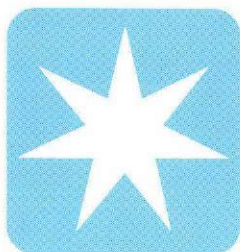


MAERSK POST

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1993 was another year of considerable activity for both the Shipping Companies and the affiliated companies. Investments were made, new vessels were delivered, contracts were signed, sales and purchases were concluded. These various activities included the delivery at the beginning of the year of the world's first double-hulled Very Large Crude Carrier, the 300,000 ton ELEO MÆRSK later followed by the delivery of three more in the same series, ELISABETH MÆRSK, EMMA MÆRSK and ESTELLE MÆRSK.

Maersk Line's container service network was expanded i.a. by the purchase of the East Asiatic Company's liner activities which, as a result, remained in Danish hands. Our service network now also covers Australia and South America. There was an increase of 21 % in volumes carried, and 24 new Maersk Line offices were opened which, along with the other Maersk Line activities, ensured a reasonable result for the Line Department.

The Tramp Departments - Tankers, Gas and Bulk - experienced on average slightly improved markets, but there is still great competition for cargoes, particularly in Tankers and to some extent in Gas, since there is an over-capacity of vessels in the market. Gas took delivery of two out of four new 20,000-cubic metre gas tankers, unfortunately, however, in a low market.

Drilling and Supply did well in markets which were showing some signs of recovery until the drastic fall in oil prices in the autumn. Drilling took delivery of the newbuilding MÆRSK GALLANT, which is one of the largest jack-up rigs in the world. Supply took delivery of the last of the four new platform supply vessels and took a major part in pipe-laying activities as well as towing of cement platforms in the North Sea, including the world's heaviest tow - of the Troll platform in Norway.

Oil and gas activities in the North Sea set new records with the production of 8.3 million tons of oil and gas sales equivalent to 4 million tons of oil. Total production now amounts to 20% more than the total Danish consumption of oil and gas. Another agreement with DANGAS was concluded, and DUC has confirmed investments in the Danish part of the North Sea totalling DKK 15 million over the next five years. The development in oil prices naturally gives cause for concern.

Considering the unrest in currency markets and the recession throughout Europe, most of the affiliated companies show reasonably good results for 1993.

Altogether, considering the difficult conditions under which we had to work, we coped well with the situation in 1993. I should like to extend my thanks to you all, whether at sea, on land, in the air, at home or abroad, for your contribution.

1994 will also confront us with great challenges, but I look forward to meeting these challenges together with all of you, so that we can make an effort and achieve a result of which we can all be proud.

The other partners join me in wishing you all a very Happy New Year.

JESS SØDERBERG



© Jens Klok

ESTELLE MÆRSK spent Christmas in the Port of Århus, where the finishing touches were put to her fitting out. The vessel is photographed from the nearby Marselisborg Marina.

FOURTH OF THE DOUBLE-HULLED: ESTELLE MÆRSK

Within a period of only 12 months, the Odense Steel Shipyard has been able to deliver no less than four VLCC (Very Large Crude Carriers) to A.P. Møller making it the shipping company with the world's largest number of double-hulled super-tankers in its fleet.

On Saturday, 4th December 1993 at Lindø, new-building no. 144 was christened ESTELLE MÆRSK by Mrs. Kirsten Daugaard Nielsen. The vessel's sponsor is the wife of Mr. Svend-Aage Nielsen, who is Managing Director of Micro Matic A/S, Chairman of the Confederation of Danish Industries and Member of the Board of Aktieselskabet Dampskibsselskabet Svendborg.

The vessel is more than 343.71 metres long or more than the length of three football pitches, and with a draught of about 22 metres, is able to carry 290,000 tons of crude oil, sufficient to heat 110,000 detached houses for a whole year.

ESTELLE MÆRSK, like her three sister vessels, is constructed according to the very latest technological principles. She has an advanced double-hulled construction

and 272,000 tonnes of gas oil respectively from Northern Europe to South East Asia. Gas oil is a refined oil product with a high specific gravity, and these two cargoes are the largest quantities of gas oil ever to be carried in a tanker. The optimal cleaning required for carrying gas oil after crude oil is possible due to the vessels' special construction, in particular the smooth inner surfaces of the cargo tanks.



A photo from the christening shows the ESTELLE MÆRSK's sponsor, Mrs. Kirsten Daugaard Nielsen, flanked by Mr. Kurt Andersen, the Managing Director of Odense Steel Shipyard, the Master and the Chief Engineer of the vessel and Shipowner Jess Søderberg.

of steel, which has been executed with the highest possible degree of precision in order to ensure optimum strength and protection against oil pollution in the event of grounding or collision. Altogether 800 kilometres of joints have been welded in the construction of the vessel.

As a new development in the market her sister vessels, EMMA MÆRSK and ELISABETH MÆRSK have transported 264,000 tonnes

ESTELLE MÆRSK has her home port in Hellerup, and is under the command of Captain Palle M. Jensen, with Alf Funk Jakobsen as Chief Engineer.

Shortly after the christening at the Odense Steel Shipyard, the vessel sailed for sea trials and was delivered to A.P. Møller in Århus on 30th December 1993.

Since the discovery of Australia in 1770, when Captain James Cook claimed possession of this vast country on behalf of Great Britain, Australia has grown from a humble penal colony to a land with 17.5 million people and a cosmopolitan culture. Landscapes range all the way from magnificent white sandy beaches with rolling surf to luxuriant tropical rain forests, barren deserts and harsh outback. The variety of animal life is enormous and includes kangaroos and koala bears. In addition to its unique natural wonders, and numerous opportunities for sporting activities, Australia also offers great cities vibrating with life and energy.

Resources and production activities include gold, iron ore and coal mining, rich agricultural lands, vast cattle stations and prolific fishing grounds.

Maersk past and potential

July 1993 saw the addition of Australia to the Maersk global network of liner activities. Although Maersk has already been involved in Australian waters for many years through the activities of Maersk

Drilling, Maersk Tankers, Maersk Supply Service and Maersk Bulk, it is only now that Australian importers and exporters are becoming really familiar with the seven-pointed star.

The current liner activities consist of two independent services.

On the East Coast

MAERSK AUSTRALIA and MAERSK OCEANIA, each with a capacity of 1,100 TEU, provide a 10-day service frequency in a vessel slot agreement with Bridge Line's PYRMONT BRIDGE. The service sails from the Eastern Australian ports of Sydney, Melbourne and Brisbane to Yokohama, Osaka and Moji in Japan as well as to Busan in Korea. Its main strength is its substantial refrigerated capacity combined with the fastest transit times to and from all direct ports of call.

Liner trades from Eastern Australia are dominated by the need to transport high volumes of refrigerated cargo, including meat, dairy products and vegetables, to worldwide destinations.

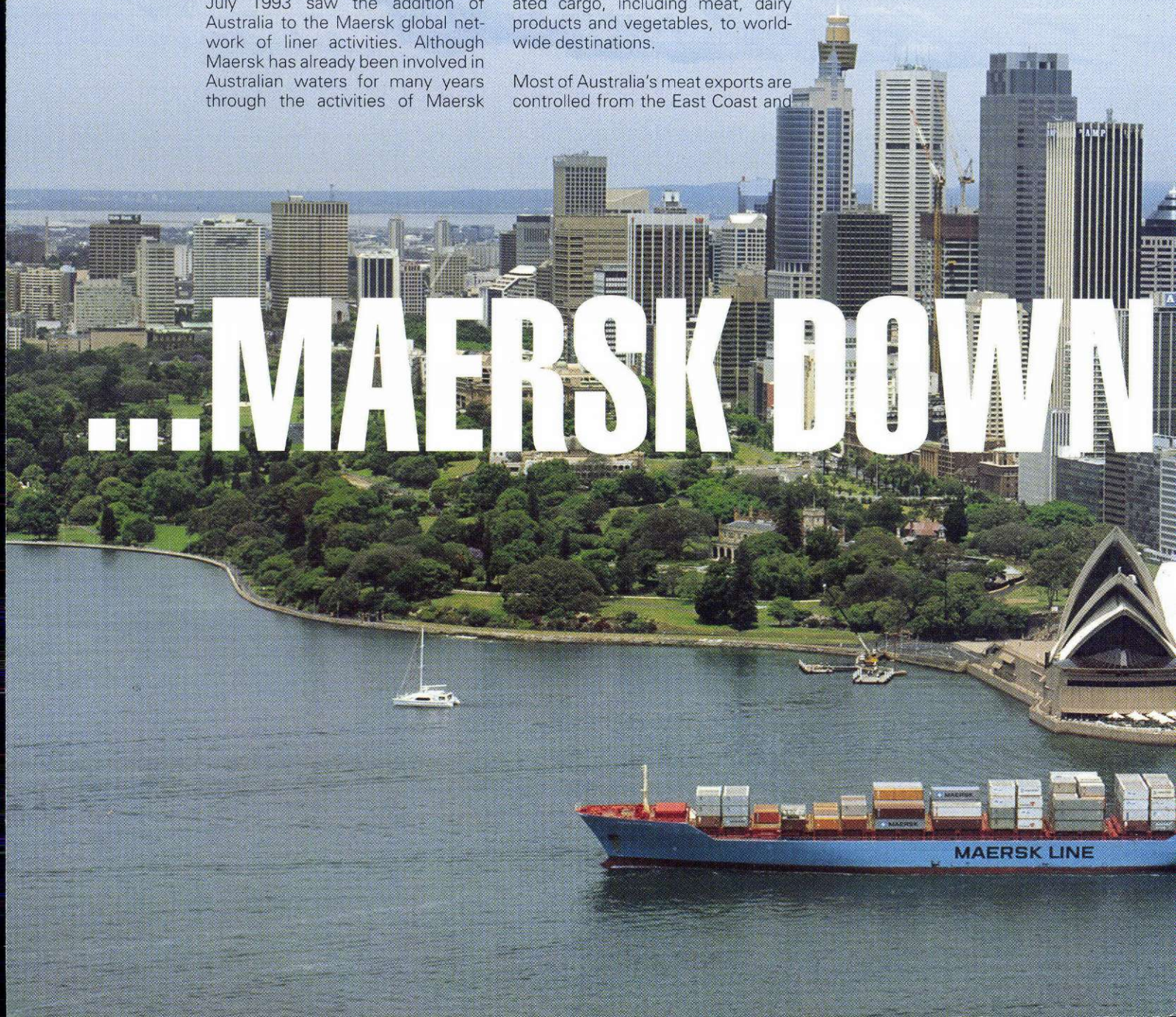
Most of Australia's meat exports are controlled from the East Coast and

the huge volumes from Queensland dictate the service requirement that Brisbane is the last loading port in Australia, while the first discharge port is Yokohama in Japan with a transit time of eight days.

