

Cover:

In March 1994, Maersk China Shipping Company Ltd. was established and the organization in China is expanding rapidly. The photo is from "The Forbidden City" in Beijing.

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Almost four years ago we introduced the decentralized organization structure in Maersk Line. Results and experience have proved that decentralization was a right move.

The heavy expansion lately of volume and in the areas serviced by Maersk Line has been a great challenge to the organization and has at the same time shown the need for further changes.

The aim is to become more effective, to maintain decentralization, especially in customer relations, and at the same time ensure better coordination and control of operations, finance and systems.

Whereas a "Quartet" previously constituted the top management of the Liner Organization reporting to Per Jørgensen, under the new structure Per Jørgensen will become Maersk Line's Chief Executive. Three regional managers - one for the Americas, one for Europe/Africa, one for Far East /Middle East - will be responsible for all Maersk Line activity in the region concerned, referring to Per Jørgensen. In Copenhagen, Per Jørgensen will be assisted by a Copenhagen Line Manager - who will work closely with three regional line managers - by a Mercantile/Logistics manager, by a financial manager and by a systems manager.

This new structure will come into force gradually and will be final at the beginning of 1995.

The Management of the Liner Organization in Copenhagen, together with the regional managers, will prepare and announce the detailed schedule for the changes including timing - until then it will be business as usual.

I call on everybody to assist in putting this organizational structure into place without losing efficiency in the transition period, and at the same time I thank everybody who has helped to create this new organization structure.

Jess Søderberg

NEW SUPPLY VESSEL FOR THE MAERSK COMPANY

On 15th July 1994, at the Ulstein Shipyard in Ulsteinsvik near Aalesund Norway, MAERSK FINDER was christened by Mrs. Isola Smith, wife of Mr. Charles M. Smith C.B.E., Managing Director of Chevron Europe and Middle East Strategic Business Unit. MAERSK FINDER is the fifth in a series of six vessels from the Ulstein Shipyard and two similar vessels are being built at the Marystown Shipyard in Newfoundland for delivery at the beginning of 1996.

They are all Platform Supply Vessels, carrying supplies to the drilling rigs and production platforms, and they are the largest of their kind in the world. The dimensions of MAERSK FINDER - 82.5 metres long and 18.8 metres wide - are not all that impressive in comparison with the great container vessels or tankers, but nevertheless when she is fully loaded, the vessel weighs almost 7,000 tons, which is somewhat more than one of the Great Belt ferries.

The vessel's machinery, screws and rudders - as well as the navigator, of course - must be capable of holding these 7,000 tons steady within a couple of metres of a platform, even when a gale is blowing and the waves are seven metres high. Keeping the vessel steady means that she must maintain a fixed position so that the work on deck of loading and unloading can be carried out safely, and this she does. It is usually the platform cranes that give up first when the wind gets up.

The positioning means that the vessel must have extremely rapid acceleration - not only forwards, but in all directions, so she is equipped with six propellers, four of which are mounted sideways, and two rudders. Of the vessel's 7,200 BHP, 4,000 are employed on the side

propellers via the axle generators and electric motors. So altogether MAERSK FINDER is quite a complicated vessel with a great deal of machinery and equipment which had to be fitted in a strictly limited area.

The space problem is not helped by the fact that MAERSK FINDER is a comparatively small vessel, so any waste of space at all means a marked restriction of cargo-carrying

Below deck, MAERSK FINDER has 43 cargo tanks, eight of which are for dry bulk, with a total capacity of approximately 5,000 cubic metres and attached discharge pumps and compressors.

With today's increasing demands as to environmental protection and quality control, the tanks are to a great extent used for return cargo, and care is taken to try to avoid mixing different items, even though the material comes from the same consignment and has not been used. Consequently, MAERSK FINDER can carry eight different types of dry bulk, six different types of liquid drill mud, three different types of brine, which is a salt solution for mixing with the heavy drill mud, and two different types of mineral oil for the same purpose. In addition, methanol, fresh water, which is also used to mix the drill mud, as well as drinking water and gas oil are carried. If all this were not enough, there are tanks for the vessel's own use, and the contents of these must also be kept under control.

Finally, there is the deck cargo, which usually consists of containers and pipe cargo, which are loaded on to the vessels' 900 square metre deck. The vessels are sufficiently stable to be capable of carrying almost 3,000 tons of cargo on deck so, if necessary, construction parts can also be carried. Deck cargo carrying capability is exploited to the full, for example, in connection with pipe-laying and cable-laying activities, as is the case with MAERSK FIGHTER (see Mærsk Post 2/1994).

MAERSK FINDER was delivered to The Maersk Company Limited, London, on 22nd July 1994, and she went on charter to ASCO in Peterhead, Scotland, on 25th July 1994.



In front of MAERSK FINDER are from the left Project Manager Harald Møller, Ivar Myklebost, President of Ulstein Verft AS, the sponsor, Mrs. Isola Smith, Flemming Jacobs, Managing Director of The Maersk Company Ltd., Mrs. IngMarie Jacobs and Mr. Charles M. Smith.

capability, and because of the manoeuvrability requirements, any expansion of the hull would result in a corresponding increase in engine and propeller power, which would be expensive.

Whereas port-to-port vessels specialise in one or perhaps a few different types of cargo, an offshore vessel must be capable of carrying anything, and preferably all at once.

Mr. Ove Hornby from The A.P. Møller and Chastine Mc-Kinny Møller Foundation, Mr. C.P. Dam, Maersk Ship Design, and Rector Kjeld Møllgård, the University of Copenhagen, are seen (left to right) in front of the newbuilding.



AN UNUSUAL KIND OF NEWBUILDING

Fotos: Niels Nielsen

In 1906, the Danish Greenland explorer and botanist Morten P. Porsild (1872-1956) established Arctic Station in Godhavn/Qeqertarsuaq on the island of Disko in Greenland. The station, which is now part of the University of Copenhagen's Faculty of Natural Sciences, is used for arctic research and its location by Disko Bay makes it ideal for carrying out both detailed examinations of plankton, the rich flora around the bay and time-series studies of the sea bed. Arctic Station, which has space for 26 researchers and students, is the only research station on Greenland to be manned all year round. It forms the basis for research and education within the fields of botany, zoology, geography and geology.

An important prerequisite for being able to carry out arctic research is

having a research vessel with the necessary equipment available. In June 1994, the University of Copenhagen took over a replacement for its old PORSILD, a new travelling and research vessel built at Assens Shipyard. The newbuilding is 15 metres long, 5 metres wide, and is well equipped with technical and electronic gear for both research and navigation. Apart from the three-man crew, there is space on board the new PORSILD for eight passengers.

The whole project cost DKK 7.5 million, a sum mostly provided by The A.P. Møller and Chastine Mc-Kinney Møller Foundation. Maersk Ship Design contributed with guidance and advice on the vessel.

PORSILD arrived at Arctic Station in July 1994, and she is now based there between her survey tours.





The new office - the almost futuristically-designed Wisma Consplant Building, where Maersk Line now has offices on the 12th floor.

NEW OFFICE IN MALAYSIA

During the weekend of 14th/15th May this year, the corporate office of Maersk Malaysia relocated from Port Klang to new and more spacious premises in Subang Jaya, a satellite township 15 kilometres from the capital Kuala Lumpur.

Peter M. Kristensen

The new head office, with its ideal location, houses management, sales/marketing, centralised customer service and documentation, whereas Port Klang operations, inward documentation and the controlling office for Mercantile Consolidators are still housed in the previous location.

