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During the past year the Company has organized three A. P. Møller Days for retired employees and their spouses. The first, for retirees from Sjælland, took place in May last year at the Head Office at Esplanaden. The second took place in August at Mærskgården on Tåsinge for former employees from Funen and the surrounding islands, and the latest, for those who live in Jutland and on Fanø, this month in Aarhus.

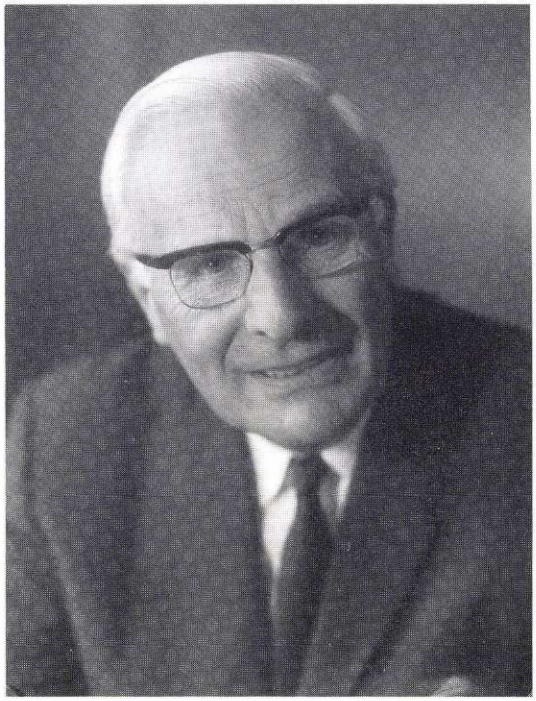
I had the opportunity of welcoming the participants here at Esplanaden and of giving a brief account of the state of Company affairs. I was, however, unable to participate at Mærskgården and in Aarhus and regret that very much. It is always a great pleasure to meet former employees who have served with us for many years. They have all experienced the developments that have taken place within the A. P. Møller Group and, through their loyal efforts, they have all contributed to the Group's prosperity.

The oldest participant was Captain Willy Georg Jensen, 90 years old, who was appointed Third Officer in 1919. Mr. Jensen was First Officer on the "LICA MÆRSK" when, in 1928, the Maersk liner service between the United States and the Far East was established, and was appointed Master in 1932. Several of the retired employees had been with us for more than 40 years and Mr. Børge Sichelkow, Vice President, for no less than 49 years when he retired in 1981.

These arrangements have satisfied a long-cherished desire. The problem has been, however, that those of our staff who arrange and organize these special reunions are busy attending to their daily work. Also, even though the arrangements were held in three different parts of Denmark, many retired employees had to travel some distance in order to participate, and that may be strenuous – particularly for those getting along in years and with failing health. It is therefore gratifying that so many were able to turn up to hear news of their former place of employment and meet old colleagues. Which later, I understand, are very much appreciated by many of the participants. Fortunately, the programme allowed plenty of time for "get-togethers" and talk of "old times".

The high turnout is a sign that our retired employees still feel affection for their old place of work, something which we here at Esplanaden have good reason to be proud of and which we continuously will endeavour to preserve, also by welcoming anew retired employees to more A. P. Møller Days.

MÆRSK MC-KINNEY MØLLER



MR. GEORG ANDERSEN

On March 28th, Mr. Georg Andersen, Shipowner, passed away.
Mr. Georg Andersen worked in the A.P. Møller Head Office for 58 years, from 1959 as partner and shipowner, until he retired in 1980.
During the war, Mr. Andersen worked closely with Mr. A.P. Møller on everything that concerned national issues and Denmark's freedom, often at the risk of his personal safety. As a man of shipping, Georg Andersen was internationally held in high regard and was unusually respected. For a period of time, he was the competent President of the Danish Shipowners' Association. Besides his business functions, Mr. Andersen for many years spent considerable time and effort on the Danish Seaman Mission in foreign ports.
Georg Andersen was a personality of a rare calibre, upright, honest, human, and always helpful to those in need.
We honour his memory and will miss him.

MÆRSK MC-KINNEY MØLLER

New ship: "MARCHEN MÆRSK"

On Thursday 14 April the first of a series of nine advanced container ships came alongside Langeline Quay in Copenhagen. The A.P. Møller Company has contracted these ships through DMK from the Odense Steel Shipyard – the Lindø Yard.

On Friday afternoon, the ship was given her name – the "MARCHEN MÆRSK" with Dragør as her home port. Her sponsor was Mrs Elisabeth G. van Wachem, wife of the Chairman of Joint Committee of Managing Directors, the Royal Dutch/Shell Group, Mr L.C. van Wachem.

The new ship is the biggest and most technically advanced in the Company's fleet of container ships. For example the new deck arrangement with lashing bridges means that the container cargo can be loaded and unloaded more quickly and more effectively than before and in the cargo holds below deck, there is now room for eight tiers and 11 rows of containers, one more than in other ships of the same width. The ship can carry 500 refrigerated containers and the holds and hatches are equipped to take the new 45 foot highcube containers, which are beginning to gain popularity. The total container capacity is equivalent to approximately 4,000 20-foot containers with four tiers of containers on the hatches.

The ship is 294.13 metres long and 32.22 metres wide, the height of the sides is 21.50 metres, the maximum draught is 13.50 metres and the deadweight is 60,640 tons.

All the ships have single screws and are equipped with one of the world's biggest diesel engines, a Mitsui-MAN B&W engine, type K90MC with ten cylinders, which can generate 53,600 BHP at 90 revolutions per minute, giving a service speed of about 23 knots (about 43 kilometres per hour). To achieve the most favourable running conditions for the main engine and the turbochargers, the engine air intake is directly from the outside through a filter and duct system. The turbo chargers are placed on a separate deck, independent of the main engine.

To make the greatest possible use of the residual heat in the exhaust gas, a large exhaust gas boiler with two pressure stages has been installed. The steam produced is used in the steam turbine for the turbo-generator and for heating. The 3,600 kW turbo-generator is operated by the steam turbine and by gas turbines, which utilize the surplus energy in the exhaust gases.

A shaft generator has been built on to the main engine's intermediate shaft. The shaft generator may also be used as an el-motor if the power generated from the turbo-generators is greater than the ship requires. This excess energy may be supplied to the propeller shaft through the shaft generator. The shaft generator can produce 3000 kW with revolutions from 70 to 100 per cent of the normal revolutions of the main engine. In addition, three B&W heavy oil auxiliary engines, type 8L 28/32, have been installed, each one capable of generating 1,600 kW.

The generator system is made for high voltage of 6,600 volts and the total capacity is 11,400 kW. The system is fully automatic, controlled by a computer, which constantly ensures the optimum economical production and distribution of electricity to those installations on board which require electric power. The transformers for reduction from 6,600 volts to 440 volts have been placed on the ship where they are most convenient for the users.

The engine control room has been installed in front of the main engine, at the same height as the engine's top grating. The room is airconditioned and contains switchboards and a control desk with all the necessary control, indication and alarm equipment.

To counteract heeling during loading and unloading a so called "anti-heeling-system" is installed. This system can automatically trim the ballast water between the ballast tanks opposite hatches 11 and 12. The system can be operated from the bridge and from the Ship's Control Centre, which is placed on a deck on the starboard side. In the Ship's Control Centre there are also control panels for operating and supervising bunkering, ballasting and emergency bilge pumping. In addition, there is a fire station with remote control of CO2 equipment, quick acting stop valves for fuel oil systems and fire dampers for engine room and accomodation. The centralised computer-controlled supervision of the refrigerated containers is also placed here together with the Personal Computer and the cargo computer.

At the stem and stern of the ship bow- and sternthrusters have been installed which make the ship very easy to manoeuvre when operating in harbours and normally preclude the use of tugs. To reduce rolling at sea, stabiliser fins which operate automatically have been installed.

The deck house which is abaft the beam has eight decks with accommodation for the crew on four of them. There are living quarters for 24 people in elegantly furnished single cabins with separate bath and toilet. The accommodation is fully air conditioned and the partition bulkheads are insulated, so that they are particularly fire proof. They are also insulated against temperature and noise, giving a comfortable atmosphere.

The radio station has the latest equipment in the field. For example, satellite communications by telex, telephone and telefax have been installed. The telephone network has 60 lines covering every room in the ship. A centrally controlled entertainment and intercom system connected to loudspeakers is in the radio room. Microphones are connected up from the wheel house, the deck office and the radio room in ordre of priority. A radio covering every commercial frequency and a tape recorder are connected to the system. In the smoking rooms, dining room, messrooms, galley, exercise room and engine room, there are loudspeakers with volume control. In all the living rooms, there is a communal aerial outlet for radio and television.

For carrying out routine administrative functions such as main engine performance analysis, stores control, wage and board accounting etc., there is a Personal Computer in the Ship's Control Center, in the Chief Engineer's office, in the radio station and in the ship's conference room.

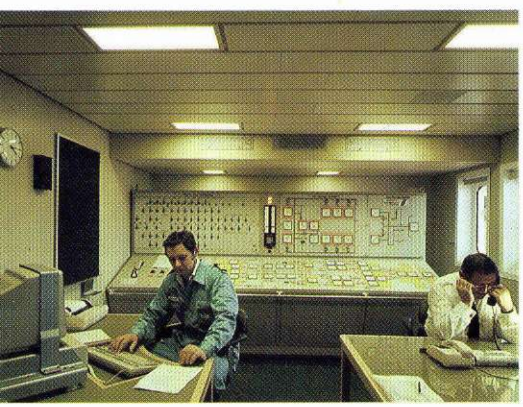
The navigational equipment comprises the most recent computer-based technology, including two independent radar systems, a satellite navigation system, an automatic steering system with two control systems independent of each other for both automatic and manual steering, two independent gyro compass installations, a log which shows both longitude and latitude, a combined course and helm recorder, an echo sounder and a weather chart receiver.

The rudder is a semi spade rudder, which is controlled by an electrohydraulic steering engine, equipped for »analogue« steering and with a separation system, so that the machine can continue to function even though a fault should occur in one of the systems.

