

Shipbuilding has always been of great interest to the A.P. Moller Group, not least to me personally. I remember well when my father founded the Odense Steel Shipyard, and when in 1920 at the yard's outfitting pier, the main engine of the first vessel, "ROBERT MÆRSK", was tried before the ship proceeded on her official trials. And throughout my working life I have been closely involved with the Shipyard's activities as well as its problems.

It has always been interesting and exciting to follow developments in shipbuilding in general and the progress at the Odense Steel Shipyard in particular. It has not always been a bed of roses. Lean and difficult times have by far exceeded the favourable periods.

During the last few years, technological advances at the Shipyard have been particularly fascinating. The management of the Shipyard has this to say on the subject:

"The widespread use of communication technology, computers and robots has created completely new working conditions in what is otherwise an industry with strong traditions. Vessels are now computer-designed. Computers are used not only in the planning, but also in the ordering of materials and in the necessary supervision to ensure that materials arrive at the appropriate place at the right time. Production processes are simulated by computer down to the tiniest detail; cutting machines and welding robots carry out their given tasks and all this happens through the use of the same complete mathematical description of the vessel, which has been stored in a computer system.

Many types of tedious and strenuous work have been eliminated in the production process, in the drawing offices and also in the administration. All kinds of waste have been markedly reduced. Job satisfaction and renewed energy can be observed everywhere. Productivity has rapidly increased, and the Yard achieves the same production today with 2,300 employees as 20 years ago with 6,000. The Lindø Shipyard is one of the leaders in the highly competitive field of the international shipbuilding.

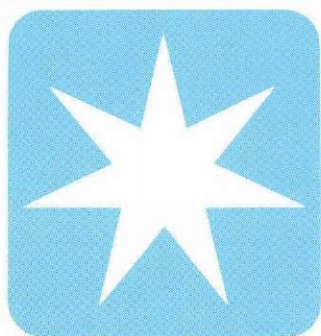
This has been achieved through extensive collaboration with other companies, both inside and outside our own group, and with universities and research institutes in Denmark and abroad. We are involved in several of the EEC's research and development programmes, and through this work we have been pleased to note that knowledge gained in totally different industries can be utilised in shipbuilding.

By making use of the latest technological advances, it is in fact possible to create a promising future for production industries in our country, and no-one can be in doubt as to the usefulness of this. It requires, however, a far-sighted and costly investment programme if the desired results are to be achieved. Our politicians could do a great deal to stimulate overall development in Danish industry – not through granting subsidies but by eliminating the insecurity created by constant short-sighted changes.

The Yard's Board of Directors has for several years authorised considerable investments in order to achieve today's results. We have been delighted to observe that the Shipyard employees at all levels have worked to get the maximum benefit out of this financial support. They have understood that this is the only way to survive on one's own terms. Internal collaboration in the Yard functions well – and there is no doubt that the technological developments have also here had positive effect. All this provides hope for the future, creativity is blossoming, and many new opportunities still exist."

MÆRSK MC-KINNEY MØLLER

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Editor: Hanne H. Clausen
Printers: Scanprint a/s, Viby J

Local correspondents:

HONG KONG: Belina Chick
INDIA: Rabindra Gaitonde
INDONESIA: Peter Frederiksen
JAPAN: Jakob Friis Sørensen
NIGERIA: Lucie Thompson
PHILIPPINES: Lydia B. Cervantes
SINGAPORE: Cyril Seah
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PHARMA-PLAST: Bjørn Ragle
ROSTI: Marianne Maltow
ROULUNDS: Elsebeth Bastholm
STAR AIR: Lis Nielsen
THE YARD: Mogens Byrler

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Christening of two sister vessels at Lindø

"CHARLOTTE MÆRSK" in the Kiel Canal on her maiden voyage.

On Saturday, 8th February, two new-buildings for the A.P. Møller Group were christened at the Odense Steel Shipyard. The two sister vessels are numbers two and three in a series of six advanced container feeder vessels of 22,000 tons deadweight. These vessels are the first in the world where the design, construction and production have been exclusively based on computer models.

The vessels were named "CORNELIA MÆRSK" and "CHARLOTTE MÆRSK" and they can each transport more than 1,200 twenty-foot equivalent contain-

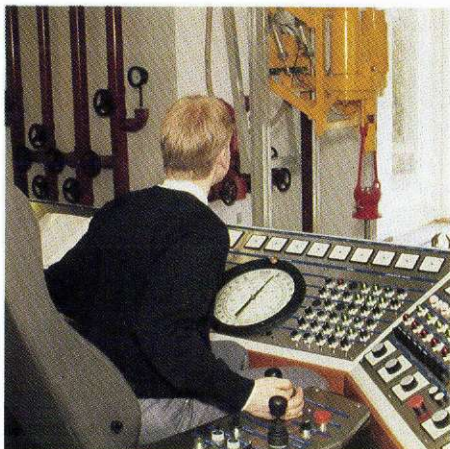
ers at a time, of which 114 are forty-foot reefer containers.

The vessels are equipped with a 35-ton gantry crane for loading and unloading in ports which do not have container cranes. Mrs. Inge Runge Johansen, wife of Aksel Runge Johansen, a senior partner in KMPG C. Jespersen, christened newbuilding no. 137 "CORNELIA MÆRSK". A few minutes later, Mrs Inge Jakobsen, wife of Jørgen Frank Jakobsen, a senior partner in Grothen & Perregaard, named newbuilding no. 138 "CHARLOTTE MÆRSK". KPMG Jespersen and Gro-

then & Perregaard are auditors to A.P. Møller.

"CORNELIA MÆRSK" has her home port in Thyborøn and is under the command of Captain Kristian Søvang with Bent Ove Thyrestrup Gucfa as Chief Engineer.

"CHARLOTTE MÆRSK" has her home port in Marstal and is commanded by Captain Knud Møller with Arne Lund as Chief Engineer. ■



Testing the new simulator system at the Maersk Drilling Centre in Svendborg.

Maersk Drilling Training Centre simulates drilling for oil onshore

Maersk Drilling Training Centre has done it again, taking the lead with regard to training in personal and environmental safety.

The school has built an onshore oil rig to the scale of 1:5, as training courses for Maersk drilling's new rigs are now to take place onshore and not offshore as was previously the case.

