wherever needed, and that remains our policy provided, of course, it is possible to release them.

MAERSK MC-KINNEY MØLLER

Copenhagen, the 21st August, 1990

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# New ship: "MARIE MÆRSK"

On Monday 6th August, yet another container ship built for the A.P. Møller Shipping Company was named at the Odense Steel Shipyard.

The newbuilding was named the "MARIE MÆRSK" by Mrs. Inga Andersen, wife of the Managing Director of the Shipyard, Mr. Kurt Andersen.

The vessel is contracted by the A.P. Møller Shipping Company through K/S DMK HESSELØ.

The vessel is 294.1 metres long, 31.2 metres wide, has a moulded depth of 21.5 metres, a maximum draught of 13.5 metres and a deadweight of 60,200 tons. The vessel is powered by the largest diesel machinery in the world, a 12 cylinder MAN B&W engine, which gives the vessel a speed of approximately 24 knots, equal to about 44 kilometres per hour.

M.s. the "MARIE MÆRSK" has a container capacity equivalent to more than 4,000 twenty-foot container units, including 500 refrigerated containers.

After her trials and delivery in the middle of August, the vessel went into the Shipping Company's line service on the route from Northern Europe to and from the Far East, via the east and west coasts of USA.

M.s. the "MARIE MÆRSK" has her home port in Dragør, and will be under the command of Captain Knud Sylvestersen with Arne Stockholm Nielsen as Chief Engineer.



*From the christening at the Lindø Shipyard, the sponsor Mrs. Inga Andersen with Mr. Mærsk Mc-Kinney Møller.*



*Mrs. Inga Andersen and Captain Knud Sylvestersen on board the "MARIE MÆRSK".*

# Newbuildings: the "TREIN MAERSK", the "TOBIAS MAERSK" and the "THORKIL MAERSK"



*The feeder vessel "THORKIL MAERSK" at the yard in Korea*

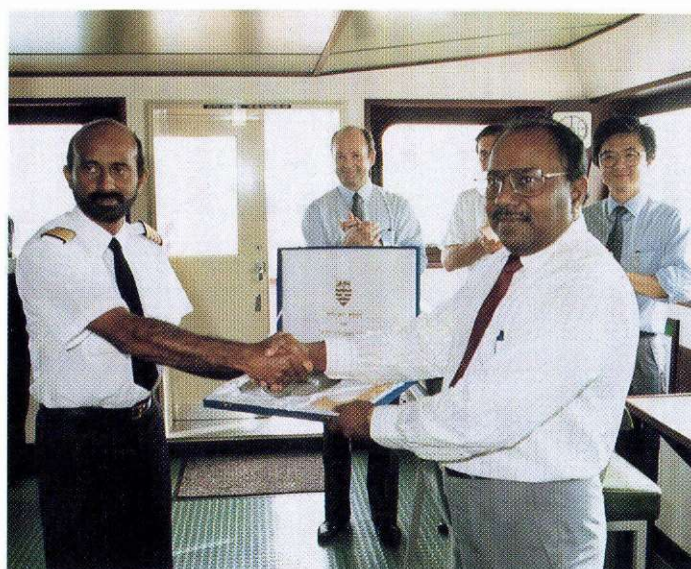
In May and July Maersk Line delivered 3 new, fast and advanced feeder vessels from the Tsuneishi Shipbuilding Co., Ltd. in Japan.

The three feeder vessels, "TREIN MAERSK", "TOBIAS MAERSK" and "THORKIL MAERSK" have a capacity of around 1,000 TEU – an impressive size for a feeder vessel, especially when compared to the first generation ocean container vessels.

Flexibility in deployment is facilitated through a high speed onboard gantry crane, enabling smooth loading and discharging operations, also in ports where container facilities are limited.

The three vessels are the first in a series of 10, of which one additional vessel is to be delivered from the Tsuneishi Shipbuilding Co., Ltd., while the remaining 6 will be delivered from the A.P. Møller Group Yard, the Odense Steel Shipyard.

The vessels will be deployed on Maersk Line's global feeder network and will replace smaller capacity vessels. These huge vessels reflect the success Maersk has had in the more difficult to serve areas, including the Far East, the Middle East and West Africa.



*The "TREIN MAERSK", like the "TOBIAS MAERSK" is 161 metres long, 28 metres wide and has a draught of 10 metres.*

*On her maiden voyage on June 15th the "TREIN MAERSK" called at the Port of Singapore. The vessel with its crew was greeted by the Port of Singapore Authorities.*

*The picture shows Captain G. Krishan receiving a tin plaque as a memento from Assistant Director of Operations, PSA, Mr. M.M.J. Subramaniam. Mr. Martin Skaanild, Managing Director for the A.P. Møller Group of Companies in Singapore is standing at the back.*





# Princess Benedikte visits Maersk in Singapore

*Princess Benedikte is received on her arrival by Mr. Martin Skaanild*

On June 13th 1990 the A.P. Moller Group of Companies in Singapore was honoured by the visit of Her Royal Highness, Princess Benedikte of Denmark. The Managing Director of the A.P. Moller Group of Companies in Singapore, Martin Skaanild, greeted Princess Benedikte and her delegation and gave a presentation on the activities of the A.P. Moller Group of Companies in Singapore followed by a tour of the office. Later Mr. Skaanild was host at a lunch for Princess Benedikte and her delegation which included Countess Karin of Rosenborg, the Danish Ambassador to Singapore Jens Peter Larsen and his wife, the Attaché to the Royal Danish Embassy, Ulrik H. Sørensen and Anthony Leong, Senior Trade Officer, Singapore. After a 4-day visit to Malaysia Princess Benedikte returned to Singapore, and on June 20th she visited the Port of Singapore where she went on a harbour cruise and was guest of honour at a lunch hosted by Mr. Skaanild.



*Princess Benedikte at the presentation on the activities of the A.P. Moller Group of Companies. On her left the Attaché to the Embassy Ulrik Sørensen (standing) and Ambassador Jens Peter Larsen, and on her right Countess Karin of Rosenborg*

# "On board" Kogtved Maritime Training School



Twice a year, Kogtved Maritime Training School is filled with first mate and chief engineer probationers from the Danish shipping companies A.P. Møller, DFDS, J. Lauritzen and Norden.

On 31st May, the school held an end-of-term ceremony for 35 first mate probationers and 3 chief engineer probationers, of which 30 of the first mate probationers are continuing their training on A.P. Møller vessels.

With this Spring end-of-term ceremony, Kogtved Maritime Training School marked the fact that the school was once again going full steam ahead, after three years of working at half power.

Three difficult years in the shipping branch meant that Kogtved had to reduce its activities and could therefore only train one class of students as opposed to the previous practice of training two graduation classes per year. The tide has turned with the fact that in July 1988, A.P. Møller started the training of probationers at Kogtved Maritime Training School. At the same time, the demand for first mates and chief engineers is on the



*As part of the subject "practical maintenance", the probationers help the school porter in the house and garden. The other half of the time is spent in the boathouse, where the school's vessels have to be repaired and maintained.*

increase again, which has in turn increased the normal intake of new students.

*In the rigger workshop there is great activity – this is where the probationers learn about knots and welding in ropes and wires.*

## Maritime training

The private foundation, Kogtved Maritime Training School, is beautifully situated overlooking Svendborg Sound on the outskirts of the town of Svendborg. The school's objective is to provide young people, whose goal is to be trained as navigators/first mates or chief engineers in the Merchant Navy, a basic course in seamanship and a general course in character training and leadership skills.

The Maritime Training School was established in 1940 on rented premises in Svendborg, when the J.Lauritzen shipping company started giving courses in seamanship.

Three years later, J. Lauritzen bought Kogtved, and the school for training young people for a life at sea then found a permanent home.

In 1965 the course for the training of chief engineers was added to the curricu-



*Shore leave is not granted until the young people succeed in sculling out to the south buoy opposite the school and rowing back again.*



lum, and in 1967, the school went over to its present form of being a private foundation.

The training course for officers in the A.P. Møller fleet starts with 5 months attendance at Kogtved Maritime Training School, following which the young people sign on at Esplanaden and subsequently undergo a period of 18 months at sea in the Shipping Company's vessels.

After the end of the period at sea, comes the course at the navigation school which finishes with the examination for the Master's certificate. The course lasts for 2 - 2 1/2 years, depending on previous grounding in the subjects concerned.

Once the Master's certificate is achieved, the right to work as a mate comes into effect.