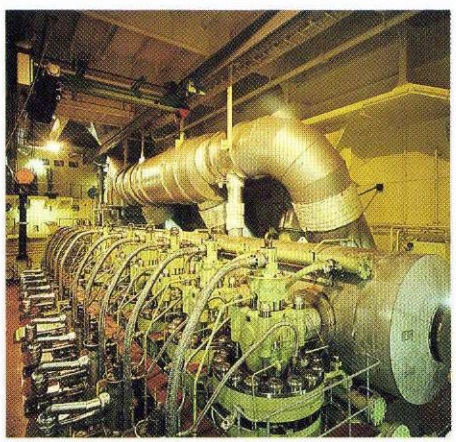
On Saturday 16 April, the "MARCHEN MÆRSK" left for a supplementary trial run in the Skaggerak and returned to Langelinie on Tuesday 19 April. In the days before her trial run, the Company's shareholders, investors and journalists from the newspapers, radio and television had been given the opportunity to come on board and after the trial run, the Lindø Yard, the Company and affiliated companies had invited guests to visit the ship on Tuesday and Wednesday. On Wednesday evening, approximately 870 employees and their spouses from the Company and Mærsk Olie og Gas concluded the visits on board the new ship. About 2,800 people came on board ship while she lay at Langelinie Quay.

On Thursday 21 April at 11 o'clock, the "MARCHEN MÆRSK" was taken over by the Company and on Friday morning, the ship left for Le Havre with Kurt Boisen Brændekilde as Captain, Sven Høj Jacobsen as Chief Engineer, Frank Nergaard Bjerg as Chief Officer and Hans Dreyer as Chief Steward/Cook.

The "MARCHEN MÆRSK" at Langelinie

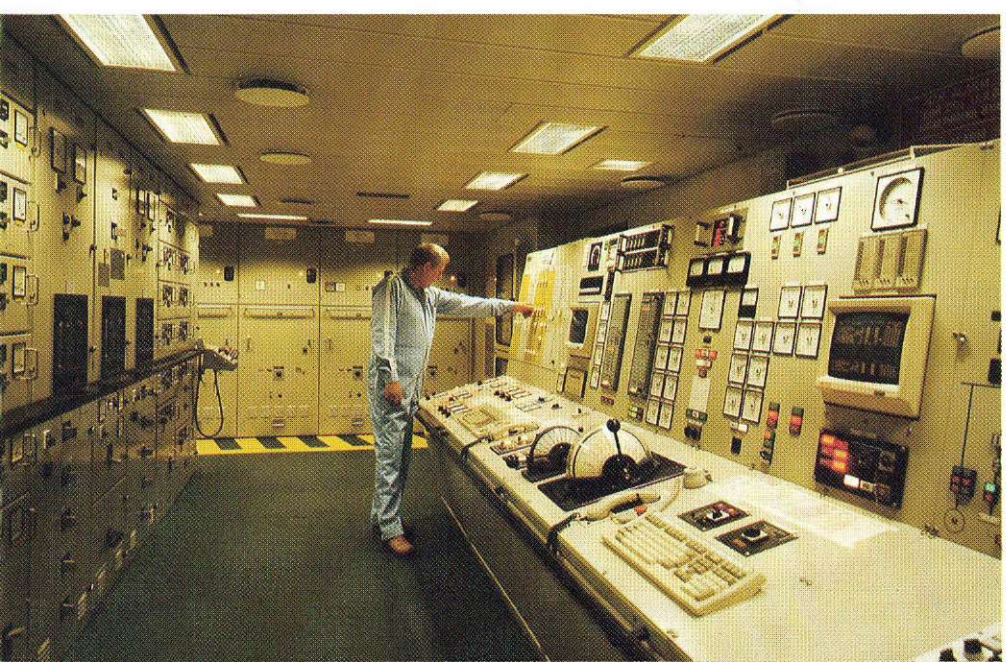


Ship's Control Center.



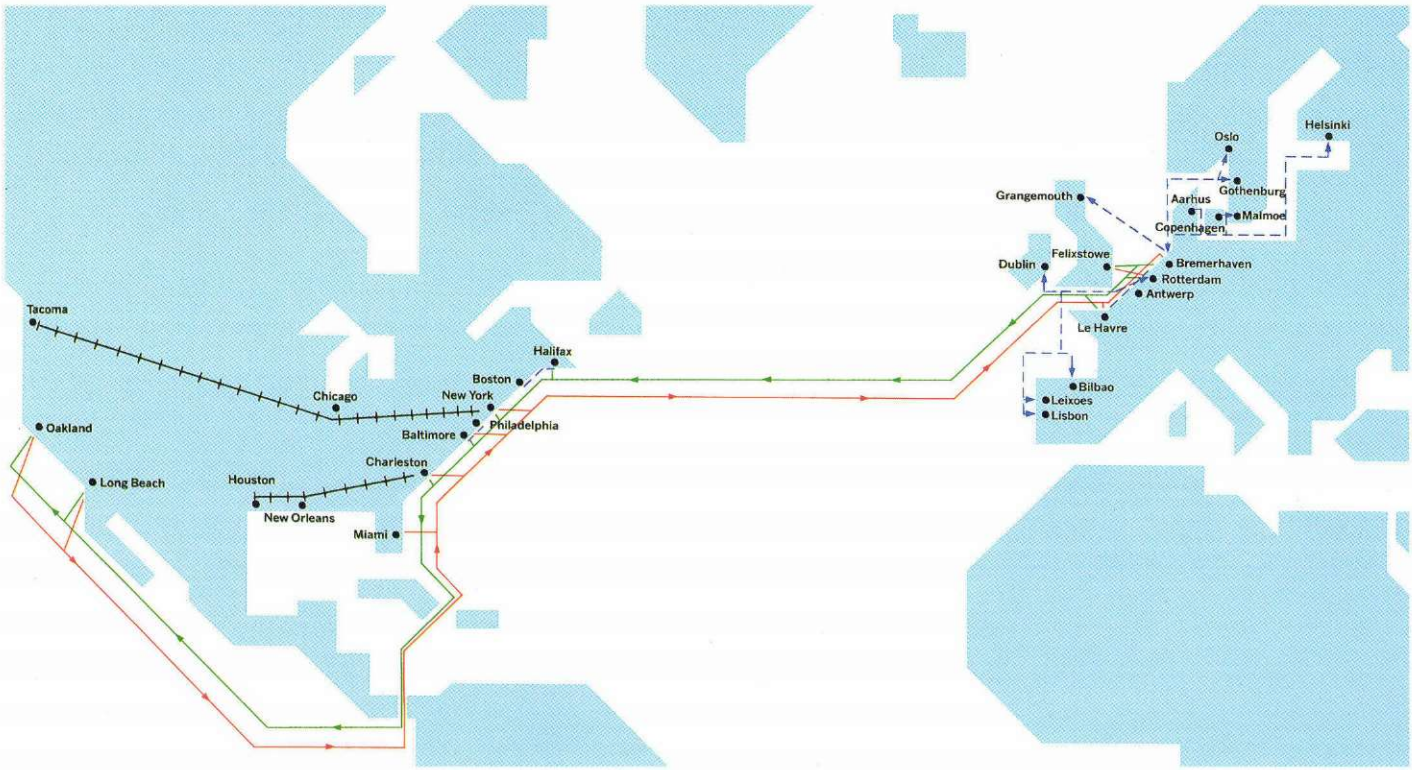
Top of main engine.

The sponsor, Mrs Elisabeth G. van Wachem, with her husband, Mr L. C. van Wachem, Chairman of Joint Committee of Managing Directors, the Royal Dutch/Shell Group.



Engine control room.

The Transatlantic Service



The nine new container ships to be delivered between 1988 and 1990 will all be put into Maersk Line's comprehensive liner service. This service was established 60 years ago in 1928, with a cargo liner service linking the USA with the Far East. Since 1975, this liner service has operated with fast, fully containerised ships, working to a fixed weekly schedule.

In the course of the years, other lines have been started and today, Maersk Line operates additional scheduled liner services between:

Europe/Far East
Europe/Middle East
Europe/West Africa
USA/Far East
USA/Middle East/Mediterranean
USA/East- and West Africa
Far East/Middle East
Far East/East- and West Africa
Japan/Indonesia and Thailand

Now, yet another liner service has been added. The "MARCHEN MÆRSK"'s maiden voyage, which began on 24 April when she took on her cargo in Le Havre, marks the start of Maersk Line's newest route between Europe and North America – the Transatlantic Service.

From Le Havre, the route goes to Felixstowe in England, Rotterdam in Holland and Bremerhaven in Germany, from where it goes west over the Atlantic to Halifax in Canada, down the East coast of America to New York, Baltimore and Charleston and then through the Panama Canal to Los Angeles (Long Beach) and San Francisco (Oakland).

Eastbound, the route goes from San Francisco to Los Angeles, on through the Panama Canal calling at Miami, Charleston, Baltimore and New York, arriving seven days later at Le Havre.

Harbours in Scandinavia and the rest of Europe are served by Maersk Line feeder vessels calling Lisbon and Leixoes in Portugal, Bilbao in Spain, Dublin in Ireland, Grangemouth in Scotland, Oslo in Norway, Gothenburg and Malmø in Sweden, Helsinki and Kotka in Finland and Aarhus and Copenhagen in Denmark.

A great deal of preliminary work has gone into achieving all this. In February 1987, a working group was set up to implement and coordinate the many steps that had to be taken. The first task was to find out where and how things should be started in order to establish a Transatlantic Service which could compete with existing lines by offering better service.

A number of investigative groups with a liaison group in USA were set up and an intensive travel programme was started. Visits were made to 14 countries and hundreds of potential customers, government representatives, harbour authorities, trade experts and Maersk Line agents were interviewed. The information collected was analysed and a picture was formed of how the new service should operate to fulfil the needs of its customers.

By combining the Transatlantic Service with the USA/Far East Service, Maersk Line could first and foremost offer one of the quickest passages to and from USA's East and West coasts. With a well-established and experienced Maersk Line organisation in both Europe and North America behind the new service – with its own offices, its own harbour facilities, its own people everywhere – it could not only offer transport from harbour to harbour, but to any geographical point in Europe, USA and Canada by train and/or truck – door to door.

All this entailed an extension of the organisation. New offices had to be set up and more people employed. Agreements had to be made about facilities and terminal arrangements in the harbours involved. The number of feeder vessels had to be increased and several thousand new containers had to be procured, both standard containers of 20 and 40 feet and a new type of container – the so-called highcube container of 45 feet, which can hold 27 per cent more. Timetables had to be worked out and, because of the short transit time between Europe and North America, a new, more effective documentation system had to be organised.

In cooperation with Mærsk Data, Maersk Line developed MAGIC – Maersk Advanced Global Information Concept, which gives Maersk Line's regular customers direct connection to a worldwide computer network, so that the customer can make use of direct on-line booking, can follow his shipment through the entire transport process and receive electronic documentation. All this can be done through the customer's own computer terminal, which is connected directly to Maersk's computer. The customer can also bid farewell to the previous tedious and time consuming procedure of having to pay an invoice for each and every bill of lading.

