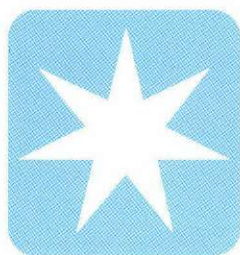


MAERSK POST

2/1995





Cover:
*A.P. Møller's headquarters on the evening
of 4th May 1995.*

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Editor: Hanne H. Clausen
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Local correspondents:

AUSTRALIA: Peter Floratos
BANGLADESH: M. Shamimul Huq
FRANCE: Laurence Chollet
GERMANY: Susanne Heinken
HONG KONG: Teresa Suen
INDIA: Hoshang Vajifdar
INDONESIA: Christian M. Laursen
JAPAN:
Steffen Schiøttz-Christensen
MALAYSIA: Mads Sørensen
NETHERLANDS: Poul Woodall
NIGERIA: Lucie Thompson
PHILIPPINES: Lydia B. Cervantes
PRC: Morten Løkkegaard
SINGAPORE: Tan Hee Khoo
SPAIN: Javier Lopez
TAIWAN: Alice Hsieh
THAILAND: Suthinee Vanachart
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U.S. EAST COAST: Brett Elmsblad
U.S. WEST COAST: Jennifer Caro
U.S. GULF: Niels H. Axelsen

MAERSK AIR: Marita Petersen
MÆRSK CONTAINER INDUSTRI:
Henrik Hansen
MÆRSK DATA: Peter H. Knudsen
PAPYRO-TEX: Peter Sørensen
PHARMA-PLAST: Marianne Maltow
ROSTI: Karin Nielsen
ROULUNDS: Elsebeth Bastholm
THE YARD: Leo Jensen

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On 5th May 1945, the Allied Forces liberated Denmark after more than five years of German occupation.

Senior A.P. Møller management felt strongly that the 50th anniversary of that very special day in Denmark's history should be commemorated.

All our Danish vessels and drilling rigs were requested to fly the national flag on the 4th and 5th May, and on May 8th - VE Day.

All Masters and Senior Toolpushers were requested to on May 5th assemble those on board not on duty to briefly commemorate the 50th anniversary of Denmark's Liberation and the gratitude that Denmark owes to the Allies, and especially to Great Britain and the United States of America. And also to commemorate the courageous seafarers who sailed on A.P. Møller vessels during the War, and especially those who sacrificed their lives in doing so.

Affiliated companies outside Denmark and in Denmark were requested to commemorate Denmark's Liberation in a manner appropriate for them.

At Head Office in Copenhagen at noon on May 5th the siren sounded, everybody rose and quietly reflected on Denmark's Liberation 50 years ago, on the Allies whom we owe gratitude for our freedom, and on our colleagues who lost their lives in service during the War. Their names are engraved on a bronze plaque opposite the bust of Mr. A.P. Møller in the entrance of the building.

In the evening of 4th May candles were lit in all the windows of the three Main Office buildings at Esplanaden.

Mærsk Mc-Kinney Møller

As previously announced, A.P. Møller's newbuilding programme presently includes nine large container vessels on order from Odense Steel Shipyard for delivery 1996-1998. The capacity of the series was recently increased to over 5,500 twenty foot equivalent container units per ship.

It is the intention that these vessels will be employed in the trade between Europe and the Far East where, from May next year, Maersk Line will co-operate with the large American shipping company Sea-Land.

For several years now, Maersk Line and Sea-Land have enjoyed a close co-operation in, among others, the Transatlantic and Transpacific trades. This co-operation is now, through a new agreement, being extended to cover several other trades including Europe/Red Sea, the Arabian-Persian Gulf and the Indian Sub-continent, Intra-Europe, Intra-Asia and Europe/Far East.

This extensive co-operation will permit a high degree of integration between the operations of the two lines.

In combination Maersk Line and Sea-Land control

over 175 container vessels
more than 500,000 containers and chassis
their own terminals in over 20 ports
their own organisations in almost 100 countries

This will provide the best possible basis for Maersk Line and Sea-Land to achieve even greater efficiency within their individual operations and, as a consequence, offer the customers a service level and a sailing frequency "second to none". We will, however, continue to compete for the customers.

Jess Søderberg

THE LAST OF SIX

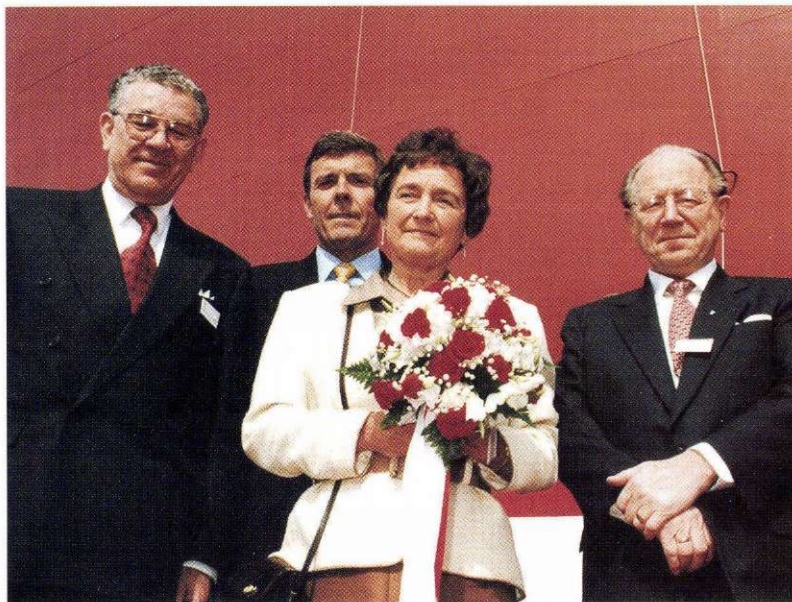
On 4th March 1995, the supply vessel MÆRSK FETCHER was named by her sponsor, Mrs. Benedikte Knudsen, wife of Mr. Arnt Knudsen, Managing Director of Aker Marine and Member of the Board of Norwegian Contractors. The vessel is the sixth and last in a series of large platform supply vessels built at the Ulstein shipyard in Ulsteinsvik, Norway. The vessel is under the command of Henning Schou Hansen with Elimar Nielsen as Chief Engineer.



In front of MÆRSK FETCHER, seen from the left, are Project Manager Harald P. Møller, the sponsor, Mrs. Benedikte Knudsen, Mr. Arnt Knudsen, Shipowner Per Jørgensen, Ulstein's Managing Director, Brunjolv Mugaas, and Mrs. Wendy Jørgensen.

One week after the naming ceremony, the vessel was handed over and immediately went on charter to Amerada Hess, based in Aberdeen. Here she will be replaced by her sister vessel, MÆRSK FINDER, who returns home after completion of work on a pipeline project in Thailand, after which MÆRSK FETCHER begins on a one-year contract with Statoil.

MÆRSK FETCHER was chosen on account of the vessel's good capacity for special cargo such as drilling mud and methanol, as well as the fact that she is prepared for "Oil Recovery" and can consequently be modified both easily and cheaply to become part of the Norwegian oil-spill contingency.



Left to right, the Managing Director of the Lindø Yard, Shipowner Kurt Andersen, Shipowner Jess Soderberg, the sponsor, Mrs. Edny Simonsen and Mayor of Århus, Thorkild Simonsen, at the naming ceremony on 17th May 1995.

NEW DOUBLE HULL TANKER

The crude oil tanker ELLEN MÆRSK was named at Odense Steel Shipyard on 17th May 1995 by Mrs. Edny Simonsen, wife of the Mayor of Århus, Thorkild Simonsen.

The home port of the VLCC (Very Large Crude Carrier) is Roskilde and she will be under the command of Captain Ole Jensen with Alfred Westergaard as Chief Engineer. After the ceremony the giant ship went on sea trials before delivery to A.P. Møller at the end of the month in

Århus. The first job of the newbuilding is the transport of a consignment to the Far East for Neste OY in Finland.

ELLEN MÆRSK has four sisters, ELEO, ELISABETH, EMMA and ESTELLE, all with the family name of MÆRSK, all with double hull which serves as a protection for the environment and all delivered to A.P. Møller.

The sixth and last vessel in the series will be delivered this autumn.



ELLEN MÆRSK at the Lindø Yard.

GROWTH IN VENEZUELA

Bjørn Bertelsen

About a quarter of an hour's drive from Maersk Drilling's office in Ojeda lies the Premeca shipyard, which has housed the latest result of Maersk Drilling Venezuela's staggering growth - MAERSK RIG 62.

Approximately 200 customers and business contacts found their way to the shipyard to take part in a reception to celebrate the inauguration of the rig. They were welcomed, to the strains of Latin-American rhythms, by Jose Casanova, General Manager of Maersk Drilling Venezuela S.A.

The inauguration ceremony itself was carried out by a Catholic priest who, after a short speech, blessed both the rig and the guests with ample supplies of holy water. After the ceremony, the guests were given the opportunity of looking around the new rig, which was decorated with signal flags in honour of the occasion.

Maersk in front

It was saturation of the American market which, at the beginning of the 1950s, led to Maersk Drilling's interest in Venezuela. This preliminary interest has turned out to be particularly fruitful for Maersk Drilling, which was among the first foreign drilling contractors to gain access to the Venezuelan drilling industry. Venezuela's oil industry was nationalised in 1975 and, until recently, had only subsidiaries of the state-owned Petróleos de Venezuela S.A. as operators.

The opening of the market was the result of the Venezuelan government's desire to expand, rationalise and modernise the country's oil production. Maersk Drilling was certain that the company could contribute to the fulfilment of these desires and, since 1991, Maersk Drilling's activities have grown at an impressive rate.