Maersk Line inaugurated its own operation in Malaysia on 1st February 1975, when offices were opened in Kuala Lumpur, Penang and Port Klang. Since then, to cater for the dramatic development of trade in Malaysia, further offices have been opened - Johor Bahru in 1982, Ipoh in 1989 and Malacca in 1990.

With an average growth rate of 8% over the past seven years, Malaysia is now one of the top 20 exporting nations in the world, with major exports of wood, rubber and metal products as well as electronics and textiles. Major imports, on the other hand, are chemicals, machinery, foodstuffs and transport and communications equipment.

Malaysia has a multi-racial population of 16 million and is one of the four N.I.C. (Newly Industrialised Countries) in Asia. The country aspires to becoming a fully developed and industrialised nation by the year 2020, but at the rate things are going, Malaysia seems certain of reaching this target sooner than this date. Needless to say, Maersk Malaysia is ready and willing to support Malaysia's drive towards success.

At the signing of the purchase agreement are seen (left to right) Aleksander Kustov, Managing Director, Loksa Shipyard, Frank Gad, Vice President, Odense Steel Shipyard, and Vaino Sarnet, General Director, Estonian Privatization Agency.



LOKSA A COMPANY IN ESTONIA

Through its purchase of Loksa, the Lindø Shipyard has secured deliveries of hatch covers for its new production of container vessels. At the same time, the purchase opens up for new, exciting investment opportunities in the Baltic States and Russia.

Leo Jensen

For many years the Odense Steel Shipyard A/S has purchased hatch covers for the production of container vessels from West European suppliers, but while planning the production of the series of new large container vessels, C4800, the Yard decided to contact a number of manufacturing companies in Eastern Europe to see what they could produce.

After a thorough evaluation of these companies, the choice fell upon a little firm in Loksa, near Tallin in Estonia. For several years, Loksa has built hatch covers for numerous foreign customers, and this experience along with the stable condition of the company itself, convinced the management of Lindø that here was an interesting supplier.

Loksa was actually just about to embark upon a privatization programme, and negotiations during the spring of 1994 led to Lindø tendering an offer for the purchase of the entire enterprise. The sale of the state-owned company was arranged through the Privatization Agency in Tallin, which guaranteed Lindø full influence in Loksa.

The Loksa company, which today employs a staff of about 400, will be modernised for a considerable sum of money over the next few years. Altogether, the premises cover an area of approximately 51,000 square metres, of which the hatch factory, built in 1986, comprises about 19,000 square metres. In addition, the company has a small repair shop and a joiners' workshop.

Aleksander Kustov is responsible for the day-to-day management of the Loksa company, and Lindø has appointed Finn Buus Nielsen as project manager. He is convinced that the financial involvement in Loksa is a good example of active support for Baltic industry, a support which ensures the necessary development of both productivity and the production apparatus, so that the company will be fully capable of delivering top quality hatch covers at competitive prices in the future.

Over the next few years, the investment in Estonia may develop into a bridgehead for purchasing opportunities in the Baltic and other East European countries.

THE COMPANY AEROPLANES

Not many passengers are aware of the fact that behind every aircraft departure from an airport is an aircraft handling company. Most passengers think it is the airline itself which is responsible.

Until recently, it was normally a country's national carrier which took care of aircraft handling on behalf of all the airlines, but the E.U. has allowed this to be liberalised. This means that the different airlines now have a choice between aircraft handling companies in the individual airports and healthy competition has thereby been established, a competition which is ultimately an advantage to passengers. This liberalisation policy is being gradually implemented in Europe.

At Kastrup Airport, Copenhagen, liberalisation has already happened and where previously all airlines were required to use SAS (Scandinavian Airlines Systems), nowadays there is a choice. Copenhagen Air Services (CAS), a company in the Maersk Air Group has dramatically increased its activities so that in just four years the company has increased its personnel from about 100 to about 600.

The job of an aircraft handling com-



BEHIND THE

pany covers the entire passenger side and involves check-in in the transit hall and at the gate, as well as on the arrival of the aircraft. On top of this comes ramp handling, which covers the handling of luggage, post and freight. Finally, load control, with the calculation of the weight and balance of the aircraft, data which are used in the pilots' flight plans, is also carried out. The majority of the international airlines using Kastrup, as well as more or less all the charter companies, have chosen CAS as their handling agent.

Growth in CAS continues, since the company has now taken over the freight handling company, CCC, described in Mærsk Post no. 3/93, and it can now offer its customers high quality service for the handling of both passengers and air freight. Moreover, CAS has its own training department which is responsible for all staff training.

The company strives to deliver products of high quality and flexibility at a competitive price. With the continued liberalisation trend in air traffic, it is CAS' aim to develop the company in such a way that it can constantly keep the edge over its competitors.

Marita Petersen



The new terminal in the Port of Copenhagen handles all forms of cargo for transportation in containers, trucks, swap bodies and trailers.

MODERN CARGO HANDLING IN COPENHAGEN

With the explosive expansion in liner activities in the past year, efficient cargo handling has become increasingly necessary.

This has resulted in the establishment and operation of an increased number of Maersk owned container terminals and corresponding facilities such as general cargo terminals and warehouses, worldwide.

Every week Maersk Line calls at the Port of Copenhagen for cargo to and from all over the world. Modern facilities for handling LCL and FCL cargo have long been among Mercantile Danmark's greatest wishes, and on 27th May 1994, the wish came true when the brand new 6,000 m² building on Kattogtvej in Copenhagen's Free Port, which also houses customs-bonded goods, was officially inaugurated.

In order to keep abreast of the anticipated increase in turnover through the Port of Copenhagen, the

task of the terminal in the future is not just to provide assistance with handling and supervision of cargo on arrival, but also to offer customers tailor-made transportation solutions.

An important consideration in the way the building has been designed is Mercantile's stocks for the Maersk fleet. This warehouse has been established in close cooperation with A.P. Møller's Purchasing Department, which ensures optimum handling and control of the several thousand items included in the stocks, ranging from charts and ship's paint to electric motors and cylinder linings.

On the day of the inauguration the sun shone and the various transportation means serviced by Mercantile were lined up in front of the new building.



The skyline of Perth, capital of Western Australia.

MAERSK GOES WEST



Western Australia is Australia's largest state, with a land mass of approximately 2.5 million square kilometres, or about one third of the country's total land mass. Despite its enormous area, however, Western Australia has only 1.7 million inhabitants, which is only about 10% of the total population of Australia.

The State dates back to 1829, when some 40 years after the east coast of Australia had been settled by Europeans, Captain Fremantle anchored in the mouth of what is today the Swan River and hoisted the British flag. He thereby effectively claimed the territory for the British Empire. Like many other cities, the capital of Western Australia, Perth, owes its existence to a river, since the Swan River provided the lifeline for the fledgling colony.

Nowadays, the former colony has blossomed into a vibrant cosmopolitan city with a flourishing eco-

nomy. Blessed with abundant natural resources and good deep water access, Western Australia has a wide variety of exports, including minerals and ores, gold, diamonds, frozen meat and seafood and chilled vegetables. The port of Fremantle, situated about 20 kilometres from Perth, is the gateway for Western Australia's thriving trade which, on account of its proximity to South East Asia, is increasingly directed towards this area.

The various lines operating in Western Australia under the Maersk flag are represented by the Beaufort Shipping Agency (WA) Pty Ltd. - a joint venture between Maersk West Australia Line Ltd. and P&O (Australia) Ltd. The agency, based in Fremantle, commands a leading position in both liner and tramp agency business and employs a total of 20 employees.