### Life at Kogtved

The first 5 months at Kogtved Maritime Training School are aimed at providing the probationers with the best possible training to meet the demands, which will be made on them by their future occupation. That is why the term at the school is organised so that it can be compared to signing on a ship. The young people live in a maritime environment, where they "get shore leave", "eat in the mess" and "go on the floor". The key words at the school are precision, hard work, polite behaviour and a sense of responsibility, and by the end of their time at the school the young people are bursting with self-confidence and with the spirit of co-operation which continues throughout their training period at sea.

### Freedom with responsibility

The school makes many demands on the probationers – often more than the young people have previously been accustomed to. The first few weeks are particularly hard, until they begin to understand the importance of keeping to the daily schedule. If they arrive late or do not keep to

the programme, it is the same as lagging behind at sea, and they have to pay the penalty in free time. At Kogtved, one minute's lateness means that one hour is cut from the next shore leave.

The probationers are taught shipping technique, navigation and rules on sea routes, engine studies and how to read drawings. In the beautiful but sometimes rough Svendborg Sound, they are trained in practical seamanship, boat service and, of course, safety at sea.

In order to increase self-confidence and improve the physique, the young people are given courses in dancing, gymnastics and jujitsu.

### Special arrangements

There are also special arrangements included in the 5-month course at Kogtved. These include a 5-day trip on the "LILLA DAN", where navigation, steering and observation can be tried out with the deck underfoot rocking to the rhythm of the waves.

Lectures relevant to the course, eg accounts of voyages etc, are arranged. The probationers visit other maritime schools and finally they make visits to firms.

In connection with the latter, the graduating class from the Spring was invited to Lindø Shipyard, where they were given the opportunity of seeing how a ship is built. For most of the probationers it was the first time they had been on board such a large vessel.

### The future

The 30 A.P. Møller first mate probationers, who finished their courses at Kogtved on 31st May this year, have all signed on the Shipping Company's vessels and are already in the process of serving their apprenticeships at sea. As ballast they have brought with them many admirable characteristics, such as diligence, neatness, good behaviour, a sense of responsibility and the ability to

*A longboat is a 12-person rowing boat with a coxswain, and longboat rowing is part of the fixed programme. In this activity, it is co-operation amongst the members of the crew and a strong physique that count.*



*As part of the subject "boat service", the probationers learn how to handle a craft, drawing alongside and casting off procedures, man overboard procedures and the importance of winds and currents.*

co-operate – all of which the young people have learned during the 5-month course they have been through at the school – a course which turns them into gentlemen.

To help them on the rest of their journey, they were given at the end-of-term ceremony one of Piet Hein's grooks:

*"No-one can improve his lot  
just by making demands  
One is what one offers,  
the law of life stands"*

# A part of Denmark at sea



*The container vessel the "MARCHEN MÆRSK" is Captain Brændekilde's workplace. Here the vessel is sailing through the Panama Canal.*

"A life at sea naturally involves certain deprivations compared with a job on land, for example, family parties and other celebrations one cannot take part in. But once, when I was young, I wrote down on a piece of paper all the disadvantages of life at sea, and then afterwards, on another piece of paper, all the advantages I could think of. I liked the second piece of paper best, so I threw the first away, and told myself not to think about those things any more".

Captain Kurt Boysen Brændekilde has served the Shipping Company for 33 years, and for him the joys of a seaman's life are many and varied. "Work on board a vessel is constantly filled with new experiences; the vessel takes you around to meet other cultures and customs, to see new countries and to meet your friends on the other side of the world. And of course, when you finally sail back to Denmark and the prospect of a holiday becomes a reality, the happiness you feel at seeing your wife, children and family again is particularly great".

For Captain Brændekilde life at sea is not only a job, but a way of life. "A vessel becomes part of yourself, you feel with her when she struggles against rough seas, and you feel happy when she sails at top speed with sunshine and fair wind".

As a youth during the Second World War, Captain Brændekilde closely followed the course of the war on the map of the world. It gave him an interest and a knowledge of the big wide world outside Denmark, and when he had finished school, his greatest dream was to become a fighter pilot and see all the countries on that map of the world. But things turned out differently.

Kurt Brændekilde had to pass the time somehow, until he was old enough to apply for admission to the Air Force, so he signed on as a youngster on board the ketch the "TURØ" of Svendborg in 1947.

The "TURØ" operated on the North Sea – Baltic run and was expertly commanded by her owner, Mads Jensen Madsen, whose nick-name was "Turø-Mads". The ketch had six sails, which all had to be utilised to the maximum at all times, and Kurt Brændekilde quickly got to like

his new life, playing in a team with the sea, the wind and the vessel itself. He gained great respect for the sea when he was tossed overboard during an October storm in the North Sea, and this feeling of awe is still with him.

Kurt Brændekilde continued for two and a half years on small Danish craft, and by that time the dream of a job in the Air Force had been forgotten – now the thing was to travel the world by sea. He went to Norway, where he signed on a Norwegian vessel, which operated in the line traffic between Northern Europe, Australia and the Far East – finally the day had arrived when he was about to see the big wide world.

"As a boy I had read the Tarzan books", says Captain Brændekilde, so the first time I sailed on the South African coast, I was amazed to see a landscape almost like Funen, with cultivated fields and white-washed farmhouses. What I saw did not at all correspond to what I had imagined about that part of the world".

Life as an A.B. was wonderful, but the Norwegian captain thought that Kurt Brændekilde ought to train as an officer. He signed off as A.B. and started a course at the Maritime Training School in Oslo. But, as Captain Brændekilde says, "it was not all school work, there was also time to go skiing and to fall in love with Dagny". After he had passed his mate's exam, Kurt Brændekilde signed on a Norwegian vessel, married his Dagny, moved to Denmark and did his National Service in the Danish Navy.

In 1957, Kurt Brændekilde applied for a job at the A.P. Møller Shipping Company, and was taken on. In 1959 he got his master's certificate in Svendborg, and after 5 years as an officer on both tankers

and general cargo vessels, he was appointed captain of the "ELSE MÆRSK" – that was really a great day.

Since then, Captain Brændekilde has sailed on the Shipping Company's line vessels and from 1975 on container vessels, primarily on the Panama Line. Kurt Brændekilde has never for a moment regretted his choice of a life at sea. He often writes letters home to Denmark and to Dagny in verse. "It gives a better idea of my feelings", says Captain Brændekilde.

**"The sea rages with the roar of the storm.**

**The lashing propeller shudders.  
The steel from mast to keel groans.  
In fear at nature's awesome power.**

**But fear is not the word to express  
the burning passion for life we feel.  
We grasp all nature's greatness  
and while the storm explodes, our souls  
rejoice.**

**Oh sea, remain our great sanctuary  
the place where our thoughts are safe.  
Use your power to help us through  
and carry the ship on your back.**

**The iron curtain of thick, grey fog  
subdues all the noises of the ship  
and hides a sea that was once blue.  
The siren's bellow sounds like a cry of  
distress.**

**Are we approaching the gates of Hades?  
Are we left alone in the world?  
What have we done against you, Lord?  
That the Sun does not assist us?**

