



The Image Prize

On November 22nd, A.P. Møller was presented with this year's Image Prize by the Danish business newspaper "Børsen". This prize means that A.P. Møller has been voted the most admired company in Denmark. Both the Managing Director of "Børsen", Mr Preben Schack, and the Editor-in-Chief, Mr Jan Cortzen, had some complimentary and positive words to say about our activities. In my speech of thanks, I mentioned the following points:

"While it is not uncommon for us to enjoy high esteem abroad, we have not been spoiled with it in Denmark.

What does the word "image" really mean?

It is not to be found in the Standard Danish Dictionary, but the Modern Danish Dictionary describes it as the impression other people form of a person or, in this case, of a company.

Webster's states: "Image in its relatively recent sense of "Popular or perceived conception" is like a fad – and the fad will probably fade out". That was in 1965.

Everyone at A.P. Møller today rejoices in the fact that the fade out has not yet occurred.

I believe that one contributes personally, either consciously or unconsciously, to the creation of one's own image.

With us, much was inherited:

- to be honest, decent and trustworthy
- to show constant care in whatever we do
- to make a positive contribution wherever we operate
- that it is more important to avoid losses than to make profits
- not to try to be "smart"
- always to offer service which is second-to-none.

I believe that we have succeeded abroad in preserving the respect my father won for the name A.P. Møller. The honour which has been shown us today indicates that at least some in Denmark judge us similarly. For that we are grateful.

And *we* are many – both at home and abroad – involved in shipping, in the oil business, in the shipyard, in the air, in the affiliated companies and in our overseas affiliates – both shipping and otherwise.

And if we have any strength at all, that strength is due to our employees. We have an incredible number of loyal, conscientious, and diligent employees. And now that A.P. Møller has been awarded the Image Prize, the honour and the thanks rightfully go to these employees.

By Danish standards, we have become a rather large company. In general this has been by internal expansion and only to a limited degree through the acquisition of other companies. My

father felt that there were too few centres of initiative in Denmark, and that every time a going concern was swallowed up, a centre of initiative disappeared. Perhaps things are different today. The present probably calls for larger units.

We have always tried to be useful and exercise initiative, and will continue so to endeavour. Given the attitudes and principles we have inherited, we would, by instinct, give preference to locating new activities in Denmark, when logical to do so. But, unfortunately, all too often business conditions in Denmark are such that projects we wish to engage in will be unable to survive in this country with its expense structure and high burden of taxation, the latter being the main reason for the high level of costs. And I am referring especially to taxes on personal income – both low income and high.

The concept "Quality" has acquired a special significance in the business world. It is almost as if the word had just been invented.

"Zero faults" has become another predominant concept, and the Americans, with their remarkable ability to motivate, choose to illustrate this as follows:

99.9% correct and only 0.1% faults will lead to:

- 380,000 letters being lost every day by the American postal service
- 500,000 cheques being debited to the wrong bank account every day
- 50 babies being dropped on the floor every day by doctors in the USA
- everyone's heart omitting to beat 32,000 times a year

Obviously, this is all quite unacceptable, whether it be in the United States or in Denmark. Zero faults should be our goal if we are to survive.

Finally may I, on behalf of the A.P. Møller Group, express my thanks to all who voted for us. I should also like to thank those who did not vote for us, thus ensuring that we do not become conceited.

And may I thank "Børsen", its Managing Director, Mr Preben Schack, and its Editor-in-Chief, Mr Jan Cortzen, for the impressive reception.

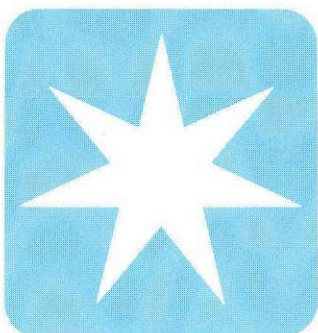
For all the kind words.

And for the Image Prize."

The Prize consisted of a fine modern painting by the artist Lin Utzon. The painting depicts the sky, the clouds and the sea, and it will be hung in a prominent place at 50 Esplanaden.

MÆRSK MC-KINNEY MØLLER

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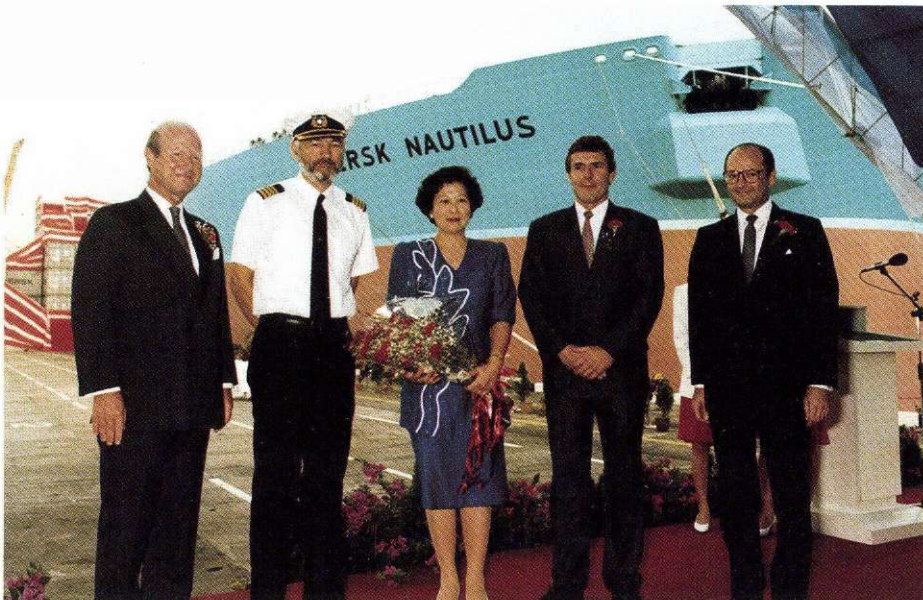
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New ship: the "MAERSK NAUTILUS"



"MAERSK NAUTILUS" in the port of Singapore.



On Friday 27 October 1989, the "MAERSK NAUTILUS" was named in Singapore by Mrs Yeo Ning Hong, married to the Singapore Minister of Communications and Information.

The new tanker is the third in a series of four built in Korea by Hyundai Heavy Industries for the A.P. Møller Group.

The "MAERSK NAUTILUS" which is owned by A.P. Moller Singapore Pte. Ltd., is a VLCC (Very Large Crude Carrier) and the largest vessel under the Singapore flag. The new tanker is 322 metres long o.a., 56 metres wide, and has a draught of 20.45 metres. She has a deadweight of 255,000 tons, and a cargo capacity of 302,115 cubic metres at 98 % load – the equivalent of 1,900,232 US

The Sponsor Mrs Yeo Ning Hong in the center surrounded by, from left Mr Per Jørgensen, president Maersk K.K., Japan and chairman of A.P. Moller Singapore Pte. Ltd, captain Edward B. Daubeny, shipowner Jess Soderberg, A.P. Møller and Mr. Martin Skaanild, managing director Maersk Singapore.

The Gangway constructed for the naming ceremony of 36 twenty foot containers.

barrels. The tanker has 6 centre tanks, four rows of two wing tanks, as well as ten permanent water ballast tanks. The vessel is capable of transporting simultaneously three different cargoes, fully

segregated. There are three turbine-driven cargo pumps, each with a capacity of 5,000 cubic metres per hour, and two ballast pumps, both with a capacity of 1,800 cubic metres per hour.

The supertanker's main engine is a Hyundai – B&W two-stroke diesel motor, type 6S80MC, which provides 24,280 BHK, giving a speed of 13.5 knots laden and 14.5 knots in ballast.

With the delivery of the "MAERSK NAUTILUS" A.P. Moller Singapore Pte. Ltd.'s fleet now comprises 22 vessels: 10 Panmax Bulk Carriers, 3 Container Vessels, 2 Feeder Vessels, 5 Pure Car Carriers, 1 Product Tanker and 1 VLCC, for a total of more than 1,200,000 tons deadweight.

After Singapore, the "MAERSK NAUTILUS" under the command of Captain Edward B. Daubeny with Mr Aung May as Chief Engineer sailed for Umm Said on her first assignment.



New ship: the "GJERTRUD MÆRSK"

On Friday September 29, the second of two new gas-tankers (LPG/C) on order to the A.P. Møller Shipping Company at the Thyssen Nordseewerke GmbH, Emden, West Germany, was named the "GJERTRUD MÆRSK" at Moerdijk, Holland, by Mrs Toppen Bech, wife of Mr Håkon Langballe, Vice President of Norsk Hydro and Managing Director of Norsk Hydro's Petrokemiske Division.

The new gas-tanker is 153.05 metres long o.a., 22.00 metres wide, and has a depth of 12.20 metres with a summer draught of 9.01 metres. She has a deadweight of 14,500 tons and a capacity of 11,600 cubic metres which corresponds to about 6,400 tons ethylene at a draught of about 6.80 metres. The "GJERTRUD MÆRSK" is the second in the A.P. Møller fleet of gas/chemical tankers capable of carrying ethylene. The low temperature stainless steel tanks make it possible to cool the ethylene down to -104°C , which is the boiling point.

Each of the seven cargo tanks is equipped with spray lines, fixed tank washing machines and an efficient stripping system, leaving only about five-ten litres of liquid in each tank after discharge is completed.



LPG/C "GJERTRUD MÆRSK".



