





Cover:

On 5 September 1997, Her Majesty Queen Margrethe named the world's largest container vessel, SOVEREIGN MÆRSK, here seen after leaving Odense Steel Shipyard.
Photo: Jørgen Kølle

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Local correspondents:

THE AMERICAS: Tom Boyd
AUSTRALIA: Maria Richards
BANGLADESH: M. Shamimul Huq
BENELUX: Georges Caulier
FRANCE: Laurence Chollet
GERMANY: Frank Gernert
HONG KONG: Teresa Suen
INDIA: Hoshang Vajifdar
INDONESIA: Kim Fejfer
JAPAN: Jesper Maajen
KOREA: Sean Lynch
MALAYSIA: Loo Sook
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PHILIPPINES: Ruben S. Fajardo
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SPAIN: Javier Lopez
TAIWAN: Alfred Guo
THAILAND: Chularack Voraviboonvate
UNITED KINGDOM: Russell Harvey

MAERSK AIR: Marita Petersen
MÆRSK CONTAINER INDUSTRI:
Allan Kehlet Rieck
MÆRSK DATA: Peter H. Knudsen
PAPYRO-TEX: Peter Sørensen
MAERSK MEDICAL: Marianne Maltow
ROSTI: Karin Nielsen
ROULUNDS: Elsebeth Bastholm
THE YARD: Leo Jensen
DANSK SUPERMARKED: Flemming E. Honum

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In general, the A.P. Møller Group performed well in the first half of 1997, and expectations for the year as a whole are positive with an anticipated result somewhat above that of 1996. However, the result may be considerably affected by major fluctuations in currency rates and prices of shares and bonds, freight rates and oil prices, etc. during the remainder of the year.

This is the essence of the Shipping Companies' report for the 1st half of 1997 published on 28 August. This is of course gratifying, and I should like to thank you all for your efforts.

The Shipping Activities improved during the first six months compared to the corresponding period last year. The expansion continued with a number of new initiatives, including orders for tankers, container vessels, car carriers and supply vessels, extended geographical coverage of Maersk Line's services and the implementation of several major projects in the offshore sector.

It is certainly also worth mentioning that in September 1997 the Lindø Shipyard delivered SOVEREIGN MÆRSK, named by Her Majesty the Queen, a big sister to what were already the world's six largest container vessels.

The Oil and Gas Activity in the North Sea likewise showed improvement - considerable improvement - due to increased production and higher prices in Danish kroner.

The strong US dollar has increased the US dollar debt, measured in Danish kroner. If the dollar stays at present level at year end, a considerable negative exchange rate adjustment will have to be made to the results of both the Shipping Activity and the Oil and Gas Activity.

The associated and other companies in the A.P. Møller/Maersk Group generally performed well and achieved a total result substantially above that of the first half of 1996. Many new initiatives, major investments and acquisitions of companies contribute to our overall goal - profitable growth.

But we must continue our efforts - competition has increased, and the need to reduce costs has not diminished. We must therefore constantly increase our efficiency but also take new initiatives that will improve, develop and expand our business.

JESS SØDERBERG

SOVEREIGN MÆRSK

On a beautiful and sunny late summer's day, Friday 5 September 1997, Her Majesty the Queen of Denmark named Odense Steel Shipyard's newbuilding no 160. A.P. Møller's newest container vessel, which is the world's largest, was named SOVEREIGN MÆRSK.

Shipowner and Managing Director of Odense Steel Shipyard, Kurt Andersen, welcomed the royal couple and the guests for the naming of a vessel which had taken 201 working days to make. The vessel's cargo carrying capacity was described to the royal guests of honour as a line of containers from Amalienborg Palace to Fredensborg Palace and half-way back again.

Shipowner Mærsk Mc-Kinney Møller gave a speech to Her Majesty the Queen and His Royal Highness Prince Henrik. Mr Møller expressed his gratitude that the royal couple honoured

the Yard, A. P. Møller and the vessel by being present on this day. The Queen has previously named two Lindø vessels. First - when heir apparent - the tanker A.P. MØLLER in 1965 and in 1990 the container vessel MAJESTIC MÆRSK.

As a memento the Queen was presented with a gift by Mr Mærsk Mc-Kinney Møller. Sovereign means monarch, but is also the designation of a historic English gold coin. The gift was a 22 carat gold bracelet mounted with gold coins. In the middle is a Sovereign struck in 1887 on the occasion of Queen Victoria's 50th anniversary as sovereign. To the left of this is a double Christian d'or from 1869 portraying the Danish King Christian IX, and to the right a French Louis d'or from 1653 of the Sun King, Louis XIV. The Prince was presented with a memento in the form of a specially made pair of gold cufflinks with the Odense Steel Ship-

yard's logo on one side and A.P. Møller's on the other.

A large group of children from Munkebo and the employees of the Yard who followed the naming ceremony from the quay made the day even more festive.

The guests at the naming witnessed the departure of SOVEREIGN MÆRSK before they left the Yard. After trials in the Skagerrak the newbuilding called at Århus where the vessel was visited by the public. Then SOVEREIGN MÆRSK - under the command of Captain Henrik Solmer and with Lars Munch Nielsen as Chief Engineer - started on its first journey in Maersk Line's service between Europe and the Far East.



Her Majesty Queen Margrethe with Mærsk Mc-Kinney Møller and Kurt Andersen.



Oil from DAN for 25 years



*His Royal Highness
Prince Henrik and
Mærsk Mc-Kinney
Møller at the oil
inauguration in 1972.*

By Morten Hahn-Pedersen

■ On 4 July 1997 it was 25 years since A. P. Møller and its partners in Dansk Undergrunds Consortium (DUC) began Danish oil production from the Dan Field. Even though expectations as regards the volume of production were modest in 1972 compared to DUC's present production, the production start was an important milestone in the history of A. P. Møller and the Danish oil.

This story started 10 years earlier when, for national reasons, Shipowner A. P. Møller applied - and in 1962 was granted - a concession for oil exploration in Denmark. That year DUC and the present Mærskolie og Gas AS (then Dansk Boreelskab A/S) were established. In 1963 the concession was extended to include the Danish part of the North Sea. The foundation for the oil business was laid, but the road to success was going to be long.