...and the West

Maersk West Australia Line is a joint operation with Sea Containers UK, and operates two vessels on a fixed fortnightly schedule from Fremantle to Singapore, Port Kelang, Hong Kong and Kaohsiung. Connections to the Maersk Line main services are arranged via Singapore and Kaohsiung and feeder connections are available to Thailand, Vietnam, Cambodia, Indonesia, East Malaysia, Philippines, Japan and Korea. As with the Eastern Service, refrigerated capacity is the key to the Western Australian Service, since the trade from Fremantle is largely dominated by the transportation of fruit and vegetables. The vessels operated are SWAN REEFER and KLANG REEFER, each with a ca-

...MAERSK DOWN



capacity of 310 TEUs including 264 reefer points.

Areas outside the direct north-south scope of the two services are covered by connecting points to the Maersk worldwide network of east-west main lines and regional feeder services.

High hopes for the future

Maersk Australia Pty. Ltd. which undertakes management of the two services and acts as the lines' general agent from offices in Sydney, Melbourne and Brisbane, was officially purchased on 2nd July 1993 and at the beginning of 1994 employs a total of 51 staff members. An associate company, Mercantile Australia Pty. Ltd., has been operating in Australia since 1991 and provides a wide range of freight forwarding services from offices in Melbourne and Sydney. The young Maersk-organisation faces a large and challenging job and the staff works enthusiastically to meet the targets set for Maersk Line's commitment on the new continent.

Robert J. Page



The first Maersk rig to be employed in Australia was **MÆRSK ENDURER** in 1977/78, however the entry of **MÆRSK VALIANT** onto the Australian scene in 1982 marked the start of Maersk Drilling's longterm presence on this continent. In addition to **MÆRSK VALIANT**, Maersk Drilling has during the past decade also operated **MÆRSK VOYAGER**, **MÆRSK VENTURER** and **MÆRSK GIANT** in Australia. Maersk Drilling ceased operation in this area in April 1993 when **MÆRSK VENTURER** left for Singapore.



The **MÆRSK ATTENDER** was the first platform supply vessel of its size ever to operate in Australia. Maersk Supply Service has been active in the area since 1989, when the rule forbidding foreign owners to operate supply vessels was repealed. At present five vessels from Maersk Supply are working in Australia, two in the Bass Strait and three in North West Australia off Dampier.



The daily responsibility for marketing and chartering Maersk tankers and gas carriers in the Australian market lies with Maersk Tankers Singapore. As well as time charter arrangements, mainly covering medium-size product tankers and aframax crude carriers, several contracts for the transportation of petrochemical gases ensure regular calls at Australian ports by the gas carriers. **HANS MÆRSK** is here seen in the Panama Canal carrying vinyl chloride monomer (VCM) from Houston, Texas, to Australia.





Managing Director of Galileo Danmark, Flemming L. Jensen, is pleased that a satisfactory market share has been achieved in Denmark.

Galilei Galileo (1564-1642) was an Italian physicist, astronomer and philosopher. He is considered the founder of experimental physics and demonstrated that the rate of fall of a body is independent of its mass.

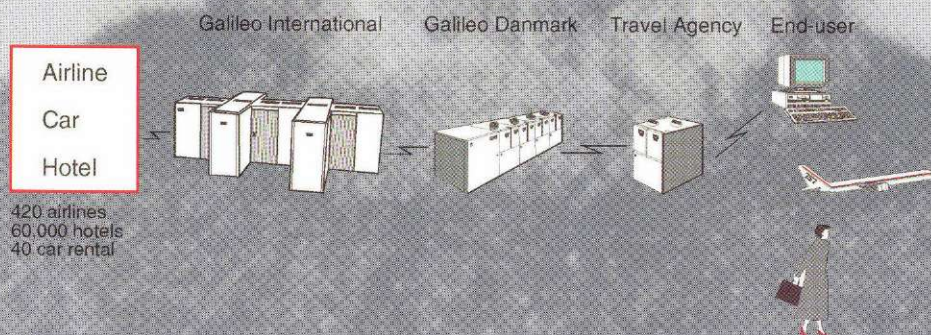
Because of his discovery that the earth moves around the sun, he was summoned before the Inquisition in Rome and forced to recant, but afterwards he was heard to have declared: "But in spite of everything, it still moves"!

GALILEO -A TOOL FOR TRAVEL AGENTS

When an A.P. Møller employee has to go on a business trip, whether by car, train or air and a hotel must be booked for him (or her), the planning of the trip can often be complicated. His travel agent has to be able to put together the most efficient package deal, often using several different airlines and hotels, at the most competitive price. The agent cannot possibly meet this demand unless he uses an electronic booking system - Computer Reservation System or CRS for short - but fortunately there are several suppliers of global systems which offer worldwide travel products. Airlines, hotel chains, car-hire companies, trains and ferries all have the opportunity of feeding these CRS systems with information about their times, prices, travel conditions etc. CRS are, in fact, a kind of "display window" from which travel agents can choose the precise items their customers need.

There are four major competitors on the world CRS system market at present, Sabre, Galileo, Amadeus and Worldspan. These four, each owned jointly by several airline companies, possess some of the world's largest computer centres, which are continuously being developed and kept up to date. It is absolutely necessary for all major airlines and other companies catering to the traveller to offer their products on all four systems in order to ensure that they are handled by the greatest possible number of outlets, i.e. travel agents. Approximately 450 airlines, 60,000 hotels and 30 car-hire firms sell their products through Galileo. The CRS systems earn by far the greatest part of their income from the fees paid by the supplier each time a travel agent makes a booking. In addition to these booking fees, travel agents pay a fixed annual charge for the use of the CRS system.

Galileo Danmark A/S, which has the exclusive right to sell and distribute the world's largest CRS system to travel agents and major firms in Denmark, is owned by Mærsk Data. It is the responsibility of Galileo Danmark to ensure that as many travel agents as possible are coupled to the Galileo CRS system, and the company collaborates closely with Mærsk Data in carrying out this task. Galileo Danmark is connected to the huge Galileo International Datacenter in Denver,



USA by means of highly-developed software programmes, leased lines and optical cables.

The decisive factors in the travel agents' choice of a CRS system are ease of use, reliability, price and service, the latter because the systems are enormously complicated and demand intensive training and support, which is what Galileo Danmark provides. Users of the system are hooked up to the Galileo Computer Reservation System via Galileo Danmark, which is used by travel agents throughout the world, 24 hours a day.

Today, there are National Distribution Centres (NDCs) like Galileo Danmark in more than 40 countries, all with the same objective of spreading the coverage of the system. These NDCs are mainly owned by airlines (British Airways, KLM, United Airlines, Alitalia, Swissair etc) or companies like Mærsk Data. Apart from the purely commercial aspects, Galileo also provides access to global funds of know-how and data, including the most advanced EDP and communications technology in the world.

Galileo Danmark commenced its activities in 1990 and now has a staff of eight employees. According to the Managing Director of the company, Flemming L. Jensen, a satisfactory market share and the potential for a sound level of profitability have been achieved during the last 18 months. Before Galileo came on the scene, the Amadeus system dominated the market in Denmark and Danish customers have been pleased to note that, with the success of the Galileo system, the previous monopoly situation has been broken and a competitive market with attractive prices has been created instead.

The most important users of Galileo in Denmark are at present Maersk Travel and the Wagonlit travel agency as well as several major companies and public institutions including A.P. Møller, Lego, B & O, Danfoss, the Ministry of Foreign Affairs and the Armed Forces.

Galileo International employs a total of about 6,000 people in Denver and Chicago, USA and in Swindon, west of London. These employees not only constantly keep Galileo products up to date but also develop new ones.



Seen in front of HENRIETTE MÆRSK is Mrs. Rikke Thomsen, sponsor of the vessel, with (from the left) Mr. Kim, President of Hyundai, Captain Egholm and Mr. Tommy Thomsen.

GAS TANKER SERIES NOW COMPLETE

During the first quarter of 1994, A. P. Møller will be taking delivery of HENNING MÆRSK and HENRIETTE MÆRSK from the Hyundai shipyard in Korea. The vessels are the last in a series of four 20,700 cubic metre semipressurized/fully-refrigerated gas tankers, built to carry petrochemical gases and liquefied petroleum.

A.P. Møller has operated gas tankers since the beginning of the 1970s, but the H type vessels give A.P. Møller the edge on competitors because of their greater cargo capacity and faster speeds. These advantages make the vessels particularly suitable for long-distance transportation, for instance between the USA and the Far East, with vinyl chloride monomer (VCM).

A full cargo of VCM (19,000 tonnes) is enough to manufacture 1,520,000 kilometres of electric light cable, almost twice the distance from the earth to the moon. The vessels are also built to carry other types of gas,

for example, propylene, propane, butane and butadiene. A full cargo of butadiene (13,000 tonnes) is sufficient for the production of 16.5 million car tyres - enough for over 4 million cars. Just for comparison, in Denmark at the moment there are 1.6 million private cars on the road.

HENNING MÆRSK's sponsor is Mrs. Kari Longem Skaar, wife of Mr. Helge Skaar, who is Managing Director of the Norwegian Skaar Group.

HENRIETTE MÆRSK's sponsor is Mrs. Rikke Thomsen, wife of Mr. Tommy Thomsen, Senior Vice President in A.P. Møller.

HENNING MÆRSK has her home port in Hirtshals and is under the command of Captain Ole Toudal Pedersen with Peder Kløve Pedersen as Chief Engineer. HENRIETTE MÆRSK has her home port in Helsingør and is commanded by Captain Johan Elias Egholm with Ole Aagaard Holm as Chief Engineer.

Mr. and Mrs. Skaar in front of HENNING MÆRSK with Mr. Kim and Captain Toudal Pedersen.