Crowded working conditions

Jose Casanova has been the head of Maersk Drilling's activities in Venezuela since 1993, leading a staff of 29 at the office in Ojeda and about 500 employees on the rigs. The office personnel are packed together in an area of not more than 400 m², where they carry out their vastly different jobs: technical assistance, materials supply, financial control and personnel tasks. But even though their jobs are so varied, there is one thing they have in common and that is the mobile phone. Because of the overloading of the Venezuelan telephone system in this part of the country, all communication takes place using these mobile phones.

There will be a solution to the crowded working conditions in the near future as Jose Casanova has already found more spacious and more suitable premises. On the other hand, the situation regarding telephone communication remains uncertain.

Seven rigs in operation

Maersk has seven rigs in operation on Lake Maracaibo at present, and Jose Casanova thinks that there is a good chance that there will soon be more.

The two latest rigs, MAERSK RIG 61 and MAERSK RIG 62, are working on a 10-year contract for the local oil company, Lagoven, which also employs MAERSK RIG 12 and MAERSK RIG 52. MAERSK RIG 11 and MAERSK RIG 14 are employed by Maraven, for which Maersk Drilling Venezuela also has management contracts on two jack-up rigs. Both Maraven and Lagoven are subsidiaries of the state-owned Petróleos de Venezuela S.A.

MAERSK VALIANT works for Shell Venezuela S.A.



RIG NO 62

MAERSK RIG 62 is a cantilever work-over barge, which is 61 m long, 26 m wide and has a draft of about 5 m. First and foremost it will be utilised to improve production from already established wells, which is why the drilling deck has been raised to such a height that it can position itself over the existing platforms. There are over 20,000 wells in Lake Maracaibo, so there will be plenty to do.

MAERSK RIG 62 is a sister rig to MAERSK RIG 61 and can work in drafts of up to 45 metres. The accommodation on board is light and pleasant and can house 40 persons.

Both rigs were built at AMFELS shipyard in Brownsville, USA.



"The future looks bright for Maersk. In fact, it couldn't really look any brighter", maintains Jose Casanova, General Manager of Maersk Drilling Venezuela S.A. He, who previously worked as Operations Manager in Lagoven, arrived at Maersk Drilling Venezuela S.A. in 1993, and under his command, developments have been remarkably rapid. "The teamwork in our organisation is really fantastic. All our staff do everything possible to make things work out. I suppose that must be the most important reason for our success," he declares. And even though the competition is beginning to get tough in the drilling branch, Jose does not lose any sleep about it. "Our customers consider us an extremely competent organisation, our equipment is tip top, and our staff are well-trained. So all in all, I can't see any reason why we won't continue to do really well in the future", he says and continues "Apart from all that, Maersk is the company which has drilled a well in the shortest time so far, and that's really something which means something to the customers."



STAR IN DEEP WATER

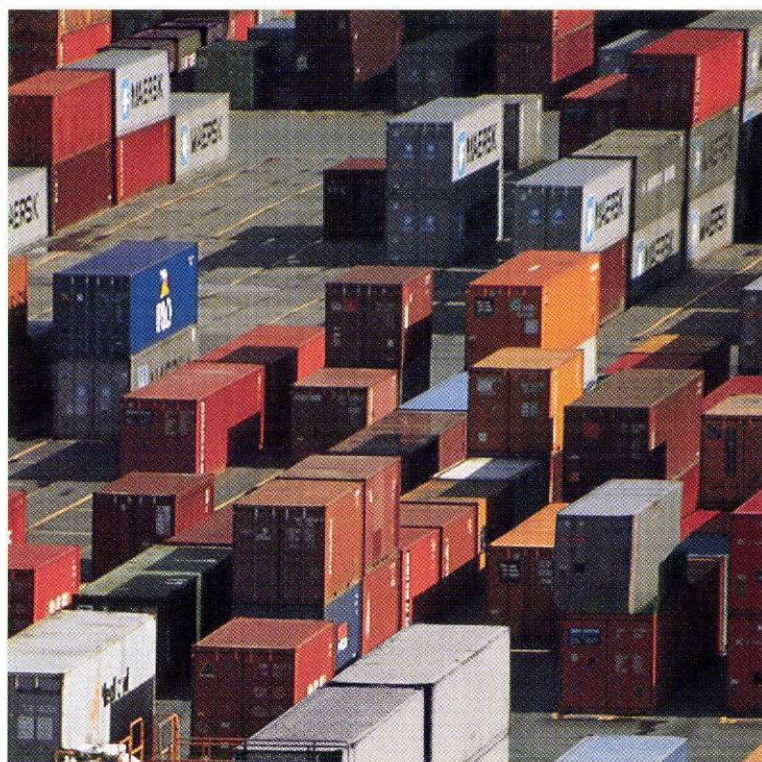
At present, Mærsk Olie og Gas AS, on behalf of DUC, is operating in a total of nine oil and gas fields in the Danish part of the North Sea. The expansion of the Danish oil and gas fields is rapid.

As part of the expansion programme, the firm of Jørgen Bladt A/S in Ålborg is in the process of manufacturing a STAR platform for the Svend Field using a combination of well-tried and new ideas. In the past, this type of platform has only been built for depths of up to 40 metres, but in the Svend Field, which is expected to be put into production in 1996, the STAR platform will be installed in 65 metres of water.

The untreated production from the Svend Field has to be transported through a 65-km long multi-phase pipeline to the Tyra Field for treatment before the oil - via the Gorm Field - is sent on its final 200 km journey to land.

If everything goes according to plan, the steel construction comprising the new platform will be towed out to the North Sea in the middle of August 1995, where it will be installed with the help of a floating crane.

At Jørgen Bladt A/S, Ålborg, the work on the new STAR platform for the Svend Field is in full swing. The vast central pipe has a diameter of 3.20 metres and along with the three supporting legs, it comprises the platform's bearing construction, the "jacket". The total weight of the platform will be about 1,300 tons, together with about 600 tons of steel piles, which will fasten the platform securely to the sea-bed. The work with the topside module, which contains the production equipment, is also proceeding as planned. The topside itself is 22 m long, 11 m wide, 14 m high and weighs about 300 tons. It will be attached to the jacket when it arrives in the Svend Field.



MAERSK IN SWEDEN

Christina Carlquist

Maersk is by far the most important overseas container shipping line in Sweden, with a turnover which is double that of the next largest, Sealand.

The Port of Gothenburg is the major Nordic port and is run as a limited company, with the city of Gothenburg as the sole shareholder. Within the port, the Skandia Harbour, where Maersk calls, is the main general cargo harbour for the handling of containers and other unit loads. The total area is 910,000 m², with a total quay length of approximately 2,000 metres. There are rail connections direct to the terminal and ample covered space for storage and the

stuffing and stripping of containers. The harbour also features six container cranes and two yard cranes, six special ro/ro ramps and water depths of between eight and 12 metres.

A fast-growing customer

Maersk Line represents 26% of the annual throughput of the Skandia Harbour and 24% of the income.

Maersk in Sweden has developed at a tremendous rate over the last couple of years, advancing from 30,000 TEUs in 1992 to an estimated 73,000 in 1995, mainly due to the acquisition of EacBen and the joint Maersk and Mercantile sales drives.

Wide scope of services

Maersk Sverige AB employs 116 persons and offers customers a wide variety of services, including storage/distribution via own terminal facilities, inland haulage inside Sweden, and a dedicated block-train service to and from Stockholm, which gives access to the major consumption and production areas in Sweden's central region.

The Maersk subsidiary, Mercantile Distribution, has gradually advanced in both volume and recognition as a professional operator of overseas consolidation and is now one of the leading consolidators in the Far East trade.



EIDER

MAERSK EURO PRIMO

LAUST MAERSK



Ib Juel Larsen on
Roulund's own
two-kilometre
test track.

He originally wanted to be a fighter pilot. These days he flies only at low altitudes through the Alps, testing the brakes on new types of cars. Although the little black brake block looks just like any other standard item on a car, there is actually a long and complicated process from the planning stage to a brake lining being fitted to a new model.

We arranged to meet 52-year old Ib Juel Larsen at Roulunds Fabriker on the outskirts of Odense, where the main products are brake linings, drive belts and conveyor belts. These products have a wide range of uses in agriculture and industry, including the automobile industry, airports, buildings, mining and the cement industry.

Ib Juel Larsen is the Head of the Test Workshop and, working with a fleet of over two hundred vehicles, including cars, taxis, lorries and buses, he makes sure that brake blocks and brake linings are constantly monitored for efficiency and safety. About 25 million items are produced every year, supplying a major share of the European and Japanese car industries.

"Brake blocks are spare parts which are developed to suit the individual type of car. It's a lengthy process and we often work eight to ten years in advance on the next generation", Ib Juel Larsen says, who has worked at the Friction Laboratory at Roulunds since 1968.

I had not learned enough mathematics to slip through the eye of the needle and pass the Air Force test for pilot training. In fact, I failed on the very last test. When I said that I would carry on with my studies and take the test again, they insisted that I should become an air mechanic instead. I was already a motor mechanic, so in the end I decided to carry on with that.

Twenty seven years ago, when Roulunds was looking for someone for the Friction Laboratory, I was employed at a workshop in Odense, where one of our jobs was to fix the factory's test vehicles. Maybe that gave me the edge on the 38 other applicants so that I got the job", he says. He has now been in charge of car testing since 1986 and twice a year he travels to the Alps and to Northern Sweden to test new brake linings under the most severe conditions.