With the new simplified payment system, the customer only needs to quote his per-

The "MARCHEN MÆRSK" leaving Oakland. At the quay the "LEXA MÆRSK".

sonal credit code in order to release the shipping documents.

But this was not all. To inform both old and new employees about the new initiative, so that they would be well prepared to render the customer the best possible service, seminars were held both at Esplanaden and in other places. Finally, a large scale, effective advertising and information compaign was launched to tell customers on both sides of the Atlantic about the new service – full page advertisements, posters, brochures, direct mail etc. – in 13 countries and in seven languages.

Many people were involved in the preparatory work. It has required a great effort from those involved, but everyone contributed with great enthusiasm to ensure that everything works perfectly and that, with this line too, Maersk Line can live up to its motto: Service all the way.

The "MAARCHEN MÆRSK" loading 45-foot highcube containers at Baltimore.

Two new ships: "MÆRSK LAUNCHER" and "MÆRSK LIFTER"

On Thursday 21 January, the A. P. Møller Company took delivery of the "MÆRSK LAUNCHER", the third in a series of four advanced Multipurpose/Tug/Supply vessels built at the J. Pattje shipyard in Waterhuizen, Holland. A few days before, on January 16, the fourth and last ship in the series was launched and given the name of "MÆRSK LIFTER".

As previously mentioned, these supply vessels are characterised by a single funnel, which improves the side view from the wheelhouse particularly when conducting manoeuvres from the control station by the stern bridge.

The ships are 69.90 metres long o.a., 15.90 metres wide and have a draught of 5.30 metres at 2,000 tons deadweight. The main engines are two MaK 8M35s, which together generate 12,000 BHP, a service speed of 16 knots and a bollard pull of 150 tons.

The accommodation provides single rooms with private bath and toilet for 12 crew members. In addition, the ships can carry 12 passengers in two two-berth cabins and two four-berth cabins, each with its own bath and toilet. A hospital with two beds is included. The ships are prepared both for firefighting and for the rescue of up to 250 people.

After delivery, the "MÆRSK LAUNCHER" set sail for the North Sea and a tug operation for Atlantic Drilling, with Svend Rasmussen as Captain and Jørgen Larsen as Chief Engineer.

At the time of going to press, it was expected that the "MÆRSK LIFTER" would be delivered from the yard sometime in June, with Leif Vittrup Bak as Captain and Olaf K. West as Chief Engineer.

The first picture shows the "MÆRSK LAUNCHER" on her way out to sea for technical trials. The second picture shows the "MÆRSK LIFTER" during her sideways launching from the Pattje yard.

The book on Mr. A. P. Møller

The wish that a book about Mr. A. P. Møller be written has often been expressed. Now it is here, and in its foreword Mr. Mærsk Mc-Kinney Møller writes:

"My father's life, personality and achievements were of such distinction that I, and many others, repeatedly urged him to write his memoirs. But in keeping with his general attitude and conduct, he consistently refused.

Since his death in 1965 the idea of a book about Mr. A. P. Møller and his accomplishments has often arisen, and I have been in continued doubt as to whether it was proper to set aside my father's own wishes. When a close friend mentioned to me in 1983 that Ove Hornby, associate professor at the University of Copenhagen, whom I did not know, might be interested in and qualified to write such a biography, conversations with Mr. Hornby led to an agreement that has now resulted in this book."

The book, published in Danish, is entitled "Ved rettidig Omhu ..." ("By Constant Care ...") and is based on a considerable volume of source material, such as the extensive archives at the A. P. Møller offices, correspondance between Mr. A. P. Møller and his close relatives and friends, archives in subsidiaries and associated companies as well as minutes of the Danish Shipowners' Association.

This comprehensive written material, augmented by interviews with former and present employees and relatives of Mr. A. P. Møller, enabled Mr. Hornby to draw a versatile and vivid picture of the shipowner, A. P. Møller, and of the development of the organization bearing his name, the Fleet and associated companies from the beginning in 1904 until Mr. A. P. Møller's demise in 1965.

It is difficult to make a summary of the contents of the book. Even in his early years, the activities of Mr. Møller were so wide-ranging that it is not possible to review them here. But in brief, the book recounts the difficulties encountered in establishing a steamship company in the sailing ship oriented southern part of Funen. Captain P. M. Møller and his son, A. P. Møller, finally succeeded in overcoming local scepticism and so established the first Mærsk Shipowning Company. Even though that company through the following years enjoyed decent results, the Board of Directors were hesitant about accepting Mr. A. P. Møller's expansion plans and so in 1912, he established yet another shipping company that was willing to follow his line of thought.

During the First World War the shipping earned good money. Mr. A. P. Møller, however, disliked the exaggerated confidence and profitmaking that was the result of wartime conditions, and he set the greater part of the profits earned aside as reserves for expansion of the companies. During the post-war years the Mærsk Fleet grew quickly, mainly by new vessels, of which the majority were built at Mr. Møller's own yard in Odense.

To the traditional trampers were added liners and tankers, and a large part of the traffic was reoriented to overseas waters, whereby it was possible to guide the shipping companies through the difficult depression of the thirties, which severely affected international shipping.

During the Second World War and the German occupation, the Danish merchant fleet was divided into a "domestic fleet", operating within the German dominated Baltic and near North Sea, and a "foreign fleet" operating outside these waters and beyond the control of the Danish shipping companies. Nearly 1,000 Danish sailors lost their lives, and two out of every five Danish vessels were lost. At the end of the war, the Mærsk Fleet had been reduced from 46 vessels to 21, and the war claimed the lives of 102 of its seafarers.

It took the Mærsk Shipping Companies three years to bring the Fleet back to pre-war levels. Liner and tanker trade increased, and the shipyard, Odense Steel Shipyard, was expanded by a division at Lindø. Mr. A. P. Møller's policy of consolidation was continued, which provided the basis for expansion within other fields, inter alia by a concession to explore for oil in Denmark and on the Danish shelf, which involved considerable financial commitments and risks.

In order to protect his lifework from being taken over by speculators, Mr. A. P. Møller transferred to a foundation the majority of his shares in the steamship companies – transfers that were made in part during his lifetime, in part by way of his estate. This made the foundation principal shareholder of the Steamship Companies with the task of ensuring the continued adherence to the guidelines laid down by the founder of Denmark's largest shipping enterprise throughout the years.

The book also draws a picture of Mr. A. P. Møller as a private person and as a public debater, rendering a fine impression of Mr. Møller as a devoted husband and father, of his care for other people and of his profound and altruistic commitment to his country and national issues.

It is difficult to comprehend that one single person was capable of achieving so much in a small country. It took not only initiative and foresight, but also courage, perseverence and – which is ever so important – a human outlook.

Star Air – a new member of

When A.P. Møller first began to contemplate the formation of an air company, the general idea was to supplement the Company's extensive sea transport with air transport.

With this in mind, the Company tried from the start to build up the concept of an air freight business through Maersk Air. Few concerns are as controlled and protected as air transport, however. Throughout the world, conditions regulating air traffic and thus preventing free competition for air freight were put into effect by political groups. A concession to SAS meant that, in actuel fact, only one company in Scandinavia could conduct an independent air business. The only possibility for development lay in own use charter, which was very limited. Ideas for an air transport company had then to develop as passenger transport charter instead – based on complete travel arrangements.

Meanwhile, things were developing quickly out in the world. In the USA, the most important restrictions on air transport were removed. This led to the rapid development of new companies and better transport systems. Today, more than 100 jets are required to cover the North American continent alone.

In Europe, developments have been considerably slower, partly because of national restrictions, and in Scandinavia it was impossible for individual air operators to function before the concession agreement was altered in the middle of 1987, permitting the carriage of mixed cargo and the establishment of air connections.

Star Air was established almost on the day of the liberalisation of air freight in Scandinavia, since it proved possible for the company to acquire its own hangar facilities in Copenhagen Airport South and to lease three Fokker 27 planes which could be engaged immediately on the charter market. The F 27 is rigged as a freight plane and, with a range of about 1,800 kilometres and a load capacity of 5.5 tons, is a good transport plane within Europe.

With the growth now emerging after freight liberalisation in Scandinavia and the probability of further liberalisation in 1992, the basis and development potential for an air transport company has been established.

Gateway, which is a subsidiary of Maersk Air, was established just over a year ago in order to run an effective terminal for the collection and packaging of air freight to be sent overseas from one of the large European airports or distributed within Scandinavia.

The terminal is situated close to Copenhagen Airport and already serves a number of large air companies – BRITISH AIRWAYS, SABENA, TWA, CARGOLUX, CATHAY PACIFIC – as a consolidation and handling centre for these companies' connections out of Copenhagen Airport or by way of Frankfurt and Amsterdam.

The establishment of a real air freight terminal is now being planned for Copenhagen Airport to serve all the air companies which fly direct to Copenhagen with air freight for Denmark or are in transit to and from the airports in Scandinavia.

Freight on time

The time is 3.05 on a raw winter's morning. One of Star Air's planes, OY-CCK, is having its final check by the mechanic before it flies from Brussels to Copenhagen and on to Stockholm with a cargo of freight. The captain and the mate are in the briefing building preparing the final route. The weather forecast is not good – a northeasterly wind, snow and 0°C in Copenhagen. In Brussels, the weather is not much better – a fresh wind and hail showers, but a couple of degrees warmer. Both pilots are glad they wore their flying suits with the thermal linings rather than their uniforms when they left Stockholm last night at 7 p.m.

When the final information has been received, they fetch the freight documents and run through them before they move off over the tarmac where OY-CCK is ready to start. It is fully loaded with 5.5 tons of parcels for Scandinavian air freight customers, who have ensured that their consignments will have a 24-hour maximum transportation time – from door to door. Everything has to be in Kastrup by 5.00 a.m. and in Arlanda near Stockholm by 7.00 a.m. at the latest.

Each night, the pattern is the same. Planes come to Zaventem Airport in Brussels from 20 different European cities. All the planes have to arrive within thirty minutes to midnight. Between midnight and 3.00 a.m., 50,000 parcels and consignments are sorted and reloaded to be transported further around Europe. This means night work for many people, but these are the conditions if reliable air freight transport and perfect service are to be achieved today. With only a few minutes between them, the planes taxie out to the starting runway and take off into the clouds towards their goals.