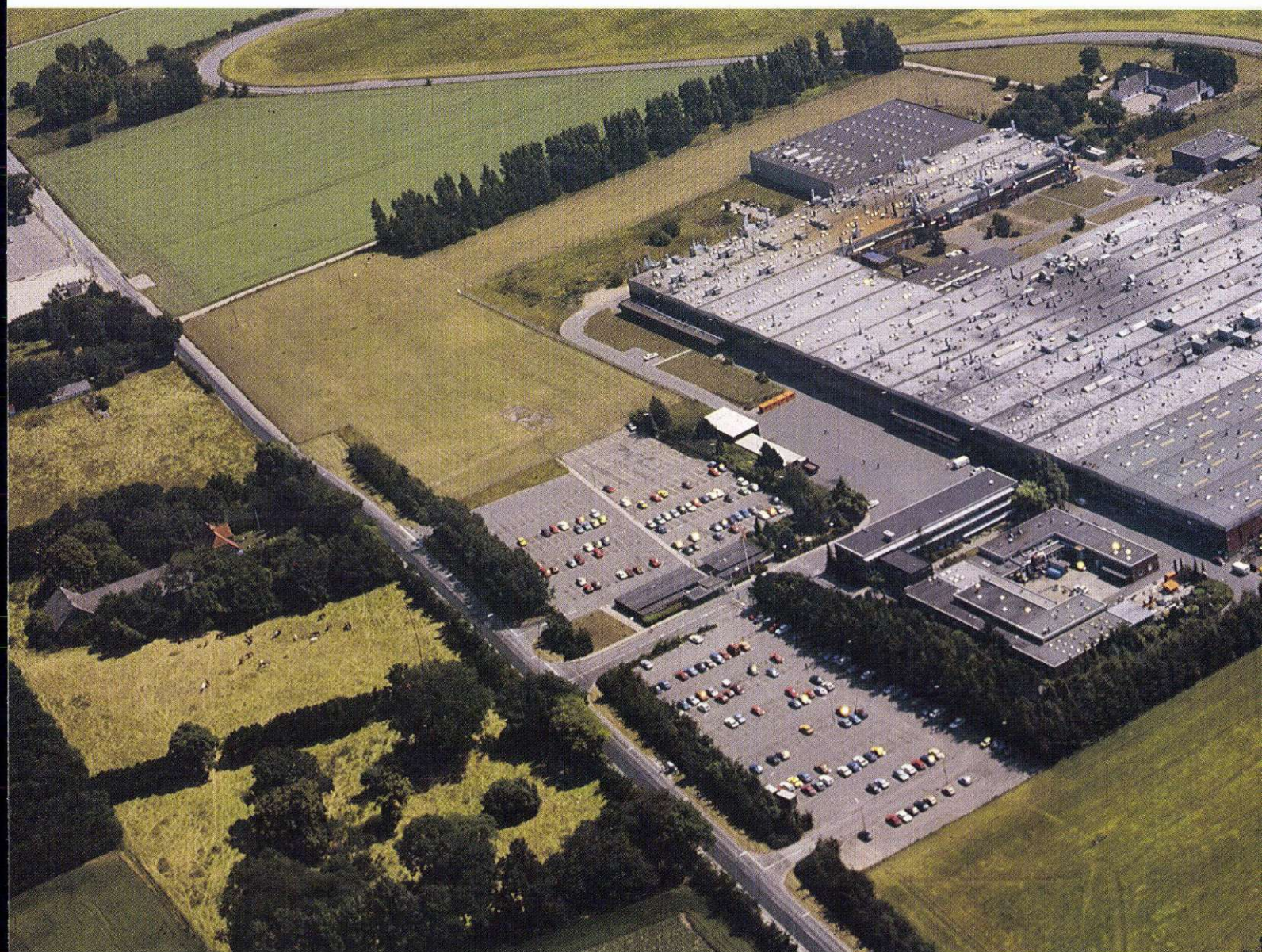
**I truly think the sky and sea  
were made for restless men like me.  
I watch the vastness, hours long  
and sometimes sing a little song.  
Few people only realise  
that sailing can be very nice.**

**I like the waves, the restless sea,  
the only place for me to be.  
With all my heart I don't regret  
the day the sea and I met."**



# Quality does not come easy

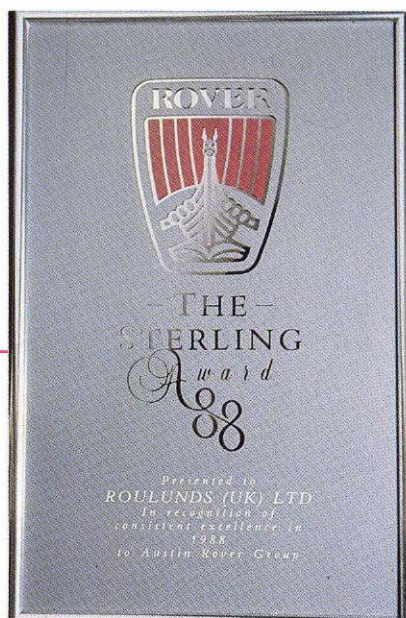
By TORBEN SANDERS, Roulunds



Fortunately, it quite often happens that firms in the A.P.Møller Group achieve recognition for their quality, design, reliability in delivery and other qualities. A firm which receives no less than three internationally-recognised awards in the space of a year, however, must be considered something rather special. The firm in question is A/S Roulunds Fabrikker, which was given these awards in 1989.

## The Sterling Award

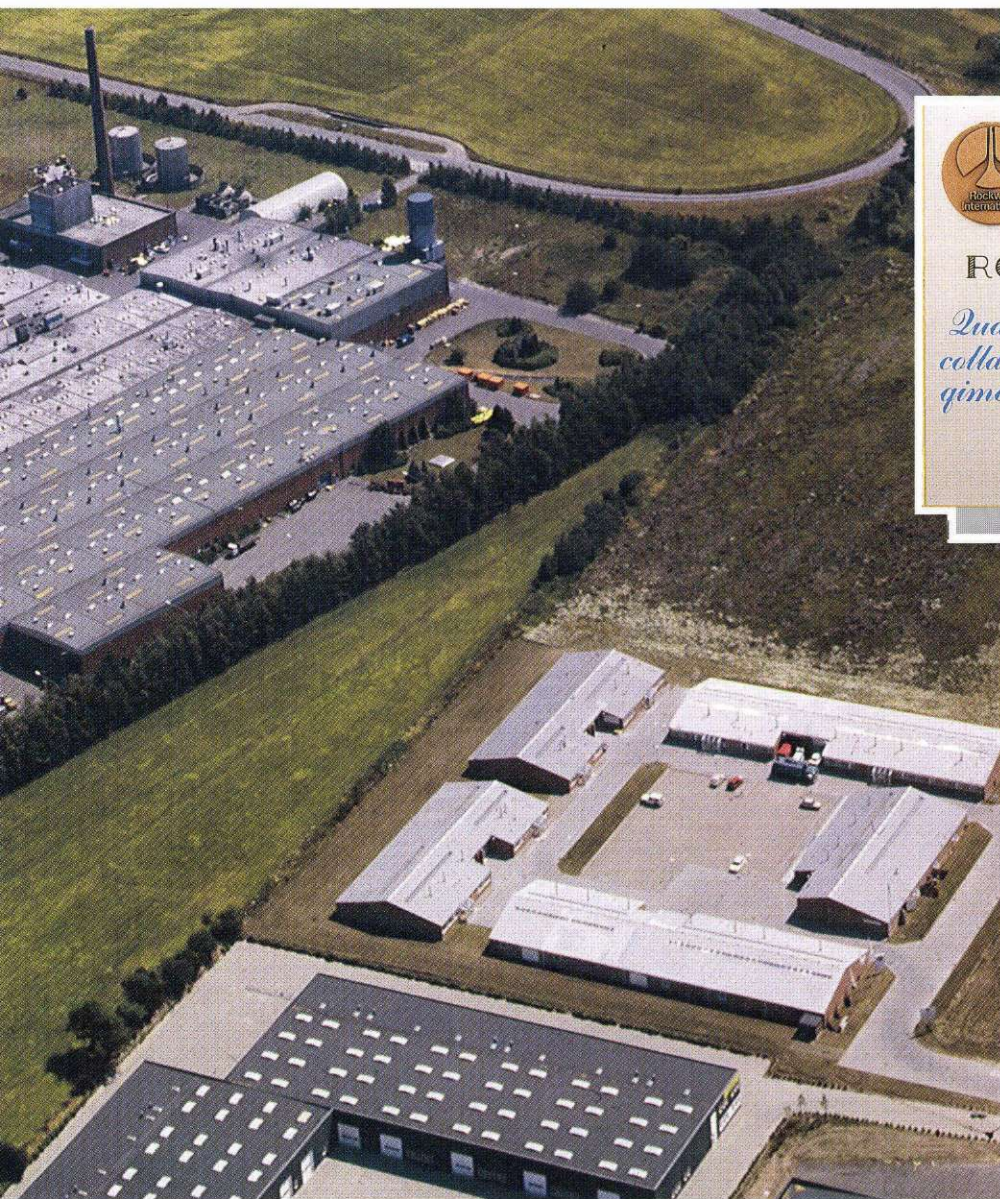
The first one, the Sterling Award from the Austin Rover Group, was given to Roulunds' English subsidiary, Roulunds (UK) Ltd. This company, which comprises a factory, established in 1988, which manufactures disc brake linings, as well as a sales office for other Roulunds products. The firm is located in modern buildings in Redditch, approximately 30 kilometres south of Birmingham.



Roulunds (UK) Ltd supplies brake linings and fan belts for several different models of cars manufactured by the Austin Rover Group. The award is given on the basis of a continuous assessment of the suppliers' own development efforts as well as the assistance given to Austin Rover's own research and development work.