The Sponsor Mrs Toppen Bech, and her husband Vice President Håkon Langballe, Norsk Hydro.



The ribbon releasing the bottle of champagne is cut by the sponsor, carefully watched by General Manager Tommy Thomsen, Gas Tanker Department.

The new features on the "GJERTRUD MÆRSK" allow her to carry almost 400 different chemicals in addition to all types of gases with a boiling point above -104°C , and the ship is capable of handling temperatures ranging from 75°C to -104°C and withstanding a four bar overpressure.

The flexibility in changing grades has been improved by equipping the vessel with a deck tank of 106 cubic metres and two sloptanks. The cargoes are cooled down using both a direct and an indirect cooling system with ethanol as the in-

direct cooling agent in the cooling/heating exchangers, one of which operates on each tank. Alternatively, the ethanol can be heated with steam for heating the cargo. The sophisticated piping and tank system enables the ship to carry seven fully segregated products simultaneously with line sharing only on the crossovers. Any one of the part cargoes can be either cooled or heated.

The ship is equipped to produce its own inert gas and nitrogen. The purity of the nitrogen is 99.6% and has a dew point of -50°C .

The main engine is a fuel-efficient MAN-B&W 6L50MC six-cylinder diesel engine providing 9,900 BHP. The shaft generator provides enough power to cover any needs at sea. The auxiliary engines are therefore normally only used during port stays.

The "GJERTRUD MÆRSK", with Ringkøbing as her home port, was delivered on September 29. She is commanded by Captain K. Frerks, with P. Vestergaard as Chief Engineer and Tage Jensen as Chief Officer.

Sand in Well increases Oil Production

4,000 tonnes of sand pumped into one single well.

During Dansk Undergrunds Consortium's drilling operations in connection with the sixth horizontal production well in the Dan Field - MFA-17 - a special record was set, as more than 4,000 tonnes of sand were pumped into large fractures in the oil-bearing chalk formation surrounding the well bore. This new well was drilled by the "MÆRSK ENDEAVOUR".

The well extends 3,850 metres into the underground and has a horizontal section of 760 metres. By exposing the wellbore to high hydraulic pumping pressure, nine large fractures into the chalk formation approximately 2,000 metres below the seabed were made. The largest of these fractures extends 60 metres into the formation. The purpose of the fractures is to improve the production properties of the tight chalk formations.

The sand which is injected into the fractures is meant to prevent the underground pressure from closing the fractures. At the same time, the sand allows the oil to flow more easily into the wellbore. The Norwegian well stimulation vessel "SKANDI FJORD" handled the transportation and pumping of the special sand employed for the job. Five loads of sand were carried to this new well in the Dan Field, of which one load



of approximately 1,000 tonnes was used for the largest fracture.

The service company Halliburton assisted Mærsk Olie og Gas AS with parts of the work involved in this job, which together with other DUC horizontal wells makes Mærsk Olie og Gas AS one of the most experienced operators in this type of work. On October 27, the oil started flowing from the new well, the cost of which amounts to around DKK 90 million. In the beginning of 1990, a new drilling programme comprising seven

The well stimulation vessel "SKANDI FJORD" alongside the drilling rig "MÆRSK ENDEAVOUR" after having unloaded 1,000 tonnes of sand. To the right the Dan FA and FB production platforms can be seen. Sand was unloaded five times for this one well in the Dan field. The sand used is not ordinary Danish beach sand, but a special type of US sand which fulfils certain requirements as to size and shape of the individual sand grains.

new horizontal wells for the Dan Field will be initiated.

Further development of the Skjold Field

Dansk Undergrunds Consortium has drawn up a plan for further development of the Skjold Field. At the beginning of November Mærsk Olie og Gas AS applied for the authorities' permission to implement this plan, the purpose of which is to increase production from the field. According to the plan, two new wells will be drilled, one production well and one water injection well. Drilling operations are expected to be initiated at the beginning of the new year. The increase in water injection capacity necessitates the laying of a new and bigger pipeline between the Gorm Field and the Skjold Field.

DUC has decided to install a new platform on the Gorm field, containing for example pumps and other equipment for



water injection into both the Gorm Field and the Skjold Field. The installation will have an injection capacity of 120,000 b/d, or approximately 19,000 tonnes/day, of purified sea water.

The Skjold Field, consisting of one single platform, was put on stream in 1982. Since 1986, DUC has successfully applied the water injection technique on the reservoir in order to maintain pressure in the underground. At the moment, some 40,000 b/d of oil are being produced, which makes the Skjold Field the largest Danish oil producer. The oil from Skjold is led through a pipeline to the Gorm Field where it is processed before being transported to shore through the large pipeline.

The operator, Mærsk Olie og Gas AS, has estimated that production will increase to close to 50,000 b/d of oil from the coming Skjold Field project. At the moment, DUC's total oil production is approximately 110,000 b/d. Investments in connection with the new development of the Skjold Field will amount to roughly DKK 470 million.

The Royal Danish Naval Museum – internationally distinctive



The Royal Danish Naval Museum in its perfect setting by the canal at Christianshavn.



Sculptor Andrzej Lamiszewski has carved maritime symbols into the steps.



Photo: FINN CHRISTOFFERSEN

Originally, the distance to the ceiling in the cellar room was only 1.8 metres, but after excavation the distance is now 2.5 metres. The two photographs show the reception area before and after the extensive restoration.



As announced in a press release from the Royal Danish Naval Museum in January 1987, a generous donation from the A.P. Møller and Chastine Mc-Kinney Møller Foundation has made it possible to re-open the museum in Copenhagen. "Thanks to this donation, restoration of the Søkvæsthuset's Bådsmadsstræde wing at Christianshavn can be completed without interruption. The opening is projected for the autumn of 1989."

This statement seemed overly optimistic. Experience has shown us that with restoration projects of this calibre, unforeseen delays can arise at any moment. But thanks to intense co-operation between architect Jørgen Nyboe of P.L.H. Architects, the advisory engineering firm Cowiconsult and the naval museum's director Ole Lisberg Jensen, the opening was right on schedule. On October 4, Queen Margrethe II officiated at an open-

ing ceremony with approximately 70 guests after she and His Royal Highness Prince Henrik had arrived in the royal yacht "Dannebrog"s barge. The chairman of the naval museum's board of directors, Commander P. Wessel-Tolvig, welcomed everyone, while N. Zahles school choir sang and actor Palle Huld from the Royal Theatre recited from Hans Hartvig Seedorf. The Naval Tambourine Corps Band then blew a fanfare, after which speeches were made by Shipowner Mærsk Mc-Kinney Møller, Minister of Culture Ole Vig Jensen, Naval Inspector Contra-Admiral S. Torp Petersen and Her Royal Highness Queen Margrethe II.

The Royal Danish Naval Museum was established in 1957, due to the efforts of the Head of Section in Søfartens Fremme, Bredo Munthe of Morgenstjerne. Then it was called the Royal Danish Naval Exhi-

bition, as it did not receive museum status until 1972. In 1957, part of the collection was moved to the attic of St. Nicolai Kirke in the centre of Copenhagen, where conditions were not the best and one had to climb a steep, winding stairway to reach the collection. In 1978, the collection had to be moved because of economic difficulties and because the city of Copenhagen had decided to convert the church into an exhibition hall. Since then, the collection has been stored in naval warehouses at Quinti Lynette on Refshalevej. A small exhibition was arranged in 1974, however, and lasted until 1984, due to the efforts of the keeper of the National Archives at the time, Professor P.V. Glob. The exhibition was held at Valdemar Castle on Tåsinge – an appropriate choice since the castle had been bought in 1678 by the naval hero Niels Juel.

In the foreground there is the model of the "Phoenix" which was once used in the classroom. In the background we see the sternmost cabin on the frigate the "Eyen", where the officers are enjoying a glass of port wine after dinner.



The naval museum as seen from the cobblestone courtyard. The entrance lies below street level, but thanks to the wide half-circle steps designed by architect Jørgen Nyboe, the descent to basement level is not really noticeable.



The large, light and airy rooms provide the perfect surrounding for the models exhibited.



An exact copy of the stern of a hooker "Amager", built on a scale of 1 to 3 with cabins and cannons, waiting for children to come aboard and play. The "Amager" was a supply ship with a crew of fifty-eight, and was launched in 1760.



A royal barge from 1780, used up until 1923.

The extensive restoration of the new wing at Christianshavn has now provided a permanent home for the collection. The building itself was provided by the state and is perfect for the purpose: high-ceilinged rooms with tall windows, whitewashed walls and white painted floorboards, all of which give the museum a light, airy feeling and provide excellent surroundings for the exhibitions. The building was originally built in 1780 as a marine hospital (Søkvæsthus), but through the years it has been used as a prison, a poorhouse, an epidemic clinic, an enlisted officers' school, etc. From 1934 until 1985 it served as a storage place for the National Archives.

In 1986, the Ministry of Culture provided a grant of 5.8 million kroner to begin the initial interior restoration. The Danish Defence Construction Corps had already restored the facades, at a cost of 2.5 million kroner, and provided plans for further restoration and rebuilding. The same year, the plans were referred to the A.P. Møller and Chastine Mc-Kinney Møller Foundation, which showed great interest in the project. In 1989, the Foundation approved the support of the project with a donation of 28.3 million kroner.