Peter Florantes

*In August 1994
22 EDP students
from four countries
started their courses
at Maersk Data.*

*Managing Director,
Steen H. Knudsen, welcomes
the trainees and informs about
the activities of Maersk Data.*



NEW MAERSK DATA SCHOOL

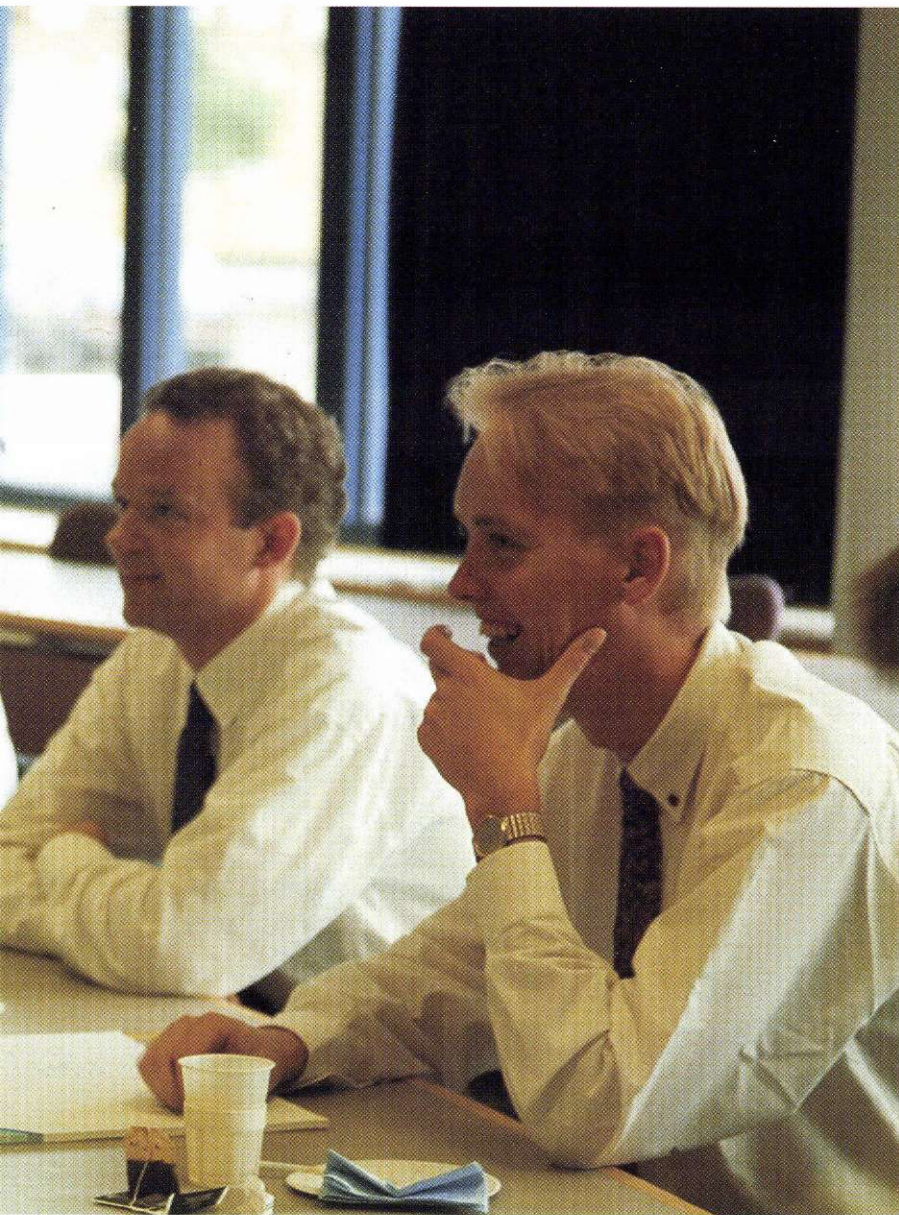
Many companies in the computer industry often experience difficulties in finding employees who possess the precise technical qualifications necessary for a particular job. Consequently, it can be an advantage for the company itself to provide further education for newly engaged personnel.

On 15th August 1994, at Titangade in Copenhagen, Maersk Data established an internal EDP school covering two different areas of computer education and on that day, 22 hopeful computer students from four different countries attended their courses for the first time. The new students, all of whom already have relevant higher educational qualifications, will now specialise in either telecommunications, including MaerskNet, or in systems development.

The telecommunications course has been established in conjunction with Dan Computer Management, a company in the Maersk Data Group.

MaerskNet is one of the world's largest privately-owned networks, and it plays an important role in A.P. Møller's high service level to customers. MaerskNet supports liner activities and ensures that all Maersk offices around the world are able to exchange data internally. Maersk Data is responsible for the operation and maintenance of the global network which is no easy task, since response times and costs must be kept to a minimum and the network must be constantly in operation.

The ability to correct errors under extreme pressure is just one of the qualities a network employee must possess, and furthermore, he must also be capable of keeping up with technological developments in the telecommunications industry. New products are constantly being launched on the market and the ability to see things in perspective and a sound knowledge of the business are needed to be able to select the precise technology suitable for Maersk Data and its customers.



The same applies to systems development, which also must support activities and the achievement of targets for all Maersk Data's customers. In 1991, Maersk Data introduced a new, up-to-date systems development method, which contributes to developing better systems. Through this method, more emphasis is placed on the analysis phase of a project. The new EDP students will learn this, just as many members of the existing staff have been trained to develop and think in alternative ways.

Common to both courses is the concentration on the customer's needs and expectations, as well as how a tailor-made product can be delivered to the customer, so a thorough knowledge of the customer's business practices is of paramount importance. This was the basis of a meticulous analysis of Maersk Line's information requirements, which was undertaken by Maersk Data in conjunction with Maersk Line.

The considerable demands to the students' qualifications did not seem to frighten the 750 candidates who applied; on the contrary, they looked upon the course descriptions as challenging.

In addition to Danes there are also students from Hong Kong, Japan and the U.S.A. at the school. Four of the international students are studying at the network school, and when they have finished their courses, they will be returning to their respective countries to maintain and develop MaerskNet from there.

Regardless of where the students come from, they face challenges and hard work. One important obstacle has already been successfully negotiated, however. They have passed through the eye of the needle and have been accepted at the EDP school, which is no mean feat.

Peter H. Knudsen



Shipowner Jess Søderberg hands a wristwatch with inscription to Mr. Anders Mogensen.

TRAINEE OF THE YEAR 1994

After thorough scrutiny of the assessments of the year's trainee graduates from the different departments, Mr. Anders Mogensen has been selected as Trainee of the Year at A.P. Møller. Anders Mogensen was selected on the basis of his fine examination results at the trainee school and his good performance in the departments where he has been employed.

During his period as trainee, Anders Mogensen has been employed in Maersk Logistics and Maersk Tankers. The next step for him is a post abroad.



U.K. TRAINEES ON TOUR

Captain Peter Partington shows Maersk trainees around MAERSK MARINER.

On 13th May 1994, as part of their induction into the company, the Maersk Company's first year trainees visited Maersk's offices in Aberdeen, Scotland.

Ann Pulham

The tour included a visit to the M-Class anchor-handling/supply vessel, MAERSK MARINER, where they were shown around by the Master, Captain Peter Partington, as well as to Maersk Drilling and Salamis, where they were briefed about the different activities of these companies.