The Maersk Drilling Training Centre is in A.P. Møllersvej in Svendborg on the island of Funen. These days it is impossible to overlook the centre – the existing teaching rooms have been extended and now include a ten metre high derrick with a four metre deep well below. In the derrick, a model of all the necessary drilling equipment, which the course participants need to use during their training in operating the latest types of oil rigs, has been installed.

In February this year, the training centre took delivery of a complete "Rig Floor" arrangement to the scale of 1:5 as well as a full size Drilling Control Room, a complete rig automation simulator and twenty user networks, which will be used for stability calculations, documentation (QA), maintenance and all the day-to-day communication on the rig.

On 30th March, the staff at the training centre could therefore hold an inaugural party, to which guests from all over the country were invited to come and try out the equipment in the new wing of the school. Everyone was extremely enthusiastic and particularly impressed by the enormous amount of intensive work which had made the inauguration possible. The staff at the training centre led by the project leader, Torben Frederiksen, had worked out the plans for the construction of the simulation room and the planning of the actual courses.

New rigs, new working procedures

Maersk Drilling Training Centre has provided service and training for the crews on board the Maersk rigs since 1980. That the inauguration should take place now is due to the fact that in the late summer, Maersk Drilling will take delivery of two new jack-up rigs from Far East Livingston Shipbuilding Ltd. in Singapore. The new rigs are the largest of their kind in the world and are equipped with all the latest technology. Robots will take over many of the most dangerous working procedures. In those areas where mishaps and accidents can occur, human labour will be replaced by automation.

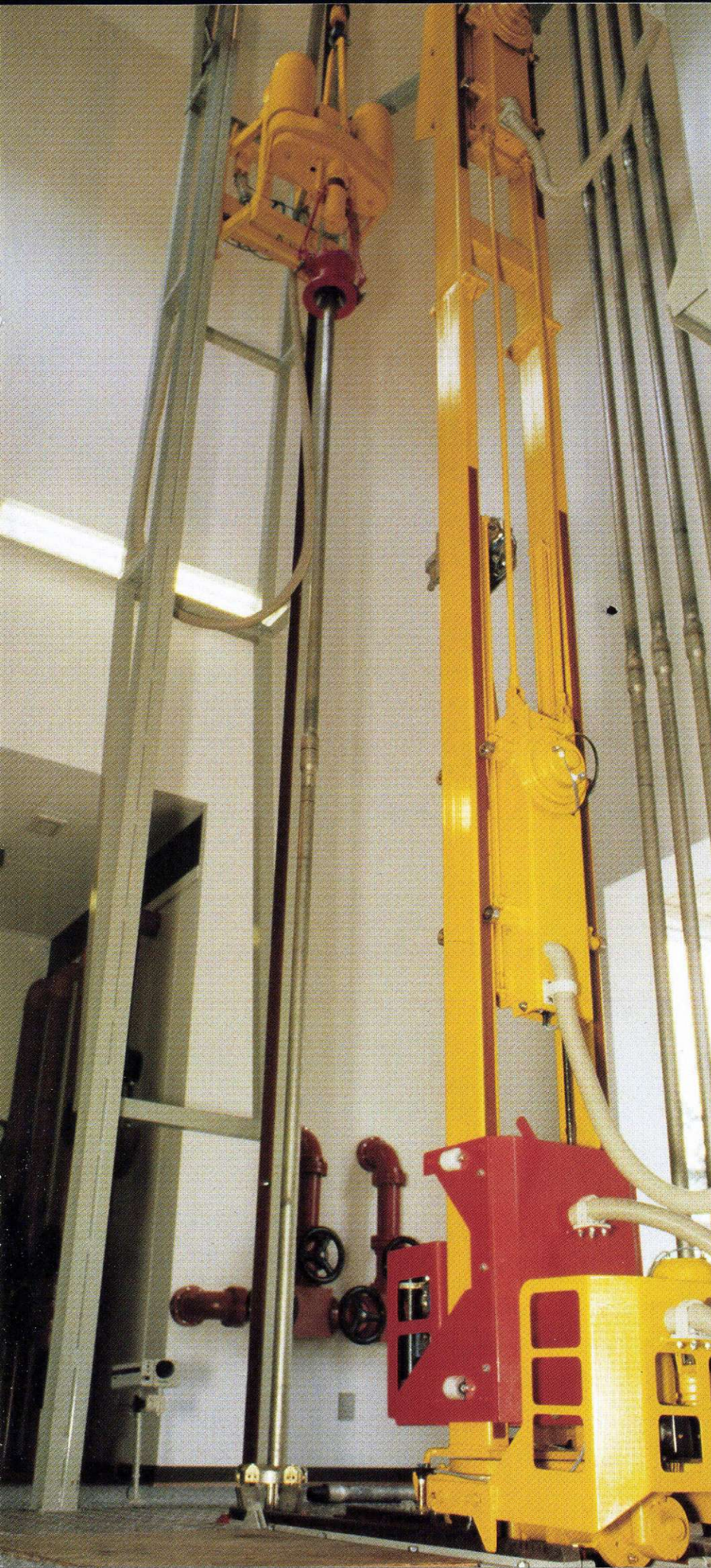
Safety at work has always been the standard for Maersk. Accidents must not happen and training has always had the ultimate goal of preventing all possible mishaps.

Starting from May 1992, prospective crew members on the newbuildings will attend Maersk Drilling's Training Centre in groups of 16 to 20, with one instructor for every four men. The rig crews will complete courses of five weeks of intensive training in order to become familiar with the construction, operation and maintenance on board. Altogether 100 persons will attend the new courses at Maersk Drilling's Training Centre.

Training onshore – better than offshore

The new rigs are automated to a hitherto unknown degree, and the main task for the centre has been to make all the changes from the existing methods and well-known routines on the rigs to the new EDP-controlled signals absolutely clear through simulation.

By means of the simulation courses in Svendborg, the rig personnel can achieve a great deal of practice in the operation of the rigs' equipment, so that they are able



A close up of the model of the derrick.

to go direct from the course onshore to an offshore rig and operate it.

Maersk Drilling has acknowledged that it is too expensive to train people on the rigs themselves. Training onshore, in the way it is carried out at the Maersk Drilling Training Centre, is much to be preferred.