The museum's collection belongs mainly to the Naval Department and includes the Navy's historic collection of around 300 model ships, as well as ships' accessories, artillery, nautical instruments, uniforms, weapons, shipbuilding equipment and maritime art, etc. The many historical models, the oldest of which is the frigate "ELEFANTEN" from 1687, illustrate the Navy's development up until today. Naturally, shipbuilding and nautical techniques take a front seat. The exhibition clearly shows the important role the Navy has played for the entire country as well as for Copenhagen in the fields of defence and economy, not to forget the various technical and social aspects involved.

The Royal Danish Naval Museum and its facilities, including an attractively decorated cafeteria, cover 2400 square metres, while the museum's workshops and administration offices measure around 400 square metres. A special hall measuring 140 square metres is being reserved for both temporary and extraordinary maritime exhibitions from Denmark and abroad.

In her dedication, the Queen expressed the wish that many people will benefit from the museum: a wish which received immediate gratification when large crowds of people – adults as well as children – visited the museum after its opening. The number exceeded all expectations and clearly showed that Copenhagen has gained yet another unique and exciting museum of high international standard.

New Container Freight Station at Rokko Island, Kobe

By LARS BREDO RAHBEK, Tokyo

On September 11, Maersk K.K. officially inaugurated its new, ultra-modern Container Freight Station (CFS) facility at Rokko Island Container Terminal, No. 5, Kobe. More than 50 specially invited guests attended the opening ceremony of the CFS where operations commenced on September 1.

The new CFS facility features a floor area exceeding 6,575 square metres and has, on the dock side, an 88-metre long platform with 18 dockboard units for simultaneous vanning and devanning of 18 containers. Another 21 metres are reserved for smooth and swift truck operation. Maersk's fleet of modern container handling equipment will take care of the direct movement of vans between the ship's side and the new CFS, while a highly advanced and very sophisticated computer system, especially developed for cargo operation at Maersk's Rokko Island Terminal, will ensure customers of the safest and most efficient cargo handling.

Rokko Terminal No. 4 and part of Terminal No. 5 were inaugurated in April 1988. Maersk K.K. took over the remaining CY area of No. 5 in July 1989, and with the construction of the new CFS facility the last phase in the development of these

The guests are being shown the inside of the new Container Freight Station.



two terminals has been concluded. This does not mean to say that Maersk K.K. has concluded its expansion in Kobe and Japan in general, as several new projects are being evaluated.

For many years Kobe has been, and will continue to be, a very important port for Maersk Line. In view of the rapid increa-

The new Container Freight Station seen from the outside.

se in cargo volume to and from China and Korea via Kobe, the port is playing an important role as a regional transfer and trans-shipment port.

Maersk K.K. invests in feeder line

By LARS BREDO RAHBEK, Tokyo

Maersk K.K. has invested in the Japanese coaster and inter-island feeding company, Nippon Kaijo Butsuryu. Nippon Kaijo Butsuryu is the exclusive subcontractor of Imoto Lines, which operates regular containership services on three routes linking Osaka and Kobe with Hiroshima, Moji and Hakata. Imoto Lines has its headquarters in Kobe, employs 23 people and owns a total of seven multi-purpose reefer /containerships. The latest containership is the m.s. "TSURUGATA" which is 77.82 metres long, 13.00 metres wide with a depth of 6.07 metres and a maximum draught of 3.37 metres. It has a deadweight of 1300 tons and a ca-



capacity of 124 TEU (20-foot units) The "TSURUGATA", which has a maximum speed of 13.5 knots, was built in July 1989. The vessel can be seen in the accompanying photo, loaded with Maersk Line containers and berthing at Imoto Lines Rokko Island Terminal in Kobe. The investment, which caused a stir in

the market since Maersk K.K. was the first foreign shipping line successfully to invest in a Japanese feeder company, was undertaken by Maersk K.K. from a long-term strategic view, to secure steady and reliable feeder services for an ever-increasing volume of cargo to and from Japanese ports.

The "MATHILDE MÆRSK" passing the lighthouse on Enebær Odde on her way out through the Gabet.

On a trial run with the "MATHILDE MÆRSK"

By PER JENSEN/Photo: HANS ØSTERGAARD

As mentioned in the last issue of Mærsk Post, the container vessel "MATHILDE MÆRSK" was named on Thursday August 17. On Tuesday August 29, the vessel left the Lindø Shipyard to embark on her demanding but successful trial run in the Kattegat and Skagerrak, after which she sailed for Århus, arriving on Thursday September 7.

His body tense with concentration, Lindø Shipyard's Chief Engineer Jørgen Rasmussen intently watches the various instruments in the control room. Not willing to rely on sight alone, though, he listens carefully to the sounds emanating from the engine.

"When you've been working with engines as long as I have, you can always hear when something is wrong", he says.

Not only was he involved in the installation of the "MATHILDE MÆRSK"'s engine, but he was in Japan as well to supervise the construction of the B&W engine used.

"He's more or less married to that engine", claim Jørgen Rasmussen's colleagues at the shipyard.

This is the Lindø Shipyard's vessel nr. 130 and, finally, the crucial moment has come.

The container-carrying giant, nearly 300 metres long, has been towed away from the construction wharf at the Lindø Shipyard out through Odense Fjord and the Gabet into the waters north of Funen. Now, for the first time, the engine has to show what it can do.

Jørgen Rasmussen has already prepared the ship, shifting the ballast of oil and water around in order to get the propeller well into the water. There is an air of expectancy in the control room as he activates the starting lever and sets the speed at dead slow ahead.

Jørgen Rasmussen seems satisfied with what he hears as the "MATHILDE MÆRSK" edges out under her own power to begin her trial run.

"It's always exciting when we operate a Lindø ship for the first time. Of course, we've run the engine back at the shipyard and we've tested it a thousand different ways, but even then it's something special when the big day comes", he says.

On tow through the fjord

The trial run actually starts several hours

before Jørgen Rasmussen pulls the starting lever, though so much depends on the weather conditions and the pilot's skill in manoeuvring one of the world's largest container vessels out of Odense Fjord that exact times are difficult to estimate. The vessel is built in double pan-max dimensions – both her length of 294.12 metres and her width of 32.28 metres are the exact maximum dimensions allowing passage through the Panama Canal. The ship's draught is around 6.5 metres in ballast, so there is only approximately one metre of water under her keel when the huge vessel leaves the shipyard.

The towing is accomplished with the aid of hawsers connected to four tugboats – two at the bow and two at the stern. A fifth boat is kept stand-by in case there is the need for a change in course, accomplished with a slight nudge against the "MATHILDE MÆRSK"'s hull.

Passage through the Gabet is indeed a delicate matter. The current must not exceed a speed of half a knot at the most, and it may be necessary to wait for hours for the current to slacken as it changes direction.

The "MATHILDE MÆRSK", however, already 14 days ahead of schedule, sails right through and gains two more hours against the schedule. As the vessel clears the Gabet, relief and pleasure are immediately expressed via the ship's horn. According to tradition, ships always sound their whistle once they have cleared the Gabet as a signal to the shipyard that the ship is now well out into the fjord.

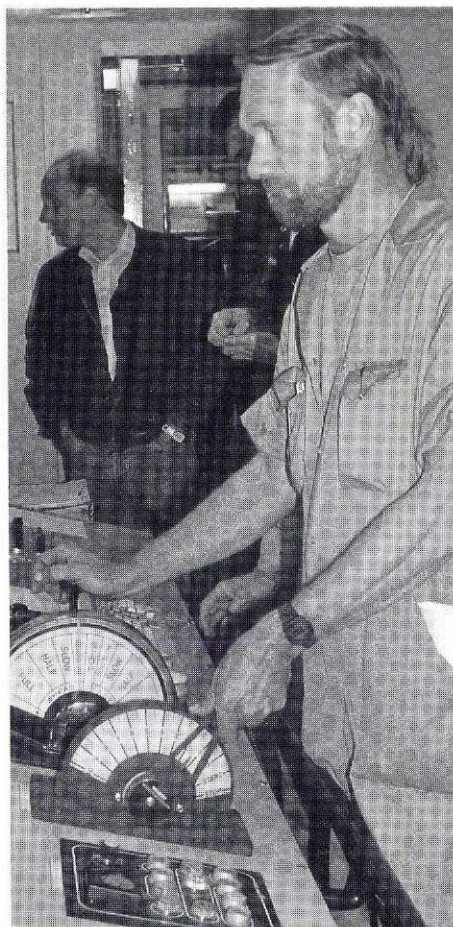
The trial run is a busy time for the "MATHILDE MÆRSK". After delivery the vessel will leave for Le Havre in France and thereby become part of the liner service between Northern Europe and the Far East via the USA. The vessel is to carry a crew of 15, but since she is equipped with cabins for 24 there is room



There is no room to spare when the 294-metres long, 32-metres wide container ship is towed through the Gabet while leaving Odense Fjord.