A WELL- KNOWN FACE IN HONG KONG

There is only one thing worse than being a tailor in hell (Danish proverb = a snowball in hell) and that is being a tailor called Cheng Ah Loong in Hong Kong. Especially if you expect the Danes to remember your name. No, it is much easier to be called Thomsen, a nice normal Danish name with a fine ring to it, particularly in Hong Kong.

So, many years ago, a Chinese tailor changed his name and took a pseudonym, and it worked. Today, every Danish seaman knows Thomsen the tailor.

His sign hangs among the forest of neon signs, which are the trademark of one of the world's most capitalist

cities. Hong Kong is an explosion of colour, which in common with time itself, is the only thing in the city allowed to stand still. The fact that the neon signs stand still in Hong Kong is laid down by law on account of the immense volume of air traffic to and from this city of millions of inhabitants.

In the middle of all the signs with Chinese characters on Ashley Road, Kowloon, in mainland Hong Kong, one suddenly catches sight of a sign with the words "Thomsen & Co. - Embroidery and Suits" in Danish. And here, on the first floor, lives Cheng Ah Loong - alias Thomsen.

It was no coincidence that Cheng Ah Loong chose the name Thomsen. It was the name of a Dane who helped him, his mother and his brother after they had fled to Hong Kong from the Chinese port of Canton in 1949.

Cheng Ah Loong was 13 years old at the time, and the family's escape to Hong Kong happened as a result of the closing of the frontiers after the foundation of the People's Republic of China. Thousands of other Chinese families did the same, and their initiative awoke the small sea port under British supremacy from its Sleeping Beauty-like existence. Nowadays, hectic activity goes on around the clock, and Thomsen the tailor is only just beginning to reduce his working hours to ten hours a day, five days a week. Unless, that is, a Danish vessel puts in and he simply must visit it.

The majority of visiting cards in his collection can be traced back to the light blue Mærsk vessels with the seven-pointed star. Many of the cards are displayed under a glass plate in the "office" - a couple of counters under the window overlooking Ashley Road. The counters contain the cash box, several notebooks and the rest of his huge collection of visiting cards.

In the middle of the office is a table with a flowered oilcloth tablecloth. Customers are asked to take a seat at the table and are then offered a choice of coffee or tea. Unless, that is, the customer happens to be Danish, for then there is a third possibility on offer - Carlsberg beer.

"Oh, you are from Denmark. Come and sit down and tell me what you are doing here. Are you sailors? Oh, you want to write an article. Denmark is such a lovely place."

Thomsen the tailor bubbles with delight as he, in flawless Danish, tells us that he has been to Denmark once to visit friends in Copenhagen, Svendborg and Esbjerg. He didn't do much sightseeing outside the ports, but he saw the ships, "lots of fine Danish vessels" and Esbjerg and Svendborg in particular made a great impression on him.

Cheng Ah Loong is the living proof of Chinese determination to make good. When he came to Hong Kong at 13, he could immediately see that he would have to work extremely hard to be able to support his family. For two years he went to commercial school, where he learned the basics of business life while he worked at several different jobs in the evening to earn the necessary money for survival. He then went to work in a clothes shop, and very quickly realized that if he wanted to get on in life he would have to start his own business. In 1952, when he was only 16 years old, he established the tailoring firm of "Thomsen & Co".

Cheng Ah Loong had a particular goal to strive after; he intended to supply the crew of Danish vessels with fine shirts and suits. So taking a Danish name was by no means enough for him; he started learning some Danish phrases so he could make himself understood when he visited the vessels flying the Danish flag. He is totally convinced that the help he received in the early years from the Danish shipping companies, Mærsk, ØK and Jebsen & Co., was invaluable. They helped him with the necessary paperwork, and very soon Thomsen the tailor was a well-known man in the enormous port of Hong Kong.

In the meantime he got married and had three children, two sons and a daughter. As is the custom in Hong Kong, he worked more or less around the clock in order to earn the money to educate his children. He wanted them to go to university. This was no state-financed university, but a private one costing half a million Hong Kong dollars (approximately DKK 400,000) for a four-year course.

And that's exactly how it all turned out. Today his sons are 22 and 24 years old and both work in Australia, one in a bank and the other in a lawyer's office. His 19-year old daughter is a schoolteacher in Hong Kong. Thomsen does not hide his hopes that she will one day fall in

love with a Hong Kong millionaire and never move away from the city.

Times have changed since Cheng Ah Loong was young. In those days, marriages were arranged and one automatically fell in love with the person one married. Arranged marriages were based on the advice of the fung-shui man, who studied the two young people's figure of eight. That is to say, their precise time of birth - year, month, day and time - twice four figures which together comprise the eternal, auspicious figure of eight.

Fung-shui stands for wind and water and, according to Chinese tradition, an astrologer must be consulted before any important decisions are made. If the fung-shui man does not approve of the match between the two young people concerned, then it would be unrealistic to oppose him.

Thomsen himself is quite convinced that one should listen to the fung-shui man, and if necessary postpone or cancel any actions which could have long-term effects if he so advises. And up to now, the collaboration between these two - Thomsen and the fung-shui man - has been perfectly satisfactory.

The Thomsens live in their own house a long way away from the shop. The house is probably worth the equivalent of a couple of million Danish kroner in Hong Kong currency. But that does not mean that Thomsen can call himself a millionaire, in Hong Kong one must own at least five million for that.

But he owns enough to allow his wife to stay at home instead of going out to work. She spends her time looking after the house, jogging and drinking tea with her friends, he tells us. Thomsen himself loves sailing and photography. These two interests mean that he often takes his boat to Canton, the town where he was born, where he relaxes in a luxury hotel for a couple of nights before heading back to Hong Kong.

On the trip there and back there are lots of things to photograph, including the ships which continue to fascinate Cheng Ah Loong. For him they are the symbol of unity in the universe. In Chinese it is called tao.





A photo taken at the departure ceremony in Kawasaki on 24th September 1993 shows Mr. S. Amemiya, Managing Director of Nissan Motor (fourth from left) and Mr. A. Okawa, Senior Executive Vice President of Maersk K.K. (second from left) with representatives of the Yokohama Customs Authorities and Nissan's export forwarding agents, the Yokoyu Vantec Corporation.

MILESTONE FOR NISSAN

In September 1993, 27 years after the start of containerized parts shipments in 1966, the major Japanese shipper Nissan Motor's Distribution Centre in Kanagawa, situated between Tokyo and Yokohama, could celebrate reaching a total of no less than 300,000 twenty-foot container units. This corresponds to about 75 fully-loaded M-type vessels or, to put it another way, if the containers were lined up one behind the other they would stretch for 1,800 kilometres.

After a reception to celebrate its departure, the container marking this

unique milestone was transported from Japan by Maersk Line to Nissan Motor Parts Centre in Amsterdam, from where Nissan distributes motor parts throughout Europe.

The delivery in Holland was supervised by the President of Nissan Motor in Amsterdam, Mr. Miwa, and after photographs had been taken to commemorate the event, and the container unit continued to Amsterdam, Mr. Miwa was the guest of honour at a reception hosted by Maersk Nederland.

Jakob Friis Sørensen/Poul Woodall

The colourfully decorated container was discharged from LOUIS MÆRSK at the ECT Terminal in Rotterdam.



NEW WINCH WITH RECORD STRENGTH

As everyone knows, the A.P. Møller Purchasing Department takes care of all necessary purchases from paper clips to main engines. One of the larger and more unusual purchases occurred on 16th March last year, when a contract was signed with Ulstein Brattvaag in Norway regarding the delivery of the world's largest winch for offshore vessels.

The winch has now been installed on MÆRSK PROVIDER, which has just started on a three-year contract with Petrobras in Brazil, a company which already has eight of the A.P. Møller's supply vessels on charter.

MÆRSK PROVIDER was built at the Søviknes shipyard at Ålesund in Norway in 1991, and the same yard was responsible for the necessary rebuilding so that the vessel could fulfil the special requirements stated in the new charter agreement. The vessel will primarily be employed in connection with SS-18, Petrobras' new floating production platform. The water depth in the area is about 1,200 metres, and SS-18 must be anchored with eight anchors, each of which is connected to the platform by an arrangement consisting of a chain, 3 3/4-inches thick and 1,000 metres long, attached to a 109-millimetre thick and 1,500 metre-long steel wire, which is in turn connected to another

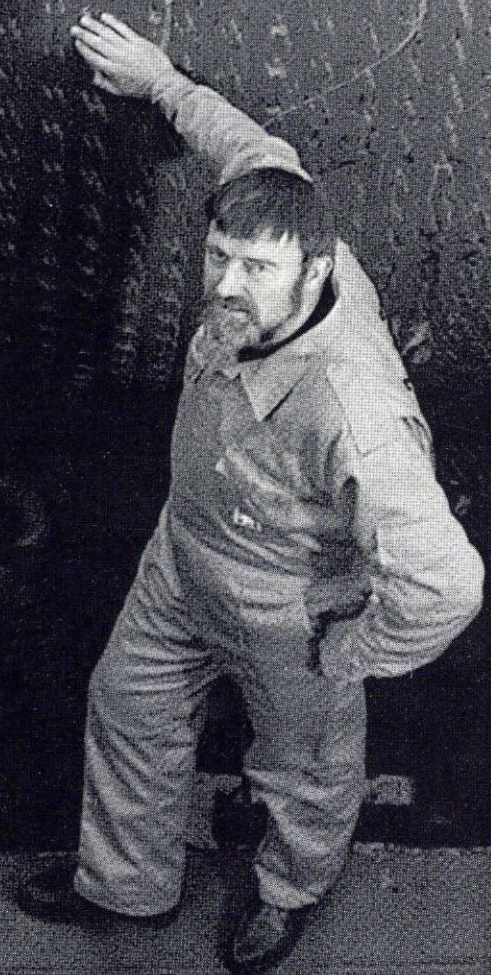
1,000-metre long 3/4-inch thick anchor chain.

These are unusually large measurements in an offshore connection, consequently the reason for acquiring the enormous winch for MÆRSK PROVIDER is so that the vessel can handle the long, extremely thick and heavy wires. This is not to say that her winch was not powerful beforehand; the vessel was built with what was at the time the world's largest winch, which could pull 350 tons on its innermost layer. The new winch can manage this weight on the outermost layer, while the maximum pull on the innermost layer is 450 tons. At the same time, the vessel's chain lockers have been expanded to take the two lengths of 3/4-inch chain.