Due to a dispute between Denmark and Germany about the delimitation of the shelf area, DUC was prevented from working on the North Sea finds in the period from 1969 to 1971. As the continuation of the concession depended on DUC being in production before the end of the exploration period on 8 July 1972, the situation was serious. Consequently, referring to the force majeure provisions of the Sole Concession, the concessionaires applied for a prolongation of the exploration period. It was granted - two years - but only after a great deal of political trouble, which in fact marked the beginning of the ten-year concession dispute between A. P. Møller and the Danish state which followed.

While the political discussion about the extension of the exploration period was in progress, DUC was able to return to the

finds in the North Sea after the Danish-German border dispute was settled. At this time, it was planned to initiate production from the field later known as Kraka, which had been discovered in 1966 (and then given the name Anne). The potential of the field was estimated at 200,000 tonnes of oil per year. Work on the field's production equipment had been started when a few months later DUC discovered the Dan and Gorm fields. Dan held the previously thickest oil/gas zone shown in the Danish area. As a starting point, annual production was estimated at around 500,000 tonnes of oil and, therefore, DUC decided to concentrate on Dan rather than Kraka.

The platforms originally intended for Kraka were installed at Dan. The work was initiated in August 1971 and, after considerable investments and

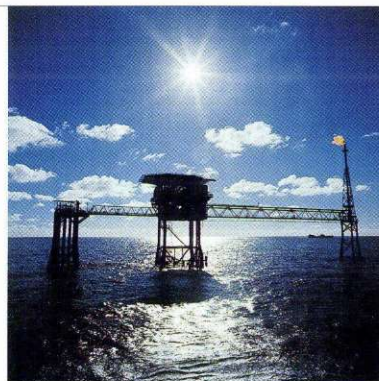
work, DUC was able to commence oil production from the Dan Field on 4 July 1972 - four days before the original exploration period expired.

Then - as now - the day was not especially celebrated. But the satisfaction with the results achieved found expression on 1 August 1972 when m.t. MARIE MÆRSK brought the first Danish oil ashore at the Gulf refinery at Stignæs. This event, which promised well for the future, was a festive day.

However, the optimism only lasted a short time. Certainly, there was oil, but the "tight" Danish chalk proved a very difficult adversary. Oil recovery from Dan did not live up to expectations.

In 1975, A. P. Møller, via Mærsk Olie og Gas, took on the task of operator for the Dan Field. Thus

DAN



began a long and hard struggle to find the best suited recovery methods for the oil in Dan's stubborn chalk reservoir.

Despite extensions to the production apparatus, the recovery ratio remained a modest 7% of the accumulation, when oil prices dropped dramatically in 1985/86. On the basis of the experience gained from the Dan development as well as the construction of the Gorm, Skjold, Tyra and Rolf fields, however, Mærsk Olie og Gas was ready to take on the challenge.

The means was the concept of gradual development, maximum use of existing installations and

the introduction of water injection, horizontal wells and the STAR platform. It required considerable billion Kroner investments to implement the ideas, but it has also given positive results.

Now, DUC expects to be able to recover up to 25% of the accumulation in the Dan Field which, with an annual production of some 3 million tonnes of oil, holds a key position in Danish energy supply. Since 1991, DUC has been able to supply more oil and gas than Denmark can consume. In total, DUC's 12 North Sea fields are expected to supply some 11 million tonnes of oil and more than 7 billion

cubic metres of gas in 1997. This will correspond to approximately 130% of Denmark's consumption of these raw materials.

After the State considerably reduced A. P. Møller's concession area at the beginning of the 1980s, other oil companies have also been granted licences to operate in the Danish North Sea. However, DUC is still the only producer of Danish oil and gas. Considering the results achieved, the 25th anniversary of the start of production is an extra reason to wave the flag and believe that the story of A.P. Møller and Danish oil has many chapters to its credit.

A.P. Møller and the Danish oil

The book "A.P. Møller og den danske olie" was published by Schultz on 12 September 1997. It tells the story of A.P. Møller's Danish oil quest which, despite great technical challenges and political opposition, became one of the greatest successes of Danish industry in the present time. The result is an exciting

narrative of how A.P. Møller succeeded in making Denmark self-sufficient with the oil and gas which no one in 1960 believed to be present in the Danish subsoil.