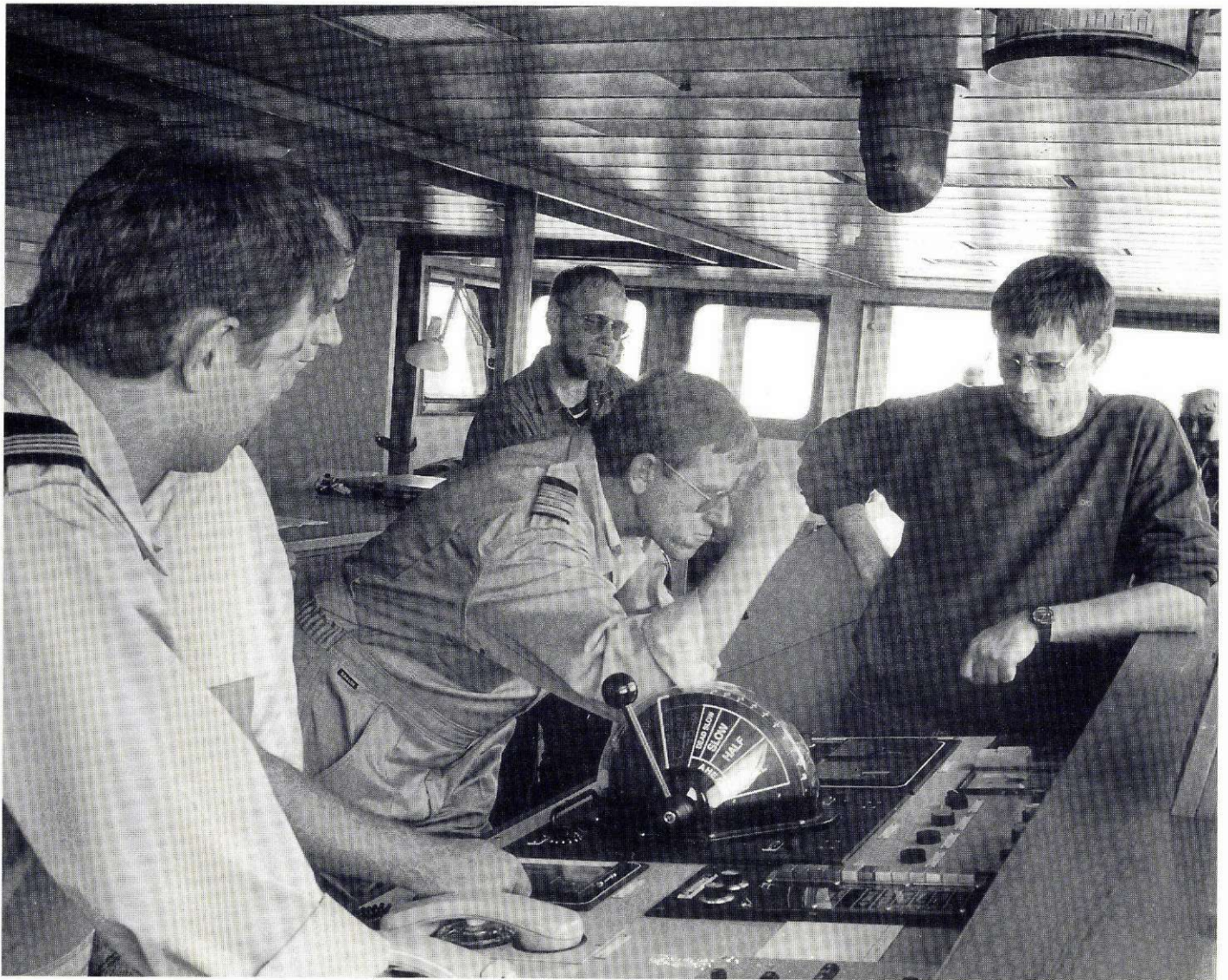
The moment of truth. Engineer Jørgen Rasmussen from the Lindø Shipyard starts the engine and the "MATHILDE MÆRSK" sails for the first time under her own steam.



for repairmen on board. During the trial run, however, the crew consists of as many as 140 men, and the ship is packed with hammocks and cots to accommodate them all.

The majority are from the shipyard, of course, along with staff from the A.P. Møller newbuilding department, insurance representatives and representatives from the Danish Maritime Authority, who are on board to ensure that the safety equipment functions satisfactorily. The main crew, with Captain Bent Boye-Hansen at the helm, have all been involved in the last month's hectic preparations at the shipyard.

The exact number of crew members will vary somewhat. Some will be let off along the way after completing their appointed tasks, while others will be taken on board while at sea by way of the ship's retractable ladder. Most of the crew changes are already planned ahead of time, others are improvised in accordance with the test being performed. There is a great deal of commotion in the communication room, where the shipyard's telegraph operator and electrotechnician Jørgen Giehm has



arranged his sleeping accommodation amid telex and telefax machines which send via satellite, the radios and a large collection of mobile telephones. Communication between the "MATHILDE MÆRSK" and the helpers on shore is easy and fast.

The numerous technical tests are carried out while in the Kattegat and Skagerrak and at all times round the clock, making it physically impossible to observe them all. Test trial leader J.C. Sørensen from the Lindø Shipyard is in charge of the testing, discussing the results in daily meetings with other key people.

The Lindø Shipyard can produce three ships a year in the "MATHILDE MÆRSK" class. The vessel officially changes hands in Århus and, as usual, on a weekday since delivery is always made when the banks are open. Payment is transferred to the shipyard according to a prearranged procedure, but the final and largest sum is transferred only after the trial run has been satisfactorily accomplished. As soon as the buyer declares satisfaction, a message is sent to the capital and millions of kroner change accounts.

All goes well

The "MATHILDE MÆRSK" is the fifth

Captain Bent Boye-Hansen is the highest authority on board and is in charge of the controls. The test-run leader, J.C. Sørensen (on the right), seems pleased since all the technical tests are going according to plan.

ship in a series of twelve, so nerves are under control while the testing goes on. Luckily everything goes well, and only a few minor adjustments are needed.

It would be quite another case if this were the first vessel in a series to be tested: for example the first of the Lindø Shipyard's M-type vessels, the "MARCHEN MÆRSK", which had her trial run in Skagen waters during Easter of last year. There were difficulties with the main engine, so the ship could not produce her own water for use on board. Normally she should have been able to convert sea water into 35 tons of distilled water per day. Instead, it was necessary to shuttle out tons of water to the ship.

"It was quite profitable for us, but we also had to work practically round the clock until our eyes were ready to pop", say crew members on the supply ship from Skawlink, which is responsible for the shore connection during the testing in the Skagerrak.

The "MATHILDE MÆRSK" shows no such teething troubles, however, so there is ample time to discuss the results of all

their exertions in the galley where cook Johnny Olsen prepares an impressive array of food.

Normally he is the representative for the workshop club at the shipyard, but he is also a trained cook and that is the capacity he fills on the shipyard's trial runs.

The portions are enormous and there is a constant flow of food from the galley to the mess during the hours reserved for dining. Lunch includes a warm course, with two warm dishes at dinner. It is not at all unusual that the crew gains from three to five kilos each during a trial run.

"I know enough to stay well away from sophisticated French cuisine on a trial run, but I always try to sneak something new and different onto the menu. For example, once I served hamburger steaks in mustard sauce with pearl onions. I was a bundle of nerves while I waited for the crew's judgement – it was positive", the cook recalls.

Per Jensen

Under one roof in Houston



The new Houston headquarters for Maersk Inc., APMC, Moller Supply, Maersk Drilling, and Maersk Energy.



A large open atrium welcomes visitors.



Over 400 guests were present at the official opening of the new building.



Pictured here with Mr Alfred B. Ruhly are (left to right) Mr Drew Patton of Planning Design Research, Mr Svend Teglhøj of APMC, and Ms Jennifer Landry of Planning Design Research.

By GREG BAKALICH, Houston
Photo: DOUG HUBER

Following the lead of the North American Corporate Headquarters in Madison, New Jersey, Maersk Inc., APMC, Moller Supply, Maersk Drilling, and Maersk Energy have joined together under one roof in their own building in Houston.

The idea was originally conceived in mid-1988. After months of searching for just the right location, the 40,000 square foot two-story building at 2424 Wilcrest was selected as the site for the new Houston headquarters.

With the aid of the architectural firm Planning Design Research, Mr Kjeld Johansen, Corporate Secretary, Corporate Affairs, and local management, the entire building interior was redesigned,

together with plans to alter some of the exterior landscaping.

The final design called for the various companies to be housed in two suites on the second floor along with an attractive common reception area. The first floor will be leased to outside companies. A large open air atrium welcomes visitors with the display of the Maersk star.

Suite 200 is the home of Atlantic Pacific Marine Corporation (APMC), Moller Supply, Maersk Energy, and Maersk Drilling. A total complement of 28 staff members is headed by Mr Svend Teglhøj, the President. Their activities include the operation of APMC's 14 drilling rigs and the purchasing of equipment for Maersk Drilling and other affiliated companies.

The other half of the floor, suite 210, is the new location of Maersk, Inc.,

Chartering, and Gas & Special Tankers. The staff of 39 oversees all the liner activities for Maersk Line, along with boarding and husbanding for all tankers calling in at the entire West Gulf (a number that is expected to exceed 120 in 1989). All these functions are under the management of Mr Niels H. Axelsen, Regional Director, Gulf Regions. Also housed in Suite 210 is the Chartering Department for Gas and Special Tankers, with a staff of two.

After moving into the completed building in June, a "House Warming Party" was held on August 16. Mr Alfred B. Ruhly, President of Maersk, Inc., personally welcomed many visitors.

Naves in Denmark

In no other area of the world does one discover so many model ships, or naves, as in the churches of Denmark and in the former duchies of Schlesvig and Holstein. A recently published book, "Kirkeskibe" ("Naves"), by Anngret Pods and former museum director Dr. Henning Henningsen, takes up the subject and, aided by the 56 full-page illustrations, discusses some of the most interesting of Denmark's approximately 1500 naves. These model ships have a very special status among the many kinds of treasures, including altars, chandeliers and many fine frescoes, found in churches here. With special permission from the publisher and authors, we now bring a segment of the section concerned with the history of naves together with photographs from the book.