The delivery of the winch as well as the rebuilding and the voyage to Brazil went according to plan, and the vessel arrived in Macae on 4th January 1994.



After a safe and well-executed trip through the Norwegian Storfjorden, the winch could be safely positioned on the specially-prepared foundation on board MÆRSK PROVIDER at the Søviknes Shipyard.





GET-TOGETHER FOR THE SENIORS

As usual, the two annual social gatherings for A.P. Møller's pensioners were held again in the autumn of last year, one west and one east of the Great Belt.

The arrangement for the pensioners from Jutland and Funen was held in Ebeltoft on the site of the frigate JYLLAND, which is now in the last stages of its thorough restoration. The visit took place on Saturday, 18th September, and there was nothing wrong with the weather that day - after a long period of grey and overcast weather, the sun shone brightly from a clear sky for a change.

Just before midday, the Technical Director, Ole Høg, welcomed the 120 guests and informed them all about the new activities in A.P. Møller's Technical Organisation. Then the Managing Director of the Frigate Institution, Jørgen Petersen, took the floor and told the exciting story of the JYLLAND's history and the different unsuccessful attempts to save and preserve the vessel, before the A.P. Møller and Chastine Mc-Kinney Møller Foundation appeared on the scene with both financial and practical assistance as well as great enthusiasm for the project. Jørgen Petersen described

the current restoration project in detail giving an idea as to how far the different types of work had progressed.

After lunch in the cafeteria, the time had come for some physical exercise when the party was divided into groups and shown around the frigate and the different workshops.

The arrangement lasted until late in the afternoon and was a great success.

The corresponding arrangement for the pensioners from Zealand took place, as usual, at Esplanaden. About 175 former employees and their husbands or wives arrived at the office on Friday 15th October where they were welcomed by Mr. Jess Søderberg and put in the picture about activities at A.P. Møller since they had last met.

After the coffee, the Technical Director, Ole Høg, gave the same kind of briefing on the Technical Organisation as he gave in Jutland.

Senior Vice President, Palle Juhl, from the Liner Department told the pensioners about A.P. Møller's take-over of the East Asiatic Company's liner activities and other important

events of recent years. These include the comprehensive restructuring of liner activities, which has taken place in the form of a decentralisation of working functions and redistribution of responsibility. The development and present situation of the individual lines was also related.

After dinner, Senior Vice President of Mærsk Olie og Gas, Bo Wildfang, told the guests about the history and later developments in Mærsk Olie og Gas and DUC up to the present day. He gave a detailed briefing on the oil and gas production and a status of the individual fields in the North Sea and the development plans for each one. The particular areas in which Mærsk Olie og Gas has distinguished itself in an international context, such as the development of new techniques and inventions like the horizontal drilling technique and the Star platform were also mentioned, and the talk was concluded with a short description of Mærsk Olie og Gas' different activities abroad.

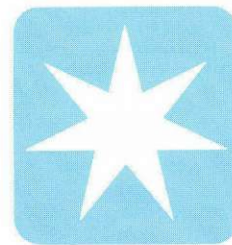
The arrangement was brought to a close later in the evening, when the guests could go home after a rewarding day in all respects.



THE MAERSK FLEET

1st January 1994

1994



CRUDE CARRIERS

	BUILT	DWT
m.t. ELEO MÆRSK	1993	298,900
m.t. ELISABETH MÆRSK	1993	299,700
m.t. EMMA MÆRSK	1993	299,700
m.t. ESTELLE MÆRSK	1994	299,700



m.t. ELEO MÆRSK
Built: Odense Staalskibsværft A/S, Lindø

	BUILT	DWT
m.t. MAERSK NAVARIN	1989	276,700
m.t. MAERSK NAUTILUS	1989	276,700
m.t. MAERSK NEPTUNE	1989	277,000



m.t. MAERSK NEPTUNE
Built: Korea

PRODUCT CARRIERS

	BUILT	DWT
m.t. HERTA MÆRSK	1982	13,845
m.t. MAERSK HARRIER	1982	13,845



m.t. HERTA MÆRSK
Built: A/S Nakskov Skibsværft

	BUILT	DWT
m.t. ROBERT MÆRSK	1986	27,350
m.t. RAS MÆRSK	1986	27,350
m.t. ROMØ MÆRSK	1986	27,350
m.t. RITA MÆRSK	1986	27,350
m.t. RASMINE MÆRSK	1986	27,350



m.t. RAS MÆRSK
Built: Odense Staalskibsværft A/S, Lindø



m.t. MAERSK GANNET
Built: Finland



m.t. A.P. MØLLER
Built: Odense Staalskibsværft A/S, Lindø



m.t. MAERSK ASCENSION
Built: Norway



m.t. DIRCH MÆRSK
Built: Odense Staalskibsværft A/S, Lindø

	BUILT	DWT
m.t. MAERSK GANNET	1977	32,389

	BUILT	DWT
m.t. A.P. MØLLER	1984	50,600
m.t. ODENSE MÆRSK	1985	50,600
m.t. OLIVIA MÆRSK	1985	50,600
m.t. OLUF MÆRSK	1987	50,600
m.t. OLGA MÆRSK	1987	50,600

	BUILT	DWT
m.t. MAERSK ASCENSION	1976	59,850

	BUILT	DWT
m.t. DIRCH MÆRSK	1983	99,800
m.t. DAGMAR MÆRSK	1984	99,800

	BUILT	DWT
m.t. MAERSK VISUAL	1988	110,361
m.t. MAERSK VIRTUE	1988	110,296



m.t. MAERSK VISUAL
Built: Japan

GAS TANKERS (LPG/C)

	BUILT	m ³
LPG/C GUDRUN MÆRSK	1989	11,758
LPG/C GJERTRUD MÆRSK	1989	11,748



LPG/C GUDRUN MÆRSK
Built: Germany

	BUILT	m ³
LPG/C MAERSK SOMERSET	1981	15,074
LPG/C SVENDBORG MÆRSK	1981	15,067
LPG/C MAERSK SUSSEX	1981	15,072
LPG/C MAERSK SURREY	1982	15,067
LPG/C MAERSK STAFFORD	1984	15,098
LPG/C MAERSK SUFFOLK	1984	15,089



LPG/C SVENDBORG MÆRSK
Built: Odense Staalskibsværft A/S, Lindø

	BUILT	m ³
LPG/C HANS MÆRSK	1993	20,700
LPG/C HELENE MÆRSK	1993	20,700



LPG/C HANS MÆRSK
Built: Korea



LPG/C JAKOB MÆRSK
Built: Korea



LPG/C INGER MÆRSK
Built: Japan



m.s. MARCHEN MÆRSK
Built: Odense Staalskibsværft A/S, Lindø



m.s. REGINA MÆRSK
Built: Odense Staalskibsværft A/S, Lindø

	BUILT	m ³
LPG/C JANE MÆRSK	1990	35,640
LPG/C JESSIE MÆRSK	1991	35,640
LPG/C JAKOB MÆRSK	1991	35,640
LPG/C JESPER MÆRSK	1991	35,640

	BUILT	m ³
LPG/C INGER MÆRSK	1992	78,000

CONTAINER VESSELS

	BUILT	DWT
m.s. MARCHEN MÆRSK	1988	60,640
m.s. MARIT MÆRSK	1988	60,640
m.s. MARGRETHE MÆRSK	1989	60,640
m.s. METTE MÆRSK	1989	60,640
m.s. MATHILDE MÆRSK	1989	60,640
m.s. MAREN MÆRSK	1989	60,640
m.s. MAJESTIC MÆRSK	1990	59,500
m.s. MARIE MÆRSK	1990	59,500
m.s. MAGLEBY MÆRSK	1990	59,500
m.s. MC-KINNEY MÆRSK	1991	59,500
m.s. MADISON MÆRSK	1991	59,500
m.s. MAYVIEW MÆRSK	1991	59,500
m.s. MUNKEBO MÆRSK	1990	55,600
m.s. MARSTAL MÆRSK	1990	55,600

	BUILT	DWT
m.s. LEISE MÆRSK	1980	53,548
m.s. LEXA MÆRSK	1981	53,540
m.s. LICA MÆRSK	1981	53,498
m.s. LEDA MÆRSK	1982	53,690
m.s. LUNA MÆRSK	1982	44,142
m.s. REGINA MÆRSK	1983	53,310
m.s. LOUIS MÆRSK	1984	53,325
m.s. LAUST MÆRSK	1984	48,600
m.s. LARS MÆRSK	1984	53,325
m.s. LINDØ MÆRSK	1985	53,325

	BUILT	DWT
m.s. LADBY MÆRSK	1972	40,912
m.s. MÆRSK NANHAI	1972	39,950
m.s. LONDON MÆRSK	1972	48,670
m.s. PARIS MÆRSK	1973	48,870
m.s. EDINBURGH MÆRSK	1973	48,670



m.s. LONDON MÆRSK
Built: Germany

	BUILT	DWT
m.s. ANNA MÆRSK	1975	37,116
m.s. ANDERS MÆRSK	1976	37,129
m.s. ARTHUR MÆRSK	1976	37,212
m.s. AXEL MÆRSK	1976	37,115
m.s. ALVA MÆRSK	1976	37,852
m.s. ARILD MÆRSK	1976	37,872



m.s. ANDERS MÆRSK
Built: Germany

	BUILT	DWT
m.s. ADRIAN MÆRSK	1975	32,178
m.s. ALBERT MÆRSK	1975	32,103
m.s. ARNOLD MÆRSK	1975	32,197



m.s. ADRIAN MÆRSK
Built: Germany

	BUILT	DWT
m.s. BRIGIT MÆRSK	1974	32,821



m.s. BRIGIT MÆRSK
Built: Japan



m.s. TREIN MAERSK
Built: Japan



m.s. CHARLOTTE MÆRSK
Built: Odense Staalskibsværft A/S, Lindø



m.s. MAERSK FLANDERS
Built: Japan

	BUILT	DWT
m.s. TREIN MAERSK	1990	21,229
m.s. TOBIAS MAERSK	1990	21,207
m.s. THORKIL MAERSK	1990	21,229
m.s. TORBEN MAERSK	1990	21,229