## The Q1 Award

In April, the Managing Director of the parent company, Mr. Clas N. Andersen received the Q1 Award from Ford Europe. This award has been given to a total of 179 firms that supply products to the Ford factories around Europe. Roulunds was the first supplier in Scandinavia to receive the award, which is given on the basis of a continuous assessment of the firm's ability to deliver 100% perfect products punctually. Roulunds has



the basis of only a few years' collaboration.



**SUPPLIER DAY '89**  
Rockwell CVC



al FORNITORE

**ROULUNDS FABRIKER**

*Quale riconoscimento per la fattiva  
collaborazione prestata per il raggiun-  
gimento dei comuni obiettivi:*

**Qualita' - Credibilita'**

**HOTEL VILLA CARLOTTA**  
Belgirate, 6 ottobre 1989

### The basis for all these prizes

As Denmark's largest supplier of original parts to the European car industry, Roulunds has for more than twenty years been closely connected with the branch of industry which has frequently set the standards for efficient quality control in industry as a whole.

Consequently, it was not surprising that in 1985, Ford presented Roulunds with a new, comprehensive quality control system called Q101. This system is based on an objective assessment of:

- a supplier's quality control system,
- management engagement and attitude, and
- the firm's general image

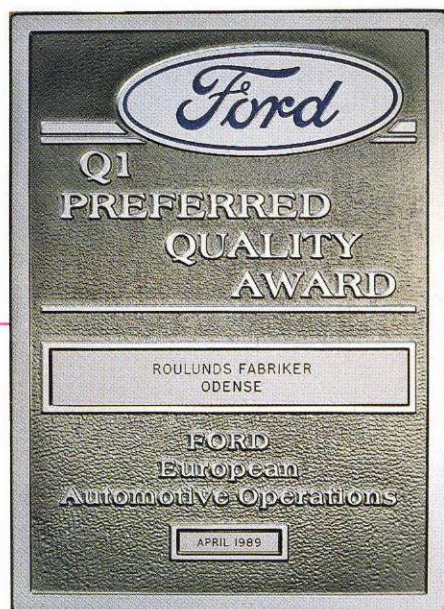
and is an expression of the philosophy that each individual employee is responsible for the quality of his own work. Top quality does not occur through the quality controller sorting the products at the end of the production process, but as the culmination of hundreds of correct actions in the course of the entire process.

Since 1985, Roulunds has consciously applied itself to working towards the goal of being among the best in the Q101 system and today it has been demonstrated that Roulunds' quality is extremely high compared with most of the other suppliers. It has cost a great deal of money and thousands of working hours to get so far, but thanks to an engaged staff of employees, the policy has succeeded. Roulunds is not resting on its laurels, however, as the concept of quality in this company is seen as a never-ending process. It demands constant alertness just to maintain the level already achieved, and it is necessary to achieve even more if the firm is to survive the strong competition which exists today.

manufactured fan belts for Ford for over twenty years and nowadays has a considerable share of Ford's consumption of belts.

### The Rockwell Award

Finally, Roulunds received the 1989 Rockwell Award as the "Supplier of the Year". Rockwell International is probably best known as the producer of advanced space and electronics equipment for, for example, the American spacecraft. The Rockwell Group, however, also includes factories in Italy and England which manufacture brakes and axles for the production of vehicles, including Volvo, Iveco, DAF and others. Roulunds has supplied Rockwell CVC in Italy with asbestos-free brake linings for vehicles since 1988, and the award, which again is based on a constant assessment of delivery reliability, has therefore been given on



# Topping-out ceremony in Esbjerg

A rather special topping-out ceremony took place in Esbjerg at the end of May, when the 50 meter-high STAR platform for the Dagmar Field (last mentioned in MAERSK POST 2/90) was raised. The operation took most of a day to complete, and demanded the help of four mobile cranes with a total lifting capacity of over 1,700 tons. The picture shows the steel construction, weighing approximately 500 tons, in the middle of the impressive operation, which took place at Esbjerg Oilfield Services at Esbjerg harbour. Notice that the top of the platform has been decorated with a wreath, just like the custom at a real topping-out ceremony.

According to plan, at the beginning of August the platform will be towed out to the Dagmar Field in the North Sea where the drilling rig, "MAERSK ENDEAVOUR" will assist in the installation. To secure the platform on the sea bed, there are three 70 meter long steel piles, as well as a 20 meter-high production module, which will be placed at the top of the tubular column. The yellow module can be seen in front of the STAR platform.



## Maintenance in the North Sea



During the summer there is great activity on DUC's platforms in the North Sea. This is because of all the extensive maintenance work necessary to counteract the effects of the violent environment in one of the world's most turbulent stretches of water. Most of the external maintenance is carried out during the summer months, when the days are long and the sea and the wind are usually somewhat milder than in the winter. The enormous amount of maintenance work is based on a comprehensive inspection system. Apart from visual inspection, Mærsk Olie og Gas, in collaboration with Svejsecentralen (the Welding Centre), has developed different kinds of testing equipment, including EDP systems, to achieve the most precise knowledge of the condition of the installations.

This summer, approximately 100,000 working hours are being spent alone on painting and scaffolding work on DUC's many platforms. On account of the often difficult access conditions, it is necessary to spend many hours on building scaffolding. The amount of paint used during

*A major part of the maintenance in DUC's oil and gas fields is concentrated around the numerous piping systems, which can be found in all parts of the production platform.*

a single summer runs up to about 32,000 kilos. As well as the work on the maintenance side, Mærsk Olie og Gas puts great emphasis, for safety reasons, on marking escape routes, using different colours. The oil and gas fields hold a gigantic network of pipelines for process, water for firefighting, drainage and auxiliary systems etc, which connect production wells, pumps, tanks, pipelines on the sea bed and other equipment. These pipes are exposed to corrosion and wear and tear both internally and externally, so it is therefore necessary to effectively protect the systems against corrosion. Furthermore, every year about 7,000 measurements are taken of the wall thickness of the pipes at fixed points.

Each platform is divided into 71 "maintenance systems", which are again subdivided into almost 2,000 "sub-systems". A sub-system is divided up into a number of pieces of connected equipment, of which there are 75,300 separate pieces altogether. On top of the working hours spent on painting and scaffolding work, a further 190,000 working hours, distributed between 20,000 individual jobs, are spent on maintenance. The consumption of spare parts is a considerable item, as in the course of a single year, the cost runs up to approximately DKK 90 million. A few key figures for DUC's fields in the North Sea can be mentioned. The five fields Dan, Gorm, Skjold, Tyra and Rolf - consist altogether of 24 platforms. 31

gas turbines, with a total capacity of 150,000 horsepower, have been installed. The platforms between them have 21 cranes with capacities of between 10 and 60 tons. Altogether, there are 33 lifeboats, 50 life rafts, 1,500 fire extinguishers, and 20 fire pumps, as well as approximately 1,000 pumps in the process and auxiliary systems. About 120 tons of fresh water for own consumption are produced daily in the fields, while the production of electricity is more or less continuously at 35 megawatts for use in the operation of the installations.

## Topping-out ceremony at Mærsk Container Industri A/S



On Friday 10th August a topping-out ceremony was on the site of a well-launched initiative - Mærsk Container Industri A/S.

According to traditional practice, everyone - the board politicians, representatives of the customers, the business world and the unions, employess, workers - was made welcome within the area decorated by the flags and wreaths which mark the contours of the future container factory. In his speech of welcome, the Chairman of the Board of Mærsk Container Industri A/S, Mr. Troels Dilling, gave the reasons for choosing Tinglev for the site of the A.P. Møller firm.

Tinglev is centrally located as a regards proximity to the railway, the motorway, the harbour and the Odense Steel Shipyard. Moreover there is a well-qualified and stable labour force in the area, a good political business atmosphere and the costs involved in the establishment of a new companies are reasonable.

The 16,000 square metre factory is expected to be ready on 1st November, whereas the administration building will be ready a month earlier, on 1st October. Intense, goal-oriented efforts on the part of all concerned contribute to the fact that the firm will be able to start producing containers in January 1991, only one year after its establishment.