The practice of donating model ships as offerings to churches in coastal areas dates back to ancient times in the Catholic countries, though the practice also occurs in other religions, for example in Islam and the religions of the Far East.

Catholic seamen caught in a storm at sea prayed to the powers above, or rather their personal saints, to save them, promising in turn to donate a model of their ship to the church if rescued. A promise of this kind is called a votum, and the gift a votive ship, comparable to other votive gifts one sees in churches donated by people who have been cured of disease.

The two oldest preserved votive ships are a model of a Spanish (Catalonian) ship type – a nao – dating from just before 1450 (now to be found in the Prins Hendrik Maritime Museum in Rotterdam), and another somewhat damaged model of a Northern European ship type found in Ebersdorf in Sachsen, dating most likely from the beginning of the 1400's. Votive ships were otherwise seldom mentioned in the Middle Ages.

Lately, there has been a lot of doubt about whether the model ships found in our Protestant churches have any relation to this votive ship concept or not. Very



Middelfart's church nave, an armed frigate bearing the heathen name the "Neptun", was donated to the church by the city's Marsvinjægerlav (The Porpoise Hunters' Guild) in 1845. Catching porpoises was in earlier times of great importance to the city. When great schools of porpoise swam through the Little Belt in the winter months, they were driven into Gamborg Fjord and slaughtered. Some of the meat was used for food, while oil for lighting lamps (a vital source of light) was extracted from the blubber.

few of them, if any, can rightfully be called authentic votive ships. Some experts believe that the models, most of which were hung in the 1500's and afterwards, are an expression of the huge expansion of shipping and can be characterised as maritime symbols of status, in keeping with the models found in marine guild houses and in the town halls of cities involved in shipping.

In Europe, few model ships are preserved dating from the Middle Ages and the dawning of Protestantism. Not until the 1550's are they mentioned in Denmark, but the very oldest of those preserved, the model from Ho (West Jutland), appears to be from around 1600 to 1610.

Today naves can be found in every European country with a harbour, though they are unevenly distributed. For some reason the tradition is still very much alive in the Kingdom of Denmark and, to some extent, in the former duchies of Schlesvig and Holstein, which until 1864 were of course part of Denmark. In the more recent past, an average of approximately ten to twenty new naves a year has been hung in churches, bringing the number up to an estimated 1400 to 1500. Less than 250 of the ships are from

before 1850, but it is a fact that many have just disappeared through the years. For some inexplicable reason, most of the models date from after the year 1900.

The vast richness of naves in this area thus affords the possibility of a thorough study of the various types, history and uses of the ship models, from the humble fishing boat to the most impressive of warships. The majority, naturally, are models of sailing ships, while steamships and motorised vessels are in the minority. Apart from the lack of tradition, their functional shape and unasthetic lines do not really seem appropriate in a church. With a few exceptions, it was common to find ship models almost exclusively in churches along the coasts; but during the last 100 to 150 years a large number of inland churches have been furnished with ship models.

Occasionally naves which had been relegated to the church attic years ago and subsequently forgotten are discovered, and can luckily be restored and hung up again.

In Germany these church naves are still referred to as votive ships, while in Denmark and Norway their official name is "kirkeskibe" (church ships). Although the model ships were most likely offerings to the church during the years of dominant Catholicism, this practice disappeared with the coming of the Lutheran Reformation, which in Denmark occurred in 1536. Now, though, the reasons for hanging naves are quite different: as a sign of thanks, in memory of people or events, national and local holidays, or simply as a means of decorating the churches – especially popular with marine guilds and organisations. The nave's presence today is of course purely symbolic.

In fact, no-one in Denmark can produce a single documented votive ship from the last 400 years, though romantic legends and folk tales claim this to be true of several models. To be a proper (votive) offering, it must have been given as a result of the giver's prayers and subsequent rescue, in that order. A simple gift of appreciation involving no prior promise of an offering is a completely different thing, though at times the difference between the two can be rather shadowy.

There are several good examples of gifts of appreciation. The seaman Hans Takomsøn was a prisoner in chains working at the naval shipyard of Bremerholmen in Copenhagen. According to legend, he was later freed as a result

In 1927, the Seamen's Association in Helsingør collected funds enough to donate a model ship to the city's beautiful old abbey church. Nine local people in all were responsible for building the ship, under the auspices of lighthouse assistant Jens Hundborg, Kronborg lighthouse. For the masts and yardarms, they used Pomeranian pine from Kronborg's Banquet Hall which was being restored at the time. In a ceremonial procession, the model ship was carried from Kronborg to the church where Princess Margareta named it "Sancta Maria".

of pleas from King Frederik IV's queen, Anna Sophie, and in 1738 donated a model of the PELIKANEN to the chapel at her castle, Clausholm, as a sign of thanks. In 1850, eight people on Lolland donated a model of the CONSTITUTIONEN as a sign of appreciation for Denmark's constitution of June 5, 1849.

Other naves have been testimonials, even though the stories behind these gifts are often very unreliable. A case in point is the nameless warship from 1686 hanging in Kerteminde church. Much later it was named the DANNEBROG, which led people to believe that it had been donated in memory of the 22 seamen from the town who had died in 1710 when Ivar Huitfeldt's ship, the DANNEBROG, blew up in Køge Bay.

Still other models were donated in connection with more private occasions such as baptisms, weddings, wedding anniversaries, birthdays, religious festivals and jubilees of other special occasions.

Not an insignificant number of naves were decorative gifts: that is, they were hung for the express purpose of decorating the church, though this is seldom mentioned as such. In 1741, thirteen seamen in Rødby (Lolland) presented an unnamed model warship to the church; they had painted on the keel that they had given the ship to the church as a decorative gift. Many naves were donated by seamen's and shipping organisations, so they can therefore rightfully be referred to as symbols of status, often to make people aware of their existence, and as a confirmation of their close contact with the church – not only in a religious, but also in a secular sense. Royalty and more wealthy people could afford to donate altars, pulpits and chandeliers to the church: the average sailor did not have the means to do this, but he could present beautifully carved model ships made by his own hands to the church, where they could be admired by everyone.

The most obvious reason for hanging so many naves in Danish churches today is that the conception of the nave in relation to the church is highly symbolic. Already in the very first days of Christianity, the church was thought of as St. Peter's ship, and the story of Noah's Ark has most surely played a part in the early Christian's image of life as a voyage,



with death as the final harbour. Church officials have never made an attempt to interpret the exact meaning of the nave, so the subject is left open to all sorts of speculation. It has been suggested that it represents the Christian church itself, the congregation, religion, the hope of Christianity, the life of Man, etc., but all interpretations have in common the image of a ship sailing the seas, through rough weather and calm, until it finally reaches the heavenly harbour.

Apart from the traditional naves we also find models of a more secular type. Both Danish and foreign kings often had model ships of this type in their collections and treasure vaults, and they were also quite often found as table decorations (in silver). Here we must mention Frederik III's impressive model of the naval vessel, the NORSKE LØVE, carved in ivory by Jacob Jensen Nordmand between 1652 and 1654, complete with silver rigging – now in Rosenborg Castle. The Nyborg Seamen's Guild presented the model of the naval vessel, the KRONPRINS FREDERIK (later to become King Frederik VIII), to be hung in the newly rebuilt town hall where it still hangs today. It was so sophisticated that it was equipped with gas which could be lit to give the impression of flames shooting out of the mouths of the cannons.

A great many of these naves have found their way into museums, thus ensuring their salvation by skilled hands. It is to be admitted, though, that some of their charm is lost when taken out of their original sacred surroundings.

As mentioned before, most naves represent sailing ships, the majority of which, at least the older ones, are warships or naval vessels. Not a few of these are replicas of an existing original, as with the famous naval vessel, the CHRISTIANUS QUINTUS, from 1688 in Adelby.

Occasionally, the nave is a gift from seamen who served on an ill-fated warship, barely escaping to tell the tale. By donating a model of the ship, they show their gratitude for having survived. The most well-known is probably Hans Larsen Bergen's model of a ship of the line from 1718, the JUSTITIA, in Stege church. He was onboard the ship during the naval battle which took place at Rügen in 1715. Undeniably, the older naval vessels with their long rows of cannons, a variety of flags as well as their elaborate Renaissance and Baroque styled carvings are much more decorative than the more simple merchantmen types. One of the most common arguments for hanging a warship was that a warship is not directly connected with trade and profit, as the

merchantmen were. In our days, however, many churchgoers find the armed warships very much out of place in a Christian church, especially when the ship bears the name PAX (peace) as is occasionally the case.