WITHIN THE A.P. MOLLER GROUP

Elsebeth Bastholm/
Niels Erik Jensen

At the end of July this year, when Roulunds Fabriker's department which supplies equipment for the prevention of oil pollution (RO-CLEAN International) delivered two oil pollution workboats and relevant equipment to the Honam Refinery Ltd., Yosu, Korea, the task involved several of the companies within the A.P. Moller Group.

As it was RO-CLEAN's first order from Korea, it was essential that the consignment arrived on time. Since the two vessels were 13 and 17 metres long respectively and about five metres wide, they were not exactly easy to handle, so it was necessary that the transportation

should be carried out by a company with experience of difficult loads.

Thor Jørgensen, Odense, was the obvious choice since the two companies have enjoyed a particularly good cooperation through the transportation of Roulunds' other products.

The two vessels were built near Newcastle-upon-Tyne, so the special equipment which consisted of 650 metres of containment booms, oil skimmers, a dispersing system and auxiliary machines, was sent from Denmark to England for testing during sea trials and subsequently packed in containers and sent along with the vessels.

The shipment was arranged by Thor Jørgensen and Maersk Line, Leeds, and started off on 16th June 1994 by feeder vessel from South Shields, Newcastle, with transshipment in Rotterdam and from there directly to Busan. The vessels were transported by barge the last part of the way to the Yocheon Port and arrived on 28th July 1994, as promised, two days before the deadline.

The vessels, HOYU GREEN No. 1 and HOYU GREEN No. 2, are now at work at the refinery and the successful implementation of the project is a good recommendation for future orders to Korea.

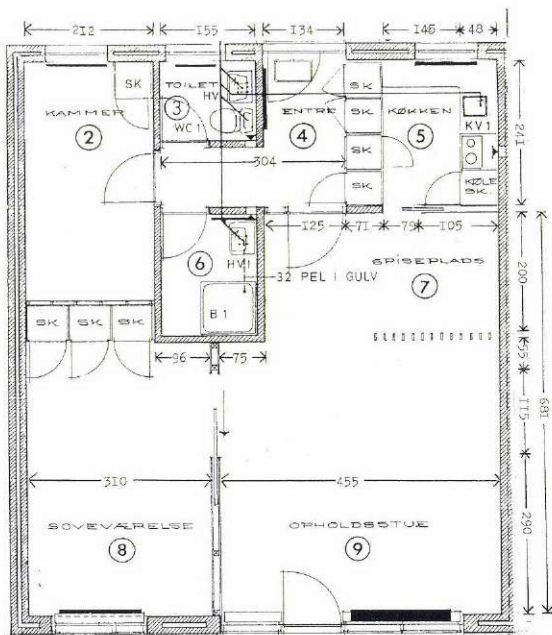
The vessels being loaded at South Shields.



RETIREMENT AT

MÆRSK - GÅRDEN

In Troense on the island of Tåsinge south of Funen in Denmark lies Mærsgården to which retired staff of the A.P. Møller Group of companies have first rights to a flat. The building celebrated its Silver Jubilee in the summer of 1994.



Mærsgården was established by The A.P. Møller and Chastine Mc-Kinney Møller Foundation, as Mr. Mærsk Mc-Kinney Møller wished to be able to offer a home to retired seamen and other former employees of A.P. Møller, in the form of communal or "sheltered" housing.

With A.P. Møller's historical connection with Svendborg and many potential residents in the area, Tåsinge was an obvious site, with its ideal location on the other side of the Sound. Troense could not be a more typical Danish provincial town with its half-timbered houses, hollyhocks and newly-painted fences and the rest of Tåsinge is just as idyllic, while the nearest large town, Svendborg, is 6 kilometres away. The land covering 46,000 m² was purchased from Baron Luel-Brockdorff of Valdemar's Castle in 1967, the project was designed by the Royal Housing Inspector, the architect Preben Hansen, and the housing development was built in two years by Jens P. Koch & Co of Odense.

On 1st July 1969, the first residents moved into the then 45 flats. In 1979, however, in a joint initiative with the Municipality of Svendborg, 36 new flats, which come under the jurisdiction of the Municipality, were added for people referred there by the Municipality. Practically speaking, however, the two parts of Mærsgården, with a total of 100 residents, function as one.

Types of housing

The original part of Mærsgården, the upkeep of which is supervised by the Foundation, comprises small yellow, red-roofed buildings containing 30 flats, each of 80 m², comprising an entrance hall, two connecting rooms, a bedroom, bathroom with shower, separate toilet and kitchen. There are also smaller flats, either on the ground floor or the first floor with access by lift, which cover about 55 m² and have one living room instead of two. The larger flats are for couples, while the smaller ones are primarily for single residents. All ground floor flats have access to their own small gardens,



The garden area was planned and planted by the landscape gardener, Ole Nørgaard, and it has grown up considerably over the last 25 years.



and the first floor flats have a balcony. Each flat has its own cellar room for storage.

The areas between the terraced houses are public and have been planted with extensive lawns, rose beds, bushes and shady trees, and in rainy weather the residents can move around the area without getting wet, via covered tiled passages.

Communal activities

An important part of the housing development is the Communal Building, which houses the dining room and its kitchen, a library with reading room and a hobby and exercise room. All residents are offered a hot meal in the middle of the day either in the common dining room or in their own home, if they wish. The week's menu is sent around, and apart from the "dish of the day", residents can choose "à la carte" dishes. Not only are the prices reasonable, but the cooks take great care to serve healthy and varied food to the residents. Private parties can

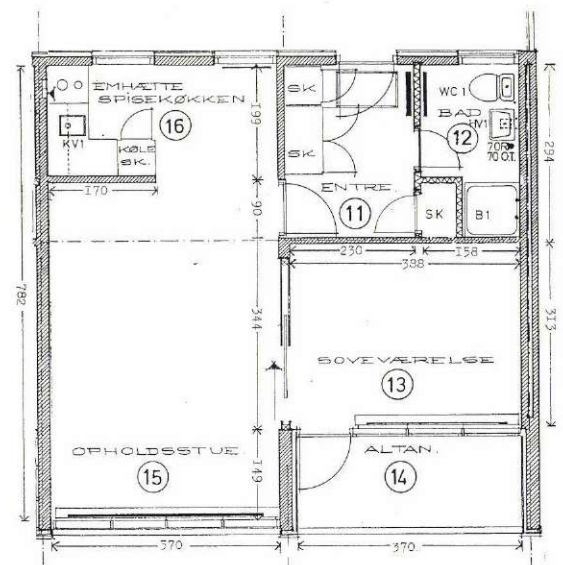
be held by closing off parts of the dining room, or, for a really big party, the entire dining room can be reserved.

There are five guest rooms, which can be rented by residents' families at reasonable rates, and furthermore, a large holiday home at Mærskgården can be rented by A.P. Møller staff.

The Mærskgården way of life

It is quite difficult to put words to the concept of Mærskgården. The residents emphasise that it is certainly not a nursing home for the elderly, and they are a little wary of the term "collective housing" as the development, in fact, functions as a normal residential area, with the added opportunity of joining in communal activities, if desired. It is important that the residents can look after themselves when they move in, and several of the present residents have been living at Mærskgården right from the start.

The communal activities include not





On 1st July 1994, Mærskgården could celebrate its Silver Jubilee, but for practical reasons the celebrations were postponed until 18th August, when a party was held for the residents, the Board and other specially-invited guests.