OY-CCK rolls out at 3.20 a.m. – ten minutes ahead of schedule, in order to arrive in

the A.P. Møller Group

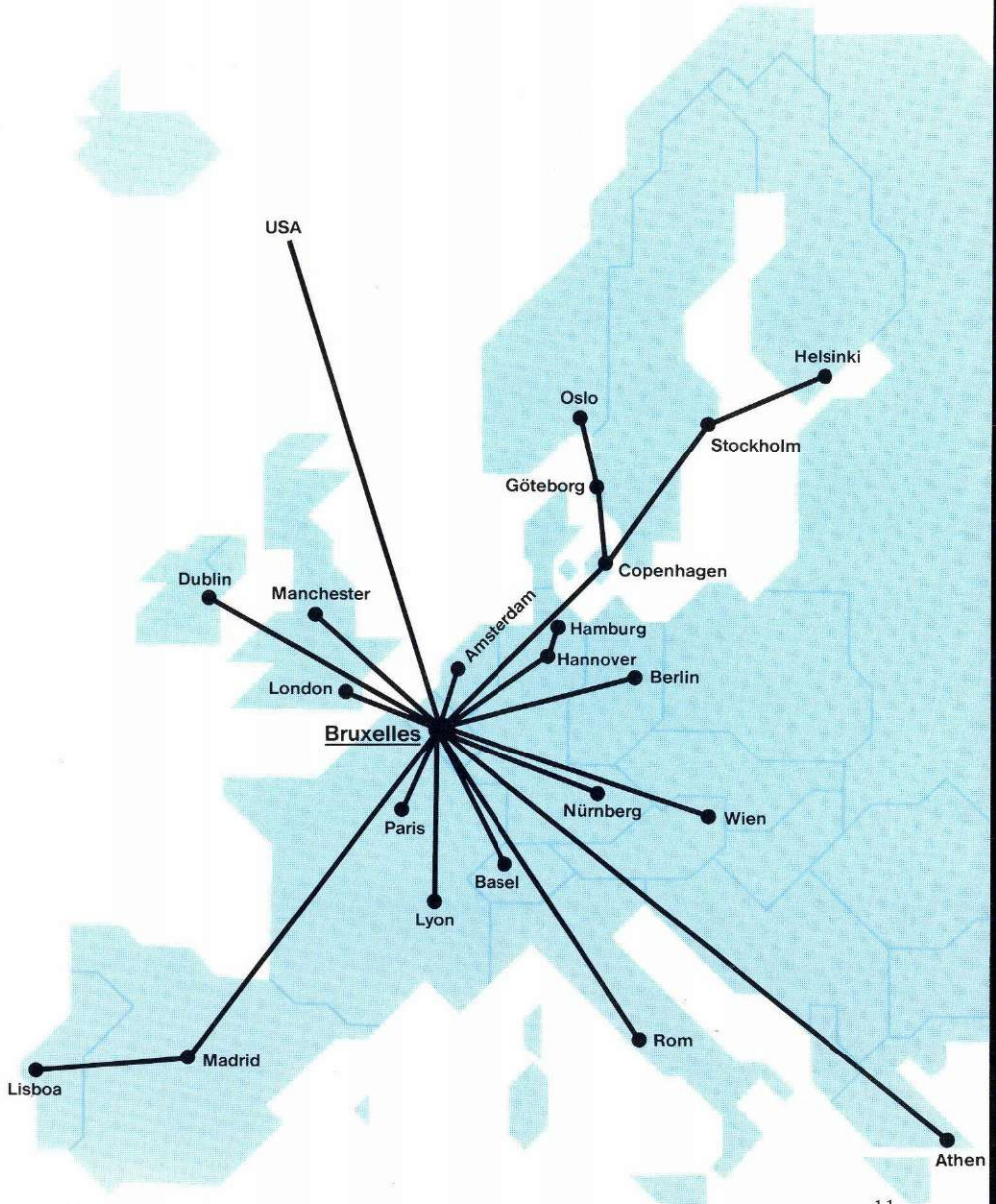
time though expecting turbulent weather to the north. Moving down the starting runway 04-22, the hail, wind and a full load can certainly be felt. These are well tried propeller planes which are to be preferred for the heavy work at night in nearly all types of weather.

The captain turns the de-icing on full to keep the propeller and wing tips free of ice. He can climb directly to his flying height and, hopefully, come above the clouds. In the cockpit, there is coffee in a thermos, but it could be hotter.

With the route passing over Amsterdam and Osnabrück over the Elbe towards Gedser, and at a height of 20,000 feet, Kastrup is reached at 05.05 a.m. – five minutes late because of a strong headwind. That part of the cargo which will continue to Oslo and Malmø or is destined for Copenhagen and Jylland is unloaded. In the meantime, the mechanic checks the oil and a new crew arrives. The weather is just as bad as predicted and there is no improvement for the journey on to Stockholm. The two captains who are changing places only have time for a quick handover and neither of them want to be longwinded, considering the hour.

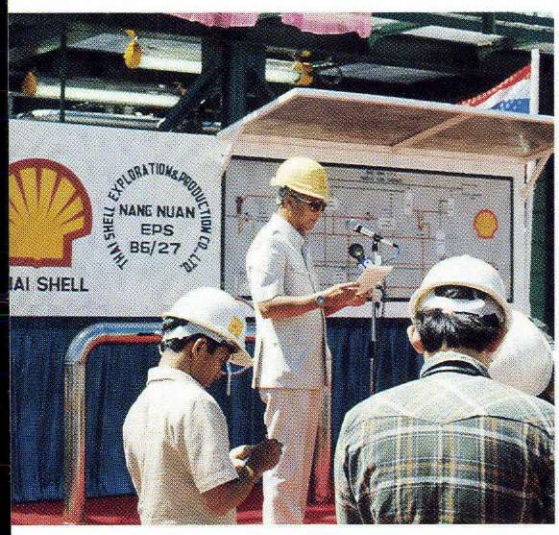
The cargo hands make a great effort and declare the plane ready at 05.25 a.m., back on schedule. OY-CCK leaves runway no. 12-30 at 05.32 a.m. in a NNE direction and touches down at 06.59 a.m. in Arland. The cargo has been delivered on time.

The crew check out and head for the canteen where a couple of fried eggs and hot coffee are awaiting them. The plane is parked for the day, ready for the next night operation in 12 hours' time.



"MÆRSK VOYAGER" positioned with an accuracy of 30 centimetres opposite "MÆRSK VENTURER".

The world's fastest offshore development



His Excellency Prime Minister Prem Tinsulanonda speaking at the ceremony on board the "MÆRSK VOYAGER".

Thailand's first offshore oil field went officially on stream on February 27, when His Excellency Prime Minister Mr Prem Tinsulanonda turned the valve on the Nang Nuan Field operated by Thai Shell Exploration and Production Company Ltd.

The ceremony took place on board the jack-up rig "MÆRSK VOYAGER". The rig has been converted for production work and forms, together with a 20,000 TDW storage tanker and shuttle tankers, the Early Production System (EPS), deployed by Thai Shell to exploit fields estimated at 15 million bbl of oil.

The official ceremony was attended by high-ranking Thai officials, led by His Excellency the Prime Minister, and included the Minister of Industry, Mr Pramual Sabhavasu, the Minister of Science, Energy and Technology, Mr Banyat Bantadhan, the Director General of the Department of Mineral Resources, Mr Sivavong Changkasir, together with a number of high-ranking Government officials and representatives from the Armed Forces and the Thai Shell organization.

The Nang Nuan formation was discovered by Thai Shell in February 1987, drilling with the jack-up rig "MÆRSK VENTURER". When Thai Shell decided to proceed with the field development that September, they approached Maersk Drilling for the purpose of assessing the use of a jack-up as a production unit.

To minimize the overall project schedule, Thai Shell wanted to maintain "MÆRSK VENTURER" as a drilling unit, and it was decided to base the feasibility evaluation on converting the sister rig "MÆRSK VOYAGER".

The engineering and planning were carried out co-operatively by Thai Shell, Maersk Drilling, and the process contractor Flopetrol Johnston Schlumberger.

"MÆRSK VOYAGER" arrived at Far East Livingston Shipyard in Singapore on December 30, 1987 and left for the Gulf of Thailand on January 9.

During the nine days' stay at the shipyard, more than 200 tons of purpose-built process equipment was lifted on board and hooked up, and the rig was modified to provide utilities and other services in the production mode.

After six days under tow, the rig arrived on location in Thailand on January 15, and was positioned with an accuracy of 30 centimetres opposite "MÆRSK VENTURER".

In the interim period, "MÆRSK VENTURER" had drilled and completed the production well, and with the production unit "MÆRSK VOYAGER" in place, the support of the well's conductor pipe was transferred. "MÆRSK VENTURER" could then be jacked down and towed away to its new contract for BP in Thailand.

During the following week, the final hook-up and commissioning work were carried out and the storage tanker was installed 100 metres in front of the bow of the rig. A floating hose was installed for the crude oil export from the rig to the tanker.

On January 26, 1988 the well was opened and production commenced from a fully commissioned and certified production unit, in what is likely to be a world record in fast development of an offshore oil field, three months from decision to the first oil.

Traffic bows to tradition

Preben Høymark, now retired from A.P. Møller and living in Switzerland, has sent this account of an episode from life in an Appenzeller village, where traditions are still honoured.

When my wife and I were on the way to Zurich recently, we passed a large Maersk Line container. Now something stirs in an old APM employee when, in the middle of Europe and far from salt water, he sees that even here Maersk Line is active in the transport business. But now I am going to write about another kind of transport which is common these days in the Alps.

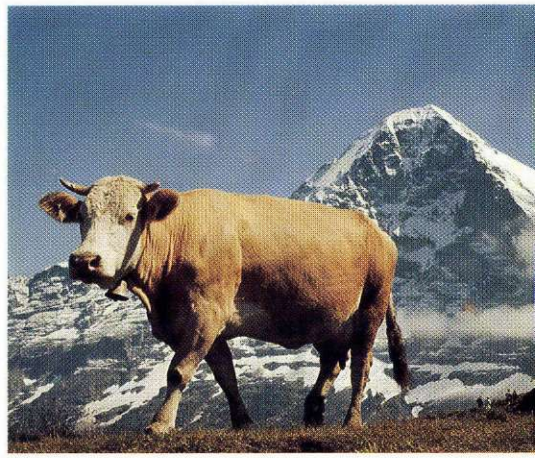
When you are wakened early in the morning by the lowing of cows and the sound of the big bells they wear round their necks, you know that summer is approaching and that the cattle are being led up to the alpine pastures in the mountains. This is achieved with a great deal of festivity, according to traditions which have held sway for generations.