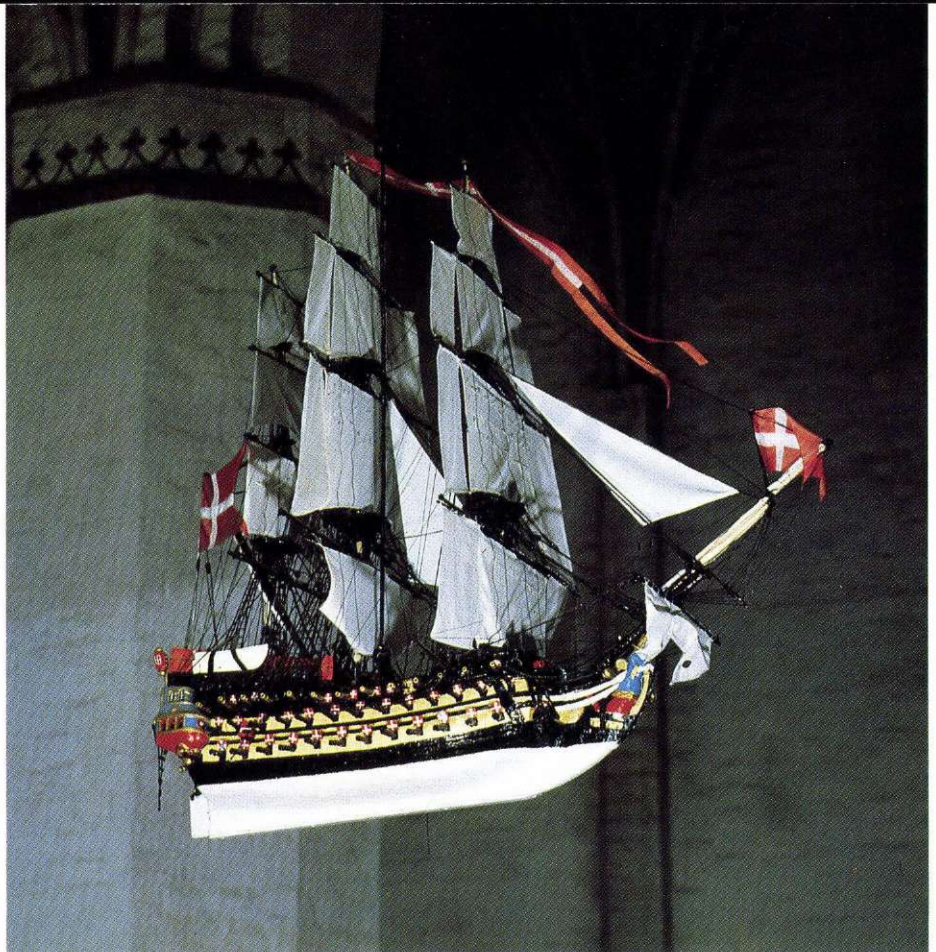
As mentioned earlier, however, many models of civilian vessels (not only merchant ships) hang in various churches.

The donors of these naves were of course quite seldom the actual artisans. Most of them were commissioned from builders who most often had been with the merchant marine or the navy: captains, first mates, pilots, regular sailors, ship's carpenters and sailmakers. To this group we can also add fishermen, customs officials and stokers, not to forget boat and ship builders. Many models were made during free hours on a long voyage or during the idle winter period at home. Building model ships was also quite a favourite pastime for retired seamen who wanted a hobby, and who often attempted to recreate the ships they had sailed on earlier.

The nave models come in all sizes, with a hull length of 35 centimetres to 3,5 metres. The majority, however, are from one to two metres long and are made from various types of wood and, much more rarely, metal. Danish prisoners-of-war captured by the English during the Napoleonic Wars built models out of bones from the sparse rations they received – so-called bone models. In 1915, the Sølieutenantselskab commissioned a model of the ship of the line, the PRINS CHRISTIAN FREDERIK, which had been sunk by the English in 1808 off Sjællands Odde, and presented it to the church. The material used was quite suitably wood from the original wreck.

A good number of naves are constructed according to real drawings: exact timber-ribbed models equipped with the correct rigging, cargo, sails and flags and all the other details one finds on deck. Most often, however, the more authentic-looking models were carved from solid blocks of wood, without the aid of drawings. The models we see in the churches are unfortunately not always of the highest quality. They were donated, however, with the best intentions and if a congregation might lack ship expertise, they made up for it by having pride in their nave. Occasionally we see models which are sheer products of fantasy, often built from memory and perhaps rather unsatisfactory. The Ministry of Churches has attempted through the years to raise the standard, so now no new naves may be hung without approval from experts at the National Museum and the Maritime Museum at Kronborg Castle.

In order for the model ship to look convincing it was, of course, important that the artisan was good with his hands and had a good knowledge of ships. It is



The story behind this nave is as follows: Jens Christian Christiansen was born out of wedlock in 1828. In 1848, he was called to war and, on leaving, was presented with a rix-dollar by the wealthy local miller a fortune to a poor man. After the war, he was employed as lighthouse keeper on Anholt Knob lightship, where he made a model of the very same ship, the "Knoben", during his free hours. This he presented to his benefactor who had it in his home until around 1870 when he had it hung in Tornby church, which he owned.

always obvious which areas of interest and expertise the carver possessed. An old sailor takes special care with the rigging and a ship's carpenter concentrates on the lines of the hull, while the sailmaker trims the sails as correctly as possible. Especially with the older naves, we can see that the artisan has attempted to build optically correct models. When one looks up at the model from below, as is most often the case, the angle makes the model look wrong – the hull seems too large and the rigging and sails too low. Therefore the hull is scaled down while the rigging and sails are exaggerated somewhat. Typical for most nave models, the flags and pennants, cannons and anchors are much larger than they should be. Like the original ships, naves are quite often decorated with elaborately painted figureheads, most often gilded and painted. Ever since their inception figureheads have primarily been inspired by the female figure, often in the form of a mermaid. Male figures do occur, though, as for example the antique warrior found on a nameless ship at Arnæs

(near Slien) from the 1700's. On the majority of the warship naves, the port flaps are open and the cannon have been rolled into position to reveal the long rows of battery. The cannons are black and often have gilded or bronze mouths, while the port flaps are as a rule decorated, most commonly with the Dannebrog's cross and sometimes with a Maltese cross. They look very attractive. They also display the usual equipment found on ships: anchors, dinghies, gangway ladders, storm ladders, campaign lanterns, deckhouses, wheel-houses, ships' bells, etc. Some of the more elaborate models are also equipped with a crew: charming sailor dolls carved in wood or made of lead, in the act of carrying out their normal ships' duties.

Many churches are not satisfied with having just one nave, but quite often possess two and occasionally even three, four or five. On the islands of Fanø and Rømø off the west coast of Jutland, for example, the churches there possess small fleets of model ships.

As a rule, naves are hung by iron rods under the church's vaulted ceiling, though they can be attached with strong steel wires. In older times they were hung with rope or a strong line. Seldom are they found resting on a stand in a niche, in a window encasement or on a shelf. Another rule seems to be that naves should invariably be on a course towards the altar: that is, towards east. There is rarely an exception.

Often naves were, and indeed still are, illuminated on special occasions such as Christmas, weddings, etc.



As mentioned before, several of the older naves were not given a name, either on the stern or on the hull. The majority, however, can be traced back to the various warships and merchant vessels which they represent, if the names are not from other sources, such as family names. Some naves bear the name of their location, for example the RANDERS (from 1632?), found in St. Mortens church in Randers, as well as the ÆRØ (from 1804, later renamed the CHRISTIAN IX), in Marstal. Most often, however, the dictates of tradition caused the names to be female; especially popular were Anna, Marie and Christine. Male names do not occur as often, unless the name of the donor is used, as is the case with the nave the MICHAEL KOCH, from 1778, in Øster Løgum. King's names are not at all unusual, e.g. the nave the STORE CHRISTIANUS QUINTUS (Christian V) in Fanefjord – a modern version from 1959 of that period's largest triple-decker. King Christian VI's miniature portrait can be seen on the stern of the naval vessel the CHRISTIAN DEN SIETE (1741), in Nørup. On the other hand, however, the names of queens are more seldom. One modern example is the full-rigger the DRONNING DAGMAR, from 1942, in Ringsted church where the queen, beloved of King Valdemar Sejr, lies buried after her death in 1212. Dannebrog, the name of the Danish flag, has been used as a ship's name several times, for example the beautiful nave model the DANNEBROG from 1730, hanging in Nykøbing Falster.

In countless churches one can find models of the world's last great sailing ship, a school ship called the KØBENHAVN, which disappeared without trace in 1928 on a voyage between Buenos Aires and Melbourne. Another example is the KØBENHAVN which was hung in St. Hans church in Odense in 1938. A nave model which occurs more often is that of the national school ship, the full-rigger called the DANMARK (built in 1933), as well as models of the still-existent naval frigate the JYLLAND (built in 1860).

In 1921, Ø.K. (The East Asiatic Co.) commissioned a cargo school ship, a five-masted bark called the "KØBENHAVN", which was the world's largest sailing ship at that time. The ship departed from Buenos Aires on December 14, 1928 on her way to Australia carrying sixty people on board, the majority school trainees. Eight days later, the "KØBENHAVN" was in radio contact with a Norwegian ship. After that, nothing was ever heard again. The ship disappeared without a trace. As in many churches in Denmark, there is a nave model of this proud yet ill-fated vessel in St. Hans church in Odense which has hung there since 1938. The cargo hold is filled with pipe tobacco to keep wood worms out.



In the Great Nordic War between 1709 and 1720, the Danish King Frederik IV and the Swedish King Karl XII were at odds with each other. In the naval battle at Rügen on August 8, 1815, in which the Danish flagship, the warship "Justitia" participated, the Danish Navy was victorious. One of the sailors present was a Norwegian, Hans Larsen Bergen, who later became a pilot on the island of Nyord. It was here he built the beautiful model of the "Justitia" which he donated to the church in Stege in 1718: without doubt a gift of thanks for having survived the battle.