The Superintendent of Mærskgården, former chief steward with the Mærsk fleet, Ane-Marie Kristensen and her staff had arranged a delicious dinner and had done everything possible to make the day really festive for both residents and guests.

only meals, but also occupational therapy sessions in the winter with card-games, gymnastics and various kinds of handicrafts. The Residents Association arranges regular get-togethers and bingo, the superintendent makes sure that, at least once a month, a pleasant evening with music, a talk or some other form of entertainment is organised and naturally Christmas and other holidays are celebrated in style.

Three fixed arrangements for "our" pensioners take place every year. The first is in May, when the Annual General Meeting of Dampskibsselskabet Svendborg is held at Mærskgården with a reception to follow for former employees living on Funen, who are personally invited by Mr. Mærsk Mc-Kinney Møller - one of the highlights of the year. Then there is the summer excursion for all residents of Mærskgården, which this year went to Legoland,

and A.P. Møller's arrangement for former employees to one of the A.P. Møller group companies or some related activity, this year the Kogtved Navigational School.

The Mærsk residents are in general more active than average. They travel, have hobbies and interests, look after their own homes and gardens and there is no doubt that here is a group of people who live life to the full and have their own ideas about how things should be.

Rules for eligibility

The following have first rights to a home at Mærskgården:

- * Retired officers and crew members employed on a permanent basis of the Mærsk fleet and their widows or widowers, if they have pension rights.
- * Retired salaried employees of A.P. Møller or affiliated companies in the A.P. Møller Group, and their widows

or widowers if they have pension rights.

At the moment, however, only about half the flats are inhabited by former A.P. Møller employees or spouses, the rest have applied for housing and have been accepted by the Foundation despite a looser connection to A.P. Møller.

The waiting list for premises at Mærskgården varies a great deal, and to increase the chance of being considered at the right time, it is recommended that interested parties send in their applications in good time, even before reaching retirement age.

Information on current rent can be obtained from The A.P. Møller and Chastine Mc-Kinney Møller Foundation Office, at Esplanaden 50 in Copenhagen.

TOKYO SEAFOOD SHOW 1994

The annual Tokyo International Seafood Show was held at the Harumi Exhibition area in 1994, and for the second consecutive year, Maersk Line was appointed "Official Seafood Carrier" for the event.

Since last year, the Seafood Show has dramatically increased in size and is now probably the largest of its kind in the world, reflecting the size and importance of the Japanese seafood market. A substantial increase in the number of visitors was noted, with 13,000 visitors compared with just over 10,000 last year, while the number of exhibitors increased from 136 to 223.

The Maersk stand was decorated as a Maersk office, with a look-alike twentyfoot reefer container forming the back wall and a ship's model as an effective eye-catcher. Posters, pictures, video and computer presentations were also utilized to illustrate Maersk's worldwide activities. In front of the exhibition hall, Maersk displayed a brand new fortyfoot high cube reefer container in which an ice sculpture was displayed. The reefer container was also used to store the ice-cream, which was served by the Maersk sales staff as a welcome refresher in the hot weather to the many interested visitors.

The exhibition was a great success with many contacts with current and potential customers being established during the three days. Sales leads for these customers have been communicated to the relevant Maersk offices worldwide for proper follow-up. We are confident that, as a result of the exhibition, we will see increased reefer bookings in the coming months.

Steffen Schiøttz-Christensen



The fortyfoot high cube ice-cream container.



Block train from Italy in front of Skandi's headquarters at Høje-Tåstrup outside Copenhagen.

THE GREAT BELT BRIDGE TAKES THE TRAIN

Skandi A/S, which specialises in combined transport with swap bodies in Europe, has recently won the contract for transporting 7,000 tons of Denmark's Great Belt Bridge, which is currently under construction. The transport contract in question is none other than the steel wires which are to carry the bridge, which will be the largest suspension bridge in the world to date. The wires will be transported from Skandi's own terminal in Luino, Northern Italy, to Denmark in the course of next year.

A total of 10,000 tons of steel wire will be transported and the remainder of the order will stay within the A.P. Moller Group since Maersk Line has undertaken the transportation of the last 3,000 tons.

Skandi has its own offices in Denmark, Sweden, Norway, Finland, Germany, France and Italy and is one of the leading operators of combined transport in Europe.



THE CHINESE WAY

March 29th, 1994, stands out as a milestone for Maersk in China. That was the day that Maersk Line was granted an official licence to establish a fully foreign owned Chinese incorporated company. Maersk Line thus became the largest foreign container shipping line to operate in and offer a fully fledged array of shipping and transport/agency related services all over China. The name of the new company is Maersk China Shipping Company Ltd.

Maersk past in China

Maersk Line started serving China in 1928 with the opening of the USA/Far East service calling at Shanghai. Only interrupted by the Second World War, Maersk Line's presence has been continuous and ever expanding. Between 1984 and 1993 Maersk Hong Kong Ltd. built a network of nine representative offices along the Chinese coast. By the end of 1993 these offices employed 100 people.

Prompt expansion

Since the opening of Maersk China, a massive programme to expand the coverage further and to take over all agency functions has been initiated. Maersk Line's own feeder arrangements have been started from Huangpu and Shekou, Qingdao, Xingang (port of Tianjin) and Dalian, in addition to the already established joint venture feeders from Shanghai, Ningbo, and Nanjing. Owned depots

A TRUE CHAMPION

By 19th May 1994, MÆRSK CHAMPION had been on charter to Shell U.K. for 1,500 consecutive days without any recordable incident, which is a new record with Shell of which we are extremely proud.

On the occasion of his visit to MÆRSK CHAMPION to present a commemorative plaque and the

"Target Zero" flag to the officers, Mr. John Rose, Head of Marine and Transport Service, Shell, said: "This visit allows me the opportunity to meet the crew and admire the safety procedures and high standards of housekeeping on board. My congratulations to the persons concerned; such standards are not easily achieved, the results are much appreciated."

and warehouses are being developed in all the main ports, improving equipment control and turnaround of equipment.

In July, Maersk Line became the first user of the port of Yantian in the Guangdong Province in Southern China and a terminal office has been opened to handle all operational matters in connection with the two weekly calls. Twelve additional offices are scheduled to be opened during the course of 1995 to expand the coastal coverage further and to



All applicants go through Maersk Line's corporate testing, often in large groups.

develop hinterland regions. All key offices including the new Yantian office are on-line to Maersk Line's worldwide communications network.

Recruitment of new staff is crucial to the expansion and the initial target is the recruitment of well over 250 new staff. In the past all recruitment by foreign representations had to be channelled through the official Chinese recruitment agency. With our new business licence we are able to recruit staff directly, in the same manner as local Chinese companies and Maersk can now recruit freely among 1.18 billion people.

Extensive advertising in the Chinese media has been initiated and the reaction has been impressive, with several hundred applicants in each local Maersk Line office. All applicants have gone through Maersk Line's corporate testing, often in large groups of 50-100 people at a time. In the past six months 200 people have been recruited. The approach has been to focus on the younger generation Chinese and the results so far have been impressive. The new staff are in general highly motivated and analytical and most have impressive English skills. Appropriate training in liner trade, quality and other subjects has been initiated in all offices.

Potential for the future

The Chinese economy has been expanding at an impressive pace over the past ten years. Annual GNP growth has exceeded 10 pct. and exports/imports are growing annually by 20-30 pct. A sharp rise in foreign investment, direct or through entering joint ventures is further spurring growth. The Chinese government is fully committed to assisting and controlling development through radical changes of the banking, currency and tax systems and is openly aiming at joining the GATT Agreement by the end of this year.