At the training centre, the participants in the courses learn to utilize the advanced EDP system, which monitors and controls many of the functions on the new rigs. These include, for example, gas and fire alarms and machine monitors etc. All data goes into special files so one can at any time check on what is happening.

When the participants start work on the rigs, their teaching material from the course at Svendborg will be put into the computer so that they can always get help if necessary.

Training Centre is a success

When it opened in 1980, there was only one instructor employed at the Maersk Drilling Training Centre. The person concerned taught a course in well control for Maersk staff. Four years later, Maersk H2S Safety Services was established. Now this has become an independent institution, with course centres in Svendborg, Tved and Hjerting near Esbjerg (See Mærsk Post 1/1992).

The Training Centre in Svendborg with the H2S Centre in Tved today employs a staff of 32 and offers many different kinds of course activities for both Maersk personnel and for international operators. ■



THE FAROE ISLANDS

Successful "oil days" on the Faroe Islands

In only four days, three representatives of Maersk Oil and Gas and Maersk Drilling managed to meet 3-4% of the total Faroese population.

The three were visiting the Faroes to talk about the different jobs available on board the A.P. Moller Group's drilling rigs and production platforms, and on supply and stand-by vessels.

The Faroe Islands are the group of islands in the northern part of the Atlantic Ocean. These islands belong to Denmark and recently there has been increasing interest in finding out more about the Danish oil industry, as well as more general knowledge about the recovery of oil. The Department of Education on the Faroe Islands, which is called Landskulafyristingin, was also extremely interested in the Faroese finding out about job opportunities in the oil recovery sector.

In November 1991, Landskulafyristingin sent an invitation to Maersk Oil and Gas, in which they invited a certain number of staff members to visit the beautiful island realm and tell the population about the opportunities for training and work in the oil industry. Consequently, at the end of January, Vagn Mols-Poulsen and Dorrit Olsen from Maersk Oil and Gas and Jørn Boe-Hansen from Maersk Drilling flew from Copenhagen Airport to Vagar on the Faroe Islands. Ahead of them were four days of meetings and lectures at various schools of mechanical engineering, commerce and technology.



The three ambassadors from Mærsk – Vagn Mols Poulsen and Dorrit Olsen from Maersk Oil and Gas and Jørn Boe-Hansen from Maersk Drilling.

The visit

The first meeting took place at the Faroese Navigation School in Torshavn, where the three guests were welcomed by the principal, the staff and the pupils, who were all eager to hear what the visitors had to say.

Vagn Mols-Poulsen told the gathering about Maersk Oil and Gas' activities both in the North Sea and abroad, about the establishment and development of the firm itself and about what the job of operator involves. Dorrit Olsen continued by giving information about the various jobs and training possibilities available, and finally Jørn Boe-Hansen from Maersk Drilling told the gathering about the demands and requirements necessary to get a job on one of the Shipping Company's drilling rigs.

On Monday afternoon, the three visitors continued their talks at the Faroese Navigation School and later in the afternoon they held a briefing session at Torshavn Commercial School, where students from the Faroese Commercial School, the Grammar School and the Higher Preparatory Examination Course were given a briefing about

the Shipping Company's oil exploration activities.

Altogether by the end of the first "oil day" on the Faroe Islands, about 450 students, teachers and other interested parties had already heard about Maersk Oil and Gas and Maersk Drilling.

The Maersk representatives gave talks at the Navigation

School, the School of Mechanical Engineering, the Commercial Schools in Torshavn and Kambsdali, the Technical Schools in Torshavn and Klaksvig, and finally one last and final meeting at the Faroese Society of Engineers.

One of those who took the initiative to invite the three guests, the Chairman of the Faroese Society of Engineers, Johan Poulsen said: "On the Faroe Islands at the moment we have problems with increasing unemployment, and it does not look as if they will get any better in the immediate future. We are therefore obliged to look for new areas where we can find employment for some of our people. With this arrangement, the aim was to tell the Faroese people about the oil industry". Many myths about working on the drilling rigs and production platforms were exploded, and a tremendous number of topics were explained and discussed.

Full of new impressions and interesting experiences, the three Mærsk people flew home by Maersk Air, after having said hello to about 2,000 Faroese, among whom were several of the A.P. Moller Group's Faroese employees. ■



Maersk and Amoco – a milestone celebration

A very special commemorative dinner was held in Chicago on 10th February by the Amoco Chemical Corporation and Maersk Inc., to celebrate the one millionth ton of PTA shipped via Maersk Line to Yizheng, in the People's Republic of China (PRC).

Present at the event were senior Amoco Managers and their Chicago-based staff, all of whom have been involved in the huge project since the early 1980s. Maersk Inc. representatives, who have also been associated with this business for many years, included Ted Ruhly, President, and K. Moller-Nielsen, Vice President from Madison as well as George Schnorf, Bob Capaldo and Billy Parker from Charleston and Claude Bagnall, former Regional Director. Local agency personnel from Oak Brook included Phil Connors, Mike Horn, Kevin Denman, Ed Sands, Lil Incrocci, Ron

Napoleon and Sheryl Ann Teare. Also present was Tom Wilson, President of Paul Sustek Company Inc., which is Amoco's freight forwarder in Philadelphia.

The private dinner was held at the Metropolitan Club, overlooking Chicago's impressive skyline and scenic lake-front. As a token of thanks for their business collaboration, Amoco was presented with a beautiful crystal sailing boat, which had been specially sculpted in France and appropriately inscribed for the occasion. The actual millionth ton shipment was loaded that very day in Charleston, via the "MAGLEBY MÆRSK". The first notable Yizheng milestone – the millionth ton PTA shipment overall had also taken place in Charleston in 1990, when prominent members of staff from both companies, as well as officials from the PRC, Cosco and the U.S. government

were invited to watch the specially-marked container being loaded onto the "LARS MÆRSK".

The Yizheng business, which is still very much in progress, has provided many noteworthy successes. First and foremost, it has strengthened the business relationship between the two companies, due to the enormously complex organisation involved and the sheer volumes exported. We are currently Amoco Chemical's largest carrier.