The impressive A.P. Møller firm will tower over the landscape in Tinglev,

*There were many popular speakers at the topping-out ceremony. Among the quests were the Chairman of the Union for Metal Workers, Mr. Georg Poulsen and the former Minister for Industry, Manager Nils Wilhjelmsen.*



*There was a lively atmosphere. Here can be seen Mr. Tage Andersen, Mr. Thorkild Dahl Nielsen, Mayor of Tinglev and Mr. Troels Dilling.*

Southern Jutland. And the inhabitants of the area are proud to notice that the container factory has been given a fine site as neighbour to the Olger Dam, which is a scheduled construction. This is an enormous structure from the year 200 AD, which for many hundreds of years formed the border between the Juts and the Angles. The Olger Dam consisted of a row of 90,000 oak tree trunks plus a ditch and a dike stretching about 12 kilometres.

Consequently, Mærsk Container Industri A/S is well situated as a Danish industry with products which will soon be seen all over the world.



# The A.P. Moller Group activities in the U.K.

Mr. A.P. Møller established The Maersk Company Limited in the U.K. in March 1951. He was himself the first Chairman. For the first 21 years of its existence the Company was principally "an owner's representative" and agency for the Maersk Line. It was a listening post in the "shipping capital" of the world and from the beginning established a Chartering Department which exists to this day, with membership of the Baltic Exchange. The Company had its first office in 46, St Mary Axe, but in 1964 it moved to the Chamber of Shipping building in 30-32 St. Mary Axe. The Company was a loyal member of the Chamber – as indeed it still is of the General Council of British Shipping – where the present Chairman, Mr. A.B. Marshall, is a leading member of its General Policy Committee.

In 1972 The Maersk Company Limited became shipowners with the acquisition of three handysize bulkers. Then in 1976 four platform supply vessels were acquired for North Sea operations. But the really big expansion of the Company began two years later when two crude oil tankers were acquired to charter to BP for operations in the Buchan oilfield. Between 1979 and 1990, 8 multipurpose offshore support vessels, 5 anchor-handlers and 1 diving support vessel were acquired, either newbuildings, many from the Lindø yard, or secondhand. This fleet of OSV's has been employed in the U.K. Sector of the North Sea, in Chinese waters, off Brazil, in the Middle East, off the African coast and the diving support vessel, MAERSK DEFENDER, in the U.K. and Danish Sectors of the North Sea.

While the U.K. registered OSV fleet – either directly registered in U.K. ports or in the Isle of Man – was being built up, so too was a fleet of product carriers. 12 have been acquired over the period 1983-1990, of which 6 twelve year old vessels were sold in 1989.

Two of the tankers – MAERSK ASCENSION and MAERSK HARRIER – were chartered by the Ministry of Defence for operations connected with the Falkland Islands war in 1983 e.g. the supply of aviation and other specialised fuels to Ascension island and to Port Stanley. Today MAERSK ASCENSION and MAERSK GANNET are still so chartered.

To build up and diversify the U.K. fleet still further, 3 gas carriers were acquired



*The Norfolk Line is one of Europe's leading transport groups. Every day their vehicles drive a distance, which is equivalent of going around the world 7 times.*

in 1987, and in 1990 four specialised log carriers.

But this has not been all. In 1985 the international trailer company Norfolk Line, operating also specialised small ro-ro ferries between Great Yarmouth, U.K., and Scheveningen, Netherlands, was acquired from Unilever. This business has been transformed since the takeover.

Maersk U.K. also runs ferry services – Kent Line operating out of Dartford and, until very recently, Chatham to Zeebrugge, and Britline operating out of various U.K. ports to Esbjerg. And in 1989 a new company, Elbe Humber Roline was bought to ship traffic moving through Immingham to Cuxhaven in N. Germany. The Maersk Company Limited now owns or bareboat charters 6 ro-ro ferries, varying in capacity from 50 to about 150 trailers and time-charters in another 4 ro-ro's. Norfolk Line owns over 2,500 trailers, many refrigerated, and

have at any one time many more trailers on charter.

To further these developments the port of Dartford has recently been acquired from its previous owners on a long lease with options to purchase at various dates. Dartford, with its ready access to the M25 motorway around London and thus to the whole of U.K. motorway system is believed to be the port of the future for North Sea ro-ro operations.

Altogether the intermodal, intra-European road haulage and ro-ro operations of the U.K. Group companies have built up into a substantial set of companies, and have implications for the European operations of the A.P. Møller Group as a whole.

While all this has been happening in the short sea trades, equally important developments have been taking place in the deep sea container trades. The U.K. Maersk Line agency has been expanded, particularly to take account of Maersk



*M.s. "MAERSK DEFENDER" is a combined fire-fighting, safety-, rescue- and diving support vessel.*

*A section of the English lock system.*

Line's entry into the Atlantic trade, and is now based at Felixstowe in modern offices together with regional and local offices and sales representatives all over the country.

Direct calls are now made at Felixstowe by Maersk Line's new 4,000 TEU container vessels operating in the U.S. trades and regular feeder services operate between Felixstowe and Rotterdam.

As a result of all this growth Maersk U.K. is now the 5th largest U.K. shipowner.

Turning now to other Maersk U.K. investments over recent years Salamis, an off and onshore maintenance company, acquired in 1984 with Aberdeen and Peterhead bases, has proved successful.

In 1987 a Maersk Drilling Division was started in the U.K. MAERSK HIGHLANDER, a semi-submersible rig, was acquired and contracts have been se-

cured for this and other Maersk rigs in the U.K. sector. Altogether some 275 seafarers and other rig and office personnel are employed.

Also in 1987 A/S Em. Z. Svitzer, another company in the A.P. Moller Group, established an office in Great Yarmouth, U.K.. Initially called Britdive, but now known under the name Svitzer Limited. After the acquisition of the offshore survey division of the Hunting Group the activities of Svitzer Limited have been expanded to include support vessels and the company's U.K. fleet today comprises two dedicated survey vessels, one standby rescue vessel and one tug.

Svitzer Limited is one of the leading companies offering high resolution site surveys to the offshore industry primarily in the North Sea but also world wide.

On the aviation side Maersk Air has for a

number of years been operating from Billund in Jutland to Southend. A travel agency, Maersk Travel, was established in London in 1981 and it now has branches in Aberdeen and the Isle of Man. It has also acquired other agencies in different parts of the country.

In 1985 Maersk Air Ltd. U.K. was established, and investments have been made in Brymon Airways, Birmingham European Airways, and Plymouth Airport.

Last, but by no means least, Roulunds, the industrial motor vehicle accessory component manufacturing company with headquarters in Odense, has recently established a production facility, Roulunds (U.K.) Ltd, in Birmingham and is prospering there. Also belonging to Roulunds is O.M.I. Ltd. which is supplying anti-pollution equipment worldwide, and has recently delivered the second purpose built anti-pollution vessel of their own design to BP for Wytch Farm.

It was in recognition of the contributions to U.K. economic, industrial and social life, as well as his generosity to British causes, such as to the Battle of Britain Appeal and to Churchill College, Cambridge that H.M. Queen Elizabeth recently bestowed on Mr. Mærsk McKinney Møller the Dignity of an Honorary Knight Commander of the Most Excellent Order of the British Empire.

PATRICK SHOVELTON

*The picture hangs in The National History Museum at Fredensborg.*



# The naval hero Tordenskiold

**On 28th October this year, it will be the 300th anniversary of the birth of Viceadmiral Peter Wessel Tordenskiold. He is one of the mythical figures in Danish-Norwegian naval history and the myth is based on reality.**



His portrait has become part of our national heritage, thanks to the match boxes which have been decorated with different versions of his picture for over 100 years, and

Tordenskiold himself is one of the few persons in Danish history that everyone has heard something about. Peter Wessel did battle with the Swedes, and he is especially remembered as the man who boldly and bravely defeated the arch enemy time and time again. It is also common knowledge that he became a naval officer when he was extremely young, made a meteoric carrier for himself, was honoured with the noble name of Tordenskiold by the king, had an eye

for pretty girls, and was killed in a somewhat inglorious duel.

All these details are more or less correct, but it often happens with people whose qualities make them tower above their surroundings and their contemporaries, that they are in reality at least as interesting as the myths which naturally grow up around them. This in any event applies to Tordenskiold.