First of all comes a little boy dressed in the Appenzeller national costume, consisting of yellow knee breeches, a white shirt and a red waistcoat with silver buttons. On his feet, he wears white socks and strong brown shoes with silver buckles, and a brown leather skullcap on his head. In his left ear, he wears a small gold earring. Behind him come some goats and after that a little girl also dressed in national costume, consisting of a white and brown checked pinafore dress with a white blouse and a reddish apron.

Behind her comes the herdsman in the same national costume as the boy, but his hat has a round crown and a broad brim and is made of black felt, decorated with a small bunch of Alpine flowers. On his left shoulder he carries a small milk pail of wood with decorative carving. Next come the three best cows, each with a large bell around its neck. The sound of all three bells has been carefully harmonised. After that come four men, again in national costume, but they wear long brown wool trousers instead of yellow knee breeches. A herd of cows and calves follow on. This can be large – a hundred animals is not unusual. Behind them walks the proud owner of the herd, also dressed in national costume.

The procession is completed with a horse-drawn cart on which is loaded all the various equipment needed to make cheese during the stay in summer pastures. Up there, they live in small huts with two rooms, one a living room with kitchen utensils and an alcove, the other for making cheese. Yodelling, which is thought by most people to be a special Swiss/Austrian way of singing, is in fact the way in which the herdsman tells the cattle to approach, go to the left or right, etc. It is used today as it has been for centuries.

The herd is to stay up in the pastures until the beginning of September, dependent on the weather, after which it returns to the valleys with the same ceremony as when it left. When they come down, the procession walks on the roads and through villages, and as the speed is somewhat slow, there are extensive delays in the traffic. This is, however, something which Swiss road users tolerate with great patience and indeed with a smile. It is, after all, part of life in the mountainous areas.



Two new jack-up rigs for APMC

On February 10, Atlantic Pacific Marine Corporation took delivery of two additional jack-up workover rigs similar to two rigs already owned by APM, namely, "RANGER III" and "RANGER IV".

The new rigs – which have been renamed "RANGER V" and "RANGER VI" – were built in 1981 and are used primarily in waters up to about 80 feet for "repairing" and maintaining already existing wells.

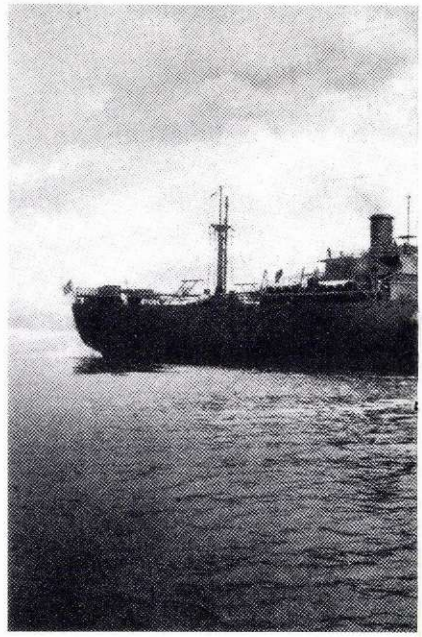
With this new addition, APMC will operate a total fleet of fourteen rigs, namely ten large, modern inland drilling barges and four offshore workover rigs.

The picture shows "RANGER V" being towed through the intracoastal waterway on the way to her first location, which will be off Corpus Christi in south Texas.

A new ship every two days

BY ERIK DANNESBOE

Photos: Lloyd's of London Press Ltd



During the Second World War, more than 2700 ships of the "Liberty" type were built in the USA – and built at a furious pace. On the night of 10th November 1942, the keel of the Liberty ship, the "ROBERT E. PEARY", was laid; on 16th November, it sailed on its maiden voyage – total building time: 160 hours. This record in the history of shipbuilding has never been beaten.

On the Saumarez Reef about 200 nautical miles east of Queensland, Australia, lies the wreck of a ship, ravaged by rust and filled with holes from shells and bombs. The ship is the "FRANCIS J. BLAIR" and it is used as a practice target for the Australian Air Force.

On the James River in New York State lies the s.s. "JOHN W. BROWN". Despite its age – more than 40 years old – the ship is in excellent condition, as it has been declared a "national monument".

The two ships are sister ships, the last of an enormous fleet of over 2700 identical merchant ships which were built for the American Government from 1941 to 1945 at 18 different American shipyards: the Liberty ships as they were called.

The story of the Liberty ships began in September 1936, when a group of men, all connected with the American navy or shipping, met to discuss the state of the American merchant fleet. It was not good.

Since the end of the First World War, literally no merchant ships had been built for American shipowners, because they were too expensive to run under American colours. It was much cheaper to use foreign tonnage which in 1936 handled more than 90 % of American transportation by sea.

The threat of a major war

The sudden interest in creating a modern American merchant navy stemmed from the political developments in Europe and the Far East. In Europe, Adolf Hitler had been threatening war since 1933 with increasingly menacing speeches, and the situation became even worse in the summer of 1936 with the outbreak of the Spanish Civil War in which Nazi Germany took an active part.

In the Far East, Japan had been occupying large areas of China since 1931 and was now threatening vital American interests in the Philippines with threats of creating "an Asia for the Asians". It was the fear that the USA might find it lacked tonnage, should a major war break out, which had made the United States Maritime Commission – USMC – convene the shipping conference in Washington. At the conference, a plan of action for modernizing the merchant navy was drawn up – a plan which was implemented during the years 1937-1939.

In 1939, the war broke out as feared, and as early as the summer of 1940, German U-boats began to attack the poorly protected British convoys in the middle of the Atlantic Ocean. Shipping losses were appalling. About half of the ships in each convoy were lost and it was obvious that the original American plans for renewal were far from adequate. The USA was still neutral but had in reality taken sides and was supporting Britain in the fight against Nazi Germany.

A meeting of the USMC just before Christmas 1940 agreed that shipping losses in the Atlantic Ocean were reaching disastrous proportions. To make good these losses, a ship which could be mass-produced as cheaply and as quickly as possible had to be designed. British and American experts, bound by traditional shipbuilding methods, shook their heads. It could not be done.

But it could! The British design for OCEAN ships, already being mass-produced in Britain, was simplified for Admiral Land, the chairman of USMC. The result was a steamship of about 10,800 tons deadweight which could be mass-produced. The ship was 125 metres long with a traditional triple expansion engine which could generate 2500 BHP with a speed of about ten knots.

"The Ugly Ducklings"

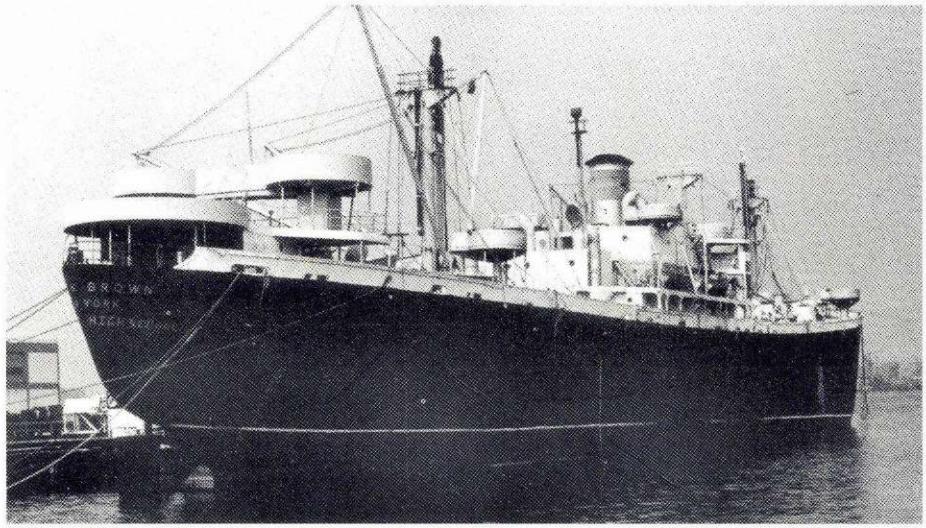
The first reactions to the project were contemptuous. Experts in the shipbuilding industry described the ships as "biscuit tins" and when the project was presented to the president of the USA, Franklin D. Roosevelt, he called the ships "the Ugly Ducklings". In 1944, though, he was more positive when he said in a "Speech to the Nation" that, at a very critical point in the war, the Liberty ships had been the cornerstone in the race to get supplies to the troops fighting in Europe and the Far East.

Planning to build between 800 and 1000 ships a year was one thing; building them was, however, quite another. The traditional shipyards in the States could not cope with such a task, so that USMC had to set up assembly line yards throughout the USA, where the workforce consisted mostly of unskilled labour with no knowledge of shipbuilding. The familiar principles from the car industry were followed in the assembly line shipyards. Subcontractors in 42 American states supplied the separate components and the yard's job was to make the components into a ship.

The Oregon Shipbuilding Corporation in Portland, Oregon is a good example of this type of yard. In 1941, the contracting company, Kaiser Corporation, and the American government signed a contract for the establishment and operation of the shipyard. A few months later, on a piece of level ground, an enormous shipyard appeared which delivered its first ship, the s.s. "MERIWETHER LEWIS" in January 1942. The original contract was for 260 Liberty ships, but from January 1942 to April 1944, the yard built 322 ships at a rate of 20-24 per month, when production was at its peak. The yard could also boast an unusually large workforce, employing 35,000 people at the peak of production. In April 1944, the yard delivered its last Liberty ship and went over to the production of freighters of the Victory class.