Although this was primarily a "local" celebration, we in Chicago would like to send our thanks to all Maersk personnel around the world who directly or indirectly have contributed to the success of this business. ■

M.M. HORN

MAERSK LINE – The Best Shipping Line

This year "Cargonews Asia" once again conducted an extensive survey of their readers' evaluation of transport suppliers. The results were made public in Hong

Kong on March 19th at the annual "Asian Freight Industry Awards" and Maersk Line was awarded three prizes. For the fifth consecutive year Maersk Line was named "Best Shipping Line: Asia-Europe". The two other awards were "Best Shipping Line: Transpacific" and "Best Multimodal Operator".

On a previous occasion Maersk Hong Kong Ltd received yet another award for their work in the field of information technology. The award was co-organised

by World Executive's Digest and the Asian Institute of Management.

Naturally it is very gratifying for us to receive such support and recognition of our efforts by impartial, third-party judges. ■

BELINA CHICK



Onboard the »MAYVIEW MÆRSK« are Ms Lynn Sorey, Captain Helge Daugaard, town historian Rosemary Glover and Mayor Marie Forbush.

Photo: Thomas M. Richards

The town Mayview and »MAYVIEW MÆRSK«

On joining the Maersk Line container service, »MAYVIEW MÆRSK« sailed to the U.S.A. and called at Norfolk, Virginia on 28th December 1991. And there to meet the vessel on this occasion were the Mayor and the town historian of her namesake town, Mayview, Missouri.

Despite being busy with 387 loadings and discharges, Captain Helge Daugaard and Maersk Norfolk personnel were delighted to entertain the Mayor, Ms Marie Forbush, and the historian, Ms Rosemary Glover, and welcome them aboard the vessel.

We can read in »With Constant Care« that on 30th April 1910, thirty-two year old Arnold Peter Møller married twenty-seven year old Chastine Mc-Kinney in Mayview, Missouri. On their return to Denmark, to remind them of that happy occasion, they named their house Villa Mayview.

The town of Mayview is located just east of Kansas City and it has not grown much in the eighty-one years since the wedding. At the moment the population numbers only about 300 people, and Mayor Forbush remarked that the deck area

alone on the »MAYVIEW MÆRSK« was approximately a quarter of the town's total area.

The Mayor's visit to the »MAYVIEW MÆRSK« coupled with a request for information about Mayview from Maersk Norfolk, have inspired renewed civic and historical interest in the town. This has led to newspaper articles, radio programmes and lectures on the historical tie between A.P. Møller and Mayview. Efforts were made to find the location of the wedding, a house rumoured to be the home of the bride's aunt. Unfortunately, in the middle of January it was discovered that the house had been pulled down, and the site is now just an empty hillside.

The Virginia Port Authority officials had rather a hectic time at the end of last year, as along with the honour of the Mayor's visit, they also presented the customary first call plaque to the »MAYVIEW MÆRSK« as the last of no less than twelve such presentations. ■

LYNN SOREY

The «INGER MÆRSK»

The Gas Tanker Department took delivery of the very first «VLGC» (Very Large Gas Carrier) in the history of the A.P. Møller Group on 27th March 1992 in Nagasaki, Japan. The new acquisition was christened the «INGER MÆRSK». The vessel, which in everyday language is also called a LPG/C (Liquefied Petroleum Gas Carrier), has been built with four tanks which can carry 78,000 cubic metres or approximately 44,700 tonnes fully-cooled LPG.

The «INGER MÆRSK» has a dead-weight of 49,300 tonnes, a draught of 10.8 metres, an overall length of 230 metres and a width of 36.6 metres. The vessel's cooling plant makes it possible to transport LPG in liquid form at atmospheric pressure. The LPG can be either Butane, which is cooled to a temperature of -5°C or Propane, which must be cooled down to a temperature of -42°C. Of course, both products can be carried at the same time, each in its separate tank on the vessel.

«INGER MÆRSK» will mainly be calling at loading ports in the Arabian Gulf and the Red Sea, with the possibility of a few loadings in Australia, whereas discharging ports will be in Japan or South Korea, with a few discharges at ports on the east coast of U.S.A., north western Europe, Brazil and the Philippines.

Since being taken over by A.P. Møller, «INGER MÆRSK» has been under the command of Captain Niels Jørgen Olsen with Carsten Schultz as Chief Engineer. ■





The Sultanate of Oman

In 1970 there were only 10 kilometres of roads in Oman – today there are 4,000.

In Oman it costs five rials – about US\$ 13 – if you drive around in a dirty car, and at the same time your driving licence gets clipped, so the authorities can keep an eye on how often you are guilty of the so-called crime!

It costs slightly more if you do not observe the speed limits, but people who are intoxicated in a public place risk both a fine and a prison sentence.

Surprisingly enough, it is the latter misdemeanour which figures most prominently in the country's crime statistics. On the other hand burglary, robbery, murder and financial criminality are not considered polite behaviour, so they are comparatively rare in this country, which during the last 20 years has undergone the kind of development other countries took a couple of hundred years to complete.

In fact one might say that in one fell swoop, Oman jumped straight from camel caravans to space rockets.

Fairy tales can still come true

Until 1970, the Sultanate of Oman was totally isolated from the outside world. Sultan Said kept his subjects in a state of ignorance and poverty under a feudal regime. There were no forms of communication or education, and more or less anything that had to do with progress or enjoyment was totally forbidden. Even the city gates around the capital Muscat were locked every day three hours after sunset.

Somewhat paradoxically, the Sultan had actually sent his only son Crown Prince Qaboos to England to be educated at

various institutions including the Royal Military Academy, Sandhurst. He was in no way, however, willing to accept the western ideas that the young prince brought home with him.

But the Crown Prince had not only observed the age of industrialisation, he had also realised that his people must be allowed to take part in the development towards it. Consequently, the recovery of oil had to be intensified so that the complete development of Oman could be financed.

Anxious to put his ideas into practice, he escaped from house arrest in 1970 and immediately deposed his father, whom he exiled to England.

The time that followed shows that fairy tales can still come true. Despite what had happened, father and son kept up a friendly correspondence, and the old Sultan admitted in a letter to his son that Qaboos had done the right thing.

»But had it been me, I would not have known what to do with all that money«, he added.