We are faced with the exciting challenge of further developing Maersk Line's presence in the Chinese market and at the same time increasing Maersk Line's direct involvement in and control of the various agency functions. Being a company with one of the longest histories in China, the largest foreign carrier in China, the first foreign line offering direct calls at Yantian and the first non-American carrier to be granted incorporation in China, we feel we are in an excellent position to reach our ambitious goals.

Morten Løkkegaard



The photo shows Mr. Rose, (extreme right) during the presentation of the commemorative plaque and "Target Zero" flag to the officers of MAERSK CHAMPION: from left Captain Henning S. Knudsen, Chief Officer, Kim Wollesen, Chief Engineer, Uve Langschwager, 1st Engineer, Martin Jensen and 1st Officer, Keld Thilqvist. Also present were Mr. David Blencowe from MSS, Aberdeen (with the plaque) and from Shell U.K., Mr. Tom Kelley, Mr. Peter Pamment and Mr. Ewan Martin.



Mr. Flemming Ipsen, Affiliates Office at Copenhagen, and Mr. Henrik H. Zeuthen, Maersk Hong Kong, with representatives of YICT after the signing of the contract.

MAERSK LEADS THE WAY

On 16th June 1994, Maersk acquired a 10% interest in Yantian International Container Terminal (YICT), involving not only the investment, but also the commitment of becoming the first user of the port of Yantian.

To live up to the title of first user, Maersk assigned its 2,466 TEU container vessel MAERSK ALGECIRAS to make the first direct call at the port of Yantian on 20th July 1994, thereby turning a new page in shipping history by making Maersk the first non-Chinese shipping line to offer a direct mainline service to and from China. From that day onwards, Yantian was linked to Maersk's worldwide network and offered the fastest transit times from China. In this way, by guaranteeing speed as well as convenience and cost-effectiveness, Yantian provides an excellent gateway to and from China.

As a follow up on 25th July, Maersk launched its second weekly service from Yantian - a non-stop service to Long Beach in the U.S.A. taking just 11 days - so far the fastest transit time between China and North America.

Belina Chick/Teresa Suen



The first vessel, MAERSK ALGECIRAS, berthed at the Yantian International Container Terminal.

DEVELOPMENT OF THE DANISH SKJOLD FIELD

As operator for Dansk Undergrunds Consortium, Mærsk Olie og Gas AS has recently completed a development programme in the Skjold Field which has cost almost DKK 2 billion.

The development project, financed by the three partners in DUC, A. P. Møller, Shell and Texaco, means that production from the northern and eastern parts of the Skjold Field will improve considerably and the recovery percentage will increase.

The development of the Skjold Field will contribute to Denmark's energy supply by approximately 6 million tonnes of oil, corresponding to 10,000 - 15,000 barrels per day during the period 1994 - 1998.

The Skjold Field was put into production in 1982 and was unmanned until the new development project in 1994. In the summer of 1993, base and tubular columns for the Skjold B recovery platform were laid. The tubular column in the photo has room for seven wells which, via a bridge module with recovery equipment, is connected to the Skjold A recovery platform.



In May and June 1994 there was great activity in the Skjold Field.

The bridge which connects the Skjold C accommodation platform and Skjold A is hoisted into position by a crane barge.



At Skjold A the new bridge module is awaited by a large working staff.



Crews and supplies arrived at the field both by sea and air.



The Skjold Field after completion of the expansion programme in June 1994. On the right is the accommodation platform, MÆRSK EXPLORER which, during the busy development period, accommodated the many persons involved in the project.

The DUC exhibition set up in the National Museum's beautiful entrance hall.



DUC AT THE DANISH NATIONAL MUSEUM

The beautifully restored entrance hall of the Danish National Museum provided the setting for Dansk Undergrunds Consortium's travelling exhibition during the period 9th - 28th August 1994.

To whet the public's appetite for the exhibition itself, various items used in connection with DUC's North Sea activities were placed in the square outside the National Museum. The items in question were drill pipes and drill bits from Mærsk Olie og Gas AS and a wellhead from ABB Vetco Gray, which had all been transported to Copenhagen in Danbor Service AS' new trailer and lifted into position by a mobile crane.

THREE SISTERS

On 6th May 1994, the drilling rig MAERSK RIG 12 arrived at Lake Maracaibo, Venezuela, where it started work for Lagoven, a subsidiary company of Petroleous de Venezuela S.A.

Its two sister rigs have been working on Lake Maracaibo for Maraven, another subsidiary company, since 1992. The water depth of the lake is 30-40 metres.

The three rigs were originally built for the Louisiana swamps, and Maersk Drilling was the first to develop a method of converting swamp barges to cantilevered floating drilling barges.



SPANISH FAIR

Maersk España S.A. participated for the third consecutive year in the Algeciras Fair which was held at the beginning of June 1994.

Thanks to the united efforts of management and staff, Maersk presented a bright and comfortable pavilion built in the colourful style of Andalusia, which turned out to be a constant meeting point for the staff and their families as well as all friends of Maersk España who could take time to enjoy the infectious gaiety of the celebrations.

The Fair was first held in 1850 as a small cattle market with a few booths and sideshows. By the end of the 19th century, it had become much more lively, and nowadays, the Fair is a nine-day whirl of festivity where it is impossible to become bored. There are so many different activities going on, including the chance to enjoy the famous Flamenco dancing and music, to see the bullfights which are some of the most renowned in all Spain and to sample regional Spanish food and wines.

While fireworks at midnight on the last day signalled that this year's Fair was over, the knowledge that preparations for next year were already in progress helped to compensate for the end of the celebrations. And surely, once again, Maersk España will be taking an active part in the event.

MÆRSK ATHLETICS ASSOCIATION RECORD

At the twentieth annual Jutland West Coast Race on 12th June 1994 in Esbjerg, the Mærsk Athletics Association once again set a new record with no fewer than 217 participants. This meant that the team was the second largest in the race, only surpassed in number by Sydbank.

The weather was perfect for the race and the participants really entered into the spirit of the event. The

fastest Mærsk runner completed the long route of 9.2 kilometres in just under 35 minutes, while for the short route of 4.6 kilometres, the Mærsk record was 20 minutes and 52 seconds.

After the race, refreshments were provided by the organisers and later the many Mærsk runners were invited by the Athletics Association to a picnic lunch in the beautiful Vognbøl park.

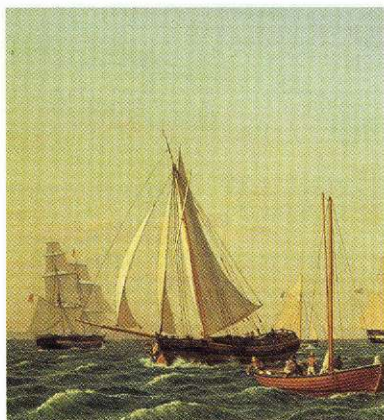


Javier Lopez

GOLDEN AGE PAINTINGS AT THE DANISH NATIONAL ART GALLERY

An exhibition of Danish paintings from "The Golden Age" (approx. 1815-1850) at the Danish National Art Gallery was opened by Crown Prince Frederik on 20th May and was on display until 23rd August 1994.

The exhibition, which earlier in the



year was shown in the U.S.A. arousing a great deal of interest there, consisted of around 100 major works from the period and was arranged in collaboration with the Los Angeles County Museum of Art and the Metropolitan Museum of Art in New York.

Thanks to a donation from the A.P. Møller and Chastine Mc-Kinney Møller Foundation, a comprehensive and richly-illustrated book on the Golden Age of Danish Paintings was published to coincide with the exhibition.