The Kaiser concern was a novice at shipbuilding but, to compensate, it was one of the most experienced contractors in the USA. The president of the company, Henry J. Kaiser, was a myth in American business circles long before he started to build Liberty ships. He began as an assistant in a photographic shop in Brooklyn,

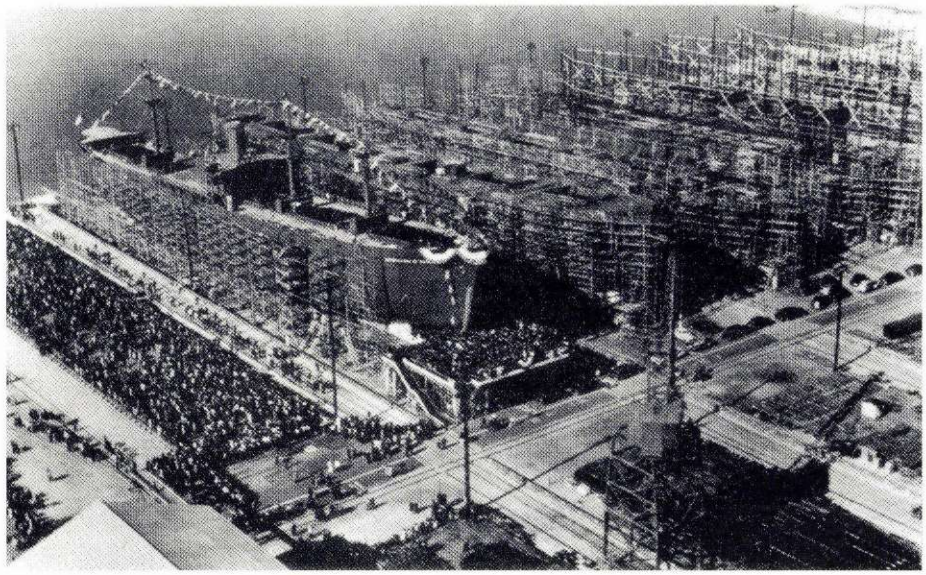
The "PATRICK HENRY", the first Liberty ship, on trials 26 December, 1941.



Schoolship "JOHN W. BROWN" berthed at Pier 42, New York.

New York from where he worked his way up to being the owner of two of the largest contracting companies in the USA, along with chain stores, industries, etc. His efforts at shipbuilding made his name a legend and in many circles he was nicknamed Mr. Liberty. Henry J. Kaiser's view of the matter was somewhat less mythical and more straightforward: "There is no difference between building bridges, roads, harbours, ships – or for that matter, selling jam. It is simply a question of talent, organization – and, of course, money".

The Liberty ships were certainly expensive – about 50-60% more than if they had been built at a normal rate in traditional shipyards. But in the summer of 1942, the cost was not so important. In the first half of 1942 alone, more than 300 ships were lost and such losses could only be replaced by mass production, regardless of the price.

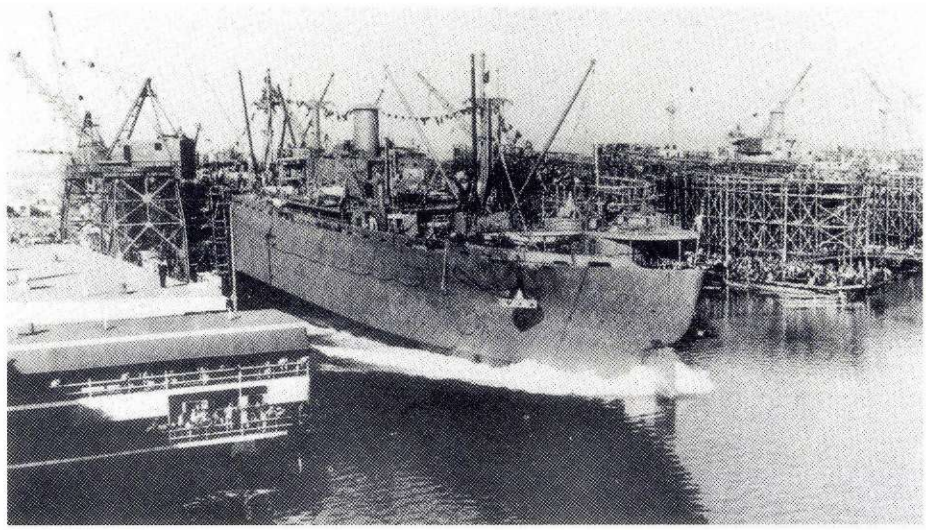


The Liberty ship "ZEBULON B. VANCE" poised on the launching ways on 6 December, 1941, only moments before she slid into the waters and only hours before the Pearl Harbor holocaust brought America into the war.

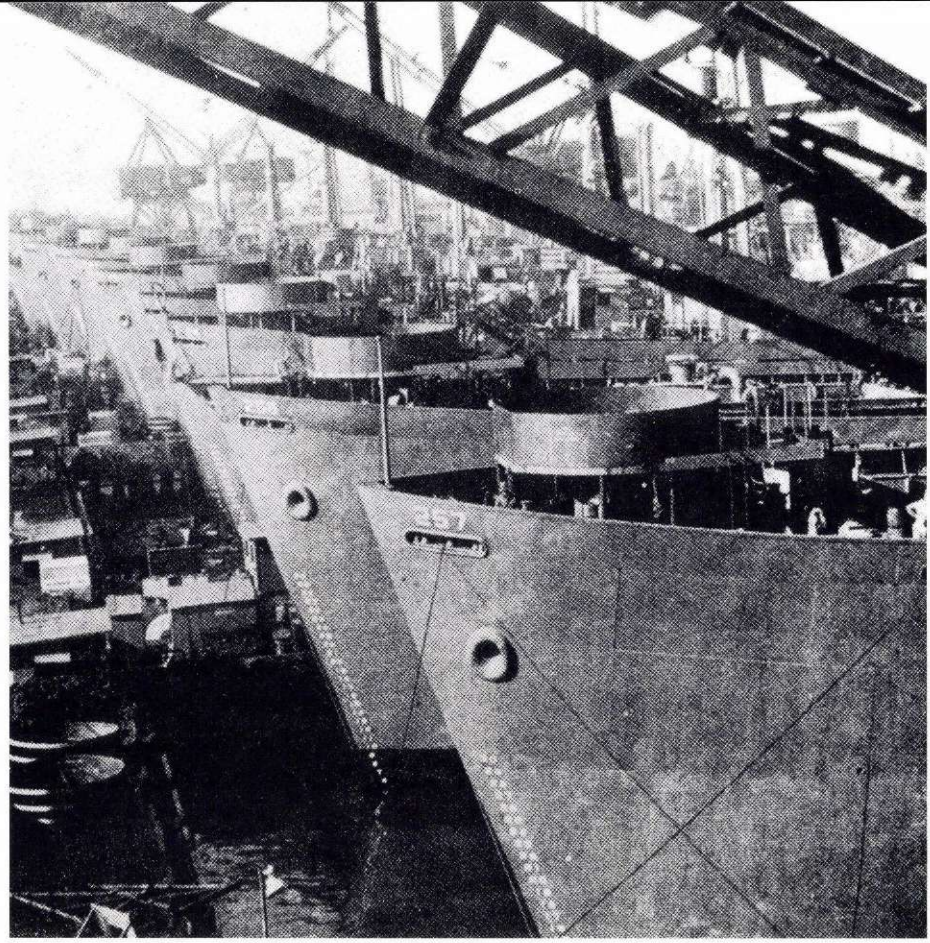
"Give me liberty"

The first Liberty ship, the "PATRICK HENRY" was launched on 27th September 1941. It was named after a hero of the American War of Independence 1775 – 1783, who had the motto "Give me liberty – or give me death". The purpose and optimism of this motto was the inspiration for the name of this series of ships; and with a definite flair for public relations, the USMC chairman, Admiral Land, had declared 27th September the Liberty Fleet Day.

The "Patrick Henry" sailed on its maiden voyage in December 1941 and on the 7th, the new shipyard, North Carolina Shipbuilding Corporation in Wilmington, North Carolina, launched its first Liberty ship, the "ZEBOULON B. VANCE". The launching proceeded as planned but as the guests were about to leave the platform, the shocking announcement was made that Japanese aeroplanes had attacked Pearl Harbour and destroyed a large



The "ROBERT E. PEARY", which established a world shipbuilding record, being launched on 12 November, 1942, only four days, 15½ hours after her keel was laid.



part of the American Pacific fleet. Superior Japanese military forces attacked American bases everywhere in the Pacific area, and Japanese submarines had already sunk many American merchant ships in the Pasific. The USA and Japan were at war and before long, the USA would also declare war on Nazi Germany.

At first there was an atmosphere of depression at the shipyard but then patriotism gained the upper hand, partly because both the guests and the workers at the yard's other building berths could see five Liberty ships – each at a different stage of preparation – which would be in active service before the end of April 1942.

A new ship every two days

The Liberty ships were built at a furious pace. On the night of 10th November 1942, the keel of the Liberty ship, the "ROBERT E. PEARY" was laid at the shipyard, the Permanent Metals yard Number 2 in Los Angeles. On 16th November the ship was launched and on 20th November, it sailed on its maiden voyage – total building time: 160 hours. This record in the history of shipbuilding was of course made by the Kaiser Corporation and it has never been beaten.

It has been claimed that the Liberty ships suffered from being built at such an intense pace, but this is not generally true. Most of the Liberty ships managed to pass the 20 year "age limit" – including the "ROBERT E. PEARY", which was broken up in Baltimore in 1963 after sailing for almost 21 years.

Some of the shipyards which built Liberty ships only managed to build a few, while others kept on breaking records for the numbers built and the speed of building. The smallest – and slowest – of the yards was the Kaiser Company in Vancouver, B.C., Canada. The yard built Liberty ships from April 1942 to March 1943 and managed to build "only" ten ships – i.e. 1.25 ships per month. Another of the Kaiser Company's yards, the Permanent Metals Corporation Yard Number 2 in Los Angeles was, on the other hand, the yard which built most ships fastest. From March 1942 to April 1944, the yard delivered 351 Liberty ships – an average of one ship almost every second day.

Production figures for the Liberty ships rose and fell in accordance with the Allies' fortunes in the war. In December 1941, only one ship a month was being built, but by the middle of 1942, the production rate had risen to almost 50 ships a month. In the summer of 1943 when the need for transportation was extremely great and U-boats were still a serious threat, at least 115 ships a month were being produced. When the war had been virtually settled by the middle of 1944, the monthly production rate fell to about 50 ships, but Liberty ships continued to be built until June 1945, one month after VE day.

Liberty ships to Denmark

While the world rejoiced on VJ day, 15th August 1945, when Japan signed the declaration of unconditional surrender on the battleship "MISSOURI" in Tokyo Bay, USMC was already well on the way to disposing of its fleet of 2500 Liberty ships. Some were immediately put in "moth balls" as reserve ships, others continued to sail for the government or private institutions and companies in the USA, but over 600 Liberty ships were sold to shipowners in Europe and Asia where there was a dreadful lack of tonnage in the years immediately after the war.