Peter Wessel was born in Trondheim, and it has always been a bone of contention whether he was Norwegian or Danish. From the late Middle Ages and all the way up to 1814, Norway and Denmark were united under one throne – the Danish – and Copenhagen was the capital of the twin kingdoms. In 1704, when Peter Wessel was 14 years old, Norway

was granted autonomy in a similar way to the arrangement applying to the Faroe Islands and Greenland today. In precisely that year, Peter arrived in Copenhagen, which was the mecca of all ambitious young Norwegians. After a year, he realised that he wanted to be a naval officer, but this plan ran into the same difficulties then as it can do today. That is to say, the Maritime Training School had room for 100 naval cadets, but in that particular year, when Peter applied to the king for admission to the school (it was quite normal to address an application to the king in those days of absolute monarchy), the number had been cut to 62, on the grounds of economy. When he reached the age of 16, his patience had run out and he signed on as the youngest

member of the crew on one of the West Indian – Guinean Company's merchant vessels. After a voyage lasting 19 months, first to West Africa to buy negro slaves and ivory, across the Atlantic to the West Indies to sell the slaves and from there home again to Copenhagen with a cargo of cotton and rum, he applied again for admission to the Maritime Training School. Three months passed with no answer. He repeated his application, with the same depressing result. One month later he signed on one of the East India Company's vessels, which rounded the Cape of Good Hope and sailed to the Danish colony Trankebar on the east coast of India. This was in the year 1708.

18 months later, by the time the vessel once again reached home waters. Denmark and Norway were at war against Sweden. Peter Wessel was then informed that he had been accepted for the Maritime Training School more than one year previously – but it hardly mattered any more. He never attained his Master's Certificate, but the two long voyages had given him a lot of practical experience.

The Great Nordic War 1709-20 was fought on several different fronts: Scania and the Sound, Northern Germany and the Baltic, and the southernmost stretches of border between Sweden and Norway. For less than six months Second Lieutenant Peter Wessel was second in command of a frigate, before he was given his own command in September 1711. During the next few years his everyday life consisted of convoy runs between Jutland and Norway, interspersed with hunts on the Swedish privateer vessels in the Skagerrak-Cattegat as well as reconnaissance runs along the Bohuslen coast.

The myths about his meteoric career are fully authentic: lieutenant captain at 22 years, captain two years later, a member of the aristocracy at 25 years, appointed commander a few months later, rear-admiral at 28 years and vice-admiral less than a year later. His naval record has never since been beaten.



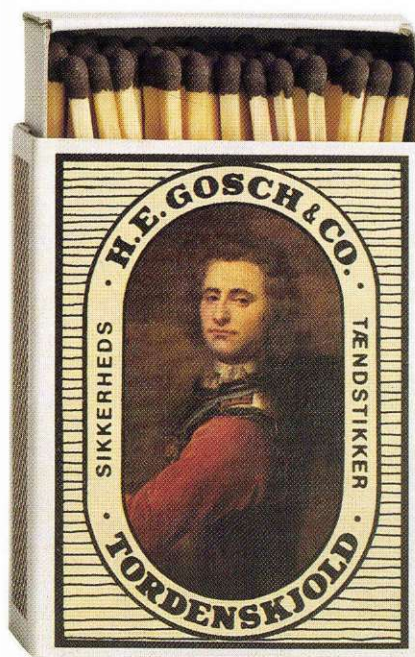
He trusted his own judgement to an exceptional degree, and at no point in his career did he simply put up with existing practice because it was existing practice. If he believed that a situation demanded a special solution, then he put this into operation without considering the view that a naval officer was expected to follow tradition.

With all his restless energy, Tordenskiöld could easily become angry at injustices committed, but he could just as easily forget his anger afterwards. He never thought in formalities; on the contrary, he had both the talent and the courage to act unconventionally.

The official Danish strategy during the

war was generally cautious, almost defensive. No unnecessary risks were to be taken. The captain of every vessel was ordered to avoid battle in the open sea if an enemy vessel was observed and seen to have more cannon on board than his own vessel. This instruction was repeatedly contravened by Tordenskiöld, and as a rule he got away with it. The best explanation of this was of course his obvious talent for naval battle techniques, as which superior does not make allowances for formal disobedience, when it has already led to victory over the enemy?

Tordenskiöld was undoubtedly an object of envy among his naval officer colleagues, not least because early in his career he enjoyed the patronage of King Frederik IV. In contrast to many others, however, he undeniably deserved the royal patronage. One of his greatest ex-



ploits was the surprise attack on the Swedish supply fleet in the narrow Dynekil inlet in 1716. This action paralysed the Swedes and forced King Carl XII to change tactics. His two other great triumphs took place in the last phase of the war in 1719: the conquest of the island fortress of Marstrand and the nightly surprise attacks on New Elfsborg, both situated at the approach to Gothenburg.

On two occasions, however, he got into serious difficulties. The first time was in 1714 when he went into battle against a Swedish privateer vessel which was larger than his own vessel, the "Løvendals Galej". He manoeuvred so adroitly that, after 20 hours the battle ended as a draw. Some months later he was summoned before a military tribunal in Copenhagen and his crew were called as witnesses. The reason for this was that Peter Wessel had shouted over to the enemy vessel that he was about to run out of gunpowder, and asked if he could borrow some from

the Swedes. The captain replied that he only had enough gunpowder for his own use. Both of them saw how futile it was to continue fighting, whereupon Wessel drank a toast with the enemy captain and the vessels sailed away in opposite directions! The tribunal acquitted Wessel of all charges, but impressed on him that he must never again do battle with a vessel that was larger than his own. Needless to say, this order was ignored...

In the summer of 1717, Tordenskiöld on his own initiative led an attack on the Swedish naval base in Strömstad. The attack failed and cost many lives, especially as he had underestimated the firing power of the Swedish coastal batteries. Tordenskiöld, who was also wounded in the attack, was held responsible for the defeat.

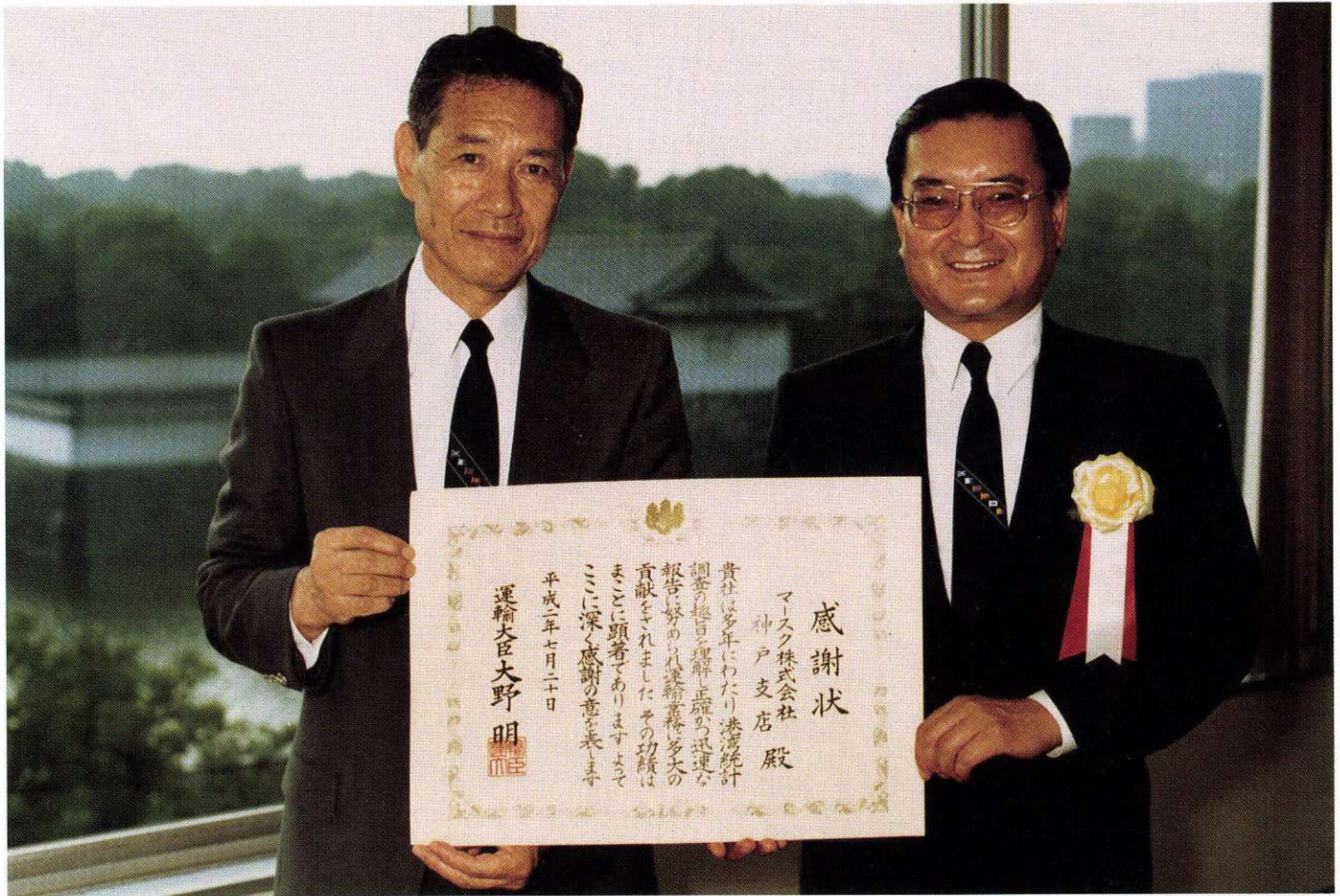
His death – in a duel in Hannover after the end of the war – seems meaningless, as the reason for the duel was a quarrel with a former colonel over a triviality. Could it be that it was the naval hero's well-developed sense of justice which led to such a pathetic end?