THROUGH THE CHUNNEL

Maersk Line became the first deep-sea shipping line to utilise the Channel Tunnel or "Chunnel", as it is popularly known.

This took place in mid-June, when the first commercial freight train went through the Tunnel. The train was carrying a Maersk fortyfoot container of whisky from Allied Distillers in Scotland bound for Italy. The

consignment was loaded in Glasgow and travelled all the way to Italy by train, arriving 36 hours later at Rogoredo Terminal, Milan.

The Channel Tunnel adds another string to our bow and, since its opening, we have seen increasing interest in this exciting new means of transportation between the U.K. and the Continent.

Ann Pulham

INAUGURATION IN MALI

On March 18th 1994, the Maersk Mali Container Terminal was inaugurated, an event which was attended by Shipowner Jess Søderberg, the Malian Minister of State and Defence, Mr. Dioncounda Traore, the Malian Minister of Equipment and Transport and spokesman for the government, Mr. Konimba Traore, as well as major clients from Mali, Senegal and France. The event attracted a great deal of attention from both customers and the press, with about

250 guests paying a visit to the terminal. The visitors were particularly impressed by the display of technical skill in handling containers demonstrated by the terminal staff, as well as the high general standard of the Maersk facilities.

This memorable day for both Maersk staff and guests was rounded off by a cool drink in the shade.

The Maersk Mali Terminal covers an area of 6,000 square metres and has an operational capacity of 360 TEUs. The terminal is run by dedicated Maersk Line staff and operates its own toploader, two trucks and four fortyfoot chassis.



From left to right can be seen, Sales & Operations Manager of Maersk Mali, Claus N. Garbers, Shipowner Jess Søderberg, the Minister of Equipment & Transport, Mr. Konimba Traore, the Minister of State and Defence, Mr. Dioncounda Traore and the General Manager of Maersk Mali, Mrs. Monique Vigroux.



VISIT TO ALGECIRAS

At the beginning of June 1994, a Moroccan delegation visited Maersk España's container terminal in Algeciras. The group was led by Mr. Bellouchi and Mr. Messaoudi, Port Directors of Casablanca and Agadir respectively, and included other managers from the two ports as well as representatives of Maersk Maroc S.A.

During their three-day visit, the delegation was introduced to the present operational processes and terminal facilities in Algeciras and the

visitors were extremely impressed with the plans for the terminal expansion project as well as with the motivation of the staff, the Maersk computer systems and the internal organisation of the terminal. The Port Authorities of Algeciras also welcomed the visitors and gave a detailed description of the port's expansion over the last few years.

A major part of import and export traffic trade from Morocco is shipped in Maersk Line containers, particularly reefer traffic to Far Eastern destinations.

Javier Lopez

SVENDBORG AGAINST WARNEMÜNDE

Apprentices from the Maersk Training Centre in Svendborg were invited to a football tournament for Naval Academies in Elsfleht Bremen in April 1994.

Fourteen teams participated and the Maersk apprentices played and won seven hard matches to reach the final against Warnemünde Maritime University. Although they were defeated by five goals to two in the final, the Maersk team made a fine showing in the tournament.



PHARMA-PLAST STAFF IN THE SADDLE

The cycle wheels were spinning on the third Saturday in August, when 260 bright and breezy Pharma-Plast employees with their families met up in the car park of Dragsholm Castle in North Zealand to take part in the cycle race "Lammefjord Race".

The sun shone from a cloudless sky and a fresh north-westerly wind was blowing, as the entire team, as usual the largest company team in this annual arrangement, completed the course of either 30 or 45 kilometres through the hilly, but beautiful landscape.

Marianne Maltow

MAERSK ROWS TO FIVE VICTORIES

The Maersk San Francisco whale-boat rowing team was victorious in all five races during the annual San Francisco Bay area rowing competition, coming first in three of the races and third in the other two.

The team comprises four men and four women, and their craft is a 26-foot wooden or fibreglass boat weighing about 2,050 lbs. The length and times of the races vary, ranging from one mile completed in 8.40 minutes to 6.5 miles ("Bridge to Bridge") in 41 minutes with the

competition taking place in the San Francisco Bay and the Oakland estuary. Some of the competitors in the races are also our business competitors, such as Sealand, American President Lines and Matson; others are the U.S. Coastguard and several private rowing clubs. Needless to say, each race is followed by a celebration including a barbecue and dancing and usually the trophies brimming with champagne are passed around!

As the Maersk team is now in its fifth year, five victories this year could not be more appropriate.

Jennifer Caro

Maersk pulls ahead into first place ahead of the Sealand "Independence".





IN MEMORY

In June 1994, representatives of the Department of Mineral Resources in Thailand came to Copenhagen and presented a plaque to Mr. Niels Haun for his outstanding performance and cooperation in the petroleum activities in Thailand as Resident Manager of Maersk Oil (Thailand) Ltd. Niels Haun was undergoing hospital treatment in Copenhagen at the time of presentation and sadly passed away on 7th July, 1994.

Niels Haun was posted to Bangkok during concession negotiations with the Thai authorities in 1990, and assumed the position of Resident Manager of Maersk Oil (Thailand) upon its establishment in August 1991.

The plaque will be displayed in the Bangkok office of Maersk Oil (Thailand), operator of a joint venture with the American companies Thaiplo Ltd. and Thai Romo Ltd. and the Thai company The Sophonpanich Co. Ltd. The joint venture discovered oil and gas in the Tantawan structure in the Gulf of Thailand.

EXCURSION TO THE FRIGATE JYLLAND

Every year, A.P. Møller's Public Relations Department arranges a number of different events for the staff at Esplanaden. The reason for these events is first and foremost to inform employees about the A.P. Møller Group's different activities, but topics of wider general interest can also be involved. The arrangements serve a social purpose for the staff, who get the chance to meet their colleagues and their families in a different way than usual in the daily work.

The most important event this year was an excursion to the Frigate JYLLAND in Ebeltoft, which took place on Saturday, 28th May. Over the last few years, readers of Mærsk Post have been able to keep up with developments in the restoration work on the Frigate, work which has been paid by the A.P. Møller and Chastine Mc-Kinney Møller Foundation.

Interest in the restoration project has been so great that the number of prospective participants in the excursion was overwhelming. The P. R. Department received 200 applications to take part and had to order an extra bus in addition to the three already ordered, so that there was room for everyone. At eight o'clock in the morning, the group set off from Esplanaden for Sjællands Odde, where they took the ferry to Jutland. After the 2-hour long bus trip across Zealand, the participants really did justice to the breakfast buffet which had been ordered for them on the ferry.

The buses arrived at the Frigate



Institution, which is located in Ebeltoft only 10-15 minutes away from the ferry berth, about noon. The visitors had the chance of looking at the frigate both inside and outside by themselves, and the many details of the beautifully-completed restoration were thoroughly studied. This gave rise to much lively discussion about what it must have been like to be a crew member on the Frigate JYLLAND in the old days, when there were usually about 400 men on board! Lunch was served at long tables on the Orlop deck and appropriately enough consisted of Skipperlabskovs (Sailors' Casserole) and specially-brewed Frigate beer.

Before the buses left for Copenhagen again, it was possible to take a little necessary exercise with a walk around Ebeltoft or a visit to the neighbouring Glass Museum.

The trip ended as it had begun, back at Esplanaden at about 7 p.m., when the participants set off home after a successful excursion.

MERCANTILE EXHIBITION

Mercantile was among the participants in the Institute of Logistics National Exhibition and Conference held in Birmingham on 14th - 16th June 1994.