	BUILT	DWT
m.s. CHASTINE MÆRSK	1991	21,825
m.s. CHARLOTTE MÆRSK	1992	21,825
m.s. CORNELIA MÆRSK	1992	21,825
m.s. CLIFFORD MÆRSK	1992	21,825
m.s. CLARA MÆRSK	1992	27,275
m.s. CHRISTIAN MÆRSK	1992	27,275

RO/RO VESSELS

	BUILT	DWT
m.s. MAERSK ANGLIA	1977	3,522
m.s. MAERSK FLANDERS	1978	3,573

BULK CARRIERS

	BUILT	DWT
m.s. MAERSK TAPAH	1989	68,116
m.s. MAERSK TELUK	1989	68,365
m.s. MAERSK TASIK	1990	70,424
m.s. MAERSK TANJONG	1990	70,424
m.s. MAERSK TAIKUNG	1990	70,424
m.s. MAERSK TUKANG	1990	70,424



m.s. MAERSK TASIK
Built: Korea

	BUILT	DWT
m.s. MAERSK SERANGOON	1983	63,514
m.s. MAERSK SEMBAWANG	1984	63,695



m.s. MAERSK SERANGOON
Built: Japan

PURE CAR CARRIERS

	BUILT	CARS
m.s. MAERSK WAVE	1980	2,027
m.s. MAERSK WIND	1981	2,027
m.s. MAERSK SKY	1982	2,411
m.s. MAERSK SEA	1987	2,505
m.s. MAERSK SUN	1987	2,505
m.s. MAERSK CREST	1983	3,150
m.s. MAERSK CLOUD	1983	3,100



m.s. MAERSK SEA
Built: Japan

TOTAL SUPPORT VESSELS

	BUILT	BHP/DWT
m.s. MAERSK MASTER	1986	16,200/2,395
m.s. MAERSK MARINER	1986	16,200/2,395



m.s. MAERSK MASTER with fire-fighting equipment
Built: Odense Staalskibsværft A/S, Lindø



m.s. MÆRSK PUNCHER
Built: Norway



m.s. MÆRSK CLIPPER with fire-fighting equipment
Built: Dannebrog Værft A/S



m.s. MÆRSK ROVER with fire-fighting equipment
Built: Odense Staalskibsværft A/S, Lindø



m.s. MÆRSK DISPATCHER with fire-fighting equipment
Built: Frederikshavn Værft A/S

MULTIPURPOSE SUPPORT VESSELS

	BUILT	BHP/DWT
m.s. MÆRSK PROVIDER	1991	15,600/2,780
m.s. MÆRSK PACER	1991	15,600/2,643
m.s. MÆRSK PUNCHER	1992	15,600/3,393
m.s. MÆRSK PROMOTER	1992	15,600/3,470

	BUILT	BHP/DWT
m.s. MÆRSK CLIPPER	1983	14,400/2,076
m.s. MÆRSK CUTTER	1983	14,400/2,076

	BUILT	BHP/DWT
m.s. MÆRSK RETRIEVER	1979	13,000/1,965
m.s. MÆRSK RUNNER	1980	13,000/1,965
m.s. MÆRSK RULER	1980	13,000/1,965
m.s. MÆRSK RANGER	1980	13,000/1,965
m.s. MÆRSK RIDER	1982	14,400/1,930
m.s. MÆRSK ROVER	1982	14,400/1,930

	BUILT	BHP/DWT
m.s. MÆRSK DISPATCHER	1981	9,000/2,136

ANCHOR-HANDLING TUG/SUPPLY VESSELS

	BUILT	BHP/DWT
m.s. MÆRSK CHIEFTAIN	1985	14,400/2,903
m.s. MAERSK CHALLENGER	1986	14,400/2,903
m.s. MAERSK CHANCELLOR	1986	14,400/2,903
m.s. MAERSK CHAMPION	1986	14,400/2,903



m.s. MÆRSK CHIEFTAIN
Built: Ørskov Christensen Staalskibsværft A/S

	BUILT	BHP/DWT
m.s. MÆRSK TRADER	1983	12,240/1,477
m.s. MÆRSK TERRIER	1983	12,240/1,710
m.s. MÆRSK TOPPER	1983	12,240/1,710
m.s. MÆRSK TACKLER	1983	12,240/1,477



m.s. MÆRSK TRADER
Built: Korea

	BUILT	BHP/DWT
m.s. MÆRSK LEADER	1987	12,000/2,500
m.s. MÆRSK LOGGER	1987	12,000/2,500
m.s. MÆRSK LAUNCHER	1988	12,000/2,500
m.s. MÆRSK LIFTER	1988	12,000/2,500



m.s. MÆRSK LEADER
Built: Holland

	BUILT	BHP/DWT
m.s. MAERSK SUPPORTER	1983	10,880/2,150
m.s. MAERSK SERVER	1983	10,880/2,150
m.s. MAERSK CHIGNECTO	1983	10,880/2,150
m.s. MAERSK GABARUS	1983	10,880/2,150
m.s. MAERSK BONAVIDA	1983	10,880/2,500
m.s. MAERSK SHIPPER	1983	10,880/2,500



m.s. MAERSK SUPPORTER
Built: Korea



m.s. MÆRSK BATTLER
Built: Odense Staalskibsværft A/S, Lindø



m.s. MÆRSK FEEDER
Built: Norway



m.s. MÆRSK ASSISTER
Built: Norway



m.s. MAERSK WORKER
Built: Holland

ANCHOR-HANDLING TUGS

	BUILT	BHP/DWT
m.s. MÆRSK BATTLER	1976	8,400/560
m.s. MÆRSK BREAKER	1977	8,400/560

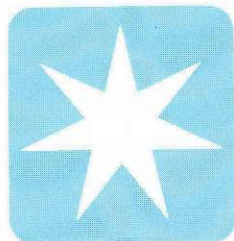
PLATFORM SUPPLY VESSELS

	BUILT	BHP/DWT
m.s. MÆRSK FRONTIER	1992	7,200/4,650
m.s. MÆRSK FIGHTER	1992	7,200/4,650
m.s. MÆRSK FORWARDER	1992	7,200/4,650
m.s. MÆRSK FEEDER	1993	7,200/4,650

	BUILT	BHP/DWT
m.s. MÆRSK ATTENDER	1982	6,960/2,972
m.s. MÆRSK ASSISTER	1982	5,200/3,003

	BUILT	BHP/DWT
m.s. MAERSK WORKER	1976	3,200/1,936

The list comprises all vessels owned and/or administrated by companies within the A.P. Møller Group.
A.P. Møller, 50 Esplanaden, DK-1098 Copenhagen K,
Tel. +45 33 63 33 63.



MÆRSK

"WHEN I SET OFF..."

**MÆRSK FIGHTER is
presently being transformed
into a cable-laying vessel at
Fredericia shipyard.**

This is a translation of the title of the song that Peter Faber wrote in tribute to the soldiers who fought in the war of 1848-50. Another of his "hits", which has been popular with Danes for over 100 years, is "At the very top of the Christmas tree".

When Peter Faber was not writing his songs, however, he was the Manager of the Danish Telegraph Service, appointed to the position by King Frederik VII. He was the prime mover in the establishment of Denmark's telegraphic links with countries abroad, in the later years in close collaboration with Store Nordiske Telegraf Selskab (The Great Nordic Telegraph Company).

So it is not to be wondered at that Telecom, the present-day equivalent

of the State Telegraph Service, gave its cable-laying vessel the name PETER FABER.

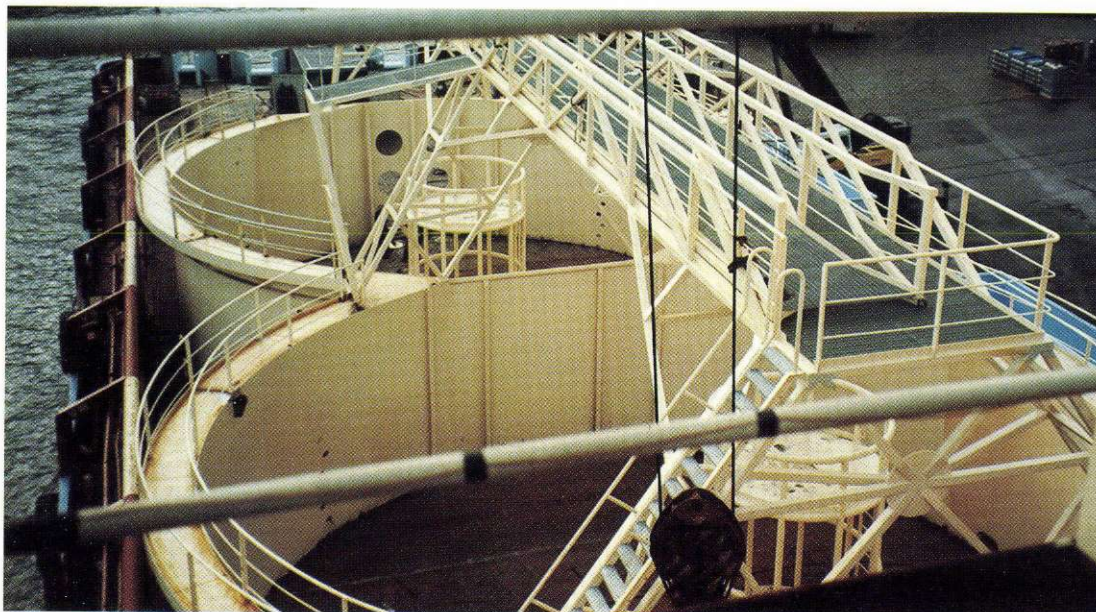
PETER FABER has now acquired a younger, but somewhat larger half-sister. This is MÆRSK FIGHTER, which Telecom has so far chartered for a year from Maersk Supply Service and which, as we go to press, is being transformed into a cable-laying vessel.

MÆRSK FIGHTER is one of a series of four extremely large supply vessels, with a deck area of over 900 square metres and a deck cargo capacity of 3,000 tons, delivered from Ulstein's shipyard in Norway during 1992-93.