MR. SAFETY GUARANTEE

On a yearly basis Roulunds Fabriker supplies more than 80 countries with brake blocks and brake linings for numerous car models, ranging from Skodas to Rolls Royces. Every one of the 1,400 types is extensively tested to cope with the most extreme conditions.

"The brakes have to be able to work in both extremely high and extremely low temperatures, and they must also be 100% safe in wet weather. We can't be certain that our products function satisfactorily until we have taken them through the entire range of tests and also under conditions which put the greatest possible strain on the brakes."

It is now 15 years since the test drivers started to visit the little Alpine village of Fusch at the foot of Grossglockner and in 1989 the Stilfserjochstrasse in the Italian Alps was built. This is a series of 48 hairpin bends separating the pass and the foot of the mountain, an area which is ideal for testing brakes.

"When you are driving downhill, you have to keep your left foot pressed hard down and you can only regulate the speed by means of the brakes and the accelerator. In the fastest test, you have to complete the distance of 18 kilometres in 21 minutes, which gives less than a minute for two bends, and some of the bends are so close that you only have ten seconds to drive between them."

Ib Juel Larsen is well aware of the fact that one fine day things might go wrong - perhaps the trial linings will let him down or he might have to get out of the way of a private motorist. "We drive at those times when there are the fewest possible tourists, but we are all trained to react instinctively and get out of the way at all costs if we find ourselves on collision course with another car." maintains the test driver from Funen.



Birthe Lauritsen



This is, naturally, why he says a special goodbye to his family - his wife and two children - every single time he does this kind of test driving. "What matters is that during the time before the trip to the Alps you must prepare yourself. There must be peace and harmony at home and you must never slam the door in a rage when you leave."

Ib Juel Larsen tells us in great detail about driving through the Alps and about the numerous other test drives, when computers monitor absolutely everything, while automatic tapes keep the driver informed of every tiny detail. By now he knows most of the actual driving trips by heart, but what he remembers most about them are all the experiences he has shared with the locals and with his colleagues.

"We have become part of everyday life in Fusch, almost family members, who take part in all kinds of events, both the happy ones and the sad ones.

We test drivers think of ourselves as colleagues. We all help each other, for example, should someone from a competing firm suddenly get into trouble. And we never spy on each other, even though we always know when the drivers for one of our competitors are going to test their prototypes. When two men only have soft drinks with their dinner and

leave the table before dessert, then we know that they are on the way to test drive a prototype. It always happens at night - in deepest secrecy."

These test drives at night can, however, also offer more than just braking manoeuvres and hairpin bends.

"I can remember one night when we stopped at the top of a mountain. We took out our thermos flasks and our sandwiches. The sky was full of stars, but in the distance we could see thunderclouds over one of the other mountains. It was a magnificent and fascinating sight", Ib Juel Larsen says.

You start believing in fate when a fraction of a second separates you or one of your colleagues from disaster. But Ib Juel Larsen loves his job despite everything, and he loves the challenge of being behind the wheel. In the past, he used to rally drive in his spare time and nowadays he is leader of the team of six for a friend who drives Volvo cars.

In the old days, the brake linings on a wheel consisted of wood, felt and leather. Later they were made of impregnated cotton and hair, before this was replaced by asbestos fibre woven for cloth. Nowadays, the blue and brown asbestos fibres are forbidden by the authorities and only the white fibres are still allowed in the hermetically-sealed production of brake linings. They cover the demand of old car models.

The object of the entire process is simply to be able to drive safely in the traffic and it does not matter if the car is a Rolls Royce or a Skoda. Altogether, the factory on Funen exports brake linings to over 80

countries all over the world for numerous different car models.

Production is carried out by robots as well as manpower, and the linings go through various stages such as casting, baking, hardening, polishing, sorting and finally packing.

Ib Juel Larsen would not have anything against the factory producing brake linings of carbon fibre as these are used in Formula 1 cars, and he would rather like to test them. Carbon fibre is the strongest material of all, but 65 times as expensive as asbestos brakes.

Part of the testing of new brakes takes place during ordinary driving in the traffic in Odense, so there are many things to keep an eye on, including people with dogs. "It is important that the brakes don't squeal, but if it is only the dog which reacts, then it's OK," says Ib Juel Larsen.

North of the Arctic Circle, it is not sounds one talks about. Here it is the degrees of frost and the ability to brake even on roads slippery with snow and ice, under the stars and sometimes even the Northern Lights, which the legends describe in a somewhat macabre way as dead children dancing in the skies.

Up there, the test driver has to be equipped to survive a night of biting frost in the wilderness and Ib Juel Larsen can also tell stories about cars almost disappearing under snowdrifts.

He certainly doesn't lack excitement in his work, but on the home front his greatest challenge is looking after the result of a romantic meeting between a black labrador and a husky, that is, if he is not keeping track of his collection of lighters. To date he has about 1,500.

If he were to be honest, he wouldn't mind driving in races, but his greatest dream now that he is no longer a young man is a trip to the USA and, surprisingly enough, a two-wheeled racer - a Harley Davidson, no less.





Containment booms

Some people maintain as a joke that it was the defective production of conveyor belts with air blisters, which was the start of Roulunds' latest product: containment booms for the containment of oil spills. These activities are concentrated in an independent company, RoClean International, which covers a major proportion of the global market.

In fact, the two types of production have a lot in common. But it was actually an enquiry from the Environmental Protection Agency which led to the black and orange "sea snakes", of which 300 kilometres in several different versions have been sold to date as part of a production process which is 100% dependent on orders.

The customers decide on the colour and the customers include both the Thule Air Base and the Sultanate of Brunei.

"We started on the research and development work in 1979, and nowadays we sell package deals which, in addition to containment

booms and hydraulic reeling machines, also cover training in the correct use of the equipment" says Niels Erik Jensen, who is Sales Manager for Roulunds' oil pollution prevention equipment.

"In this connection, it is a good thing to come from an organisation like A.P. Møller. Wherever you are in the world, you can get assistance from a Maersk office", he maintains.

He has been in charge of the containment booms since 1987. They are being increasingly utilised on a preventative basis as, for example, in Brunei, where 1,400 m can be laid down as a protective border in the main port while in the USA tankers must be surrounded by a ring of containment booms when they load and discharge.

Attempts are being made to take advantage of the principles of the production methods for other products, including tanks for water and fuel. These could, for instance, be extremely useful when the United Nations establish emergency camps and peace-keeping forces around the world.

Roulunds Fabriker was established in 1736 as a ropeworks and became part of the A.P. Møller Group in 1961. The main production items since 1933 have been brake linings, V-belts and conveyor belts.

The factory covers more than 60,000 m² and employs a staff of about 1,400 people. Turnover in 1994 reached DKK 830 million, and 90% of its production is for export.

Among the latest products are de-icing mats for airports. A mat covering an area as large as a football field is bolted fast to the asphalt and can, through a system of channels, collect the surplus liquid when an aircraft is de-iced.

In addition, a major proportion of process waste is recycled by the rubber department into a new product - road bollards.

He spends between 60 and 90 days every year on cultivating the market, which is primarily in the Middle East.

AN OFFER FROM LINDØ

Odense Steel Shipyard has always been known for not being afraid to try out new and different solutions to pressing problems and it can now look back on an idea which succeeded in satisfying all concerned with one particular problem.

The background to this particular idea was that in the autumn of 1993 Peter Tang-Jensen, Director of the Construction Department, was trying to find a solution to the problem of not having enough staff in the drawing office for the design of a new type of container vessel.

"The obvious solution was to bring in a consultancy firm," says Peter Tang-Jensen, "but we wanted to find an answer that would fit in with the Yard's way of tackling things". The Lindø Shipyard's policy is, as far as possible, to have the necessary know-how on the premises instead of working with external solutions.

At the same time, the Yard had received a number of unsolicited applications from new engineering graduates, so here was a chance of combining the needs of the Yard with the opportunity of giving some young, unemployed engineers a chance to make use of their education. This opportunity became a reality in 1994, through a successful collaboration with the Job Centres, which contributed with a number of capable people. Altogether 23 newly-graduated engineers started work on a one-year contract.

Kurt Juel Pedersen, aged 28, had been unemployed for more than a year when he got the offer of a job at Lindø. When his contract expired, he was offered a fixed contract and he now works in the Construction Department. "I have just completed an exciting working period with lots of different types of jobs", he says, "and I like being in this department where there are so many challenges. As I was only employed for a year to start with, I did not expect very much from the job, but my misgivings have proved totally groundless."

The first three months were concentrated on an introduction to

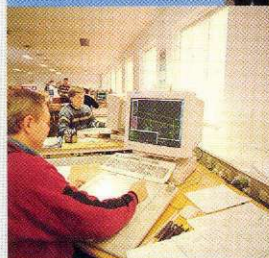
modern shipbuilding and on learning about the tools and equipment on which the Lindø Shipyard's high standard of design are based. The participants on the course were divided into groups of four, who were taught by two of the Shipyard's own employees. The introductory module was built up into two phases of theory followed by independent practical work.

The department manager in Kurt Juel Pedersen's department, Bjørn Trasbo, expresses his great satisfaction with the engineers who were given work in his department. "The Yard got a thorough idea of the new engineers' qualifications. They all turned out to be well trained and all had a thorough grounding in EDP", says Bjørn Trasbo and continues, "it didn't take long before they were part of the team with the other members of the department and their further training is following the department's training plan."

Peter Tang-Jensen's assessment of the arrangement is clear. "It has been expensive to train the large number of new employees, but at the same time cheaper than using help from external consultants. We have solved our designing tasks satisfactorily and the many young people have brought new inspiration to the workplace. They have been extremely positive and have shown a great deal of enthusiasm which has made up for their lack of experience."