The Mercantile stand included a display featuring a typical Client's Supply Chain and showed Mercantile's involvement, from the transfer of purchase order information from destination all the way through to final delivery.

MODS and LOG*IT were demon-

strated. These information technology systems support the physical operation and provide both Mercantile and the Client with complete product visibility throughout the process.

Almost 1,500 logistics professionals visited the exhibition and it was gratifying to see that a great deal of attention was paid to Mercantile over the three days.

Ann Pulham/Alan Kenning



Esplanaden



25 Years Anniversary
Lars Østergaard
27 October 1994



25 Years Anniversary
Erik Kahr Nielsen
31 October 1994



25 Years Anniversary
Jens Bøje Nielsen
1 November 1994



Retiring
Birthe Emilie Schou
31 December 1994



Retiring
Eigil Finsen
31 January 1995



40 Years Anniversary
Villy G. Rasmussen
10 January 1995



25 Years Anniversary
Ejvind Jørgensen
10 November 1994



25 Years Anniversary
Svend Åge P. Jensen
5 January 1995

The Fleet



40 Years Anniversary
Captain
Arne Tingberg
Sørensen
21 October 1994



40 Years Anniversary
Chief Engineer
Eske B. Kjems
2 January 1995



25 Years Anniversary
Chief Engineer Ole
Andersen
12 November 1994



25 Years Anniversary
Electrician Niels
Peter Petersen
25 November 1994



25 Years Anniversary
Chief Engineer
Peter Steen Brøste
27 November 1994



25 Years Anniversary
Chief Engineer
Benny Olsen
30 November 1994



25 Years Anniversary
Captain Poul Vejhe
Møller
28 January 1995



Retiring
Captain Magnus
Zachariasen
1 October 1994

Maersk Air



Retiring
Captain Hans
Gunner Jensen
1 November 1994



Retiring
Chief Engineer
Preben Aage
Lorentzen
1 December 1994



25 Years Anniversary
Paul Hoff
1 November 1994



25 Years Anniversary
Poul Erik Frimor
1 November 1994



25 Years Anniversary
Britt-Marie
Hallingby
1 November 1994



25 Years Anniversary
Jørgen Helge
Nielsen
1 November 1994



25 Years Anniversary
Kåthe Salling
Midttun
17 November 1994



25 Years Anniversary
Margit Jørgensen
1 January 1995

Pharma-Plast

Maersk Oil and Gas



25 Years Anniversary
Jens Laurits Olsen
29 August 1994



25 Years Anniversary
Søren Bregnholm
Andersen
5 December 1994



25 Years Anniversary
Sv. Aa. Frederiksen
Herlev
1 October 1994



25 Years Anniversary
Villy E. Jørgensen
Herlev
1 November 1994



25 Years Anniversary
Poul Erik Ring
Herlev
1 November 1994



25 Years Anniversary
Oluf Thagaard
Herlev
1 November 1994



25 Years Anniversary
Inge Jensen
Herlev
10 November 1994



25 Years Anniversary
Eva Jensen
15 October 1994

DISA



25 Years Anniversary
Sv. Aa. Frederiksen
Herlev
1 October 1994



25 Years Anniversary
Villy E. Jørgensen
Herlev
1 November 1994



25 Years Anniversary
Poul Erik Ring
Herlev
1 November 1994



25 Years Anniversary
Oluf Thagaard
Herlev
1 November 1994



25 Years Anniversary
Inge Jensen
Herlev
10 November 1994



25 Years Anniversary
Eva Jensen
15 October 1994

OS Plast



Retiring
Preben Lindenskov
30 September 1994



Retiring
Leif Larry Hansen
15 December 1994



25 Years Anniversary
Karen Marie Juul
Skive
25 October 1994

Obituary

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

Fernando Fernandez Quintero
Algeciras
29 January 1994

Benny Hartung
The Yard
7 March 1994

Per Knudsen Brædstrup
The Yard
26 March 1994

Chief Engineer Leo Amelung
ex MARGRETHE MÆRSK
10 May 1994

Chief Officer Olav Birger Olsen
ex DAGMAR MÆRSK
13 May 1994

Tage Nielsen
Esplanaden
28 May 1994

Niels Haun
Maersk Oil (Thailand)
7 July 1994

Ship's Assistant Arne Larsen
ex ANNA MÆRSK
9 July 1994

Åge Kr. Børsting
The Yard
21 July 1994

Asbjørn Lytzen
Esplanaden
31 July 1994

Ramon M. Resari
Manila
15 August 1994

Correction:

In Mærsk Post 2/1994 it was erroneously stated that Mr. Niels Lillelund Jørgensen, Iran, could celebrate his 25 years anniversary on 1 September 1994.

The Yard



40 Years Anniversary
Bent E. Jørgensen
6 January 1995



25 Years Anniversary
Kurt Kristensen
14 October 1994



25 Years Anniversary
Erik Knudsen
21 October 1994



25 Years Anniversary
Bjørn Dølby
21 October 1994



25 Years Anniversary
Hans Erik Sommer
28 October 1994



25 Years Anniversary
Henning Jensen
28 October 1994



25 Years Anniversary
Alfonso Brutti
28 October 1994



25 Years Anniversary
Peder Conrad Pedersen
4 November 1994



25 Years Anniversary
Niels J. Lykkegård Andersen
4 November 1994



25 Years Anniversary
Hans Nielsen
4 November 1994



25 Years Anniversary
Regnar Laursen
4 November 1994



25 Years Anniversary
Curt Rasmussen
4 November 1994



25 Years Anniversary
Poul Erik Andersen
11 November 1994



25 Years Anniversary
Inge Marie Madsen
11 November 1994



25 Years Anniversary
Ruth Olsen
11 November 1994



25 Years Anniversary
Loizos Georgiouv Christophorou
11 November 1994



25 Years Anniversary
Johannes Hansen
18 November 1994



25 Years Anniversary
Henning Ingolf Vinter Pedersen
25 November 1994



25 Years Anniversary
Ole Elmer K. Christiansen
2 December 1994



25 Years Anniversary
Poul Chr. Martin Jørgensen
9 December 1994



25 Years Anniversary
Palle Nellemose Pedersen
16 December 1994



25 Years Anniversary
Keld Madsen
16 December 1994



25 Years Anniversary
Inge Kirsten Nielsen
6 January 1995



25 Years Anniversary
Søren Helge Andersen
6 January 1995



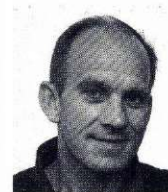
25 Years Anniversary
Preben Søren Jakobsen
13 January 1995



25 Years Anniversary
Flemming Kurt Johansen
13 January 1995



25 Years Anniversary
Ove Bjørn Laursen
20 January 1995



25 Years Anniversary
Willy Steen
20 January 1995

Mærsk Data



25 Years Anniversary
Gunner Nielsen
27 January 1995



25 Years Anniversary
Niels Erik Volund
27 January 1995



25 Years Anniversary
John Fløjborg Hansen
27 January 1995



25 Years Anniversary
Helge M. Rasmussen
1 September 1994

Organisations Abroad



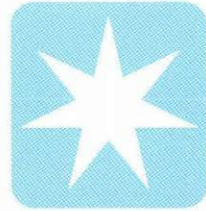
25 Years Anniversary
Achima Sarojvisut
Maersk Bangkok
24 November 1994



25 Years Anniversary
Chirapa Wattanawongvorakul
Maersk Bangkok
1 December 1994



25 Years Anniversary
Maneesang Siam Shoreside Services
1 December 1994



MÆRSK