The author of the book is Morten Hahn-Pedersen, MA. Since 1988 he has been the

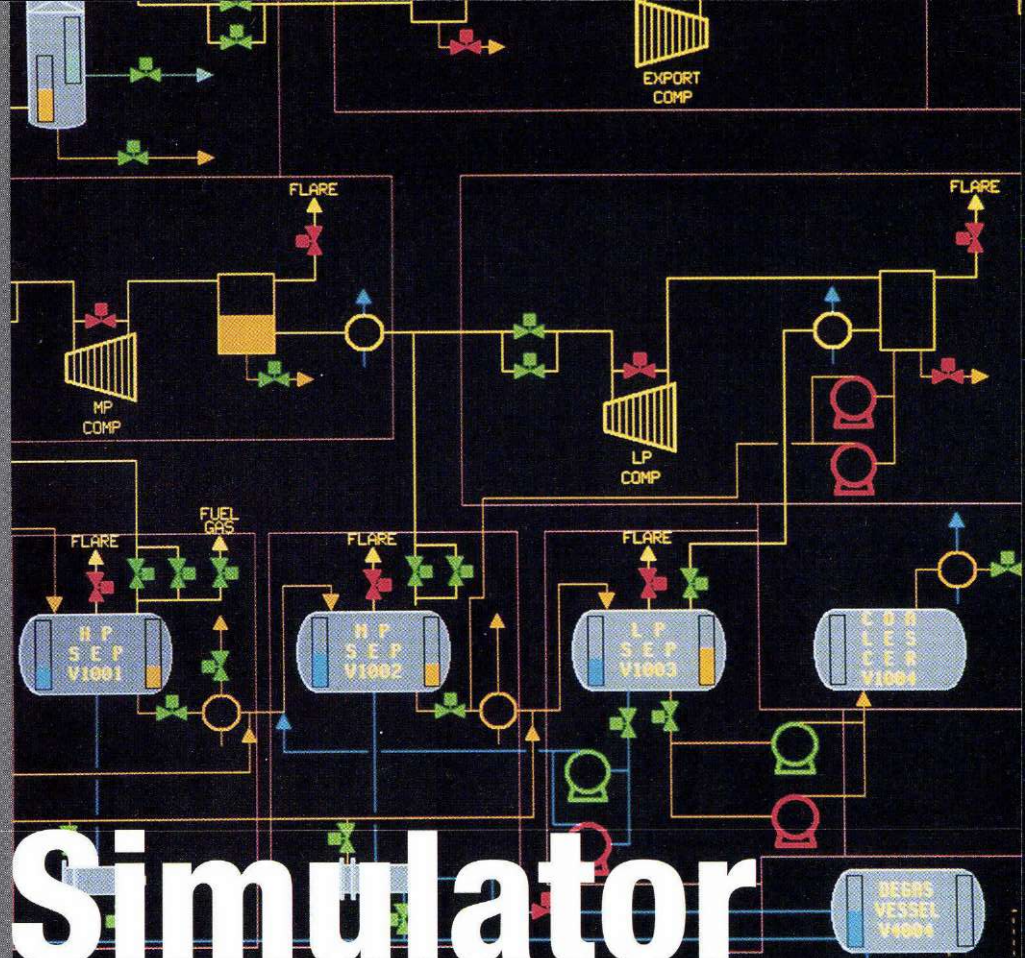
Director of the Fisheries and Maritime Museum, Sea Water Aquarium in Esbjerg and from 1994 a Research Lecturer at the Centre of Maritime and Regional History.



*Morten
Hahn-Pedersen*

*Close up display
of one of the
simulator screens.*

*Operator evaluating
the separator and
gas export display
screens.*



Simulator training

By Russell Harvey - Photos by Taylor Industrial Photography

The first FPSO process training simulator operated by Maersk Contractors is up and running in Aberdeen, Scotland, the operational base now for two FPSO (Floating Production Storage and Offloading) units, NORTH SEA PRODUCER and MAERSK CURLEW.

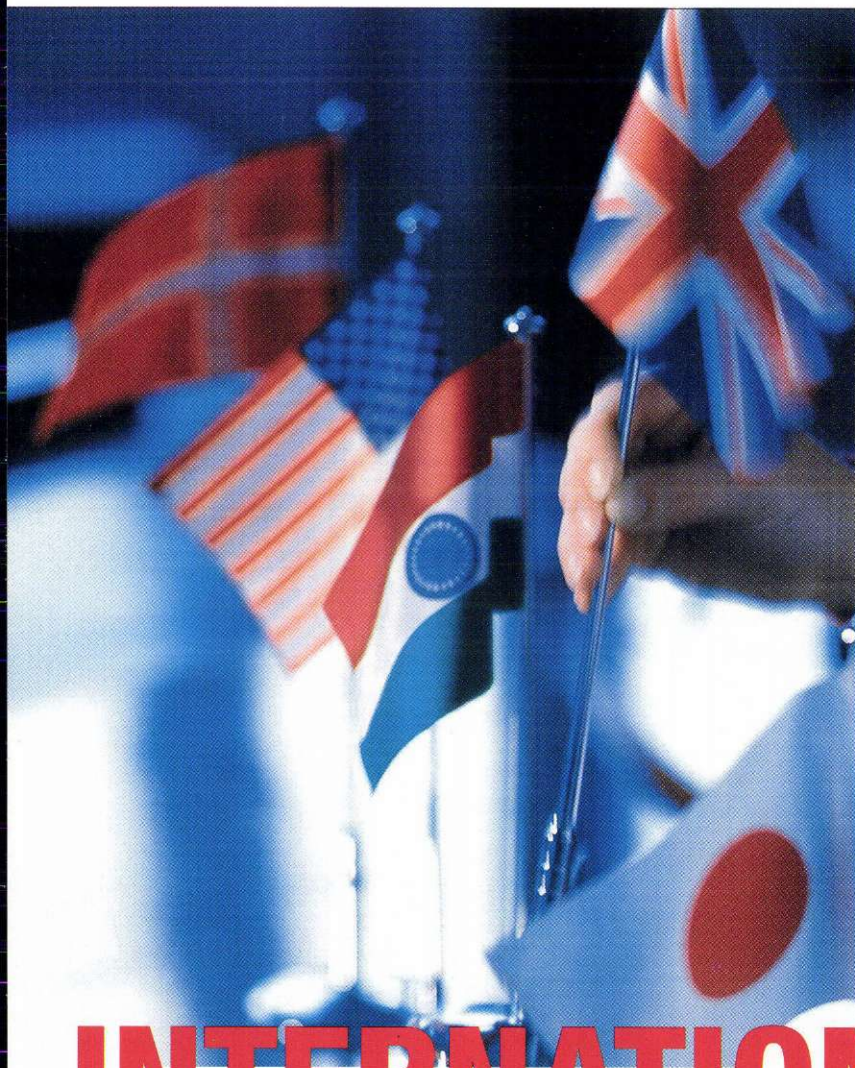
The simulator is being used to train and assess the competency of the crew on MAERSK CURLEW before its departure for the Curlew field in the UK sector of the North Sea.

The development of the simulator was a joint venture between Kongsberg Simrad, who developed the software, Shell Expro, who provided the hardware previously used for Shell simulations and Maersk Contractors Floating Production Division, who was responsible for the functional design, supply and

input of information, providing technical back-up and project funding and management.

During the next few months, key members of the crew will be attending courses on the simulator which will enable them to improve their proficiency at dealing with a wide range of situations which could be experienced during the operation of an FPSO.

A typical training course will be attended by two operators guided by one instructor. The training course consists of three modules, each lasting a week, followed by a competency assessment at the conclusion of each module. The assessment, carried out by Shell's nationally qualified assessors and verifiers, is recognised by the UK certifying authorities as a standard measurement of competency.