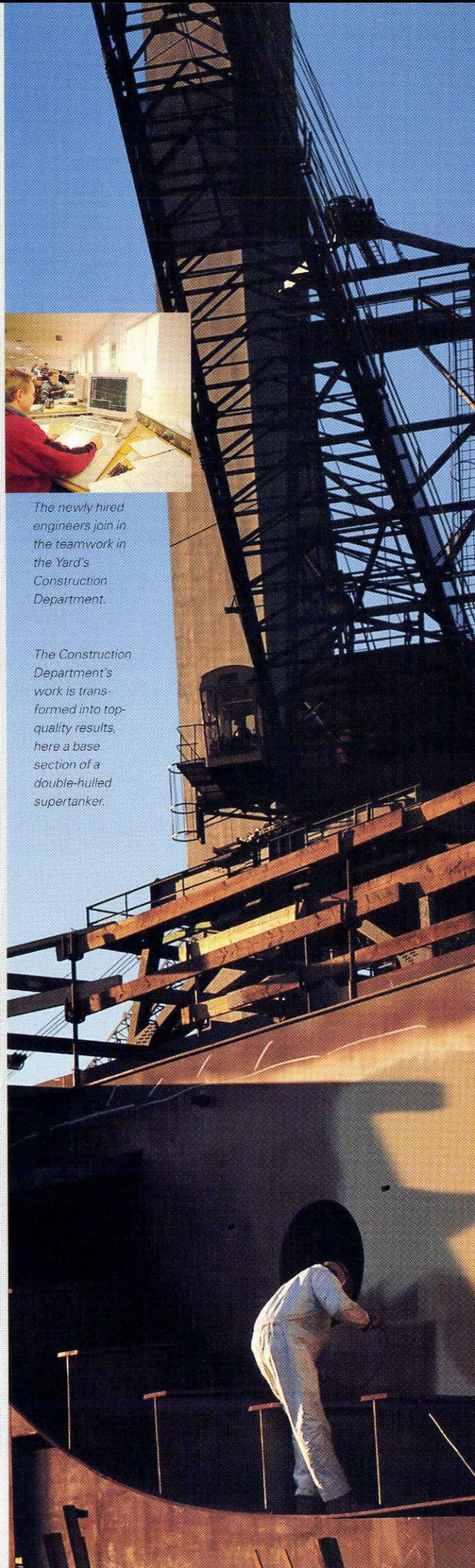
In this way, the Lindø Shipyard has helped to solve some of the problems of a number of unemployed engineers and at the same time the Yard has gained so much valuable experience that the Management is in no doubt that this idea will be used again in the future, should a similar situation arise.

Leo Jensen



The newly hired engineers join in the teamwork in the Yard's Construction Department.

The Construction Department's work is transformed into top-quality results, here a base section of a double-hulled supertanker.



SUPPLY CHAIN MANAGEMENT

Ever since A.P. Møller was established, its main business has been to support trade through the transportation of products. On the other hand, an increasing number of business companies see the role of actually managing the supply of their products on a global basis as a non-core business activity, so they leave this task to the experts. Naturally, this provides the basis for cooperation for more than just transport.

Through Mercantile, the A.P. Møller Group has developed a great deal of competence and expertise in the area of Supply Chain Management. As each client's requirements are individual, it is vital that unique, tailor-made solutions are devised to satisfy each individual client. Special Client Teams, sometimes working on the client's premises, build up an in-depth knowledge of the client's particular business. This process, which involves selling, development and starting up operations, is usually a lengthy one.

Each client-specific solution is handled by the relevant local office supported by Headquarters in Copenhagen.

The following article shows why Supply Chain Management is not just a buzz word.

Mattel Toys and Mercantile sign PartnerShipping Agreement

At a ceremony in Amsterdam in February 1995, Mattel UK Limited and Mercantile (GB) Limited extended their partnership until the end of 1996.

Mattel Toys is a manufacturing and trading market leader with such brands as Barbie, Corgi, Fisher Price, Hot Wheels and Disney. The products are made in Asia, Europe and USA and are sold globally.

Jim Morgan, Operations Director for Mattel UK, said at the ceremony, "Since early 1994, when we embarked on the partnership with Mercantile, we have progressed to a stage where Mercantile has become an integral part of Mattel UK's operations team". He continued, "In particular, when Mercantile's de-

signed staff did a "stand-in" over the summer holidays, we saw the potential in working more closely with Mercantile. Consequently, not only are we committed to continuing the current relationship with Mercantile for the next two years, we are also committed to expanding the scope of the partnership to an extent which we have never done before with any of our suppliers. Teams with members from Mattel and Mercantile have already been established to assess additional opportunities for improvement".

Mr. Morgan concluded, "I'm really impressed with Mercantile's commitment to service and progression of change, their team members, their Information Systems and their physical infrastructure. Together we will meet Mattel UK's vision for the future: 'Beyond all expectations'."

The partnership with Mattel UK is very close and Mercantile (GB) Ltd. feel that they are part of the same family since they have the same objectives and they share mutual trust. At the same time, Mercantile is extremely excited about the partnership with Mattel, since the constantly changing fashions in the toy business provide a great challenge.

The partnership was expanded to include Mattel Europe in the Netherlands where Mercantile Nederland is involved.

Per Starup Johansen



The PartnerShipping Agreement signing ceremony: Mattel representatives from UK, Netherland and Italy together with Mercantile representatives from UK and Netherland.



Barbie, one of the key products of Mattel Toys.

TERMINAL



Cutting the inauguration ribbon.

From left to right, Mr. Fernando Palao, Mr. John Bernhard, Mr. Manuel Panadero, Mr. Ib Kruse and Mr. Jose Arana.

Yet another major step in Maersk España's ten year evolution has been taken with the inauguration of TERMINAL 2000 in Algeciras.

At an impressive inauguration ceremony on 31st March 1995, the new Maersk España container terminal in Algeciras, TERMINAL 2000, was officially opened, with Spanish dignitaries, customers and other business relations joining the Maersk España team and A.P. Møller executives to celebrate this important event.

Although the port was closed during the celebrations on account of a violent storm, the original programme was carried out as planned and, as one customer remarked, Maersk was able to control the landside of the operation, even under such difficult conditions.

At precisely 11.00 am, more than 300 guests were welcomed by Mr. Jörg Schuster, General Manager of Maersk España's Terminal Division, and immediately afterwards, as is usual in Spain on such occasions, a local priest blessed the new installations.

Among the prominent guests were Mr. José Arana, President of the Algeciras Port Authority, Mr. Manuel Panadero, Secretary General in the Spanish Ministry of Public Works and Transport, Mr. John Bernhard, Danish Ambassador to Spain, Mr. Fernando Palao, President of the National Port Authority, and Mr. Ib Kruse, Chairman of the Board of Maersk España, who cut the ribbon to open TERMINAL 2000 officially, while a local orchestra played the Danish and Spanish national anthems and the anthem of Andalucía. Immediately afterwards, Maersk España presented an ambulance to the Mayor of Algeciras as a token of the good relations between the citizens of Algeciras and Maersk España.

The guests were invited to inspect the various installations in the new container terminal and were extremely impressed by the advanced container handling equipment, the vast container stacking area of over 280,000 m², the sophisticated computer system - developed in co-operation with Mærsk Data - and the high quality of the office buildings.

After the visit to the terminal, the guests were invited to a buffet lunch



AL 2000

in the 3,880 m² Logistics Centre. While being entertained by Flamenco dancers and singers, they enjoyed typical Spanish and Andelucian dishes. During lunch, Mr. Rafael Torrent, General Manager of Maersk España's Agency Division, presented six managers of the Terminal Division each with a smart Maersk blue bicycle. This was not only a commemorative gesture, but also a practical one, as the bicycles will save on transportation costs in the huge terminal complex.

In his speech, Mr. Ib Kruse briefly sketched the history of the company: "In 1985, our company placed its bets on Algeciras with the idea that its geographical location and labour and industrial environment would allow the development of a container terminal with a real future. As time passed, the acquired experience and the present reality have proved that our decision was right". In 1986, the total number of moves was 72,000, whereas expectations for 1995 are around 400,000 moves.

Mr. Kruse recognised with appreciation the constant support of the Spanish Authorities and underlined the importance of the con-

tribution of the local port authorities in the development and consolidation of Maersk España's presence in the port of Algeciras.

Maersk España is engaged in a number of different activities and now employs a staff of about 500 persons.

On 8th March 1986, CHRISTIAN MÆRSK was the first Maersk Line vessel to call at the newly-opened container terminal, and since then expansion, development and consolidation have been the key words to describe Maersk España's progress, not only in Algeciras but also throughout Spain, where the Agency Division is now represented in 10 cities and offers services including vessel's agency, inter-modal transportation, and the maintenance and repair of vessels and containers. The company has recently acquired MAERSK CANARIAS, which operates the important feeder service between Algeciras and the Canary Islands under the Spanish flag.

Javier Lopez

Technical Specifications	Old Terminal	TERMINAL 2000
Total area	115,000 m ²	280,462 m ²
Berth length	540 m	644 m
Draught	14 m	16 m
Shore cranes	3 x 40 tons	3 x 50 tons 3 x 40 tons
Yard transtainers	9	15
Truck heads	18	32
Yard chassis	30	52
Ground slots	2,004 TEUs	4,520 TEUs
Reefer plugs	380	972
Gate lanes	3	6



MAERSK IN THE NAVY



Photo: Mike Whitmore

In March 1995, Maersk Line Limited (MLL) was proud to add two US flag sister vessels, LTC. CALVIN P. TITUS and SP5 ERIC G. GIBSON, to its fleet of military support vessels on charter to the US Navy's Military Sealift Command. The purchase of these two vessels from A.P. Møller increases the size of the MLL operated fleet to eight and represents significant growth for the Madison, New Jersey, affiliate.