A good many of the naves have mythological names: strange perhaps in a church environment, but nevertheless a common practice before as well as now. There are examples of Nordic deities such as Thor the hammerwinger, Freja the goddess of love, and Ægir the god of the seas. If we go further back in time, we will find that names from Greek mythology were quite common, such as the sea god Triton, the sea goddess Galathea and the many-eyed monster Argus. The Roman gods' names were also used: Neptune the sea god, Juno, Jupiter's queen in heaven, and Flora, the goddess of plants and flowers. Catholic names prefaced by Saint or St. are most unusual. Among the flower names we find the PRIMEL (primula), and the ALPEROSE. The animal kingdom is represented by the likes of swans, doves, falcons, lions and deer, though most of these were used symbolically or derived from various coats of arms.

Of the many abstract nouns which occur – FREDEN (Peace), PAX, JUSTITIA, ENIGHED (Harmony) – the most popular is HAABET (Hope): undeniably no mean name for a ship.

Unique to Denmark are nave processions or ship festivals which are held in connection with the hanging of new nave models or of older ones that have been restored. The nave models are carried through the flag-decorated villages to the church with a sea pilot in the lead.

The sailors carrying the model are dressed in the traditional maritime festive garments: white shirts with sailor collars, black trousers with a red scarf at the waist and sailor caps or the more stylish dress hats. The church bells are rung, there is a cannon salute from miniature cannons, a band plays sea shanties, and the Danish flag and the flag of the Seamen's Society are always present at the parades, which are crowd-pleasers. The parish vicar greets the procession at

the church door, after which the pilot presents the ship model to him as a representative of the church, according to a specific and traditional ritual. After hanging the nave, there is a church service with a sermon which has its roots in one of the few maritime passages in the Bible. Afterwards, there is a special dinner for those responsible for the demanding work of restoration, along with the sponsors. These festive processions can be traced all the way back to 1728 (Stege), but the practice is most likely much older. Today, these ceremonies which accompany the hanging of naves are more lively and festive than ever before.

A voice from down under

By MARTIN FLØJGAARD, Victoria, Australia

It may come as a surprise to many employees of A.P. Møller that the Company is engaged in business in Australia, and has been for some time.

Maersk Drilling has been operating continuously in Australia since 1982: a short time in terms of the Company as a whole, but a reasonably long time for Maersk Drilling.

Our engagement in Australia began in 1982 when the "MÆRSK VALIANT" went under contract to Occidental Petroleum, drilling off the coast of Western Australia. Since then the "MÆRSK VALIANT" has maintained its presence in Western Australia despite difficult market conditions. In addition to Occidental, the "MÆRSK VALIANT" has worked for various other oil companies in Western Australia such as Bond Petroleum, BHP, WAPET, Western Mining and Arco.

This year has seen a significant increase in Maersk Drilling's activities in Australia, as a further two rigs were brought into the country. In February the harsh environment jack-up rig the "MÆRSK GIANT" started on a contract for Esso in the East Australian state of Victoria, working in the Bass Strait between mainland Australia and the state of Tasmania. This was a first for the Bass Strait, as a jack-up had not been used before in Esso's operations in Victoria. The first results have been very encouraging: the rig and its crew have broken all existing records in drilling of wells in the Bass Strait.

In July the "MÆRSK VOYAGER" arrived in Western Australia under contract



to Arco. The two rigs in Western Australia are being managed by Maersk Drilling's office in the state's capital, Perth.

The "MÆRSK GIANT" is being managed by Maersk Drilling (Australia) Ltd Aps, Victorian Branch, in the little country town of Sale located in Gippsland

about 225 km east of the state's capital, Melbourne.

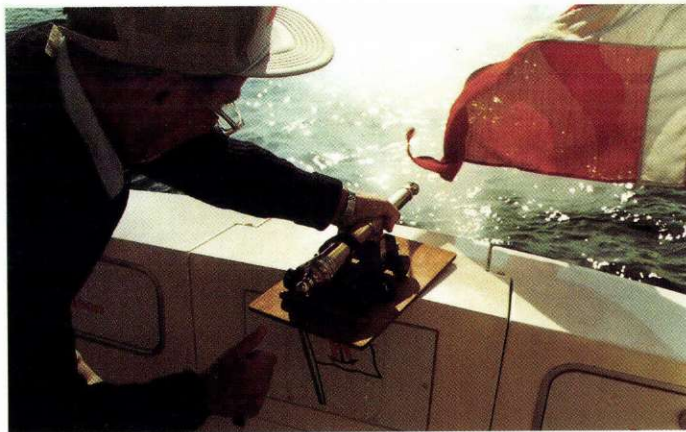
Most people who have not seen Australia probably think of it as a sunny country consisting mainly of desert. While it is true that the majority of the continent is desert, most of Victoria is very green. This is indeed why Victoria is called the Garden State of Australia. The countryside surrounding Sale has rivers and lakes, and less than two hours' drive away the Great Dividing Range runs through Victoria and New South Wales. The months of July, August and September are, believe it or not, the ski season. In the nearby mountains there are several ski resorts catering for both downhill and cross-country skiing.

In July a trip was arranged for the office staff and families to Mount Baw Baw where we all had a fantastic day with a lot of good skiing, fresh air and exercise. In one picture, some of the office staff are shown looking very confident before actually starting to ski. The other picture shows the "MÆRSK GIANT" heading for the Bass Strait in February.



Rounding up...

Boat race of the year



Saturday, August 26 marked yet another sailboat race in what has now become the traditional "T.O. Cup", where employees can compete in either their own or the company's boats. The start from Skovshoved Havn was at 10:30 a.m., covering a stretch of 18 nautical miles in what turned out to be very changeable weather – from a stiff wind to complete calm. The first boat was home again after four hours fifty minutes of sailing.

The results: the Mærsk Cup was won by P. Frederiksen, Maersk Line, in "Odd Fish", the T.O. Cup was won by J.H. Frederiksen, Ship's Personnel, in "Relax 11", while the New Building Cup was won by J.M. Christensen, New Building Department, in the company's H-class "Tot".

In one photo the starting gun is being fired; in the other photo the winner of the New Building Cup, "Tot", is on its way across the finishing line.

New simulator at Maersk Drilling Training Center

Just like a number of other international contractors, Maersk Drilling has introduced Top Drive systems on its drilling rigs. The system increases the drilling tempo, which in turn allows for more efficient and economical drilling operations. As with most changes today, the installation of the new system necessitates a continuing technical training program for the personnel involved.

During the initial phase, technical personnel were trained at the supplier's facilities. In co-operation with the Danish Offshore School in Svendborg, however, Maersk Drilling Training Center has developed the world's first simulator, which is now being used in connection with a newly developed course.



New Maersk office in the Philippines

Davao City, an idyllic yet growing city on the island of Mindanao is a place where Maersk should be. On September 12, a new branch office was formally opened and inaugurated by the city's mayor, Mr Rodrigo Duterte, and his wife Mrs Beth Duterte together with Maersk-Tabacalera Shipping Agency's President, Mr Waldemar Poulsen and the General Manager for Marketing and Sales, Mr Jørn René Nielsen. Maersk believes in Mindanao, an island with vast resources. The infrastructure is being built up, important projects are on the way, and trade is booming. The establishment of a fortnightly feeder service between General Santos City and Singapore connecting with Maersk's weekly services

to and from ports of destination and ports of origin has brought Southern Mindanao much closer to the world markets.

Maersk is now servicing Davao overland via General Santos, or alternatively via the inter-island carriers connecting with the weekly arrivals and departures in Manila. Davao is now the fourth Maersk branch in the Philippines, the first being Legaspi, then Cebu, then General Santos.

The photograph shows, from the left, the priest who blessed the new office, the mayor of Davao, Mr Rodrigo Duterte, his wife, Mrs Beth Duterte, Mr Waldemar Poulsen, and Mr Jørn René Nielsen.

Lydia Cervantes, Manila

Danish Minister visits Singapore

On September 1, the Danish Minister of Industry, Mr Niels Wilhjelmsen, visited our Singapore office. Accompanying him on the visit was a delegation of top Danish bankers, together with Mr Hans Duborg, Permanent Secretary and Mr Christian Boye Jacobsen, Deputy Permanent Secretary. They were received by our Managing Director, Mr Martin Skaanild.

During the visit, the Minister and his delegation were given an audio-visual presentation on the activities of the Maersk Group of Companies in Singapore.

Mr Wilhjelmsen then proceeded to a luncheon hosted by the Danish Business Association of Singapore, where he gave a talk on "The Danish Government's Long-Term Economic Plan and the Devel-



opment of the EC Internal Market".

Mr Wilhjelmsen is the fourth Danish minister to have visited the Singapore office. Previous visitors were Mr Uffe Ellemann-Jensen, the Foreign Minister, Mr Poul Schlüter, the Prime Minister, and Mr Frode Nør Christensen, the former Minister of Transport.

Cyril Seah, Singapore

Rounding up...



Forty years with Mærsk

September 18, 1988 marked ship's assistant John Stanislav Panfil's fortieth anniversary with A.P. Møller. He had signed on for the first time in 1943 as a messboy on the "ELISABETH MÆRSK", where he served for four months. In 1947 he signed on again, this time on the "GRETE MÆRSK", and has – with the exception of a few months in 1949 – served ever since in the Mærsk fleet in the capacity of greaser, motorman and ship's assistant. In July this year, he signed off the "HERTA MÆRSK" to go on

holiday and then to enjoy his retirement.