INTERNATIONAL alliance

By Peter H. Knudsen

■ Mærsk Data's strategy is based on growth. An important part of this strategy is implemented through the co-operation with other companies and through acquisitions. The criterion for selecting alliance partners is their ability to help to provide the best possible service at the lowest possible cost in the shortest period of time. This competitive advantage will be used to ensure the necessary growth, which again will improve or maintain competitiveness.

In Cable & Wireless Plc., Mærsk Data has found a perfect alliance partner for providing products and services to the container transportation industry.

Cable & Wireless Plc. is one of the world's leading international telecommunications companies. It has operations in over 50 countries on five continents. The operations are centred around three regional hubs, Asia, the Caribbean and North America, and Europe. The

*Signing the Cable & Wireless
Nautic agreement, left to right:
Mr David Sexton, CEO,
and Mr Stephen Pettit,
Managing Director, C&W,
Mr Jess Søderberg, CEO and
Partner of A.P. Møller and Mr
Steen H. Knudsen, Managing
Director of Mærsk Data.*

Group employs approximately 37,000 people worldwide.

By combining Cable & Wireless' geographic reach and global network expertise with Mærsk Data's success in developing advanced shipping operations systems, the two owners have created a winner, Cable & Wireless Nautech Ltd. With recent clearance from the European Commission, the new company has commenced business.

Cable & Wireless Nautech Ltd.
Based in Guildford, England, Cable & Wireless Nautech provides communications-based applications and services to the container transportation industry. Its service portfolio consists of managed network services, messaging and electronic commerce, application solutions, distributed systems development and support, and consultancy. The company pools the talents of IT, telecommunications and transportation experts from both Mærsk Data and Cable & Wireless to form a specialist organisation that will deliver fully integrated advanced data systems and global communications services.

For implementation and on-going service delivery, Cable & Wireless Nautech will position staff in Europe, Asia and the US to meet the customers' require-



ments, as well as acting through the owners and their associated companies, including Cable & Wireless regional businesses and Mærsk Data.

Through its parent companies Cable & Wireless Nautech has been providing tailored services to the container transportation industry for at least 20 years. The Cable & Wireless Nautech team is therefore taking a focused and disciplined approach to the new business. Research and customer contact indicate that customers want specialists who understand their business and market.

Future Plans

The long term goal for Cable & Wireless Nautech is to become the first choice supplier of IT and telecommunications services to the container transportation industry with a market share exceeding 35%. The initial focus will be on the international shipping market. In the long term, the objective is to address the broader requirements of the logistics supply-chain management and other components of the intermodal freight transport sector.

Over the next five years, Cable & Wireless Nautech will employ approximately 200 people worldwide.

The soil recovery units are installed in 40' containers, which makes them easy to transport.



Soil Recovery

■ The discharge of oil based cuttings is becoming an environmental concern in many drilling operations. The soil recovery unit provides an environmentally friendly solution to these concerns.

In the unit, oil based mud cuttings are distilled and separated into recovered oil, water and solids with a negligible content of oil (less than 0.05%). The process is a low-temperature distillation, enabling the oil to be recovered without changing its chemical characteristics. This means that expensive lube oil can be reused in drilling operations. The solids can be used in the building industry, e.g. as a impermeable clay covering layer in landfills.

The plants come in 40' containers and this makes them highly mobile. The system has a capacity of 2.5 tonnes of input

material per hour and can accommodate the needs of several simultaneous drilling operations.

The first soil recovery unit went to work for Shell Venezuela by Lake Maracaibo on 1 May 1997 and will be working there for at least seven years. This was the first unit to start operating in the partnership entered into in 1996 between Maersk Contractors and Soil Recovery AS, a subsidiary of Kommunekemi a/s of Denmark.

Two more soil recovery units will start operating in the southern part of Venezuela later this year. These soil recovery units are part of a "package deal" with the state-owned oil company Corpoven, which also includes the operation of six land rigs, two owned by Maersk and four by Corpoven. The contract runs for a period of minimum three years.

A LIFE AT SEA

By Ulrik Brandt

■ "Tis ease to read an ocean chart but not to steer a vessel".

Even the Danish writer Holberg understood the responsibility of being a sailor, or so it appears from the quotation from 'The Political Tinker', which was written in 1722. It is just as true today, especially when Captain Jens Chr. Christiansen takes up his station on the bridge of MARCHEN MÆRSK, a modern Panamax container vessel delivered in 1988 as the first in a series of 12 vessels from Odense Steel Shipyard.

He takes his station on the bridge as part of the daily routine when MARCHEN MÆRSK sails between ports of call on the Transatlantic/Pacific service, supervised by one of the three Deck Officers, and with the Engineer on duty watching over the 60,000 hp machinery, which produces a speed of approximately 25 knots, or 46 km/hour.

Responsibility and knowledge are also obvious requirements when the great vessel makes Miami in the darkness of night and fresh weather with a transverse set of the current of 3.5 knots. The route from the approach buoy to the container terminal passes through the fairway, which is about 130 metres wide and four miles long and which has been partly dredged and partly blasted through a coral reef. The fairway is deep enough for MARCHEN's re-

quirement of around 15 metres. One moment's inattention or failing machine power will almost inevitably cause the large heavy vessel to leave the narrow fairway and run aground. This is every sailor's nightmare!

Within the piers, the vessel has to swing before the hawsers can be taken to shore. This also requires composure and overview to ensure a professional working environment on the bridge, on the bow and on the stern. Here the First and Second Officers are responsible for the warp to the accompanying tugs and later to the hawsermen on the quay. The impressed spectator's praise of the effort is somewhat shyly dismissed by the Master. He refers to the pilot who came on board at the approach buoy. He adds: "We almost always get good and co-operative pilots on board. They like to service the Mærsk vessels, where everything works."

And it is true that anyone who has been on the vessel from Newark to Oakland through seven ports and the Panama Canal, cannot help but notice that all pilots, tugs and others servicing the "easy blue fleet" have a pronounced and unreserved respect for, in a pilot's words, a performance which is always second to none.