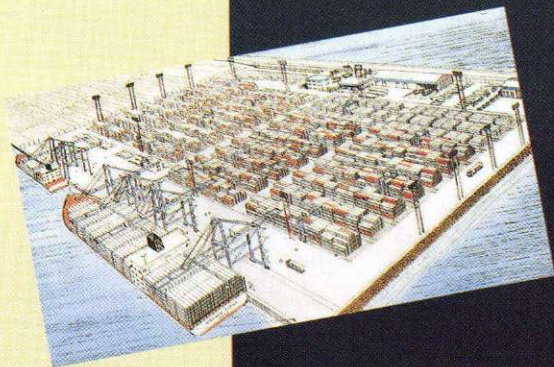
The vessel is being rebuilt at Fredericia shipyard, where all the necessary equipment including cable tanks, towing winches and equipment for the launching, steering and taking up of the cable plough as well as for firing the cable itself, is being built on. Furthermore, extra accommodation is being built to give room to the many technicians and their workshops.

It goes without saying that for cable-laying vessels, good manoeuvrability so that severance of cables can be avoided and navigational accuracy so that the cable is laid where it should be and where it can be retrieved again, are absolute necessities. The job of cable-laying has much in common with anchor-handling, so a supply vessel and her crew are perfectly suited to carrying out such work.

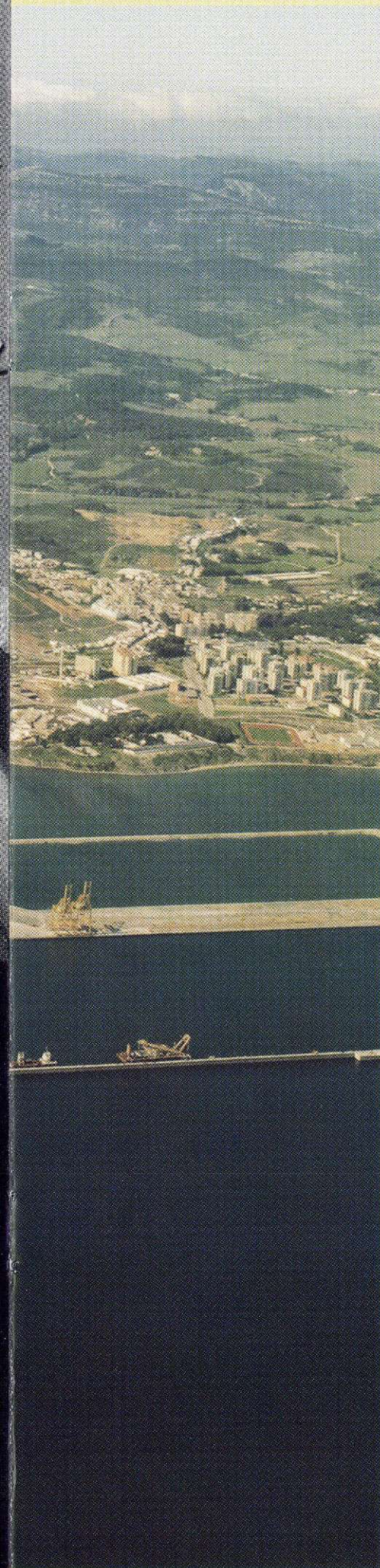
It is actually a new and exciting task for the supply vessels. Both the crews and the relevant office staff have shown great interest in taking part in the new work, which can take the vessel all over the world - when, as in Peter Faber's song, we finally set off!



An areal view of the city of Algeciras with the existing terminal in the foreground.



An artist's impression of the "TERMINAL 2000" project.



At the contract signing ceremony, Mr. Erik Nielsen, Managing Director of Maersk España, and Mr. Jose Arana, President of the Port of Algeciras, sign the land lease agreement. Present on this occasion were also Mr. Jess Søderberg and Mr. Jorg Schuster, General Manager of Maersk España's Terminal Division and leader of the special Maersk Terminal Project team.

EXPANSION IN SPAIN

"TERMINAL 2000" is the designation for Maersk España's extensive expansion of the terminal area in Algeciras with the construction of a new pier and investment in advanced terminal equipment.

Maersk España S.A. was established in 1986 with its own terminal of 70,000 m² in Algeciras which acted as the transshipment point for the container lines connecting and serving USA, Europe, the Far East, the Middle East and West Africa. Today the Spanish organisation employs a total staff of 400 in the head office in Madrid, eight branch offices and the terminal office in Algeciras.

Ambitious terminal plans

By 1992, the Maersk terminal in Algeciras had already reached a throughput of 300,000 moves on the existing 70,000 square metre site and, with the steadily increasing number of containers, the next step was obviously an expansion of facilities and an increase in productivity to ensure the fastest possible turn-around of vessels.

The two parties involved in the project "TERMINAL 2000" are Maersk España and the Algeciras port authorities. The plan includes the construction of a new Maersk terminal at Muelle del Navio in the Port of Algeciras, based on reclaiming an area of 400,000 square metres from the sea.

Responsibilities are to be shared by the two parties, with the port authorities being in charge of all infrastructure work, including a 650-metre expansion of the quayside and the land reclamation, while Maersk España is to take care of the related work on its new 280,000 square metre concession, including drainage, pavements, buildings, boundary fencing and equipment.

The operation of the new terminal will be supported by newly designed and developed EDP systems handling stowage coordination, detailed ship's planning, yard inventory, automated gantry steering and position indication of containers.

The project calls for an investment by Maersk España of Ptas. 7,000 million equivalent to around USD 50 million. Maersk's part of the construction work commenced in August 1993 and is expected to be finalised later this year.

In connection with the signing of the lease agreement for the land, Mr. Jess Søderberg visited the organisation and terminal of Maersk España.



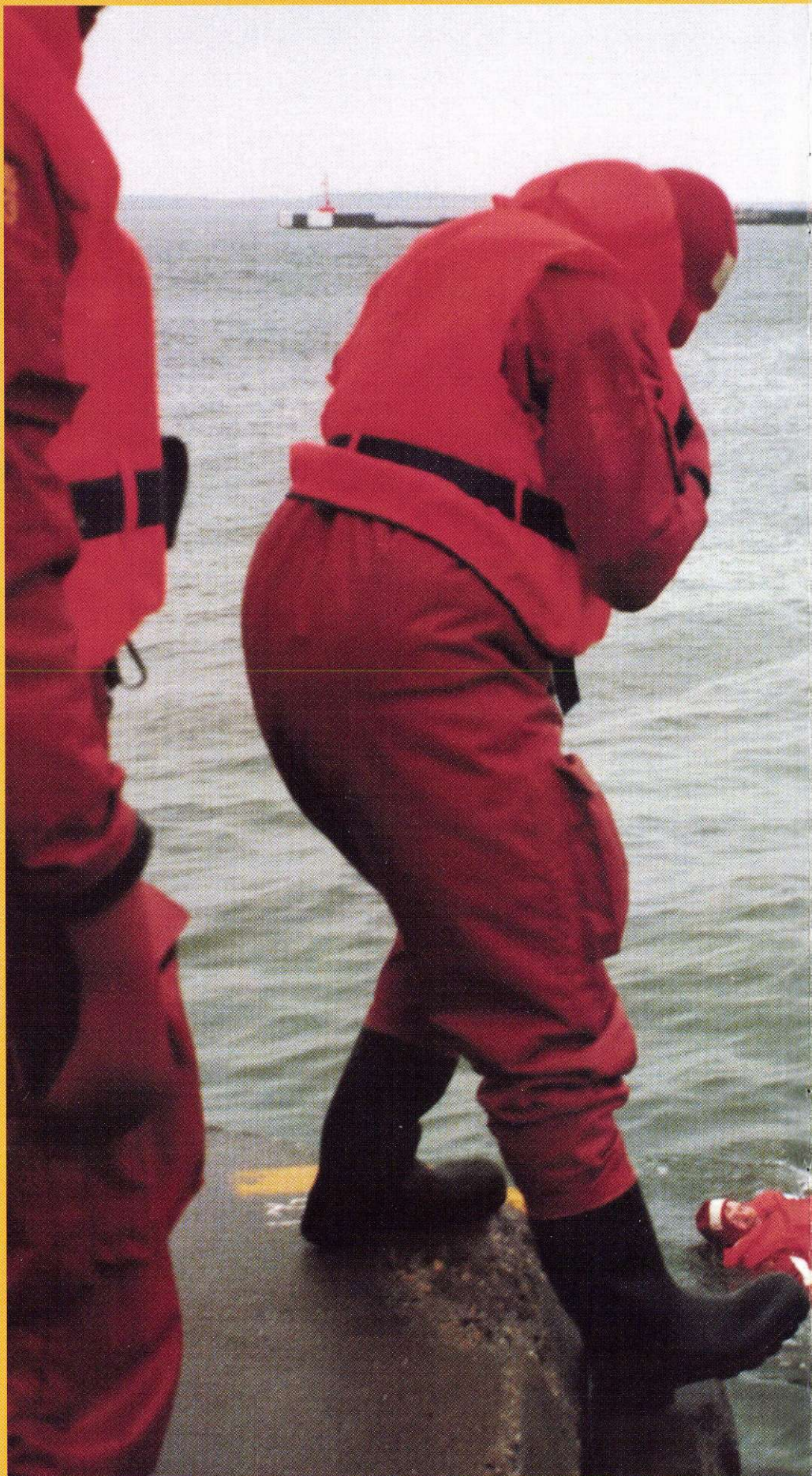
The imaginative Maersk Line stand at the TRANSCALDIA exhibition in Antwerp. The use of photos of the staff attracted plenty of attention from visitors.