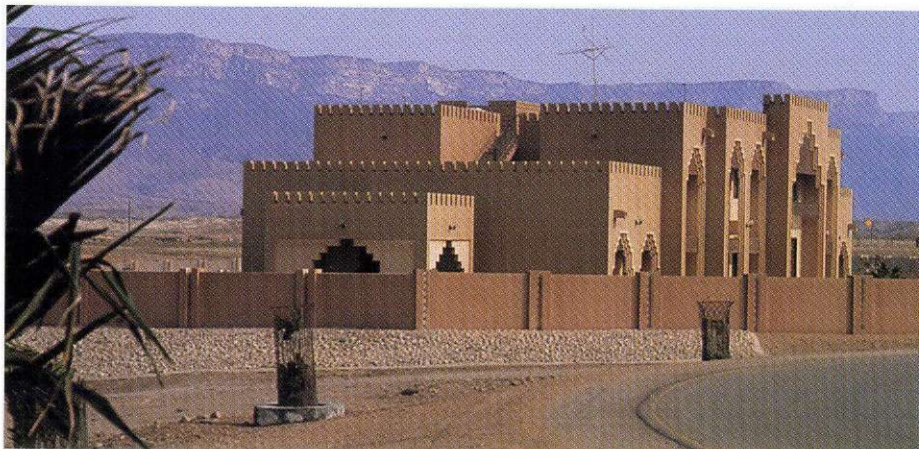
Oman – a model society

As a result of meticulous planning and the right priorities, Sultan Qaboos has succeeded in creating a model society in which everyone shares in the billions brought in by the oil revenues. Nowadays there are schools everywhere, a university which functions perfectly, and 4,000 kilometres of asphalt roads, compared with 10 kilometres in 1970.

The country has no personal taxation, an interest rate of 2% on housing mortgages ►



◀ The photo shows the interior of the Qaboos Hospital.



Modern building in Oman constructed in the traditional Arabic style.

and furthermore there is a pioneer spirit, which on the one hand tries to ensure that the country's cultural heritage remains intact, and on the other, strives to put Oman on the international list of highly-developed industrialised societies.

Oman is trying to reduce its dependency on oil revenues by developing industrial settlements where all kinds of production will create both employment and alternative sources of income.

Well-educated citizens of Oman – men as well as women – who »in the renaissance« before 1970, were sent out of the country by their parents, have now returned home. They are now co-operating with the foreign experts whom the Sultan has brought in, until the time comes when the people of Oman have been sufficiently educated to become experts themselves.

A country of contrasts

The deep ties of culture are probably most noticeable outside the large towns, where the free outdoor life in tents among the camels is basically unchanged, although one can also find traces of the new riches here. The women's heavy silver jewellery has now been replaced with gold, where the weight is more important than the design. Throughout history, in Oman this jewellery has been women's reserve capital.

In addition, the number of camels has increased tremendously, as they, like the jewellery, are a measure of wealth.

But apart from these things, it must be admitted that everything is the same as it

always has been. Except perhaps for the houses which the government has placed at the citizens' disposal and which are only inhabited during the hottest periods because they are air-conditioned. For the rest of the year, the people prefer their tents in the desert.

The camels wander around freely during the daylight hours but at twilight they come home again to be fed and milked.

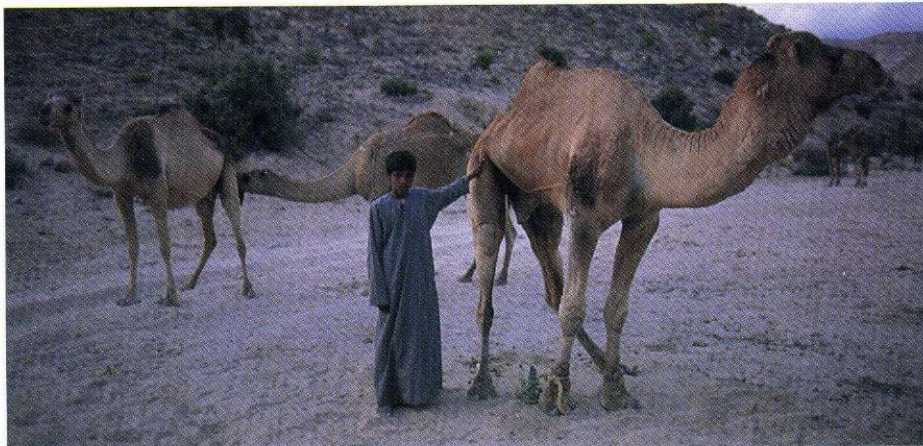
At that time the bonfire outside the tents is lit. Prayers are said towards Mecca while the lukewarm milk is sent around in a tin bowl, from which everyone drinks in turn.

Camels' milk is a light, sweet and nourishing drink, which in former times was a decisive factor in bringing the people of the desert safely through times of drought and famine.

It is also out here in the desert that groups of men, or entire families, go on picnics. They build a simple barbecue grill out of stones they find in the desert, and grill a goat or some fish. With salt and pepper as the only flavourings, they taste absolutely marvellous.

The white oryx has once again reappeared in the desert. These animals are a kind of antelope which had otherwise disappeared, but careful conservation has managed to lure them back again. In other places sea turtles, which are protected animals, come on land to lay their eggs.

This is a country of contrasts, from fertile fields to barren deserts – and all kinds of vegetation in between. And that's the way it is going to stay, says the spokesman for ▶



*Camels are frugal
animals and their nourishing
milk can save lives in times of severe
drought and famine.*

the Ministry of Public Relations, Anthony Ashworth, who happens to be British.

Through a goal-oriented policy which protects water resources and exploits all sewage to the maximum possible degree, the inhabited areas are to remain green and agriculture will blossom, while the desert is to remain part of nature's own cycle – giving space for expansion of the recovery of oil and gas.

A maritime country

The fact that Oman has developed at a rate which makes nonsense of all western prejudices about a Moslem country – for instance, the women of Oman need not wear the veil, they may work outside the home, they earn the same amount of money for the same job as men, and they may use contraception – is very much connected with the Sultanate's seafaring traditions. These have given the people the vision, curiosity and tolerance which have left their marks on the kind of development the country has been through. It was from here that Sinbad the Sailor came, and with this historical ballast, billions have been spent on expanding the harbours since Sultan Qaboos came to power. The Port of Qaboos in Muscat, and the Port of Raysut at Salalah in the southern province of Dhofar have been subject to constant growth throughout the last 20 years, both the docks and the facilities on land. Ambitions are running high to make Oman once again a commercial crossroads, from which cargo not only from the Middle East, but also

from India, can be shipped to further destinations.