It was no coincidence that the now 45-year-old Captain Jens Chr. Christiansen decided to become a sailor when he left

school. His father was from a fisherman's family but the fact that his mother is from the island of Omø was particularly important. He spent his childhood holidays on Omø, and the boy's imagination was captured by the many great merchant vessels he saw steaming through the Great Belt.

Jens Chr. Christiansen started in A.P. Møller as an officer's apprentice in 1969, and ever since he has been employed with A.P. Møller, only interrupted by two years' education as a naval lieutenant. The ambition of his education and boyhood dreams was achieved in the autumn of 1996, when the fourth gold stripe was sown on his uniform jacket and the title Captain was added to his business card.

"During my years at sea I have seen considerable development even, and not least, in human relations. At the same time as the vessels have become more technological and the crews smaller, the character of the sailors has also changed. The time when real eccentrics were at sea is past history now. Today we have to be content with amusing ourselves with the many stories and anecdotes - some personally experienced - which these sailors from another time gave rise to."

"Now, first of all, I see the job of Captain as the mediator - coordinator - on board. Since the radio officer's position was abolished, the Captain's adminis-

trative work has increased significantly. This, and the communication with A.P. Møller and agents, fill out my working day when I also have to keep up with the navigation. Another heavy task is studying new sets of rules from national and international governmental bodies and organisations. Finally, I see myself as responsible for a good social life on the vessel, sometimes also as an adviser in more personal relations."

"They have been - and are - lovely years at sea", Captain Christiansen concludes in answer to the question of whether he has had the life he wished for as a young apprentice. "I have experienced a lot of different things." Thus he remembers the treat it was when in 1996 he was First Officer on board KNUD MÆRSK and took part in presenting the vessel in Copenhagen. But of course his family has suffered, particularly in the early years. "The signing-on period was then more than twice as long as today when we are out approximately two and a half months and home one and a half months". "The children" - Charlotte, 23, and Anders, 19, - "could change quite a lot in half a year!" Jens Chr. Christiansen thinks back gladly to the adventures he and his wife Lissi, and sometimes the two children, had when the family was allowed to sail with the vessel - "a very important piece in the jigsaw a sailor's life sometimes is."

And when the bridge of MARCHEN is changed for the house in Vester Åby in beautiful Funen, the attraction - in addition to family and friends - is the garden where engine power and chemicals are banned! And during winter when the weather conditions even in pleasant Funen make gardening impossible, Captain Christiansen builds ship's models. Thus an exact replica on the scale of 1:250 of MARCHEN MÆRSK is awaiting its trials.

The answer to the final question for Jens Chr. Christiansen, "What does it mean to you to be employed by A.P. Møller?" is given after some consideration and with an unmistakably Funen dialect. It is clear that many answers have been considered: "My mother is more - no - just as proud as I am!"

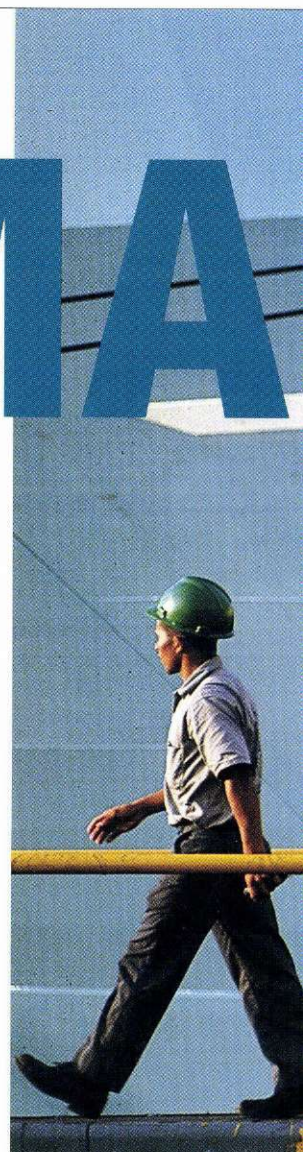


PANAMA

**the land divided
the world united**



The Maersk office in Panama is located in the Boston Bank Building.



By Kim Gadegaard · Photos by Nick Souza

■ This is an old slogan from the Panama Canal Company. Actually the word "PANAMA" originates from an Indian language and means "abundance of fish". Panama is well-known for its riches when it comes to seafood, for commercial fishing as well as sports fishing.

The Spaniards arrived in Panama in 1502 when Columbus first sailed into Panamanian waters. Vasco Nunez de Balboa was the first to cross the Isthmus in 1513. In the following years Panama became an important transshipment point for gold