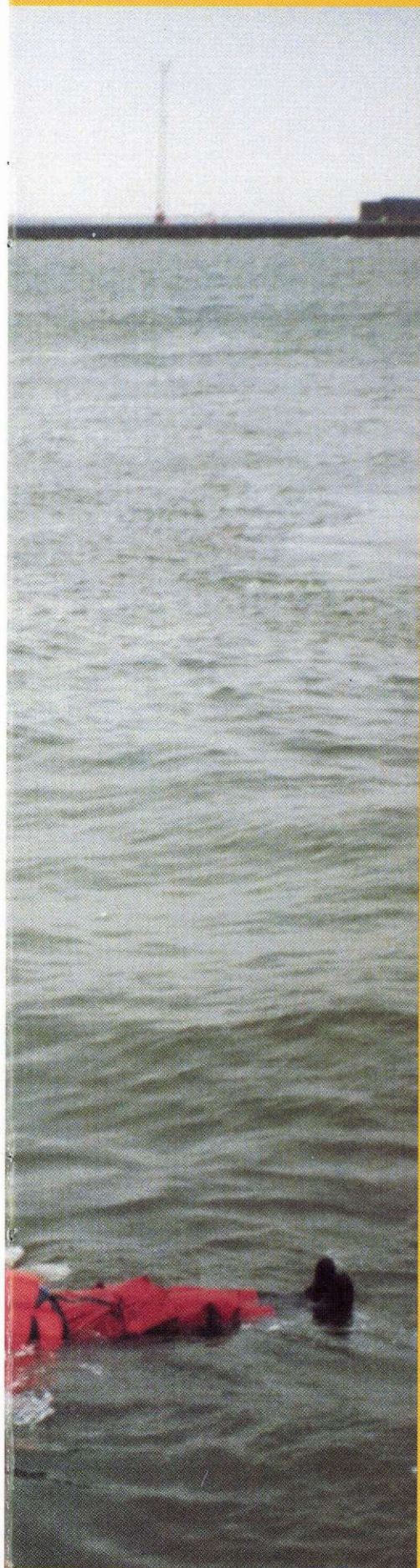
EXPERTISE HAS A FACE

In October 1993, Maersk Belgium took part in the annual TRANSCALDIA exhibition in Antwerp for the fourth time in succession. The theme of the Maersk stand was "Expertise has a face", a theme which was utilized with great originality in the decoration of the stand - photos of all 90 Maersk Line employees of Maersk Belgium N.V. were hung in alphabetical order on the walls, enabling visitors to study faces and names at close range.

The response was excellent and customers were delighted to be able to put a face to the voice they talk to on the phone every day. The fact that everyone's photo was on display increased team spirit, so internal motivation was high.

The exhibition was visited by 30,000 people over four days, and the Maersk Line sales staff counted 7-800 customer contacts.





JOURNALISTS AT SAFETY SEMINAR IN ESBJERG

In November 1993, a party of ten journalists representing the press, radio and TV, was invited by Maersk Oil and Gas to a safety seminar in Esbjerg.

The seminar provided theoretical and practical information about the massive goal-oriented safety procedures developed and carried out by Dansk Undergrund Consortium's operator, Maersk Oil and Gas, in its constant efforts to make the workplace a safer place to be.

The fact that these efforts have already been highly successful can be proved by statistics which show that, on average, it is now seven times safer to work on a production platform than in other branches of Danish industry.

The seminar lasted two days, the first of which was devoted to a thorough briefing by the Safety Department of Maersk Oil and Gas on safety measures and the improvements which are constantly being introduced in this area.

The second day was reserved for practical safety training, where the participants were subjected, both physically and mentally, to the trials and tests that every offshore worker has to go through on a regular basis, in order to obtain a safety certificate entitling him to work on one of DUC's platforms.

At the Esbjerg Fire-fighting School, the journalists practised putting out fires in oil and gas installations, and later in Esbjerg harbour, great efforts of self-denial were demanded when they had to jump into water that was only about five degrees warm (or rather cold!).

It was, however, a positive experience for everyone, especially as they now know from personal experience that the correct safety equipment, including safety suits and life rafts, can make it possible to endure lengthy periods in cold water and, in extreme conditions, can even ensure survival.

The photos illustrate some different practice situations carried out at the safety seminar.





HRH the Duke of Kent is welcomed at Esplanaden.

ROYAL VISIT

His Royal Highness the Duke of Kent visited Denmark last year. He came on 13th October 1993 to give a speech at a meeting of the British Import Union. The Duke addressed an audience of about 150 top Danish business executives on the subject of "Britain and the European Community in the 1990s". Before the

meeting, there was time for a short visit to A.P. Møller where the Duke of Kent was welcomed by the shipowners Mærsk Mc-Kinney Møller, Jess Søderberg and Ib Kruse, as well as the Senior Vice Presidents Palle Juhl from the Liner Department and Tommy Thomsen from Maersk Tankers. Later in the day, the Duke visited the Odense Steel Shipyard.

QUALITY ON THE BEACH IN INDONESIA

An outing to celebrate the success of the quality improvement campaign in Indonesia was held at Anyer Beach, West Java.

All staff members who had completed the quality training course during the previous year were presented with diplomas and one of them was named the Employee of the Year and was presented with an award. When the awards for quality training had been presented, everyone joined in the specially organised games. A buffet lunch was served, and the games were resumed

until the buses arrived to take everyone back to Jakarta just before sunset.

As is clear from all the happy faces in the photo, everyone had a wonderful day out on this beautiful beach. We are looking forward to continuing our quality training, not only so we can achieve further improvements in the quality of our performance, but also so we can celebrate with another outing next year.

Christian M. Laursen



ONLINE IN JEDDAH

To ensure that customers in the Eastern part of Saudi Arabia are offered the usual high quality Maersk Line service, it was decided to connect Maersk Line Jeddah to the global network.

This initiative was implemented on 4th August 1993, when the very first telex was sent through MCS. As soon as the staff has completed the extensive training programme, Maersk Line Jeddah will be capable of performing all online office operations, but our customers are already benefitting from the system since they can now get immediate information regarding the whereabouts of their shipments.

As the staff becomes increasingly familiar with the various functions available, we will naturally

be able to offer improved service, not only to our customers but also to other Maersk Line offices.

At the same time as going online, the office was relocated from the second floor of the Kanoo Building to the first floor, and the new office has already acquired the familiar Maersk look.

The photo of the new office shows the reception area and the entire Maersk Line Jeddah staff. From left to right: Carsten Jensen, Musa Patel, G.A. Osmani, Mousa Kutty, Leo Gomes, O. Alam, R.M. Iqbal, E.R. Chalkley, Abdi Ismael, Ashok Kumar, Abdu Rahman, M. Munshi, Noorullah, Mohammad Ali, Sahed Shariff and the writer of this article, Erik Stokholm.



FIRST PRIZE FOR MÆRSK

On 14th November 1993, the Mærsk Athletics Association from Esplanaden won first prize for teams at the Løvfaldsløb (Autumn Race). The race was run in harsh autumn weather, but this did not affect the fine result. The physical training department has gone from strength to strength in 1993 and has taken part in numerous arrangements including the Havneløb

(Harbour Race) with 44 participants, the 5-kilometre DHL relay race with seven teams of five runners, the 10-kilometre DHL relay race with four teams of five runners and the City Race with 12 participants. This positive development in the number of activities is expected to continue in 1994, and efforts will be concentrated on the Triathlon.

MAERSK MAKES TRACKS WITH REMOVAL FIRMS

Removal vans and Go Karts may not have much in common, but at the Maersk Go Kart Grand Prix it was the international removal firm Trans Euro Worldwide Movers which demonstrated its expertise on the track, taking both team and individual honours.

The event was organised by Maersk Line (UK) in conjunction with the British Association of Removers and the Anglo American Removers Association, and was held to cement Maersk's links with the removal companies which ship household effects from the UK to the USA.

The two Maersk London teams had mixed fortunes with one team finishing fourth and the other, shown in the photo, finishing twelfth.

All concerned enjoyed themselves so much that they hope the Maersk Go Kart Grand Prix will become an annual event.

Ann Pulham



The S.S. DANMARK moored at the Antwerp waterfront close to the Het Steen castle.

EUROSAIL '93 IN ANTWERP

The S.S. DANMARK was one of the participants in Eurosail '93, which took place in Antwerp from 14th to 17th August 1993. The Eurosail '93 event marked the end of the 1993 Cutty Sark Tall Ships' Race and attracted over

2.3 million visitors. The city of Antwerp was host in connection with its role as "Cultural City of Europe 1993". When the S.S. DANMARK called at the city, the Captain and

Consul General of Denmark were hosts at a reception on board for the Danish community as well as a number of Maersk Line customers.



The Maersk Hong Kong Team headed by Mr. Jason Lin, General Manager of Maersk European Line (in the middle).

SHIPPING GROUPS JOIN FORCES FOR CHARITY

The completion and official opening to the public of the first phase of the super highway connecting Hong Kong with Guangzhou - Shenzhen - Zhuhai in the People's Republic of China took place on 14th November 1993. To commemorate this unique occasion, a

charity relay race, "Charity on Wheels" was organised. The main objective of the race was to raise money for seven non-profit-making institutions in Hong Kong and China.

The Hong Kong shipping community was represented by eight shipping

companies including Maersk Hong Kong Ltd. The shipping companies joined forces to form Relay Team No. 9, which by the end of the day, had successfully raised no less than HKD 400,000 or about USD 47,000.

Belina Chick

MAERSK LINE IS INTO SPONSORSHIP ON A "SMALL" SCALE

Maersk Line in the Netherlands has agreed to sponsor the ABF football team. The ABF (American Baseball Foundation) in the Hague is an international sports club which offers sports facilities to the children of the sizeable international community living in and around the Hague. The ABF elite team in the photo has been selected from among about 500 boys and girls from the 54 or so countries which take part in the ABF football events. The team now plays in the Dutch League against local teams within the age groups 8-10 years.

Successfully living up to their sponsor's motto - "Second to None" the team is at present at the top of their division, as a result of having won seven out of their eight games played, with an aggregate score of 104 goals to 14.

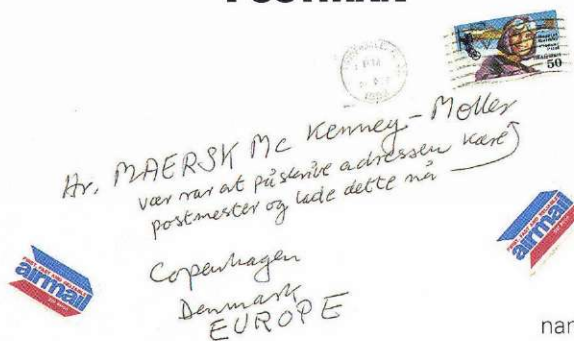
The photo shows from left to right:

Back row - Robert, Niel, Ben and Ronald.
Front row - Christiaan, Nick, Marc and Philippe. (not in photo: Mark)

Poul Woodall



PLEASE, MR. POSTMAN



The Danish postal authorities do not give up without

a fight, even though there is no address on a letter. But, on the other hand, it's safe to assume that everyone in Denmark knows Mr. Møller. This envelope was sent from the United States to "Mr. Mærsk Mc-Kinney Møller, Copenhagen, Denmark, Europe" and the sender wrote the following appeal under the name: "Dear Postmaster, please be kind enough to fill in the address yourself". Needless to say, the letter arrived safely.