A long and flexible career

The vessels were built by Blohm & Voss of Hamburg, Germany, and were delivered to A.P. Møller in 1975 as ADRIAN MÆRSK and ALBERT MÆRSK to replace older tonnage on the US East Coast/Far East route. Later the vessels were lengthened, re-engined from steam turbine to diesel and gained RO/RO capability by the addition of a garage and stern ramp.

The latest modifications in order to meet US Coast Guard regulations and charter requirements included the installation of air conditioning throughout the cargo holds and

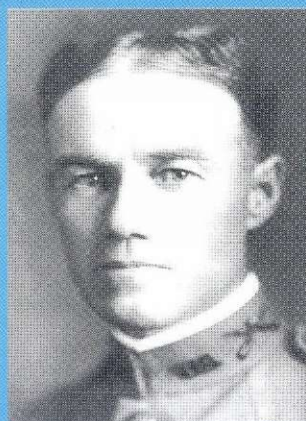
garage. These modifications were carried out at the BethShip, Sparrows Point Yard in Baltimore, Maryland. Maersk Ship Design of Odense provided not only yard supervision but also the foundation plans and specifications for the installation of two electro-hydraulic cranes on board each of the vessels, making them self-sufficient. The cranes have a safe working load of

Sullivan, unveiled the ships' bells and name boards in a ceremony on board LTC. CALVIN P. TITUS at Sparrows Point. The General also presented the vessels with framed citations commemorating the Medal Of Honour winners after whom the vessels were named. The Medal of Honour is the highest award that can be bestowed on US Military personnel. Lieutenant Colonel Titus

was awarded his medal for his heroism at the Peking Wall during the Boxer Rebellion in 1900, while Specialist 5th Class Gibson was honoured for his bravery under fire in Italy during World War II.

The vessels are now on charter to the Navy's Military Sealift Command as members of the Army Division's Preposition Afloat Force, which was established to improve military response

time to various theatres of operation. Their roll on/roll off, container and breakbulk capabilities enable them to transport critical supplies rapidly to virtually anywhere in the world.



Photos: National Archives, USA

LTC. Calvin P. Titus received his Medal of Honour for heroism during the Boxer Rebellion.



SP5 Eric Gibson was honoured for gallantry during World War II.

40 tons and a maximum reach of 38.5 metres and are the second-largest ever manufactured by the firm of MacGregor-Hagglunds.

Honourable namesakes

On February 13th 1995, US Army Chief of Staff, General Gordon R.

Judy A. Hnat



A modern laptop computer on top of an old punched card grader.

FROM PUNCHED CARDS TO COMPUTERS

On 11th March 1995, Mærsk Data celebrated the twenty fifth anniversary of the founding of the company. Mærsk Data's history, however, goes back even further than 1970 when the company was founded as a partnership.

In 1956, A.P. Møller decided to start up a punched card department in order to make book-keeping, salary and liner statistics more efficient, and three employees were transferred to the new department. This punched card department formed, in fact, the beginning of Mærsk Data. During the following 14 years, the number of employees grew to 35 and it was decided to convert the department into an independent company. Consequently, on 11th March 1970, Mærsk Data I/S was established.

There were several reasons for separating the EDP department from A.P. Møller. One explanation was that EDP staff saw themselves as rather artistic and dressed accordingly. But Icelandic sweaters and sandals were not suitable dress for an A.P. Møller employee, so the

whole department was simply moved to a new company called Mærsk Data.

It is true that EDP staff dressed somewhat differently from the norm in the 1970s, but strategic and financial reasons were probably the real grounds for the founding of Mærsk Data, which was to function as an EDP centre not just for A.P. Møller, but also for other parts of the A.P. Møller Group.

Mærsk Data really began to prosper when Maersk Container Line was established in 1975. Among the major tasks was the development of systems for the handling of documents in connection with the transport and positioning of containers. With Maersk Container Line, the worldwide communications network, MaerskNet, was established to support line traffic by enabling the different Maersk offices to exchange information both rapidly and efficiently. Nowadays, MaerskNet covers 250 towns and cities in 70 different countries and is one of the largest privately-owned networks in the world.

Maersk Data USA Inc. was founded in 1984 to take care of the sales of Mærsk Data-developed software on the American market. From 1986 Maersk Data USA also functioned as an operating company with its own EDP installation in New Jersey.

During the same year Mærsk Data became a limited company. Three years later, Maersk Data Asia K.K. was founded in Japan.

In 1993, Mærsk Data's operational centre was moved to the affiliated company, Dan Computer Management A/S, which is jointly owned with Datacentralen A/S. Dan Computer Management specialises in EDP operations and facility management solutions. This means that Mærsk Data in Copenhagen can now primarily focus on system development and support of existing systems.

Technological development

Attitudes to information technology (IT) have changed significantly during the last 25 years. Previously, computers were utilised for the automation of routines, but these days more or less all companies include information technology in their business strategy. IT has become a competitive parameter.

Since A.P. Møller began to use punched cards, the electromechanical punched card machines have developed into powerful electronic computers which work at speeds measured in billionths of a second. For purposes of comparison, Mærsk Data's first computer could deal with 0.10 million instructions per second (MIPS) in 1970, whereas Mærsk Data's largest computer at the moment has a capacity corresponding to 396 MIPS.

Mærsk Data is now one of Denmark's leading EDP companies. In order to maintain this position, it is important that the company is constantly on watch for the development of trends in the business world and in society in general and that initiatives are taken to start and carry through IT projects to improve A.P. Møller's and other customers' competitive power. At the same time, the company's EDP services must be evaluated constantly in order to be able to guarantee the supply of the best possible service within the lowest possible financial framework.

Mærsk Data's cooperation with its customers must not only now, but also in the future, be based on mutual trust and profit for both parties.

Peter H. Knudsen



AROUND THE WORLD

Mærsk Post has previously written about MÆRSK FIGHTER's engagement for Dansk Telecom. Here is the story of the cable laying vessel's activities in connection with an assignment in Malaysia.

On Boxing Day last year, MÆRSK FIGHTER sailed from Svendborg on a round-the-world voyage, which is far from normal for a supply vessel in the A.P. Møller fleet. The reason in this case was that Dansk Telecom had won the contract for the laying of a 845-kilometre long telecable between Mersing and Kuching on the Malaysian peninsula. The first stop on the voyage was Southampton, where Telecom's cable plough was taken on board, and then MÆRSK FIGHTER set out in rough weather across the English Channel towards the milder conditions in the Caribbean Sea and, via the Panama Canal, to Portland, Oregon.

MÆRSK FIGHTER spent about a fortnight in Portland while the vessel was made ready and the cable was taken on board, an operation which in itself took six whole days. The cable only weighed ca. 2,000 tons so this could seem surprising, since a container vessel can handle ten times as much cargo in hours. But the cable owners take enormous care of their cable and the attached repeaters which each cost ca. USD 1.5 million. Neither the cable nor the repeaters must be bent too much nor can they stand being jolted, pulled, wrenched or knocked, so they are stowed in the cable tanks by hand and that of course takes time. The time is well spent, however, because repairs in connection with the laying of the cable mean costs which far exceed the time spent on careful stowing.

Any disruption in the cable connection involves considerable financial

losses for the owner of the cable and in many places in the world there is simply no alternative means of communication, certainly not with the capacity of a modern telecable. The time required to re-establishing a submarine cable connection is normally measured in weeks, so in fact the apparently exaggerated care taken on the loading is quite appropriate and certainly in line with A.P. Møller's principle of "Constant Care".

Because of bad weather forecasts when MÆRSK FIGHTER sailed from Oregon, a southerly route was chosen, bringing the vessel near Hawaii, instead of the more direct northerly route across the Pacific. A supply vessel which is built to cope with the seven-metre high waves around the North Sea oil platforms can certainly manage any bad weather in the Pacific but, bearing in mind the extremely valuable cargo, a quieter route was chosen.

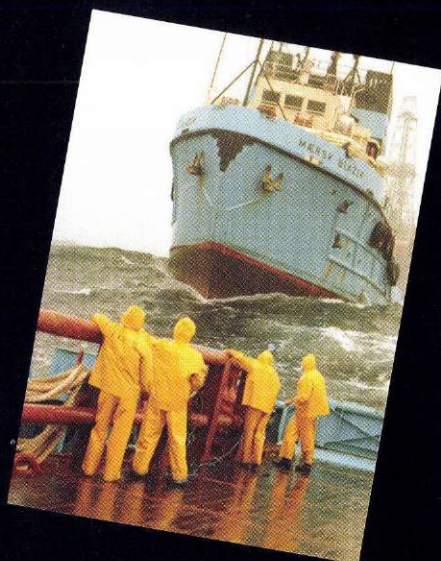
When the vessel arrived in Singapore on 6th March 1995, most of the cable crew came on board. Five days later, at 22.30 on 11th March, MÆRSK FIGHTER arrived in Pasir Gudang on the east coast of Malaysia and three hours later the vessel was on her way to her position off Mersing, where the cable-laying was to begin.

Before the crew commenced the work, however, they practiced with the dynamic positioning gear and were instructed in the precautions against pirate attack. The first part of the cable was laid and ploughed down as planned, whereupon MÆRSK FIGHTER returned to Singapore to fetch the remaining length of cable, which in the meantime had arrived by conventional vessel. The second part of the cable was also laid according to plan and on 30th April, the crew waved goodbye to Singapore and set out for North Europe, with arrival one month later.