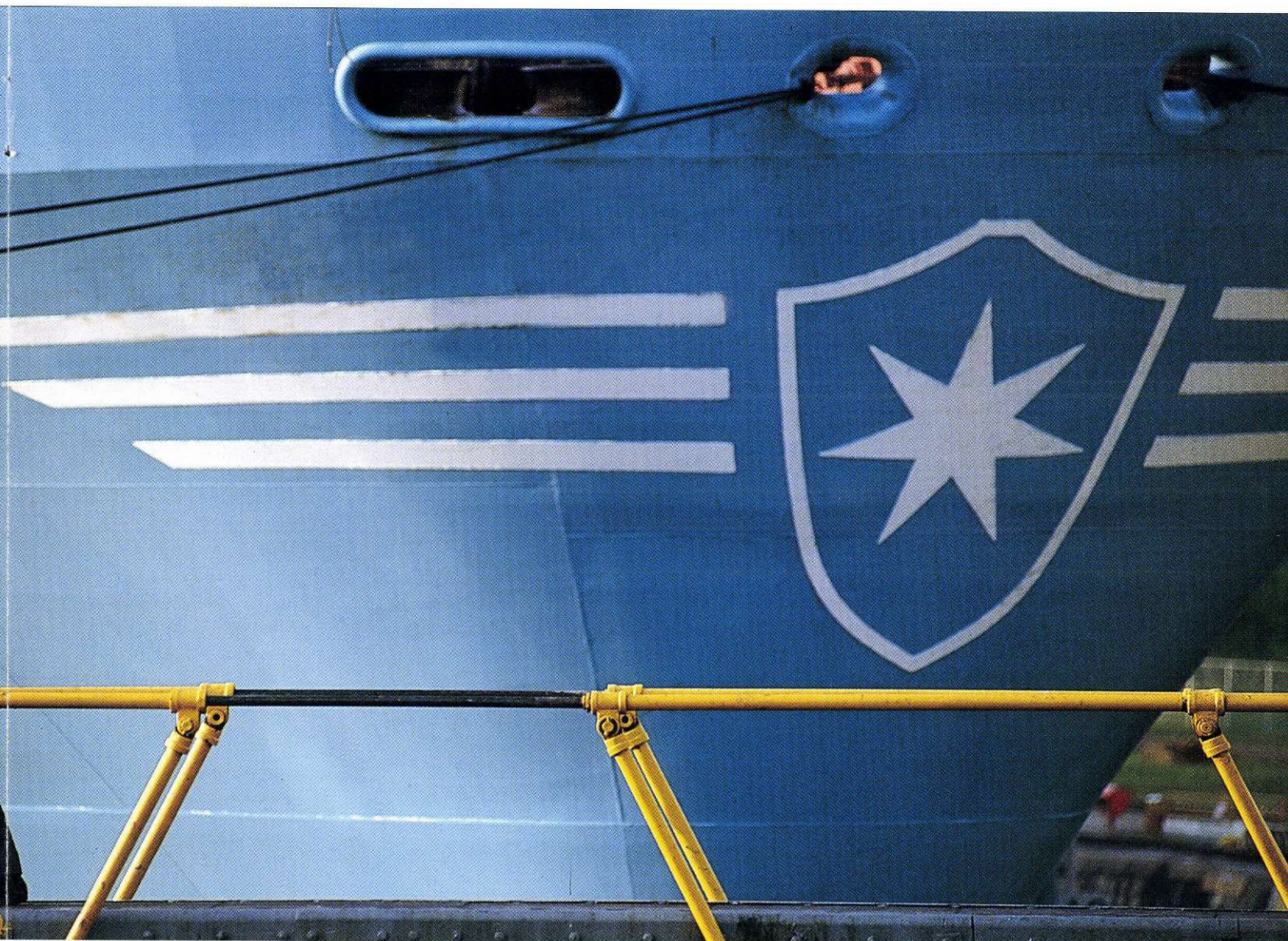
and silver from Peru going to Spain. This activity attracted plenty of pirates and explorers like Henry Morgan and Francis Drake who raided ports used for transshipping the valuable metals. Revolutions for independence from Spain in many South American colonies led Panama to become a part of Gran Colombia in 1821.

After many unsuccessful attempts to free itself from Colombia, Panama finally succeeded in 1903, rebels gaining independence aided by the US Navy. At that time USA had

committed itself to building a canal across the Isthmus, and therefore quickly recognized the new government of Panama. Today, Panama is a democracy with free elections.

Climate and population

Situated close to the Equator, Panama has a tropical climate with day temperatures in the 90°s F, whereas in the night it cools to around 80° F. It never gets cold, at least not at sea level. There is no winter, but a dry and a rainy season. Rain is scarce in the first quarter, but plentiful the rest of the year.



There are about 2.8 million inhabitants of Panama, of which an estimated 750,000 live in the capital, Panama City. The ethnic background of the population is diverse. Over the past 400 years, people from all over the world have come to Panama. Many came in connection with the building of the Panama Canal, and although they were expected to leave upon completion of the project, many never did.

Panama is home to the largest free trade zone outside Asia located in Colon on the Atlantic coast of Panama. About 30,000

FFE per year move into the free trade zone, and almost 95% are subsequently re-exported to other Latin American countries. Development plans include new terminals in Balboa - expected to be operational in October 1997 - and in Cristobal plus the rebuilding of the railway between Panama City and Colon.

Looking forward to a new era

The big date Panama is looking forward to is 31 December 1999. At noon that day the Panama Canal will revert to Panama, and USA will officially redeliver all military bases. Panama has

created a special agency to handle the redelivery, and plans are being considered as to what to do with the areas, some of which are prime real estate areas.

Historical review of the canal

The first attempt to build the Panama Canal was made by a French consortium headed by Ferdinand de Lesseps, the builder of the Suez Canal. The French project called for the building of a sea level canal, and it started in 1880. After battling against the geography and tropical diseases for nine years, the French gave up and left the project dead. The

PANAMA

*MAYVIEW
MÆRSK in
the Canal.*



USA took interest in the canal plans and, after assisting Panama in gaining its independence in 1903, bought the project from the French in 1904. The Americans entered into a treaty with Panama, and restarted the construction of the canal. Contrary to the French project, the American project utilized the Chagres river, built two dams to create Gatun Lake in the middle of the country and blasted through the continental divide to the Pacific side. Locks were built on both sides of the Isthmus to raise and lower the canal 85 feet, so vessels can sail through Gatun Lake to the other side. Contributing to getting the project finished this time, was that the Americans managed to bring the yellow fever and malaria under control.

After ten years, with the labour of more than 75,000 men and women and costs of almost USD 400 million, the project was completed and the canal opened for traffic on 15 August 1914. Since then, more than 700,000 vessels have transitted the canal.

Today the Panama Canal remains more or less the same as when it was finished in 1914. There are no pumps in the locks, the entire water supply to operate the canal comes from rainwater, of which Panama gets plenty during the year. With an average of about 40 transits, the Panama Canal uses two billion gallons of water a day.

The most important user

Today, the Maersk Line M-type vessels are the largest vessels transitting the canal, in fact they are so large that the canal found it necessary to create special

marks in the locks so the canal pilots know when to stop the vessel before it gets too close to the locks. The vessel is so close to the side of the locks that you can reach over the side of the vessel and touch the side of the locks.

The Canal employs about 8,000 people of which 90% are Panamanian. In shipping circles there is some concern whether the canal will be operated as efficiently when Panama takes over at the end of 1999. Maersk Panama, however, feels confident that the operation will keep running as smoothly as it does today.