The first tentative plans for a new major port to be built after the year 2000 have already been submitted. The economic basis for the port will be covered in the five-year-plan which is to come into effect in 1996.

With the support of the people

Sultan Qaboos has put Oman on the map of the world – that happened a long time ago, so it is hardly surprising that his people, and even those in the remote parts of the country, love him. They look forward to his annual tour which brings him to every town, village and Bedouin settlement. On this annual trip he listens to the wishes and complaints of his people and writes them down in a thick book. The following year he compares the previous year's comments with what has actually been achieved.

»The reason for this, is that no country can manage if its leaders do not have the support of the people. Therefore, it has been my policy right from the beginning to consult my people and to receive and listen to anyone who has problems.

Without this support, we would not be able to achieve any development or preserve our freedom«, says the 51-year old Sultan Qaboos emphatically.

Text: Birthe Lauritsen

Photos: Niels Åge Skovbo/Fokus

Maersk in Oman.

A Maersk reefer container on its way to the port of Mina Qaboos with fish to Busan, Korea.



Facts about Oman

Sultan Qaboos' country

Oman is situated on the Arabian peninsula between Saudi Arabia and the Indian Ocean. It covers an area seven times as large as Denmark, and the population is between 2.5 and 3 million.

Sultan Qaboos is an absolute monarch. He came to power by overthrowing his father in a coup in 1970, and immediately began the systematic development of the country.

The most attractive part of the Sultanate is the southern region of Dhofar where the capital Salalah is located and it is here that the Sultan lives for a great part of the year. When the temperature during the summer reaches 45 – 50° C in the shade in the Muscat area, it is only about 20-25° in Salalah.

In Oman there is a beautiful white sandy beach, which stretches for 1,700 kilometres and which has not been affected by the oil catastrophe in the Gulf.

The water temperature for most of the year is around 30 – 35° C.

The country's principal source of income is oil, but an alternative industry is in the process of being built up.

Oman is famous for its silver jewellery, woven carpets and – not least – the most expensive perfume in the world, Amouage. This contains, among other costly ingredients, the oil extracted from the frankincense tree. This is the very same tree which for thousands of years have provided incense. The incense is resin from the trees and continues to be an important commercial item for Oman. Business takes place in the traditional old bazaars called souqs, but also in the new shopping centres which are actually built upon the same principles as the souqs.

The currency of Oman is rials and 1 rial is equivalent to approximately US\$2.60. ■

On 12th February, Poul Rasmussen, Regional Director of Maersk East/West Africa and Henrik Larsen, Owner's Representative in Dubai visited Oman United Agencies, the agent for Maersk Line in Muscat.



Diploma for the Royal Danish Naval Museum

In his capacity as President of the organisation for the preservation of buildings and the landscape, Europa Nostra, His Royal Highness Prince Henrik presented a diploma and a plaque to the newly-renovated Royal Danish Naval Museum. The diploma was accepted by Shipowner Mærsk Mc-Kinney Møller, and the plaque by the Minister for Cultural Affairs, Grethe Rostbøll.

Mr. Mærsk Mc-Kinney Møller received the diploma on behalf of the A.P. Møller and Chastine Mc-Kinney Møller Foundation, which has donated the many millions of Danish Kroner spent on the conversion and renovation of the Royal Danish Naval Museum. ■

Photo: Morten Juhl, Nordfoto.



“The MÆRSK PROMOTER” in full swing!

The “MÆRSK PROMOTER”, the latest addition to the Maersk fleet of supply vessels, demonstrating her impressive manoeuvrability. The vessel has 15,600 BHP to drive the two main propellers and four thrusters. With a continuous bollard

pull measured and certified at 204 tonnes, and a 4-drum towing and anchor-handling winch with 400 tons line pull the “MÆRSK PROMOTER” is right at the top of the world ranking list. ■

At the Maersk office in London, Captain Robinson was presented with a plaque from Mr. Sano's family and friends.

At the presentation Per Stæhr said: "You did what every seafarer would do to assist a fellow seafarer in distress, but what makes the rescue of Mr. Sano outstanding is the efficiency and speed with which you carried out the whole operation."

Your efforts and success with this operation reflect well on your vessel, your team and your Company, and for that we are grateful".



The official letter of appreciation from the Japanese maritime authorities.

Good seamanship

After discharging a cargo of timber in Sendai, Japan on 22nd January 1992, "MAERSK CYPRESS" set course towards Newcastle, New South Wales to take on a cargo of coal.

Three days later, when the vessel was on the open sea, the Second Officer, A. Parreno suddenly caught sight of an orange life raft to starboard, about two nautical miles from "MAERSK CYPRESS".

Captain C. Robinson, who was on the bridge at the time to take over the watch, immediately gave the order to reduce speed and set course towards the life raft. Chief Officer W. Donaldson took over the controls of the vessel from the main deck.

"MAERSK CYPRESS" manoeuvred leeward of the life raft and immediately threw a lifeline. Although, on account of rough seas with a swell of up to two metres, it was difficult to hold the vessel still and in position, Seaman G. Evangelista was at once ready to board the life raft. With the help of a safety harness stretching between the vessel and the life raft, Evangelista managed to get down to the life raft and climb the 9 metres back up the side of the vessel to the deck, carrying a totally exhausted shipwrecked sailor. The life raft, which was by that time

almost out of air, was taken on board the vessel and, up to that point, the whole operation had taken only 30 minutes.

The fast rescue action is attributed to the immediate reactions and the good seamanship demonstrated by the crew of "MAERSK CYPRESS".

The shipwrecked sailor was so weak and exhausted that all he was able to do was give his name, and the information that he was the only survivor from a yacht, which sank during a race on 2nd January. The five others on board had died during the period of 23 days since the accident had happened. During the night of 26th January, the shipwrecked sailor, Mr. Miharu Sano, was transferred to a Japanese patrol boat.

Sequel

After loading in Australia, "MAERSK CYPRESS" called at Onahama, Japan, on 24th February. Here the vessel and her crew were received by Mr. Sano's father and brother, representatives of the port authorities and of Excel International, Mr. Sano's employer and the arranger of the yacht race.