A round-the-world trip was completed, Telecom and MÆRSK FIGHTER together had managed to deliver the highly-advanced electric cable according to plan and on time, further strengthening Telecom's reputation for quality and reliability. This is important for a company which, in spite of long traditions, is new in the international arena for cable-laying contracting dominated by global tele-giants. Furthermore, it is important for A.P. Møller that our part of the operation was carried out satisfactorily.



PHOTOGRAPHIC COMPETITION



The last time an annual photographic competition was held was in 1982 and, without turning it into an annual event again, Mærsk Post would like to invite its readers to take part in a new competition. The theme is "People at Work" in all its aspects, and the photos must have relation to the activities of the A.P. Møller Group.

The purpose of the competition is to obtain new material for the P.R. Department's photo files principally to replace photos like the ones on this page which have been used so much that they are literally falling to pieces.

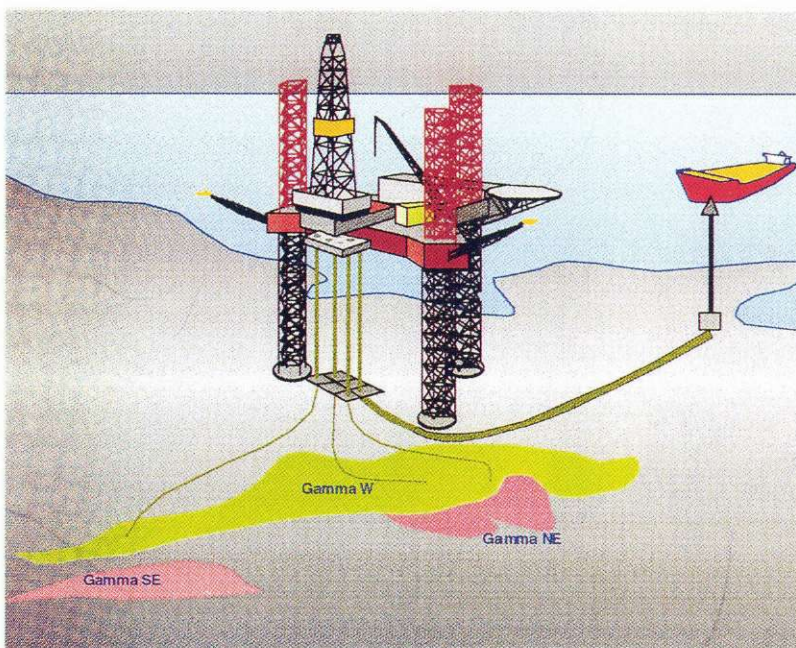
Entries for the photographic competition should be sent in the form of colour slides or colour negatives, the latter accompanied by a print. They

must be sent to Mærsk Post latest 1st October 1995 and include the name and address of the sender as well as details of when and where the photo was taken, and possibly an explanation or description. Once the photo has been sent in to the competition, the photographer transfers the right to use the photo to A.P. Møller's P.R. Department.

The winning photos will be published in Mærsk Post 1/1996.

Prizes

- | | |
|-----|-------------------------|
| 1st | Mont Blanc fountain pen |
| 2nd | Binoculars |
| 3rd | LEGO truck |



NEW ROLE FOR DRILLING RIG

On 19th January 1995, after several years of preparation and negotiation, Maersk Drilling Norge AS signed a contract with Statoil for drilling and production of the oil field Yme in the Norwegian part of the North Sea. The Yme field, with its 5.8 million m³ extractable resources, is by far the smallest Norwegian oil field yet to be

produced. Since the field is located far away from existing production facilities and pipelines, it has been necessary to tackle the expansion of the field rather unconventionally.

This is being done by converting the jack-up rig, MÆRSK GIANT, into a combined drilling and production

platform. Maersk Drilling will be in charge of the conversion and the operation. Schlumberger is sub-contractor for delivery and running of the production installation on board the rig. The Schlumberger Group is a major, French-owned supplier to the offshore sector. The oil produced will be carried from MÆRSK GIANT, via a flexible pipeline to an anchored storage tanker and from there to another tanker for transportation to land. The contract will run for the lifetime of the field, with a minimum period of three years.

MÆRSK GIANT started to drill a well for the injection of water and gas on 2nd March 1995. At the beginning of May the rig was moved to Rotterdam for the conversion and it is expected to be back in the Yme field for the actual start of the contract in September 1995. Production is expected to start in October 1995.

Many Norwegian oil fields have been named after characters from Norse mythology. Yme, or in Danish, Ymer, was one of the primeval giants who was killed by the Norse gods, the Ases. They used his body in the creation of the Earth, with his blood becoming the oceans and his skull forming the sky.

The Right Honorable Douglas Hurd, Britain's Foreign Minister, is welcomed outside the A.P. Møller headquarters by Mr. Mærsk Mc-Kinney Møller, Britain's ambassador to Denmark, His Excellency, Hugh Arbuthnott, is seen to the left.



DOUGLAS HURD VISITS A.P. MØLLER

The British Foreign Minister, Mr. Douglas Hurd, visited Denmark on 7th February 1995 in connection with the U.K.'s preparations for negotiations next year on future forms of co-operation within the EU.

His flying visit included a visit to the

Danish Parliament and a press conference followed by a brisk walk to A.P. Møller's headquarters at Esplanaden. Here he was welcomed by Mr. Mærsk Mc-Kinney Møller and partners Jess Søderberg, Ib Kruse and Per Jørgensen.

ENGLISH VETERANS TO DENMARK

A number of British World War II Veterans were given the opportunity to attend the celebrations in connection with the 50th anniversary of the Liberation of Denmark because Maersk Air donated free tickets between London and Copenhagen/Billund. The English company Maersk Air Ltd also donated free tickets from Birmingham to Copenhagen.

Marita Petersen

Some of the Veterans are seen in front of Maersk Air's Boeing 737-500 on their arrival at Copenhagen Airport.



Photo: Bo Nymann

PRESIDENT LECH WALESA

In April 1995, the Polish President, Lech Walesa, made an official three day state visit to Denmark, returning Queen Margrethe's and Prince Henrik's official visit to Poland in 1993.

President Walesa's programme included an hour-long visit to A.P. Møller at Esplanaden on 27th April, where he was welcomed by both Mærsk Mc-Kinney Møller and Jess Søderberg.



President Lech Walesa with Mærsk Mc-Kinney Møller and Jess Søderberg.

KETCHES FOR OUTWARD BOUND SCHOOL

At Kwai Chung Container Port, the Hong Kong Outward Bound School officially took delivery of the second of two new sailing ketches and, to celebrate the occasion, Modern Terminals Limited (MTL) "launched" the new boat with champagne in the time-honoured nautical fashion.

The ketches, which have fine aesthetic lines, excellent seaworthiness, good sailing performance and low maintenance costs, were specially designed by Nigel Irons, a well-known English designer of multi-hull racing boats. The ketches were ordered for the occasion of the School's 25th anniversary this year and were shipped from the U.K. to Hong Kong by Maersk Line. They arrived in perfect condition and to the complete satisfaction of the client.

Teresa Suen



Mr Winston Lo (far right), Chairman of the Executive Committee of the Outward Bound Trust, officially takes delivery of the second ketch from Maersk Hong Kong representatives.



From the left Bo Andersen, Owner's Representative, San Puth, Sihanoukville representative, and Peter Møller, the author of this article and Senior Representative in Cambodia.

NEW OFFICE IN CAMBODIA

On 30th March 1995, MCC Transport Singapore Private Limited officially inaugurated its new representative office in Sihanoukville, on the coast 225 km south of Phnom Penh.

MCC Transport operates a weekly feeder service between Singapore, Sihanoukville and Songkhla and acts as agent for Maersk Line in Cambodia.

The staff of two local employees is mainly engaged in the handling and operation of MCC Transport's feeder vessel, which calls at the port of Sihanoukville every Tuesday, and the co-ordination of the trucking of containers to Phnom Penh as well as sales and marketing work for MCC Transport and Maersk Line in the growing Cambodian market.

NEW OFFICE IN RIGA

In December 1994, Maersk Latvia moved into its new office premises in the centre of Riga. The office is located in a newly-renovated building, in a block previously known as Berg's Bazaar. Appropriately enough, at the beginning of the century this block formed the centre of Riga's commercial activity, but this was not the only reason for choosing the location. Another important reason was the availability of the necessary telecommunications facilities and only a few days after moving in, Maersk Latvia joined the Maersk network "on-line".

Maersk Latvia was established in June 1994, not only to give Maersk a footing in the Baltic region, but also to facilitate the moving of the vast quantities of Maersk containers between the CIS countries and the rest of the Maersk global network.

On March 28th 1995, Maersk Latvia was honoured by a visit from the Danish Prime Minister, Poul Nyrup Rasmussen and his wife, Lone Dybkjær, during their official state visit to Latvia.



The reefer storage provided by Maersk Line was much appreciated by the Spanish paella cooks.



PAELLA COMPETITION

"Paella" is a special kind of rice dish, typical of Eastern Spain and especially of the town of Valencia. The main ingredient is seasoned rice mixed with different kinds of fish, shellfish, poultry or meat and every housewife in the area has her own particular recipe.

Every year, the Port Authorities in Valencia organise a competition for the port's entire maritime sector, to see who can produce the best paella and, in March this year, no fewer than 130 teams took part.

Though Maersk España's team certainly produced a delicious paella, it did not receive an award this year. Nevertheless, the Maersk team was popular, as it was a Maersk refrigerated container which provided cold storage for all the ingredients and ice used in the competition.