In 1997, Maersk Panama will handle over 200 Maersk vessel transits. Other Maersk vessels will also transit the canal, handled by their charterers' agency. The canal dues for an M-type vessel are now USD 130,000 per transit. In 1997, Maersk will pay more than USD 16 million, which makes Maersk the largest user of the Panama Canal, measured in USD.

Maersk office from 1993

Until 4 January 1993 when Maersk Panama officially opened, Maersk had been represented in Panama by C.B. Fenton. The Maersk agency in Panama has grown to employ 35 people, with offices both in Panama City and Manzanillo. In 1996 Maersk started its own trucking company in Panama, Bridge Intermodal Transport.

Maersk Panama looks forward to being a major transshipment hub for Maersk Line in the Latin American markets, as the ports continue to develop in the coming years.

The 2,600 m² building includes production, warehouse and workshops.



New Factory

By Marianne Maltow

■ In the middle of Zealand lies the town of Østed, hardly known to many Danes, but becoming increasingly important to Maersk Medical because it is the home of its new factory for production of a special type of catheters.

More than 15 years ago, Maersk Medical bought a company in Østed which had four employees. Since then, the number of staff has grown to 150. The original building has been extended and modernised in several steps and new products have been developed which have been successfully marketed in the export markets. Last year, one of the products received the Confederation of Danish Industries' exclusive product award.

As time went on, the premises became too small, and when the opportunity arose to buy the neighbouring property, it was decided to build a new administration and factory building in Østed.

The employees in Østed were well motivated and, as the working environment was very good, the management of Maersk Medical wanted to make an extra effort to maintain jobs in Denmark, especially at a time when many Danish companies were starting production in other countries with lower labour costs.

The building was ready in June. The inauguration was performed by Partner Kurt Andersen, who is responsible for the A. P. Møller Group's industrial companies

and who has great experience of inaugurating "newbuildings".

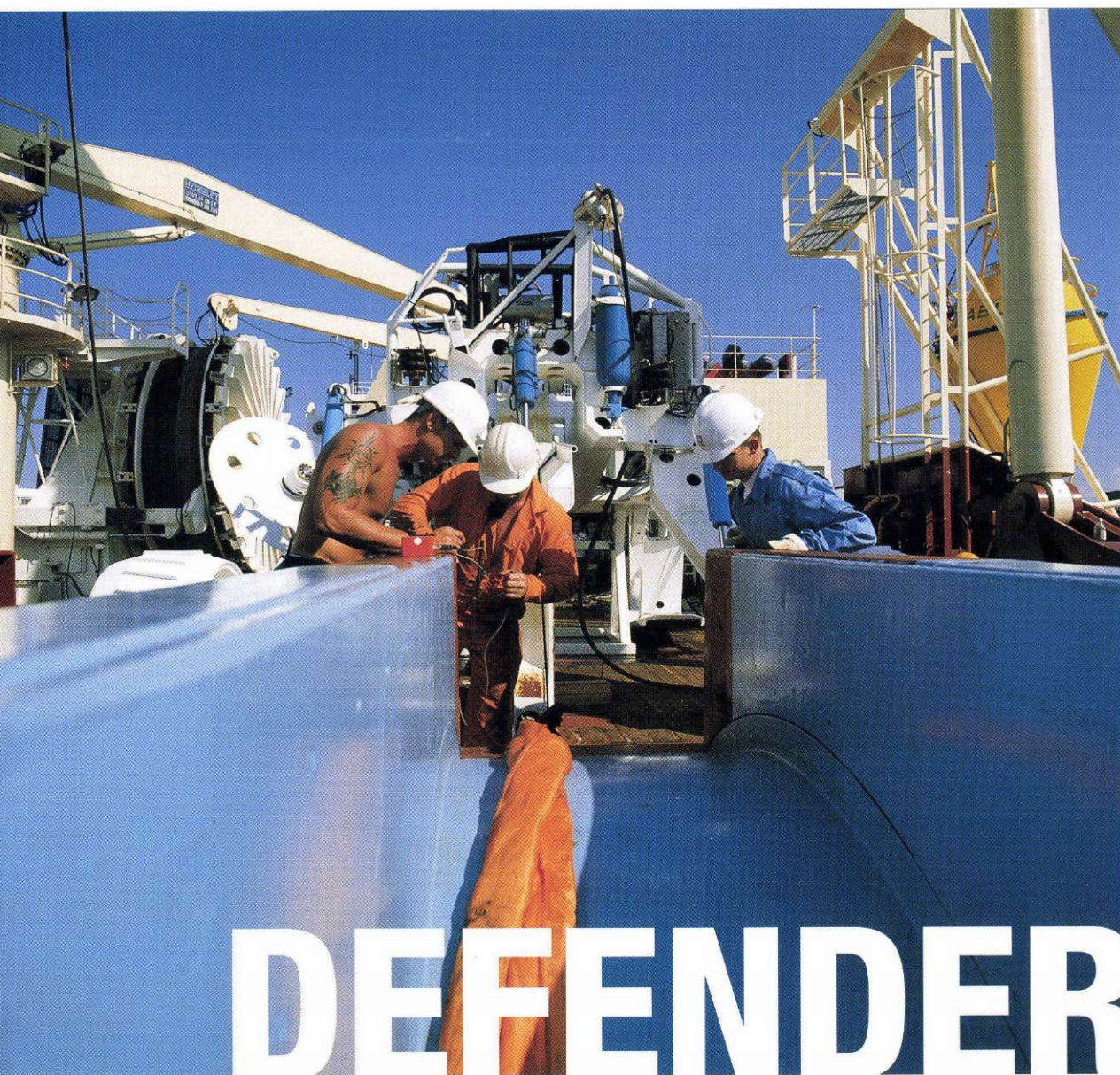
In his speech, Kurt Andersen said that "Østed has become one of today's global villages. It is alive because good, competitive products can be produced and sold to the export markets. And of course we are happy that we can put a Danish flag on the product".