At first, Danish shipowners were not interested in the Liberty ships. The ships were not sufficiently technically advanced and they had to be paid for in hard currency – dollars – something which Denmark did not have many of in 1945-1946. The hard winter of 1946-1947 put quite a different complexion on matters, however. An acute shortage of coal arose and it was difficult – at times impossible – to obtain ships to transport coal from the USA. So that it would not find itself in the same situation again, the Danish government gave permission in the summer of 1947 for nine Liberty ships to be bought in the USA. They should primarily be available to transport coal and corn to Denmark, but could otherwise be used for normal freight purposes. The shipping company of A.P. Møller bought two ships, the East Asiatic Company three, DFDS two; and the shipping company of J. Lauritzen and the Danish-French Steamship Company bought one each.

The two ships bought by A.P. Møller were built in 1943 at the North Carolina Shipbuilding Company in Baltimore. They were the "THOMAS POLLOCK" and the "FURNIFOLD M. SIMMONDS", which were then renamed the "ELSE MÆRSK" and the "ELLEN MÆRSK". By the next year, two of the ships were already sold, J. Lauritzen's ship and A.P. Møller's "ELLEN MÆRSK". In January 1949, the "ELSE MÆRSK" was sold too. The East Asiatic and Danish-French Companies retained their Liberty ships until the autumn of 1951 when the boom during the Korean war created top prices for used tonnage. Only two Liberty ships were then still sailing under the Danish flag, since DFDS needed the ships for the voyage between South America and Denmark with corn and feedstuffs, and it was not until 1958 that the two "war veterans" were replaced by newly built tonnage.

The building of the Liberty ships did however exercise some influence far into the future. Before the Second World War, nearly all ships were built traditionally by craftsmen without using assembly lines or many subcontractors. In the 1950s and 1960s, shipyards throughout the world slowly adopted the ideas from mass-produced ships and today, nearly all ships are built on the principles which were developed when building the Liberty ships.

Erik Dannesboe

New container terminal inaugurated in Dakar

Everyone is ready for the arrival of the President.

Groups of harbour workers and trade union members had brought banners exhorting people to re-elect President Abdou Diouf.

About a dozen drum and dance groups in colourful, traditional costumes provided the entertainment at the inauguration.

On January 18, a new container terminal was inaugurated in Dakar, Senegal. For the occasion, the terminal was cleared so that there was a large open space in front of three covered platforms with room for about 300 official guests. The central platform was reserved for President Abdou Diouf and his retinue, present and past members of the government, and a score of foreign ambassadors and representatives from the Common Market and the World Bank.

The inauguration ceremony was to start at 4.00 p.m., but by 2.30 p.m., people had already started flocking in. When President Abdou Diouf arrived to perform the official inauguration, about 7,000 people had gathered to attend the event, which in addition to the official ceremonies and speeches offered entertainment from African drum and dance groups in their beautiful traditional costumes. Because of the approaching election on February 28, groups of harbour workers and trade union members had brought coloured banners exhorting people to re-elect President Abdou Diouf.

As can be seen from the pictures, it was a festive and colourful afternoon, at which Maersk Line (Senegal) was also represented by light blue Maersk trucks and toploaders with raised cranes ranged in rows to the right of the entrance, Maersk Line logos on the office building and the Company flag with the seven-pointed star waving from the radio aerial.

At least 7,000 people awaiting President Abdou Diouf's arrival.

Rounding up...

The best shipping line

The "Asia Freight Industry Awards" for the best shipping line were awarded to Maersk Line at a ceremony on January 22, 1988 organized by the well-known trade and transport magazine Cargonews Asia.

The awards – which are the only ones of their kind in the Far East – are being presented on the basis of an extensive survey arranged by Cargonews Asia. The readers of the magazine, who are executives from the export and import industries and key people in the forwarding industry, have cast the deciding ballots.

Maersk Line was voted the winner on both the Eastbound and on the Westbound routes, covering the important trade lanes from the Far East to the USA/Canada and from the Far East to Europe.

During the ceremony, which was attended by a wide range of people from the industry, the Director of Marine in Hong Kong, Mr Gerry Higginson, handed over the awards.

Some members of our Sales Departments proudly display the awards.

Lars Christiansen, Hong Kong

New Maersk Line office in Beijing

On March 4, Maersk Line Hong Kong Ltd. officially inaugurated a new representative office in the People's Republic of China, in the capital of Beijing.

Under the name of Maersk Beijing Representative Office, the office is now the third we have opened in four years, following the inauguration of the Guangzhou representative office in 1984 and the Shanghai representative office in 1986. The new office will represent the Maersk Group in all its business activities in China.

Since the implementation of what has become known as the "open door" policy by the People's Republic of China, Maersk Line has been spearheading the fierce competition in trying to gain access to this vast market of one billion people, or approximately 20 percent of the world's population.

Being the only non-Chinese flag container vessel operator with its own offices in the People's Republic of China, it is of specific importance that Maersk now has an office in the capital where, irrespective of the general ongoing decentralization of decision-making, all the most important and valuable business connections are domiciled.

The office is located in the Shangri-la Hotel in Beijing. Mr K.W. Lo is General Manager, with Mr Klaus Nielsen as Assistant Manager.

Lars Christiansen, Hong Kong

Trainees visit the Lindø Shipyard

On 25 March, 81 of the Company's first-year shipping, economics and correspondance trainees went on a study tour to the Lindø Shipyard. Jørgen Petersen of the Information section at the Yard explained how the shipyard functioned and, after that, the students were shown round the workshops. The visit concluded with a short tour round the newbuilding, the container ship "MARCHEN MÆRSK", which is now sailing the Transatlantic Line – a line which several of the students work with on a daily basis.

The picture shows the students with the "MARCHEN MÆRSK" at the outfitting quay.

The training ship "DANMARK" in Algeciras

After sailing from Taranto in the south of Italy, the training ship "DANMARK" ran into such stormy weather that the captain, Ole Peter Nielsen, decided to lie to off Sardinia for two days. One day late, then, on Friday, 5 February at 10.00 a.m., the beautiful full rigged ship came alongside Maersk España's container terminal in Algeciras and was greeted by the Danish Ambassador, Mr. Wilhelm Ulrichsen, the Danish Consul, Mr. Antonio Ruiz Valderrama, and Director Erik Nielsen, Maersk España.

In connection with the visit, Maersk España had arranged a programme which included a reception on board for 70 representatives of local authorities and Maersk España clients, an "Open House" arrangement with 1,400 visitors, a lunch on board attended by the Danish Ambassador, the Danish Consul, the Mayor of Algeciras and officers of the navy, customs authorities and harbour authorities, two bus trips (from 6.30 in the morning to 10 at night) for officers and apprentices from the "DANMARK", a tour round Maersk España's container terminal and visit to the "ADRIAN MÆRSK" and the "ANNA MÆRSK". On Tuesday morning, a tired but alert crew set the sails on the "DANMARK" and headed for the Canary Islands.

No matter where in the world the 55-year-old training ship comes alongside, it attracts attention and admiration. The visit to Algeciras was no exception, not only because of the ship's fine appearance but just as much because of the crew's exemplary behaviour, which does great credit to both the ship and to Denmark.

"It is possible that the "DANMARK" will come alongside our terminal on future visits," says Erik Nielsen. "If she does so, both the inhabitants of Algeciras and Maersk España will give the ship a cordial welcome and we will do our best to make the visits as successful as possible."

Penang on the move

Maersk Line Penang have moved to a new office. The new office is located on the 2nd floor of a building known as Wisma Penang Garden at No. 42 Jalan Sultan Ahmad Shah.

The Maersk Line Penang operations, which started in February 1975 with a staff of four, had increased to 13 by 1988. With an area of approximately 115 square metres, the office became too small to cope with the expansion.

The new office occupies 280 square metres and has sufficient space to accommodate the staff comfortably in a pleasant working environment.

This location, apart from being prestigious, also provides ample parking space; the frontage is the Jalan Sultan Ahmad Shah (previously known as Northam Road), which leads to the various famous beach hotels; at the rear of the building stands Penang's oldest private club – The Penang Club. In the same building are well-known companies like Citibank and Singapore Airlines.

Tan Long Yam, Singapore

Rounding up...

A Robert Jacobsen sculpture at the Lindø Shipyard

The Lindø Shipyard's orchestra played when Her Majesty Queen Ingrid unveiled a sculpture by Robert Jacobsen in front of the Town Hall in Odense on 17 March. The sculpture is a gift to the city of Odense on the occasion of its 1000th anniversary and has been donated by Provinsbanken, Nykredit, Albani and Dansk Metal. 12 men have been working at the Yard in their free time to build the 16-ton sculpture from a model by Robert Jacobsen. After it had been unveiled, there were varied opinions about the sculpture, but most Odense citizens thought that it was attractive. As Ove Thomsen, shop steward of the welders at Lindø, said: "At first we were rather sceptical, but as we proceeded, we thought that it became more and more attractive".

One picture shows Robert Jacobsen supervising the construction of his sculpture at the Lindø Shipyard and the other shows his sculpture in place in front of the Town Hall.

Mercantile Consolidators

On September 30, the last empty container left MCC's leased depot next to the PSA (Port of Singapore Authority) container terminal for its new depot in Jurong, Singapore's largest industrial estate on the western side of the island.

MCC Singapore purchased the premises on September 7. Renovation and minor repairs were immediately carried out and on September 16, the shifting of equipment to the new depot began. By October 1, all MCC activities were being carried out from Jurong.

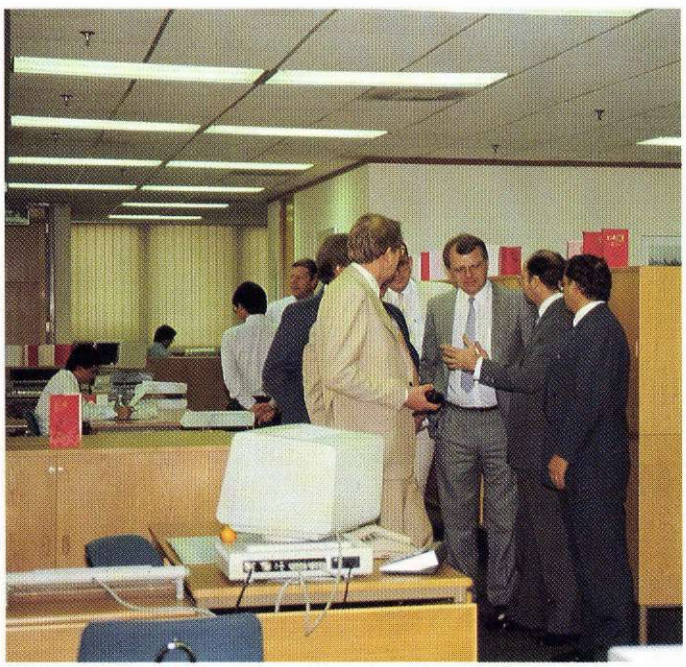
The depot has an area of 20,235 square metres and has storage capacity for 1600 20-foot containers. There is a two-storey administrative building near the entrance, adjacent to which is a specially constructed container-washing area. At the opposite end is a large two-storey warehouse with 3,700 square metres' storage area.