Javier Lopez



MAERSK LINE SWEEPS THE BOARD AGAIN

In the 9th Annual Asian Freight Industry Awards (AFIA) organised by Cargonews Asia, Maersk Line won all five prizes in the shipping categories for the second year in succession. Since 1988, when Maersk Line won its first award, success has followed success and though the competition is tough, Maersk Line was voted Best Global Shipping Line and got top marks in all of the tradelanes, i.e.: Transpacific, Asia-Europe, Intra-Asia, and Asia-Middle East.

As in previous years, these awards are won on the basis of a poll among the 14,000 readers of Cargonews Asia and, as the paper's associate publisher, Mr. Chris Michaelides commented, "AFIA has become an



The Maersk Hong Kong team show off their AFIA plaques while Mr. Chris Michaelides (third from right) and Mr. Martin Savery of Cargonews Asia extend their congratulations.

important tool for the cargo industry and an acknowledgement that the winners have achieved the best level of service".

Teresa Suen

CAMEL TROPHY RACE

Maersk Line recently played an important part in the training of the drivers participating in the Central America "Camel Trophy Competition".

A shipment of 22 Landrover Discoveries and Defenders was loaded into 11 containers at the vehicle testing premises in Gaydon, Warwickshire, and sailed from Southampton to Istanbul, Turkey, on board MAERSK HAMBURG. The vehicles were used to test the skills



of the drivers in the rugged Turkish conditions, which are similar to those encountered during the Camel Trophy, starting in May from Belize.

Ann Pulham

SHOWMAN'S CARAVAN GOES WEST

The main attraction at the "Ripley's Believe It or Not" Museum in St. Augustine, Florida, will be a unique 1916 Soham Showman's caravan. This historic cargo left Felixstowe in February 1995 with Maersk Line and arrived safely in Florida, which in no way surprised the owner, Michael Kilgannon of Antique Exporters of Chester, who commented:

"Maersk was the obvious choice to ship this valuable caravan due to its experience in handling such special cargo. More importantly, Maersk always provides us with top quality care and attention as well as a reliable service for all our antiques all over the world."

Not only is the caravan extremely valuable, it is also highly decorative. The exterior is painted in gold leaf,



The 1916 Soham Showman's caravan being loaded onto a Maersk container, prior to its journey to Florida.

while the interior contains all the original parts including a fireplace, a stove, cupboards and other internal fittings. It has taken 15 years to restore the caravan to its original condition.

Ann Pulham

MAERSK RECEIVES ICI AWARD

Maersk Line (UK) was proud to receive the 1994 Quality Award for Business Excellence from ICI (Imperial Chemical Industries). The award was presented in recognition of the outstanding service provided by Maersk in sales, customer service and operations.

Ann Pulham

From left to right: Thomas T. Andersen, Managing Director of The Maersk Co. Ltd., Alan J. MacPherson, General Manager of Sales & Services, Maersk Line (UK), and Stuart Smith, Business Services Manager, ICI.



Mrs. Vigdis Finnbogadóttir (second from left) with representatives of Maersk Hamburg and Eimskip Hamburg.

REPRESENTATIVES MEET ICELAND'S PRESIDENT

Maersk Hamburg does quite a lot of reefer business on the service Iceland-Hamburg-Japan, so it was a pleasure for the office to be invited to meet Iceland's President, Mrs. Vigdis Finnbogadóttir, at a reception on the occasion of her state visit to Berlin.

The reception was sponsored by a number of Icelandic export companies, most of them Maersk Hamburg customers. Representatives of

the Maersk staff enjoyed an interesting discussion with the President, who was able to recall meeting Mr. Mærsk Mc-Kinney Møller as well as being aware of Maersk's business in Iceland. A number of promising contacts were made during the event, and Maersk Hamburg hopes to get the opportunity to see the President again in Iceland in the not too distant future.

Susanne Heinken

GOLD AT THE END OF THE RAINBOW

One afternoon last December, a rainbow found its way to the port of Århus and illuminated a stack of brand new 40' dry containers from Mærsk Container Industri in Tinglev, providing a really magnificent sight.

Thor Jørgensen AS and Maersk Terminal in the port of Århus receive an average of about 220 of these new containers from DSB every single week, and from here they continue on to various destinations such as Gothenburg and Bremerhaven from where they are sent all over the world.



Photo: Søren Stig Nielsen



IMPROVING COMPETITIVE POWER

Throughout 1994, all the staff at Pharma-Plast have been working particularly hard in order to achieve the prestigious quality certificate, ISO 9001/ISO 9002.

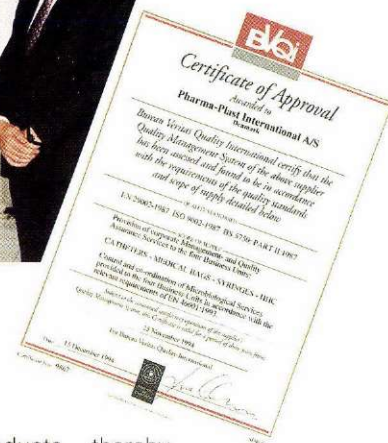
As part of the process, quality manuals describing the quality system have been prepared. At the end of the year, the final and most important test was carried out and all Pharma-Plast's factories in Denmark passed with flying colours.

The purpose of the certificate of approval is to be able to attach it to all

Pharma-Plast's products, thereby increasing the company's competitive power.

The presentation of the certificate to Remy Cramer, the Managing Director of Pharma-Plast, by Sven Hauberg Nielsen, the Managing Director of Bureau Veritas Quality International (BVQI), which is the certifying body, took place at the end of December 1994 at a ceremony at Pharma-Plast's headquarters in Lyngø.

Marianne Maltow





HEAVY LIFTS IN KOREA

In November 1994 Maersk Korea in Busan shipped out a 610 ton main engine on PARIS MÆRSK. The main engine had been manufactured by Korea Heavy Industry and Construction and ordered by B&W for delivery to a shipyard in Germany. It was actually the second to be loaded by Maersk in Busan and the second heaviest lift ever carried out in Korea, the heaviest being the first main engine, loaded in December 1993 on EDINBURGH MÆRSK and weighing 665 tons.

Because of limited floating crane capacity, the port authorities had no previous experience of handling heavy lifts of more than 250 tons, so the Maersk Operation staff and the crew of the Maersk vessel had to take charge of the operation. On behalf of B&W, Maersk Korea contracted Korea's largest floating crane, the only one capable of carrying out such a lift, for the operation. It had previously been exclusively engaged in the construction of the new port, but its presence was crucial, so operations in the port had to be delayed for a while.

Both heavy lifts were completed with great success and we were proud to be able to confirm Maersk Line's exceptional ability in carrying out heavy lifts. Furthermore, B&W has shown its appreciation by booking three further identical main engines with Maersk Line in 1995.

Tim Wickmann

GOODBYE TO BANGKOK

From Linda Miller, wife of Peter Miller, former Manager of Maersk Bangkok Branch, now of Maersk Portugal, Mærsk Post has received the following tale of a long career in Thailand.

Einar Ammundsen completed his medical studies in 1941 and from 1943 he was an active member of the Danish resistance movement, being responsible for all major shipments of arms in Jutland. After the war he was involved in Refugee Welfare work, until 1946 when he travelled to Bangkok to start up as a General Practitioner. At the same time, he started work at Bangkok Nursing Home, where he has helped many of his fellow countrymen throughout his long career.

Maersk Bangkok Branch marked Dr. Ammundsen's farewell to Thailand with a reception on board the river junk MAERSK SIAM in February.

"I reckoned with five years, but I was there for 48," says Dr. Ammundsen with a smile. "It all started one evening in 1946 when I was sitting eating pea soup at The State University Hospital in Copenhagen and Consultant Poul Gram Hansen dropped in and said, 'Give me some soup and tell me if you want to join me in practice in Siam!'" We collected what little available information there was on tropical diseases and we just went.

In Siam, I have had some patients which doctors at home don't normally see. It was quite normal for people to bring their sick animals for treatment, so for many years I treated Ambassador Ebbe Munch's dog, "Olsen", for epilepsy. A friend of mine, an anaesthetist, was once called out to give the King's white elephant an anaesthetic. His story that he made a mistake about the dosage and had to bring the elephant

back to consciousness by the mouth-to-trunk method is probably an exaggeration!

As a matter of fact, having animals as patients turned out to be a very good way of gaining experience with inarticulate patients, since in Bangkok's international circles, one often comes across patients who speak no comprehensible language.

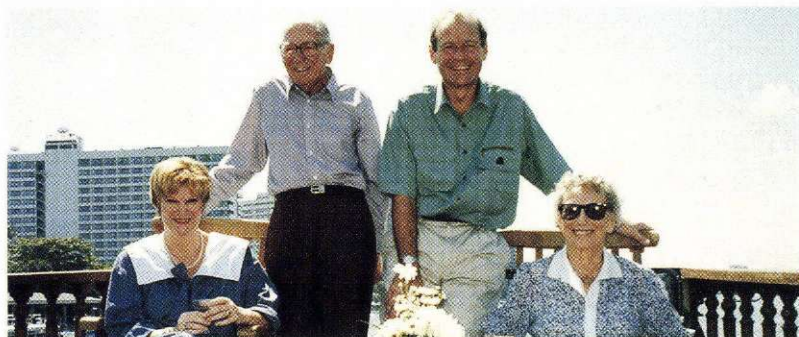
One day I had a visit from a young man, with whom I apparently had no means of communication in any language at all. Gram Hansen came into the surgery at that moment and I said to him, "Here's another one of the idiots who don't speak any reasonable language", whereupon the patient suddenly said, "I am a Dane, actually, of some sort - I come from Bornholm"! The young man was of course a seaman. From the very first day we treated a considerable number of patients from the port."