Tordenskiöld devoted his short life to the craft of warfare, but his military exploits alone do not justify the place in our national consciousness which he maintains to this day. It is above all, by renewing our acquaintance with his human qualities and characteristics, that we Danes of the 1990's can gain the benefit. On that level, 300 years does not seem such an enormously long time ago.

GERT POSSELT



# MAERSK K.K. Kobe receives official commendation



Mr. A. Okawa, Senior Executive Vice President of Maersk K.K. and Mr. H. Kataoka, General Manager of Maersk K.K. with the official commendation certificate. In the background, part of the Imperial Palace.

On 19th July 1990, Maersk K.K.'s Kobe Branch was awarded an official commendation by the Japanese Minister for Transportation. The commendation, which was delivered to Mr. H. Kataoka, General Manager of Maersk K.K. Kobe, at an award ceremony at the Ministry of Transportation, was offered in appreciation of Maersk K.K.'s "contribution to maritime affairs through its distinguished service."

Since operations commenced in March 1988 at Maersk's state-of-the-art container terminal which is situated on the man-made island of Rokko, the location has been a prime attraction. Delegations from around the world often come to study the unique development of the harbour and the maritime environment of the city of Kobe.

Maersk K.K.'s 245,000 square metre Rokko Island terminal today handles an annual throughput of around 280,000



teu. Two container freight stations (CFS) offer a total of more than 14,000 square metres of warehouse area, and the yard itself, which can store up to 9,000 teu at any given time, offers more than 460 plugs for the accommodation of refrigerated containers. The impressive operations are given full back-up by highly sophisticated computer systems, developed and tailor-made by Maersk's own experts, to facilitate the fastest and safest handling of customers' cargoes.

Rokko Island terminal

The award ceremony at the Ministry of Transportation was followed up on Marine Day, 20th July, by a Congratulations Party at the Hotel New Otani attended by Their Imperial Highnesses the Emperor and Empress.

LARS BREDO RAHBEK

# Rounding up...

## Quality Improvement in T.O.



The entire staff of the Technical Organisation, including everyone on board the 80 vessels under the Danish flag, that is captains, officers and crew, will be trained in the concept of quality.

The Technical Organisation at Esplanaden is a very important factor in the programme, since high quality service to our customers can not be offered without the vessels and containers being in a perfect condition.

A Quality Improvement Team has now been established in the Technical Organisation Department. The team will work systematically towards the achievement of goals for quality improvement.

The idea is to give service that

conforms to the customers' requirements and expectations the first time, ...and every time.

The objective is the 100% perfect operation of the vessels and the equipment, or in other words zero defects.

Prevention is a vital factor in the quality improvement programme. We will concentrate more strongly on preventing errors by eliminating their cause. We will make the same demands on suppliers, eg. shipyards, container factories, and suppliers of spareparts. These will be that all deliveries are defect-free when received, so unnecessary expense and loss of time on inspections, modifications, and repairs are avoided.

## Rescued a man on his way to work

The fact that it is not only a seaman who can receive a commendation for saving a person from drowning, while risking his own life, is shown by the following episode.

On 27th July 1989, while Mr. Lasse Sørensen from the Line Department was on his way to work at Esplanaden, he saw a man drowning in the Kastel moat.

Without any hesitation, Lasse Sørensen threw off his clothes, jumped into the moat and managed to rescue the man.

On 27th June 1990, Lasse Sørensen received an official commendation in the form of a diploma from the Royal Danish Ministry of Justice.



Mr. Lasse Sørensen

## Charity Race in Tokyo

Having not participated in 1989, Maersk K.K. was again strongly represented at the annual YMCA International Charity Race which took place on 12th May.

This year, Maersk K.K. entered 2 teams under the names "Maersk Stars Alpha" and "Maersk Stars Bravo".

The event is a 6 person, 10 km relay-race around the Imperial Palace, with each person running between 1.5 and 2.0 km. This year 54 teams took part, with the Maersk Stars coming in 20th and 28th respectively.

The Charity Race, which benefits children with special needs, raised a total of 6 million yen.

The Maersk runners are from left to right, starting from the back:

Niels Tinsfeldt, Jesper Lok, Kazuhiko Sasaki, Rene Stenvang, Shinya Uchida, Akira Okada, Jens Martin Jensen, Lars Bredo Rahbek, Susan Tinsfeldt, Elena Robledo, Tamiko Sugizaki and Yuka Suzuki.



## A special vessel calls on us



On Monday 21st May 1990, the special vessel "BIGORANGE XVIII" moored at the A.P. Møller quay, providing company staff with the opportunity of a guided tour of the ship which is normally on service in The North Sea. Operated by Dowell Schlumberger, the vessel offers offshore service to the oil and gas industry in stimulation, for example fracturing operations

of reservoir layers in oil- and gas fields.

"BIGORANGE XVIII" is equipped with different storage tanks, blending systems and has great pumping capability. Mærsk Olie og Gas A/S utilizing this production-boosting technique in the horizontal drillings on the Dan Field.

# Rounding up...



The delivery documents for the new aircraft being signed by Mr. Troels Dilling and Mr. Borge Boeskov, Boeing's Vice President European Sales. In the background are Mr. James W. Frank, Boeing and Mr. Bjarne Hansen, Managing Director of MAERSK AIR.

## New aircraft for MAERSK AIR

On 26th June 1990, the fourth new Boeing aircraft to be delivered to MAERSK AIR this year, was handed over in Seattle. Later in the year two more new aircraft from the Boeing Aircraft Corporation will be delivered to MAERSK AIR.

The new aircraft is a type Boeing 737-500, and immedi-

ately after the flight to its base in Copenhagen, it was put into operation on charter and domestic routes. The aircraft can seat 132 passengers. The chairman of the board of MAERSK AIR, Mr. Troels Dilling formally accepted and took over the new aircraft.

MARITA PETERSEN, Maersk Air

## International purchasing co-ordination

On 7th-8th June, for the first time, a meeting was held for purchasing personnel from MAERSK shipping companies all over the world. The meeting was held at Esplanaden, and representatives from the following countries participated:

Mr. A.P. Sanosi from A.P. Møller Singapore, Mr. G. Homan-Smith from the Maersk Co. Ltd. London, Mr. Marc Seritella from the Maersk Line Ltd, New York, Mr. Ian Fletcher and Mr. Miguel Duro from Naviera Maersk Espana S.A. and finally, from REMESA, Algeciras, Mr. Antonio Franch. Also taking part were Mr. K. Siggaard from the Odense

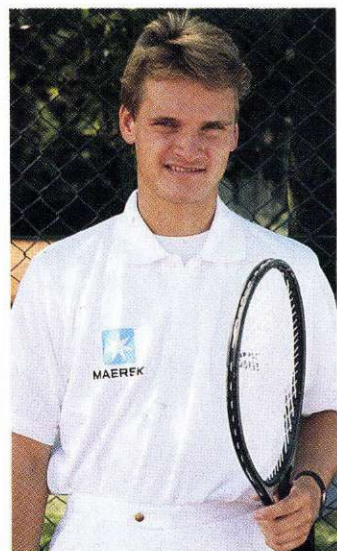
Steel Shipyard and representatives from the Purchasing Department and Technical Organisation.

The aims of the meeting were to improve contact between the A.P. Møller Group's Purchasing Departments, to discuss purchasing procedures in general and to compare notes on agreements made with suppliers.

The arrangement was a continuation of the A.P. Møller Group's technical co-ordination meetings and an extension of the purchasing collaboration which has already been established among the A.P. Møller Group's companies in Denmark.