MCC Singapore previously only provided documentation services for simple consolidation. With the acquisition of these new facilities, MCC Singapore has expanded its activities and is now offering customers consolidation, container repair, container storage, freight forwarding, garments in hangertainer facilities, trucking, and warehousing.

The Company presently employs 42 people.

Tan Long Yam, Singapore

Danish Minister visits Maersk Singapore



On Saturday February 2, the Danish Minister for Transport, Mr Frode Nør Christensen and Mrs Christensen visited the Singapore office accompanied by Mr Per Milner, Director General, Road Department, Mr Harald Neumann, Head of Division, and Mr Mogens Elming, Secretary to the Minister. They were received by Mr Martin M. Skaanild, our Managing Director.

During the visit the visitors were briefed and shown a slide show on the activities of the various companies within the Maersk Group in Singapore.

In the evening Mr and Mrs Skaanild hosted a dinner in honour of the Minister and his delegation which was attended by, amongst others, the Danish Charge d'Affaires and Maersk Line executives.

This is the third time that the Singapore office has been visited by Danish Ministers. Previous visitors were the Danish Foreign Minister Mr Uffe Ellemann-Jensen and the Danish Prime Minister Mr Poul Schlüter.

Tan Long Yam, Singapore

(MCC) Singapore moved to new premises

Record loading of pineapples

On March 1, Maersk Line Côte d'Ivoire (the Ivory Coast) Abidjan, and its 12 staff members celebrated its second anniversary with a new record: the loading of 31 40-foot reefer containers with 450 tons of fresh pineapples.

The many reefer containers were loaded onto the "MAERSK BELLA" and – after a short reloading at Algeciras – the containers arrived at Antwerp only 12 days later. Another two days' transport on the road and Paris was digging its teeth into nice juicy fruit from the "Land of Pineapples".

At the time of writing the record is due to be broken once again.

50 40-foot reefer containers (650 tons of pineapples) have been booked for loading onto the "MAERSK BRAVO", and this record will surely be difficult to break within the very near future, as the maximum reefer container capacity of the "MAERSK BELLA" and the "MAERSK BRAVO" has been reached.

Manila's first bowling tournament

After years of careful study by the employees of the Manila office of whether or not to have a bowling tournament, the balls finally rolled on October 1 1987, signalling the First Bowling (Duckpin) Tournament ever held by this Company.

The whole staff were enthusiastic, with eight to nine players per team. Ten teams were formed to compete with each other on a round robin basis.

The opening game was capped by our President, Mr Jørgen H. Madsen, rolling the first three balls. Games were then played after office hours on Thursdays and on Saturday afternoons.

The round robin basis was the criterion during the elimination rounds. The championship round ended on December 12, with "Finance A" team as the first champion of this first bowling tournament, followed by "Finance B" and Customer Service.

The awarding of trophies led by Messrs. Jørgen H. Madsen, outgoing president, Waldemar Poulsen, incoming President, and Jørn René Nielsen, General Manager for Marketing & Sales, was made during the Christmas party for the staff which was held on December 21.

Linda B. Cervantes, Manila

Personalia

ESPLANADEN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8

40 Years Anniversary

1. Erik A. Eskildsen
   1 August

25 Years Anniversary

2. Anders Paludan-Müller
   10 July
3. Vagn Lehd Møller
   1 August
4. Knud Erik Møller Nielsen
   1 August
5. Thorkild Olesen
   1 August
6. Torben Petterson
   1 August
7. Jørn Poulsen
   1 August

Retiring

8. Anny Elmvang
   31 August

THE FLEET


1


2


3


4


5

40 Years Anniversary

1. Radio Officer Kurt Erik Hansen
   28 August

25 Years Anniversary

2. Chief Engineer Jens Verner Kristiansen
   6 August
3. Chief Steward Niels Troels Uldall Madsen
   12 August
4. Chief Engineer Frede Amtoft
   10 September
5. Chief Steward Hugo Asger Nielsen
   27 September

ORGANIZATIONS ABROAD


1

25 Years Anniversary

1. Normann Andersen, Bermuda
   1 August

MAERSK DRILLING


1


2


3

25 Years Anniversary

1. Carl Hauge Søndergaard
   10 August
2. Johan Christian Christiansen Bleeg
   21 August
3. Vincent Maria Engels
   29 September

THE YARD


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13

25 Years Anniversary

1. Niels Erik Olsen
   1 July
2. Jørn Fl. Jensen
   5 August
3. Aksel E. Jørgensen
   5 August
4. Mads Peter Ryberg
   5 August
5. Jørgen Johs. Hansen
   12 August
6. Johnny Voss
   12 August
7. Flemming Larsen
   19 August
8. Henning Berg Jensen
   26 August
9. Henry Blach Poulsen
   26 August
10. Alfred C. Andersen Dyrehauge
    2 September
11. Ove Thomsen
    2 September
12. Ove Kjær Petersen
    16 September

Retiring

13. Mogens Eriksen
    31 August

ROULUNDS


1


2

25 Years Anniversary

1. Robert Hansen
   23 August
2. Hans B. Hansen
   27 September

Obituary

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

Able Seaman Poul Nielsen
ex "SALLY MÆRSK"
15 September

Able Seaman Tommy Vesterlund Jensen
ex "JESPER MÆRSK"
18 September

Ships Assistent Erik Helgof Gertsen
ex "MÆRSK ASSISTER"
29 October

Cook Gunnar Marius Hans Jensen
ex "MÆRSK TRAVELLER"
9 November

Steward Tong Sui Nam
ex "ARNOLD MÆRSK"
25 November

Able Seaman Elpidio B. Garing
ex. "KAROLINE MÆRSK"
2 December

Ships Assistent Eric Abakah Johnson
ex "ESTELLE MÆRSK"
6 December

2nd Engineer Hans Tørnquist Jørgensen
ex "AXEL MÆRSK"
14 December

Able Seaman Heinz Erik Andreas Lund Jeppesen
ex "EMMA MÆRSK"
22 January

Boatswain Svend Olaf Klæbel
ex "RASMINE MÆRSK"
9 February

Radio Officer Jan Michael Fabrin
ex "KATE MÆRSK"
12 February

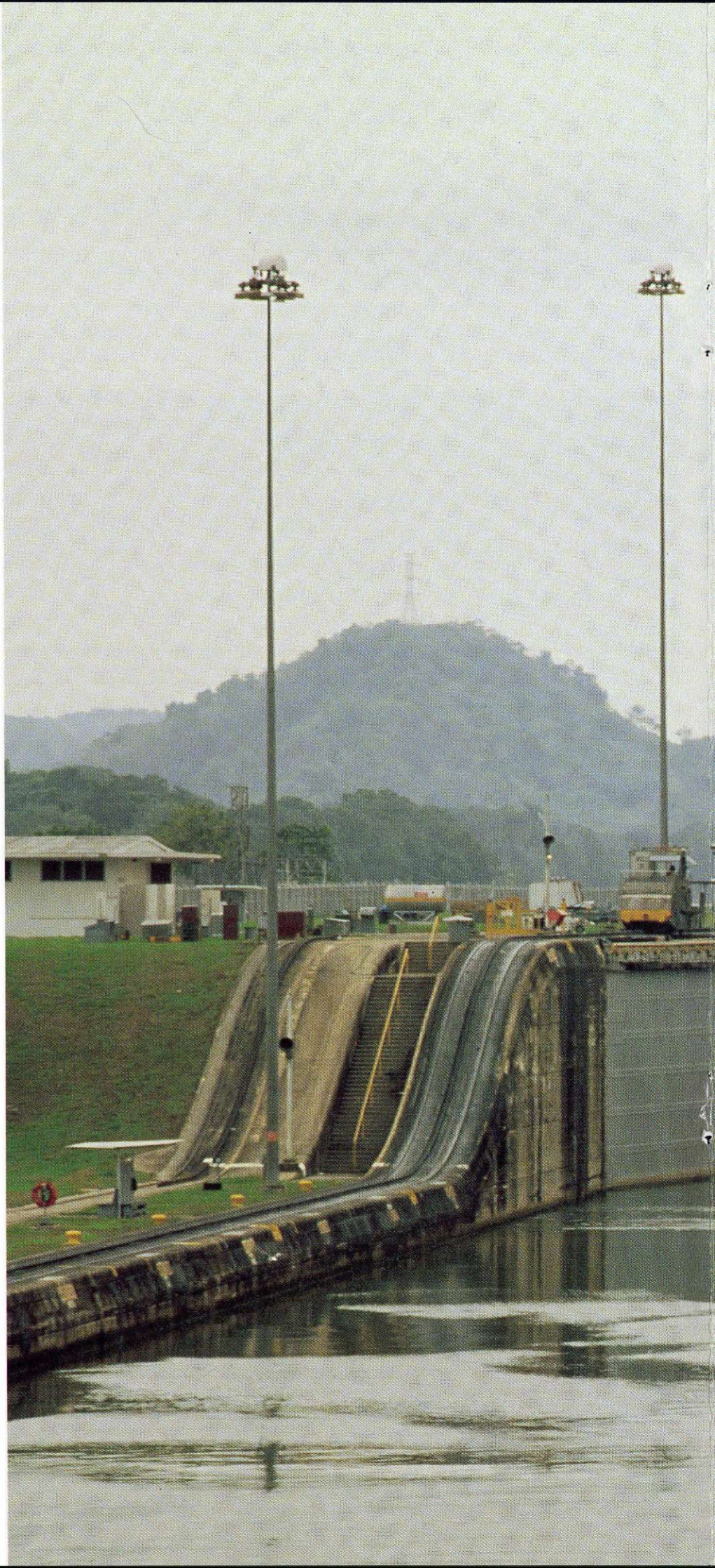
Kurt Sørensen
The Yard
12 March

Jørgen Holmtofte Hansen
The Yard
26 March

Knud Schrøder
Brigantine, Hong Kong
4 April

Henrik Gunge
Star Air
25 May

MÆRSK



The "MARCHEN MÆRSK" on its first transit of the Panama Canal, May 13.