Captain Robinson and the crew of "MAERSK CYPRESS" were heartily thanked for their efforts by all concerned. ■

SVITZER Quality Management System

Svitzer Limited has received a Certificate of Conformity to ISO 9002, the International Standard for Quality Systems. This was awarded by Lloyd's Register Quality Assurance, the first organisation to be accredited under the UK Government's NACCB scheme. It will also be an industry first for Svitzer Limited in that they are the first Offshore Survey Company to receive this coveted accolade.

According to Svitzer it has been a complicated but rewarding task for all their staff to participate in the process of setting up a Quality Management System in their field of Professional Services, where the management and documentation of quality is more difficult to control and assess than, in for instance a production industry. ■



Singapore Cruise Centre

Not content with building another container terminal, which will increase total annual container handling capacity to 10 million TEU, and constructing the Singapore Maritime Showcase, which is a world class attraction and the first of its kind in the region, Singapore will soon be inaugurating an international cruise centre. In September 1988 at the Singapore Cruise Symposium, the Port of Singapore Authority (PSA) announced its plans to construct a purpose-built cruise centre. The centre, which will be called the Singapore Cruise Centre, will be jointly promoted by the PSA and the Singapore Tourist Promotion Board to tap the growing cruise industry in the Asia-Pacific region.

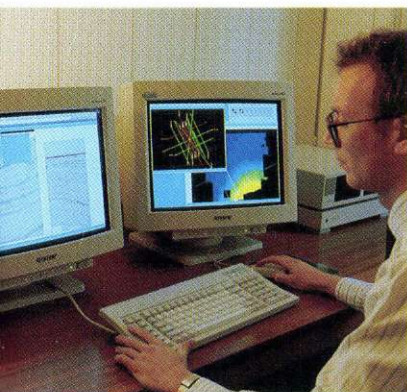
The Centre cost 50 million Singapore dollars to build and was designed to create a gateway for sea travel by integrating the three terminals – domestic, regional and international – at one location. The Singapore Cruise Centre which is located at the World Trade Centre, a business-leisure complex which has recently been renovated at a cost of 166 million Singapore dollars, will offer the following facilities:

- Three berths for cruise ships of lengths of up to 245 metres, 160 metres and 150 metres, and drafts of 10 metres,
- four domestic ferry berths for ferries to neighbouring islands and harbour cruise vessels,

- four regional berths, passenger link bridges and travelators (moving belts for pedestrians), arrival/departure halls and a spectator gallery, and duty-free shops.

Singapore has a world-class airport as well as excellent hotel facilities, which will complement the cruise centre. The Domestic Ferry Terminal has been in operation since February 1991, the Regional Ferry Terminal will begin to operate in May 1992, while the International Passenger Terminal will be operational in December 1992. The Singapore Cruise Centre is yet another step by the authorities in their attempt to make Singapore into an "international maritime centre". ■

CYRIL SEAH



Svitzer has a heavy reliance on the skills and expertise of the academic (25% of the staff have more than one degree) and professional staff (Chartered Surveyors and Chartered Geologists). The photo shows an interactive seismic interpretation work station at Svitzer Limited's office in Great Yarmouth.

Avenida de Maersk

Last September a Global Trade Fair for the fishing industry was held in Vigo, Spain. Maersk Espana was quick to seize the chance of arranging a unique welcome for the visitors to the fair by building an avenue of Maersk containers at the terminal in front of the entrance.

Now that Maersk Espana has opened its own office in Vigo, we have heard that the local people are still talking about the "Avenida de Maersk". ■



The Frigate JYLLAND

In the first week of March, the "Independent Institution Fregatten Jylland" moved to the Boat Show at the Bella Centre in Copenhagen.

Wood-carver Peter Tvede sat in this workshop and demonstrated to interested visitors how wood-carvers used to work, and the kind of work

that is being done today on the Frigate JYLLAND.

The Frigate JYLLAND's stand was extremely popular with the many "boat-people" and the stand itself was in striking contrast to all the modern motorboats, fibre-glass boats and navigation equipment. ■

Maersk Air, London

MAERSK AIR's passenger and sales office is now newly-furnished and ready for service in Terminal House, near Victoria Station in London. MAERSK AIR runs four flights by Boeing 737 to Denmark on all weekdays – two to Copenhagen and two to Billund.

The photo shows MAERSK AIR staff in the middle of moving in to the new office with Barry Prior, Regional Manager, MAERSK AIR U.K., on the left.

The sales office is open for business Monday to Friday, from 9 AM to 6 PM, and on Saturday from 9 AM to 2 PM. ■





Maersk Espana Vigo

On February 11, 1992 Maersk Espana held an inaugural reception in Vigo for present and potential supporters of its new organisation. The photo shows, from the left:

Mr. Eduardo Bages, Advisor and Member of the Board of Maersk Espana, S.A.; Mr. Juan Allica, Vigo Branch Manager Ms. Monica Salgado, Customer Service, Mr. Erik Nielsen, Managing Director; Mr. Osami Furuno, Japanese Sales Representative; and Mr. Walter Joos, General Manager Agency Division of Maersk Espana, S.A. ■

Performance Improvement Programme

The Performance Improvement Programme is the most important of the various education and training programmes held by the Maersk Taiwan organisations this year. 58 managers and 110 sales, customer service representatives and counter staff will take part in two rounds of three-day seminars during the spring and autumn. At the first round seminars, the participants will learn about a Performance Manager system. All participants will set their own individual goals for the entire year, and list the Major Output Areas (MOA). Then they will write down

Performance Indicators, showing the conditions under which the MOAs are satisfactorily implemented. The Performance Manager system will be reviewed at least once a month and the results will be included in the end-of-year performance appraisal. At the Spring seminars, course topics include "The manager as a catalyst", "Quality presentation" and "Partnership selling" (to achieve win-win results for the company, themselves and their customers). The photo shows participants being inspired at one of the seminars. ■



Mærsk Olie og Gas at the Technical University of Denmark

Mærsk Olie og Gas AS took part in a public relations arrangement at the Technical University of Denmark on 8th and 9th April 1992. The arrangement was called "VIP - Virksomhed - Ingeniører - Perspektiv", which can be translated to "BEP - Business - Engineers - Perspectives", and which was a kind of trade fair for engineering students, aimed at creating contact between the students and the business world. Our participation was partly in the form of a stand with members of the Personnel and Drilling Departments present

to assist the students, and partly in the form of a lecture for the future engineers. All day long there were informal talks at the stand, and the students dropped in if they happened to be passing by. If they did not have the time for a chat, they had the chance of finding out about DUC's activities in the North Sea from video-films.