EXPOAGRO 1993 IN SANTIAGO

Agricultural exporters and importers from most of South America met again this year in Santiago to present their products and services. Maersk was represented for the second year in succession, and this year, now that the Andean service is in full swing, Maersk Line Global Services was able to invite clients into a replica of a 40-foot high cube reefer. The high cube reefer represents one of Maersk Lines' many ad-

vantages in South America, providing customers with a unique opportunity to maximise reefer exports, and has been one of the key elements in the success of the Andean Service. During the week-long trade fair a great many new contacts were made, so the next time you bite into a Chilean apple or taste some Chilean salmon, the chances are that they were carried by Maersk.

MAERSK HONG KONG TO EUROPE

Maersk Line recently timechartered a 3,424 TEU newbuilding for the Far East - Europe route. The vessel, now named MAERSK HONG KONG, was built by Samsung of South Korea. MAERSK HONG KONG called at her namesake port in August

1993 in connection with her new employment on the four strings operated by Maersk Line.

A sister vessel, MAERSK COLOMBO, was delivered in January 1994.

Belina Chick



MAERSK HONG KONG in her namesake port.

IN THE LIVERY OF BRITISH AIRWAYS

As the result of an agreement with British Airways Maersk Air has taken over Birmingham European Airways and renamed the airline Maersk Air Limited. This means that, for the first time ever in Europe, an airline in one country is 100%-owned by an airline in another country.

At the same time as the take-over, a collaboration agreement between British Airways and Maersk Air Limited was signed to the effect that, although the British aircraft are owned and operated by Maersk Air Ltd., they are painted in

the livery of British Airways. On the side of the aircraft, however, the rightful owner's name is given, as can be seen in the photo.

The two parties to the collaboration agreement, represented by Val Gooding, Director of Business Units, British Airways and Flemming Knudsen, Managing Director of Maersk Air Ltd., as well as an air hostess from each of the airlines, are seen here at Birmingham airport.

Marita Petersen



Seen from right to left are Mr. I.A. Grath, Shell, Mærsk Mc-Kinney Møller and Mr. Phil Owen, also from Shell.

COURTESY VISIT FROM SHELL

On 29th November 1993, Mr. I.A. McGrath, Managing Director of the Shell International Oil Company in London and Mr. Phil Owen, Director of Shell International Marine, made a special visit to Copenhagen to mark the retirement of Mr. Mc-Kinney Møller as the Chief Executive of A.P. Møller. During the visit, among

the subjects discussed was Shell's long association with A.P. Møller and the Odense Steel Shipyard. The representatives of Shell presented Mr. Møller with a name plate from the ship NATICINA, which was built for Shell by the Lindø shipyard in 1967, and which Mrs. Emma Mc-Kinney Møller sponsored.

CHRISTMAS GATHERING AT THE ART CLUB

Everyone who was at the Christmas get-together at the A.P. Møller Art Club on 9th December 1993 was deeply impressed by the professionalism of the Danish actor, Frits Helmuth, who convinced them that the fairy tales of Hans Christian Andersen are not just for children but can certainly also be enjoyed by adults.

Frits Helmuth's reading of Hans Christian Andersen's "The Fir Tree", which the actor had studied specially for the evening at the Art Club, subtly emphasised the deeper meaning of the story of the little fir tree, which wants to be any-

thing but what it actually is, and as a result forgets to enjoy life before it is too late.

Afterwards, the Christmas spirit was emphasized by the music of Niels Schultz Hansen and Steffen Kyhl Jensen, who had also provided excellent musical entertainment, both classical and seasonal, before the reading.

They played the accompaniment to community singing while the traditional Danish Christmas refreshments, mulled wine and apple dumplings, were enjoyed by all.

Carl Nielsen's "Tågen letter" (The Mist is Clearing) beautifully played by Niels Schultz Hansen and Steffen Kyhl Jensen provided an excellent finale to an evening which gave the participants, almost a hundred, a really memorable experience.

The actor, Frits Helmuth, is ready for the fairy tales after a welcome by the President of the A.P. Møller Art Club, Mr. Ulrik Brandt.



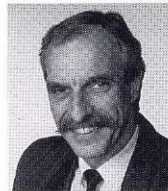
Esplanaden



40 Years Anniversary
Torben Hansen
24 April 1994



40 Years Anniversary
Helge Christian Schmidt
1 May 1994



25 Years Anniversary
Karsten Stii
1 February 1994



25 Years Anniversary
Ole Christiansen
15 February 1994



25 Years Anniversary
Ole Høg
1 April 1994



25 Years Anniversary
Ib Jepsen Nielsen
14 June 1994



Retiring
Arne Ejler Jørgensen
1 February 1994

Maersk Drilling



25 Years Anniversary
Owen Zale Cooper
EDC Cairo
23 May 1994



25 Years Anniversary
Marine Engineer
Egil Allan Aagaard
19 May 1994

Maersk Oil and Gas

Organisations Abroad

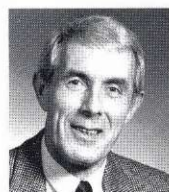


25 Years Anniversary
M. E. Neunteufel
A.P. Møller
Singapore
13 November 1993



Retiring
Phayung Hussain
Siam Shoreside
Services Ltd.
22 November 1993

Roulunds



25 Years Anniversary
Karl Jørgen Andersen
17 February 1994



25 Years Anniversary
Benny Hansen
9 April 1994



25 Years Anniversary
Anders Bent Pedersen
5 May 1994

Maersk Air



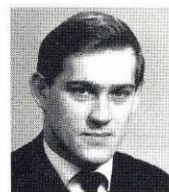
25 Years Anniversary
Jan Høyby
Gottfredsen
Maersk Travel
1 March 1994

DISA



25 Years Anniversary
Finn Kruse Jacobsen
Herlev
21 April 1994

The Fleet



25 Years Anniversary
Chief Engineer
Sten Sørensen
6 February 1994



25 Years Anniversary
Captain
Per R. Hermansen
8 March 1994



25 Years Anniversary
Chief Engineer
Niels Højmark Nielsen
20 March 1994



Retiring
First Engineer
John Vexø Nielsen
1 February 1994



Retiring
Chief Steward
Orla Tastesen Frederiksen
1 April 1994



Retiring
First Engineer
Ivan D. Albertsen
1 June 1994



Retiring
Chief Engineer
Ejvind Andresen Møller
1 June 1994



Retiring
Chief Steward
Mogens Kristian Petersen
1 June 1994

Obituary

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

Senior Toolpusher
Arnstein Hammer
ex MAERSK EXTER
15 October 1993

Ship's Assistant
Kai Møller Madsen
ex MADISON MÆRSK
28 October 1993

Roustabout
Trevor Sword
ex MAERSK ENHANCER
4 November 1993

Michael Elsborg
Mærsk Data
24 November 1993

Olaide A. Fadeni
Maersk Nigeria
30 November 1993

Ship's Assistant
Steen Helmuth Hansen
ex OLGA MÆRSK
27 December 1993

Electrician
Thomas Jensen
ex MÆRSK EXPLORER
9 January 1994

Børge Nielsen
Esplanaden
21 January 1994

Erling Pedersen
Esplanaden
23 January 1994

The Yard



40 Years Anniversary
Eigil Boving Larsen
4 February 1994



40 Years Anniversary
Vesti G. Nielsen
8 April 1994



40 Years Anniversary
Therkild Peter Hansen
6 May 1994



25 Years Anniversary
Helge Sørensen
7 January 1994



25 Years Anniversary
Frank A. Jørgensen
7 January 1994



25 Years Anniversary
Jørgen Peter Beck Nielsen
7 January 1994



25 Years Anniversary
Leif Hansen
14 January 1994



25 Years Anniversary
Poul Børge Nielsen
14 January 1994



25 Years Anniversary
Jørgen Jørgensen
14 January 1994



25 Years Anniversary
Kaj Snerling
21 January 1994



25 Years Anniversary
Ulrich F.H. Bertram
28 January 1994



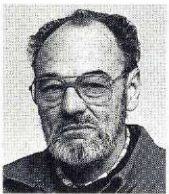
25 Years Anniversary
Thorkild Nygaard Domino
28 January 1994



25 Years Anniversary
Preben Schmidt Nielsen
18 February 1994



25 Years Anniversary
Per Lund Johansen
18 February 1994



25 Years Anniversary
Kurt Carl Nielsen
25 February 1994



25 Years Anniversary
Helge Christoffersen
25 February 1994



25 Years Anniversary
Niels Bent Grønholdt
4 March 1994



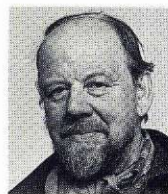
25 Years Anniversary
Alex Hjørre Poulsen
11 March 1994



25 Years Anniversary
Tommy Erik Knudsen
18 March 1994



25 Years Anniversary
Kurt Breum
18 March 1994



25 Years Anniversary
Jørn Juhl Thomsen
25 March 1994



25 Years Anniversary
Poul-Erik Wojtyńska
8 April 1994



25 Years Anniversary
Erik Paludan Magnussen
8 April 1994



25 Years Anniversary
Børge Sandergaard
15 April 1994



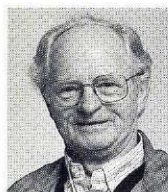
25 Years Anniversary
John Legind Aggerholm
15 April 1994



25 Years Anniversary
Erik Ove Bylow
15 April 1994

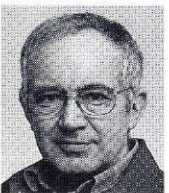


25 Years Anniversary
Erna Frydenfahl Høj
22 April 1994



25 Years Anniversary
Poul Erik Rasmussen
6 May 1993

Maersk Ship Design



25 Years Anniversary
Børge Steffen Nielsen
27 May 1994



25 Years Anniversary
Tonny Frode Petersen
27 May 1994



25 Years Anniversary
Børge Sandergaard
3 June 1994



25 Years Anniversary
Boy Uwe Boysen
10 June 1994



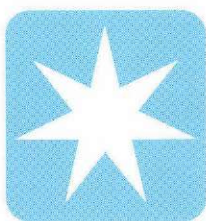
25 Years Anniversary
Erik Sloth
10 June 1994



25 Years Anniversary
Ole Emil Johansen
17 June 1994



40 Years Anniversary
Anders Christian Østergaard
7 February 1994



MÆRSK