## Good results for the MÆRSK Athletic Association



At Whitsun the unofficial world championship in company football was held at Henglo in Holland. The MÆRSK Athletic Association's football team took part in the tournament, along with 36 other teams representing 17 nations. Our Mærsk boys did very well – they came second.

The picture shows the proud "boys in blue".

The Shipping Company's goalkeeper, Mr. Jan Gramm from the Line Department, won his own trophy – he was voted the best goalkeeper of the tournament.

MÆRSK has also attracted attention in badminton. Mr. Anders Dømmestrup from the

Line Department has, under the auspices of K.F.I.U. (The Copenhagen Salaried Employees' Athletics Union), won the 1990 Union championship in badminton. Anders Dømmestrup will be on court again in August, but this time he will be playing tennis. He is going to defend his title as 1989 champion.



## Fishermen rescued by the "LUNA MAERSK"

One day last March, while the "LUNA MAERSK" was sailing off the north east coast of Sumatra, the First Officer, Laurids U. Christensen suddenly discovered four shipwrecked fishermen clinging to the keel of their capsized boat. The "LUNA MAERSK" turned around, and the four exhausted Indonesians were taken on board.

The shipwrecked fishermen explained that during the night, they had been run down by a large vessel, and had been hanging on to the keel of their boat for fifteen hours while numerous vessels had sailed past.

Communication with the fishermen had to go through

Maersk Line, Jakarta, as they did not speak English.

Nine days later, the "LUNA MAERSK" arrived at Suez. Here the Indonesians were met by two officials from the Indonesian Embassy in Cairo and Egyptian immigration officers, who quickly got the formalities over so that the four happy and grateful men could disembark from the "LUNA MAERSK" at 3 o'clock in the morning and travel home. The pictures show the four shipwrecked fishermen on board the "LUNA MAERSK" with the Chief Officer, Frede Mejer.

HENRIK L. SOLMER,  
"LUNA MAERSK"



## Maersk discharges the 25,000,000th teu handled in Singapore

On July 11, 1990, Maersk Line participated in making history in the Port of Singapore when a container discharged from m.s. the "MATHILDE MÆRSK" became the 25th million teu container handled in the port.

It was a memorable moment for both the Port of Singapore Authority (PSA) and Maersk Line as it marks the considerable growth in the port's activities since its commissioning in 1972. Today, the Port of

Singapore is the busiest port in the world, and Maersk Line is proud to be associated with this achievement.

With its 10 port calls every week, Maersk Line is the single largest user of the Port, and recently, the shipping line also opened its own exclusive container freight station, in order to further enhance service to its customers importing and exporting through Singapore.



## Goodbye to the poplar

July saw the death of the old poplar on Amaliegade by Esplanaden. On the gardener's advice it was decided that the old tree had to be felled.

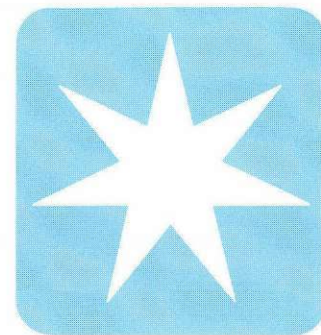
Because of its rotting roots, there was a fear that heavy rain penetrating the porous top of the poplar could cause the 3.5-ton tree to topple.

The felling of this old tree also marked the end of the era of the first Botanical Gardens in Copenhagen, which had been founded by Frederik V in 1760 "to enhance the study of botany at the University".

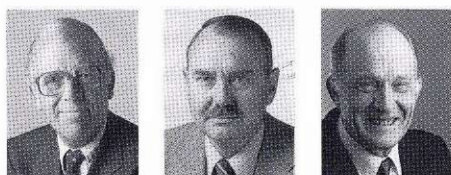
The gardens, which lay on both sides of Amaliegade, were first opened to the public in 1763, in the charge of the botanist G. C. Oeder, the publisher of "Flora Danica". Later, the Botanical Gardens were moved to Nyhavn behind Charlottenborg.



# Personalia



## ESPLANADEN



### 40 Years Anniversary

1. Eigil Finsen  
1 November
2. Stig V. Barchager  
10 December
3. Ole Weiss Fogh  
11 December

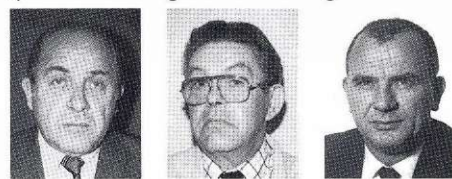
### 25 Years Anniversary

4. Knud H. Bejder  
24 November

### Retiring

5. Ove Pedersen  
30 June
6. Ernst Fl. Petersen  
31 October
7. Leif Ingolf Berg  
30 November

## THE FLEET



### 40 Years Anniversary

1. Captain  
John Hans Hansen  
29 December

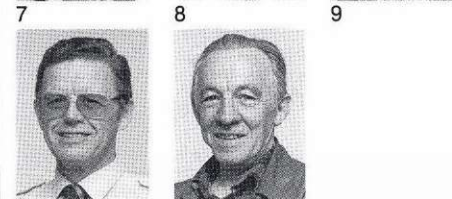
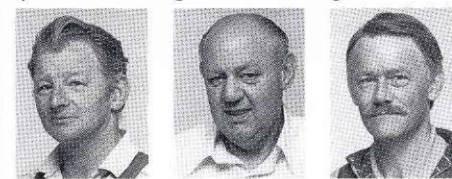
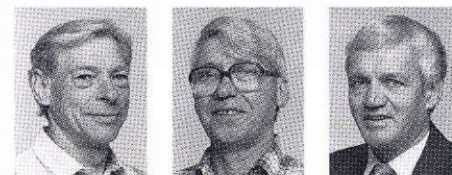
### 25 Years Anniversary

2. Captain  
Klaus Kristian Kristensen  
21 October
3. Chief Steward  
Lam Wing  
26 October
4. Chief Officer  
Gunnar Rasmussen  
4 November
5. Captain  
Bent Lyse  
29 November
6. Chief Engineer  
Freddy Porse Wett Jørgensen  
11 December

### Retiring

7. Captain  
Karl Johan Johansen  
31 July
8. Engineer  
Albert Jensen Andersen  
31 July
9. Captain  
Eigil Hansen  
30 September
10. Captain  
Hans Christian Hansen  
30 November

## THE YARD



### 40 Years Anniversary

1. Aage Blom  
5 October
2. Erik P. Eddal Svendsen  
2 November
3. Ole Hansen  
(Ejendomsselskabet Lindø A/S)  
16 November

### 25 Years Anniversary

4. Erik Boisen  
5 October
5. E. Gregersen  
5 October
6. Niels Juel Jørgensen  
12 October
7. Helge Jensen  
19 October
8. Poul F. Christiansen  
19 October
9. Jørgen Mohr Nielsen  
26 October
10. Kristian Raabjerg Poulsen  
23 November
11. Henning S. Jensen  
14 December

## THE YARD



12



13

### 25 Years Anniversary

12. Leif Nielsen  
14 December

### Retiring

13. Tage Mygenfordt  
31 December

## ORGANISATIONS ABROAD



1

### 25 Years Anniversary

1. A. Iwamoto (Tokyo)  
1 July

## MÆRSK OLIE & GAS

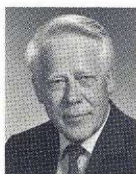


1

### Retiring

1. Frits Kleis  
28 February

## ROULUNDS



1



2

### 40 Years Anniversary

1. Vagn Grønvald  
1 November  
2. John Aunfelt  
8 November

### Obituary

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

Lau Richardt Madsen  
Mærsk Olie & Gas  
6 April

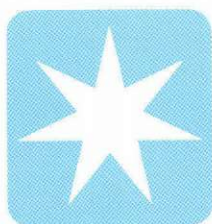
Ships Assistant  
Idar Albin Mathisen  
ex "LICA MÆRSK"  
17 May

M. Younus  
Maersk Line Agency, Karachi  
28 May

Hans Kaas  
Bukh A/S  
29 May

Captain  
Johannes Andreas Djurhuus  
ex "KAREN MÆRSK"  
31 May

Steward  
J.A. Rhind  
ex "MAERSK SHIPPER"  
22 July



**MÆRSK**

*The Star Platform, which has been developed by Mærsk Oil  
& Gas, was built at the Esbjerg Oilfield Service in Esbjerg.  
The unmanned production platform will be installed in the  
Dagmar Field.*