At Esplanaden, Shipowner Mærsk Mc-Kinney Møller congratulated ship's assistant Panfil on his jubilee, presenting him with a gift and a signed copy of the book "With Constant Care...". There was a lively discussion about the old days, Mr Panfil exhibiting an unusually good memory concerning the technical data and other details from the ships he had sailed on during his 40 years, 11 months and 13 days with the Shipping Company.



New Terminal Office in Manila

On August 22, the Operations Department of Maersk-Tabacalera Shipping Agency (Filipinas) Inc. moved to the second floor of the newly-constructed Administration Building, Manila International Container Terminal (MICT), at the North Harbor. This new office was formally inaugurated on September 8 with a number of the key officials of Maersk-Tabacalera Shipping Agency, the Philippine government's maritime

agencies and our valued customers in attendance.

It is a great advantage to be housed in an office almost facing the port itself where the entry and exit of Maersk vessels and the loading and unloading of containerized cargoes are easily viewed and monitored from the windows. The photograph shows the guests during the blessing of the new office.

Lydia Cervantes, Manila



First call at new port

On August 7 the "MAERSK CLEMENTINE" called at Jawaharlal Nehru Port, the first Maersk vessel ever to do so. This new port, specifically designed to handle container cargoes and bulk cargoes, has been built from scratch on the mainland at Nhava Sheva opposite Bombay Peninsula. It was inaugurated in May by the Prime Minister, Mr Rajiv Gandhi. This was a trial call for Maersk Line at this part-

icular port due to a strike in Bombay. Maersk Line is planning to move its full operation to Jawaharlal Nehru Port at a later date. The photograph shows the Master of the "MAERSK CLEMENTINE", Captain S.K. Wong, handing a commemorative silver plate to Mrs A. Malhotra, Chairman of Jawaharlal Nehru Port.

Philip Littlejohn, Bombay

Helicopter at work in Copenhagen



On the morning of Sunday, October 15 an unusual sight was observed in Copenhagen as one of Maersk Helicopter's big Super Puma helicopters carried out a challenging as-

signment. For a change it was not passengers who were being transported, but a 2.5 ton crane which was to be placed on the roof of the 23-storey Royal Hotel in the centre of Copenhagen. The crane is to be used in connection with an extensive renovation of the hotel's facade. Normally the crane would be lifted up to the roof with the aid of a 100-metre high crane, but this would have entailed the cordoning-off of the area for 12 to 14 hours as well as the disassembling and re-assembling of the street lights in the area, not to mention the traffic chaos it would have created.

Maersk's Super Puma helicopter accomplished the feat in only two lifts taking less than an hour, closely watched by early-risers who witnessed a very unusual event.





First containerised coffee from Palembang

Maersk Line was the first ever to carry Sumatran coffee in containers from Palembang in West Sumatra.

On August 9, 17 20-foot containers were stuffed with 250 tons of coffee and loaded in Palembang by m.s. PRELUDE owned by P.T. Maskapai Pelayaran Pulau Laut, an Indonesian shipping company frequently used by Maersk Line for domestic feeding. The containers were transhipped in Jakarta onto the "MAERSK TAURO" for on-carriage to Singapore, connecting with the European vessel "MAERSK ROTTERDAM". After 28 days at sea the cargo arrived safely in Marseilles on the "MAERSK MANGO", where the receivers Nestle took delivery on September 5 for further processing.

At present, only a few Sumatran ports such as Belawan (Medan) and Panjang are served by fully containerised vessels. The further containerisation of Sumatra opens up an interesting market to Maersk Line, with a large variety of cargo both dry and refrigerated – at present a market primarily served by breakbulk carriers.

The export of Sumatra coffee reached almost 250,000 tons in 1988. Of this only 3,700 tons were containerised, the equivalent of about 250 TEU (20-foot units). Maersk Line carried 201 TEU of this volume.

Another very large commodity from Sumatra is rubber, of which more than 900,000 tons were exported in 1988. The main part of this cargo is also transported breakbulk, though Maersk Line nevertheless carried more than 3,500 TEU throughout the year. This was mainly destined for the USA. The largest shrimp farm in the world is presently under construction in Kuala Talang Bawang in north east Lampung (South Sumatra). P.T. Gajah Tunggal and P.T. Bank Dagang National Indonesia have joined forces to create a plant that will be 27 km long and 6 km wide, consisting of 20,000 ponds with cold storage facilities, shrimp feed plants and a shrimp processing factory.

Production will start in early 1990 with 1100 ponds giving an initial output of about 1,000 tons per month. Full production will involve a monthly output in excess of 15,000 tons of fresh and frozen shrimps, with Japan as the primary initial market.

Maersk Line Indonesia has been approached to provide transport from the farm and we are presently in close liaison with the shippers.

The photograph shows the containers being stuffed with the 250 tons of coffee in Palembang.

Erik C. Lund, Jakarta

Three arrangements for pensioners

Again this year A.P. Møller invited pensioned employees to take part in three arrangements: at Dansk Supermarked in Århus on September 9, at Mærskgården on Tåsinge on September 23, and at Esplanaden in Copenhagen on October 13. All three of the gatherings started with coffee and refreshments followed by dinner. The former employees were treated not only to news of the Company and its various departments, but also watched a slide show and listened to a lecture on Dansk Supermarked and Maersk Air, from their humble beginnings until today where both companies play an important role in the Danish economy.

At Esplanaden, Mr Mærsk Mc-Kinney Møller bade everyone welcome. He then described the present situation

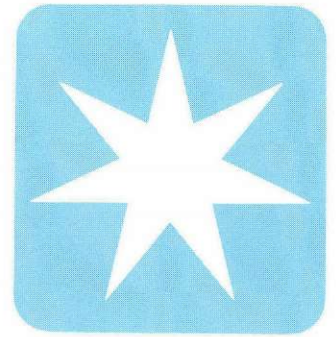
of shipping as a whole, and went on to talk about the Company's extensive construction program for new vessels.

As usual there was ample time for socialising, something which the pensioners always enjoy since many of them only see each other at these gatherings. This year 250 former employees, with spouses, took part in the festivities.

In the first photograph, Mr Frants Thomsen is seen in Århus describing the development of Dansk Supermarked; in the second, the guests are seen at Mærskgården listening intently to Mr Peter Justesen's presentation of Maersk Air; in the third photograph, one can see the guests at Esplanaden enjoying their dinner in the canteen.



Personalia



ESPLANADEN



25 Years Anniversary

1. Hakon Ullmann
1 December

Retiring

2. Henning Movang
31 January
3. Knud Wilken
28 February
4. J. Brandt Jørgensen
28 February

THE FLEET



25 Years Anniversary

1. Repair Engineer John Larsen
10 January
2. Captain Kåre Herman Dam
21 January
3. Chief Officer Mogens Hansen
1 March
4. Captain Magnus Zachariasen
12 March
5. Captain Henrik Berendt
15 March
6. Chief Engineer Gøtrik Asbjørn Kragelund
17 March
7. Repair Engineer
Nis Arne Lenger Grøndal
29 marts
8. Gas Engineer Egon Skov
30 March

Retiring

9. Captain Jørgen Grumstrup
30 september
10. Captain Thomas Juel Magnussen
31 March

THE YARD



40 Years Anniversary

1. Freddy Nielsen
12 January
2. Ib Henning Lund
16 February

25 Years Anniversary

3. E.C. Johansen
5 January
4. Johannes L. Poorthuis
5 January
5. Hans Illum Nielsen
12 January
6. Viggo Rasmussen
26 January
7. R. Most
2 February
8. Henry Fredensborg Nielsen
2 March
9. Bjarne Lomborg
16 March
10. R. Barr
30 March
11. Frands Erling Andersen
30 March
12. Torben Villy Pedersen
30 March

ORGANISATIONS ABROAD



1

2

25 Years Anniversary

1. Lorna L. Pinili (Manila)
16 December
2. Ovin H. Carlsson (Great Yarmouth)
3 March

BUKH

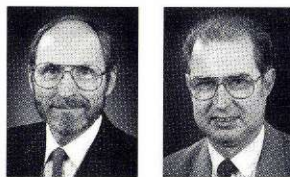


1

25 Years Anniversary

1. Ove Theisen
2 February

DISA



1

2

25 Years Anniversary

1. Tage V. Kjær (Herlev)
15 January
2. H.H. Setov (Slangerup)
15 February

ROULUNDS



1

25 Years Anniversary

1. Lilli Henriksen
1 February

Obituary

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

Aksel S. Rasmussen
The Yard
22 July

Ships Assistant
Dennis Robert Jensen
ex m.t. "ESTELLE MÆRSK"
3 September

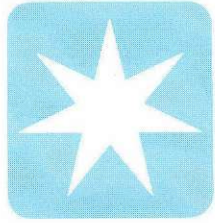
Erik Thurøe Nielsen
The Yard
18 September

Henning Pedersen
The Yard
18 September

Mechanic Robert Winther
ex "MÆRSK EXPLORER"
20 October

Solid Control Operator
Daniel Olsen
ex "MÆRSK ENDEAVOUR"
27 October

Søren Wegener
Lomé
3 December



MÆRSK

*The Royal Danish Naval Museum in Copenhagen seen
from the canal at Christianshavn.*