When Einar Ammundsen celebrated his 80th birthday on 3rd January 1995, he was still practising at the Bangkok Nursing Home, where he has been Medical Director since 1980.

The Scandinavian Society Siam has profited greatly from Dr. Ammundsen's enormous supply of energy. He has been Honourary Member since 1971 and has functioned as Chairman since 1982. Active golf players will also know the annual event, the Ammundsen Cup, which is played in Bangkok.

"It has been a really great pleasure to have been able to help so many crew members from captains to cabin boys, and since A.P. Møller opened its Maersk Bangkok Branch, I have made so many friends in the company."

Maersk wishes Dr. Ammundsen and his wife, Aks, all the luck in the world with their retirement in Denmark.



The guests of honour, Einar and Aks Ammundsen, with the hosts, Linda and Peter Miller.



Esplanaden



40 Years Anniversary
Bjarne Bortfeldt
15 July 1995



40 Years Anniversary
Adolf Kloster
1 August 1995



25 Years Anniversary
Torben Hestbæk
22 July 1995



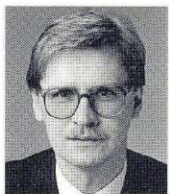
25 Years Anniversary
Otto Normann
Jensen
1 August 1995



25 Years Anniversary
Thomas Rulffs
1 August 1995



25 Years Anniversary
Marna Nygaard
1 August 1995



25 Years Anniversary
Helge Jacobsen
1 August 1995



25 Years Anniversary
Jørn Steen Nielsen
1 August 1995



25 Years Anniversary
Christian Christensen
1 August 1995



25 Years Anniversary
Knud Johannesen
20 August 1995



25 Years Anniversary
Grete Sørensen
1 October 1995



Retiring
Conny Randrup
31 March 1995



Retiring
Nancy Pedersen
30 April 1995



Retiring
Birgit Madsen
31 July 1995



Retiring
Ib Jepsen Nielsen
30 September 1995

The Fleet



25 Years Anniversary
Captain Ebbe Nielsen
16 June 1995



25 Years Anniversary
Chief Officer Benny Bob Jensen
7 July 1995



25 Years Anniversary
Captain Palle Mogens Jensen
22 July 1995



25 Years Anniversary
Chief Steward Jan Vagn Hansen
26 July 1995



25 Years Anniversary
Chief Officer Jens Christian Christiansen
29 July 1995



25 Years Anniversary
Chief Engineer Erik Tørrild Christensen
13 August 1995



25 Years Anniversary
Chief Officer Frederick James Austin
26 September 1995



25 Years Anniversary
Chief Steward Kam Choy Chan
8 October 1995



Retiring
Chief Steward Bent Malthesen
23 June 1995



Retiring
Captain Fritz Otto Nadoiny
1 July 1995



Retiring
Chief Steward Alex Ivan Berg Andersen
1 August 1995



Retiring
Chief Engineer Kurt Tommy Jørgensen
1 August 1995

Mærsk Olie og Gas



25 Years Anniversary
Nils Brandt Petersen
3 August 1995



25 Years Anniversary
Leif Andersen
26 August 1995



Retiring
Bent Lehmann Christensen
30 September 1995

Maersk Drilling



40 Years Anniversary
Freddy Tom Andersen
Mechanic
17 June 1995

Obituary

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

Thomas Peter Huebert
The Yard
31 december 1994

Chief Engineer
Flemming Juhl Bothe
ex OLUF MÆRSK
13 February 1995

Leif Poul Lang
The Yard
21 February 1995

Bruno P. Beyer
Roulunds
12 March 1995

Kai Mortensen
Maersk Air
19 March 1995

Poul Clausen
Esplanaden
6 April 1995

Electrician Jørn Laursen
ex MÆRSK VICTORY
28 April 1995

Steen Cortzen
Maersk Air
17 May 1995

Organisations Abroad



40 Years Anniversary
Erik Nielsen
Spain
1 September 1995



25 Years Anniversary
Ronald Griebell
Madison
15 June 1995



25 Years Anniversary
Haruo Ayabe
Tokyo
1 July 1995



25 Years Anniversary
Waldemar Poulsen
Equador
1 August 1995



25 Years Anniversary
Carl Ejler Jensen
Sri Lanka
1 August 1995



25 Years Anniversary
Philip Littlejohn
Riga
1 August 1995



25 Years Anniversary
Johnny Heilvang
Moscow
10 August 1995



25 Years Anniversary
Captain
J. van Zaanen
Norfolk Line
31 August 1995



25 Years Anniversary
M. van der Zwan
Norfolk Line
11 September 1995



25 Years Anniversary
Hans Jørgen
Sørensen
Madison
15 September 1995



25 Years Anniversary
Hiroaki Mitsuyasu
Tokyo
5 October 1995



25 Years Anniversary
Oddny Pedersen
16 August 1995



25 Years Anniversary
Jonna Jørgensen
Uno Plast
1 September 1995

Pharma-Plast

Roulunds



25 Years Anniversary
John Aanundsen
15 June 1995



25 Years Anniversary
Niels Erik Larsen
30 June 1995



25 Years Anniversary
Peder H. Pedersen
20 July 1995



25 Years Anniversary
Ove Christiansen
27 July 1995

DISA



25 Years Anniversary
Henning Larsen
Herlev
15 July 1995



25 Years Anniversary
Alice Hansen
Herlev
1 August 1995



25 Years Anniversary
Per Heinig
Herlev
24 September 1995

Maersk Air



25 Years Anniversary
Poul V. Jeppesen
29 July 1995



25 Years Anniversary
Gorm Lillebro
30 July 1995



25 Years Anniversary
Poul Erik Hjort
4 August 1995



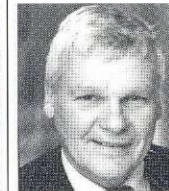
25 Years Anniversary
Poul Erik Madsen
5 August 1995



25 Years Anniversary
Jørgen Ingolf
Nielsen
15 June 1995

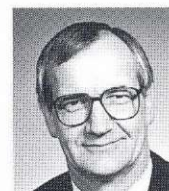


25 Years Anniversary
Niels Grud
Christensen
1 September 1995



25 Years Anniversary
Ole Bjørnsten
1 October 1995

Mærsk Data



25 Years Anniversary
Ernst Strauss
1 September 1995

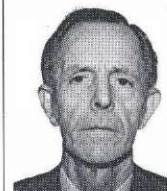


25 Years Anniversary
Finn D. Lund
8 September 1995



25 Years Anniversary
Svend Age Just
14 September 1995

Rosti



40 Years Anniversary
Erlend Niels Kristian
Nielsen
26 September 1995

Thor Jørgensen



25 Years Anniversary
Steen Withen
Nielsen
1 July 1995

The Yard



40 Years Anniversary
Gerhardt
Kristiansen
30 June 1995



40 Years Anniversary
Arne Villy Jensen
11 August 1995



40 Years Anniversary
Alf E. Piegrass
Christensen
18 August 1995



40 Years Anniversary
Bruno Børge
Eliassen
22 September 1995



25 Years Anniversary
Finn Schouw
Jensen
16 June 1995



25 Years Anniversary
Johannes Vikkelsøe
Pedersen
16 June 1995



25 Years Anniversary
Alfred Georg
Weidennauer
23 June 1995



25 Years Anniversary
Karl Ove Mikkelsen
23 June 1995



25 Years Anniversary
Hans Martin
Pedersen
30 June 1995



25 Years Anniversary
Spiridan Antivakis
30 June 1995



25 Years Anniversary
Verner Johan
Larsen
30 June 1995



25 Years Anniversary
Bjarne Hansen
Skok
4 August 1995



25 Years Anniversary
Ejner Pedersen
4 August 1995



25 Years Anniversary
Ivan Schou
4 August 1995



25 Years Anniversary
Finn Hellum
4 August 1995



25 Years Anniversary
Bent Fallemann
4 August 1995



25 Years Anniversary
Knud Erik Sørensen
4 August 1995



25 Years Anniversary
Mona Gervig
11 August 1995



25 Years Anniversary
Erling Ecklon
11 August 1995



25 Years Anniversary
Flemming Jens
Lindsted Hansen
11 August 1995



25 Years Anniversary
Mogens Hansen
11 August 1995



25 Years Anniversary
Ingolf Nørregaard
18 August 1995



25 Years Anniversary
Hans Jørgen
Christensen
18 August 1995



25 Years Anniversary
Henning Nielsen
18 August 1995



25 Years Anniversary
Poul Henning
Madsen
25 August 1995



25 Years Anniversary
Ole Holm Nielsen
25 August 1995



25 Years Anniversary
Erling Christiansen
1 September 1995



25 Years Anniversary
Aksel Eskild
Kirstein Larsen
1 September 1995



25 Years Anniversary
Tommy Madsen
8 September 1995



25 Years Anniversary
John Albert Jensen
8 September 1995



25 Years Anniversary
Kaj Frede
Jørgensen
8 September 1995



25 Years Anniversary
Henning Jørgensen
15 September 1995



25 Years Anniversary
Jytte Vestergaard
Egmose
22 September 1995



25 Years Anniversary
Bent Jensen
22 September 1995



25 Years Anniversary
Keld Madsen
29 September 1995



25 Years Anniversary
Leif Clemmensen
29 September 1995



25 Years Anniversary
Poul Andersen
6 October 1995



25 Years Anniversary
Gilbert Grundstedt
Hansen
6 October 1995



25 Years Anniversary
Jørgen Fl. Larsen
6 October 1995