In the photo Hans-Henrik Rønnau, Well Site Engineer from the Drilling Department is chatting with two of the students. ■

NICOLAI NEESBYE



The photo shows the participants at one of the courses.



No doubt about it, Maersk Line Karachi's golf tournament is going to be an annual event.

Maersk Line Karachi second Annual Golf Tournament

On Friday, 24th January 1992, as a follow up to last year's successful first golf tournament, Maersk Line Karachi sponsored the second Maersk Line Golf Tournament at the Karachi Golf Club.

This proved to be just as great a success as last year's event, with no less than 205 participants enjoying themselves in the lush surroundings of the club. Twelve ladies and seven juniors played off the finals in their classes with Mrs Kiyoko Tanaka emerging as the winner of the ladies' tournament

with a convincing net score of 68.

The largest number of the participants, however, competed in the senior and regular classes, with 19 seniors and 167 regulars crowding the course all day long, from 7.30 in the morning to 6 o'clock in the evening, when it was almost dark. The presentation of the awards started, in accordance with local custom, with a reading from the Holy Koran. This was followed by the presentation of the many awards by the guest of honour, Mr. Mohammad Faruque,

who is on the Board of Directors of Maersk Line Agency (Pvt) Limited, and by Mr. Stefan Maier, General Manager of Maersk Line Karachi. The day was rounded off with high tea served by Maersk Line for all participants and their friends and families, who had come to watch. There was such a positive response from all present, that it was decided to make the Maersk Line Golf Tournament an annual event. ■

ANDERS VANG JENSEN



DUC at Kronborg Castle

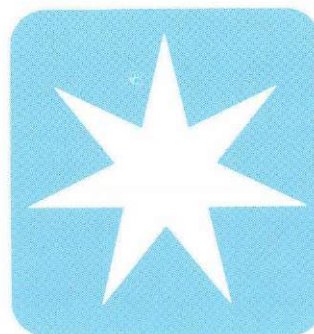
An exhibition called "DUC at Kronborg" opened on 1st April at the Commercial and Maritime Museum at Kronborg Castle. The exhibition

describes in text and illustrations how the existence of oil and gas is surveyed and established and how they are recovered. The exhibition

includes 40 plates and photographs of models of drilling rigs and supply vessels, as well as the video-film "Energy from the North Sea". ■

The exhibition is open until and including Sunday, 13th September 1992.

Personalia



ESPLANADEN



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40 Years Anniversary

1. Kurt Larsen
7 July
2. Ulla Solivellas
15 July

25 Years Anniversary

3. Jens Bjørn Lauritzen
1 August
4. Palle Juhl
1 August
5. Hans Jørgen Schneider
1 August
6. Ib T. Hansen
1 August
7. Ole Kjærulff Nielsen
1 August
8. Jens H. Hoffmark
18 August
9. Elsbeth Riken
1 September

THE FLEET



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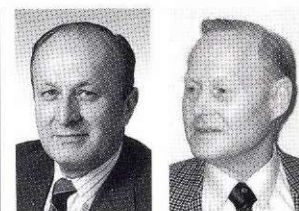
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25 Years Anniversary

1. Chief Steward
Hing Chung Wong
30 June
2. Chief Steward
Søren Ortmann Hansen
4 July
3. Chief Engineer
Alf Funk Jacobsen
10 July
4. Chief Engineer
Lars Thy
3 August
5. Chief Engineer
Hans Nicolaj Schmidt
4 August
6. Chief Engineer
Jack Holger Hansen
9 September
7. Chief Steward
Svend Sand Mortensen
13 September
8. Captain
Jesper Skovgaard Larsen
13 September

Retiring

9. Captain
Knud Hove
31 July
10. Radio Officer
Victor Flodin
30 September



1 2



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5 6

ORGANISATIONS ABROAD

40 Years Anniversary

1. Ole H. Carøe
Maersk Inc.,
New York
1 August
2. C.M. Salicath
Mortensen
Maersk Co.,
London
12 September

25 Years Anniversary

3. Kaj Petersen
Dubai
1 August
4. Jørgen H. Steving
Gøteborg
1 August
5. Lina Usman
Jakarta
1 September
6. Manas Pratubsilp
Bangkok
1 June



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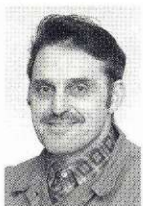
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THE YARD

25 Years Anniversary

1. Ove Birk Jensen
3 July
2. Bent Aage Schmidt
3 July
3. Villy Hartvig Jørgensen
3 July
4. Erik Linddahl Henriksen
3 July
5. Flemming Jensen
10 July
6. Gunner J. K. Larsen
10 July
7. Helmut Remi
Christiansen
7 August
8. Arne Lind Madsen
7 August
9. Arne Vilhelm Hansen
7 August
10. Kaj Nielsen
7 August

11. Bruno Klysner Andersen
14 August
12. Egon Sehested
Andersen
14 August
13. Leif Bjarne Johansen
14 August
14. Marinus Ottesen
21 August
15. Jens Carlo Larsen
21 August
16. Bent Erik Poulsen
28 August
17. Preben Jensen
28 August
18. Niels Juul Rasmussen
4 September
19. Harry Arne Hansen
4 September
20. Jørgen Peder
Lykkegaard
11 September

MAERSK DRILLING



1

25 Years Anniversary

1. Torben Frederiksen
1 August

OS PLASTIC



1

25 Years Anniversary

1. Keld Herløv
1 August

ROSTI



1

25 Years Anniversary

1. Merethe Bavnhøj
Kristiansen
7 August

DISA



1



2

25 Years Anniversary

1. Fini Schimler
4 May
2. Erik Andersen
17 August

PHARMA-PLAST



1

25 Years Anniversary

1. Kenneth Winther
14 May

Obituary

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

Stephen Lyons
ex MAERSK PINE
14 Januar

Niels Simon Kappel
Mærsk Olie og Gas AS
13 March

Frank Rasmussen
The Yard
22 March

Eduard Mørup Jordening
Maersk Air
29 April

Svend Erik Pedersen
Bukh
7 May

Ib H. Andreassen
Esplanaden
13 May



MÆRSK