The building covers 2,600 m² and emphasises functionality. The equipment is ergonomically correctly designed and adapted to the job and needs of the individual employee. The environment was also taken into consideration, as recycled heating from air changes during production is used for heating the store room.



Partner Kurt Andersen formally inaugurated the new factory at Østed.

During MÆRSK DEFENDER's stay in Copenhagen in August about 350 km cable were loaded. The vessel can carry 6,000 tons of cable in its two large and two smaller cable tanks which, depending on the thickness of the cable, corresponds to around 3,000 km.



■ In August 1997 the cable laying vessel MÆRSK DEFENDER called at the port of Copenhagen to load 350 km cable. The vessel could be seen from the head office at Esplanaden and obviously received many visitors during its six days' stay in port.

MÆRSK DEFENDER was developed in co-operation with Tele Denmark, who took the vessel on five years time charter after delivery in November 1996. Not only is the equipment

for the cable-laying special, but the arrangement of the vessel's interior also differs from the "normal" supply vessels. There is accommodation for 57, but normally there are about 40 people on board including the 12 Mærsk crew. The joint facilities include a cinema with a large screen seating 30 people, a well-equipped exercise room and several other day rooms. Art on the walls and advanced music systems make the stay pleasant.

Tasks so far have included cable-

laying in the Baltic between Bornholm and Poland, Falster and Sweden, replacement of a fibre optic cable between Denmark and Norway and now the establishment of a cable connection from England to the Netherlands and from England to Belgium. Future jobs include a 13 km long cable from Fåborg to Søby and one of 1,350 m across the Little Belt in Denmark. In between there has been time for a three months' time charter to McDermott International.

MAERSK CURLEW

From the naming ceremony, left to right: Per Stæhr, Maersk Contractors, Juan Kelly, Chairman of The Maersk Company Limited, the sponsor, Mrs Fay, Thomas Thune Andersen, The Maersk Company Limited, and Dr Christopher Fay.

By Russell Harvey

The naming ceremony of the Floating Production Storage and Offloading vessel (FPSO), MAERSK CURLEW (former MAERSK DORSET), marked another milestone in the Curlew project.

MAERSK CURLEW was named on 17 June 1997 by Mrs Jennifer Fay, wife of Dr Christopher Fay, Chairman of Shell UK Exploration and Production. At a ceremony which was attended by over 120

people, Mrs Fay unveiled a naming plaque which will be mounted on the FPSO once the conversion at the AMEC Yard in Newcastle, England, is complete.

Upon completion MAERSK CURLEW will depart for the Curlew field in the UK sector of the North Sea. The contract with Shell UK is for an initial four-year period but with an expected contract duration and field life of six to eight years.



MAERSK INTERNATIONAL Shipping Education

On the 2nd May 1997, the trainee group that started their education in 1994 graduated. The group consisted of trainees from 27 different countries, thus being truly international.

Mr Jess Söderberg delivered a speech and congratulated the trainees on their graduation.

Photo by: Klaus Møller



President Clinton visits Denmark

■ President William J. Clinton paid an official visit to Denmark on 11-12 July 1997. The President was received by Her Majesty Queen Margrethe and the Royal Family at Fredensborg Palace.

This picture was taken at Saturday's official lunch at the Palace where President Clinton and Queen Margrethe greet Shipowner Mærsk Mc-Kinney Møller, who was one of the guests.

Royal visit to Bangkok

■ During HRH Crown Prince Frederik's official visit to Thailand in May 1997, Maersk Bangkok Branch hosted an informal lunch on board MAERSK SIAM in honour of the Danish Crown Prince. The lunch was attended by representatives from the Danish Embassy, Danish Industry and the Thai-Danish Chamber of Commerce.

The lunch was one of the very few occasions the Crown Prince had away from intensive media coverage and offered a perfect setting for a brief and informal presentation of Maersk Bangkok Branch's activities.



By R. A. Meijer

■ Norfolk Line was honoured by a visit from Mr Mærsk Mc-Kinney Møller on 29 May 1997.

Mr Møller visited the head office of Norfolk Line in Scheveningen, where he met the staff

Visit to Norfolk Line

and was shown the various activities. Mr Møller also visited MAERSK IMPORTER, one of Norfolk Line's two new vessels which were introduced last year on the ferry route between Scheveningen and Felixstowe. During a tour of the terminal and the workshop, the new fully automated Video Checking System was demonstrated.



The first two Boeing 737-700 aircraft for Maersk Air on the assembly line in Seattle.

First for MAERSK AIR

By Marita Petersen

■ Boeing has developed the next generation of 737 aircraft, designated 737-700. It is the same size as the Boeing 737-300 but consumes less fuel, has a reduced noise level, pollutes less, is faster, has a longer cruising range, higher flying altitude and lower maintenance costs.

Maersk Air has previously been a

launching customer for Boeing's new aircraft models. With the new 737-700 Maersk Air is also the launching customer, and Maersk Air will be the first airline in Europe with this type of aircraft. Maersk Air has ordered 12 aircraft of this model, and the first two aircraft will be delivered in November this year.

Strangers in Rotterdam

■ From the Maersk Benelux correspondent, Georges Caulier, Mærsk Post has received the following:

During the busy month of July we handled two strangers in

Rotterdam. We should like to share the magnificent view of them upon arrival and departure from the port. Oh yes, all the stars on the reefer containers were mounted the correct way!



ANNA-LINA discharged 175 brand new reefer containers in Rotterdam on 4 and 5 July 1997.



SAVONIAN REEFER called Rotterdam on 3 July 1997 to load 127 empty reefer containers for Miami.

Photo: J. Krayenbosch, Waterweg Photos

South Africa

By Wendy-Lee Ramon

■ 1997 will be remembered as the year Maersk Line placed Southern Africa on its global map. Today Maersk Line is a vessel operator in most major trade lanes with offices in Johannesburg, Durban, Port Elizabeth, East London, Cape Town, Walvis Bay and Beira and own representatives in Harare, Luanda and Port Louis.

In February, CORNELIA MÆRSK sailed into Durban harbour, inaugurating the two-weekly Europe service calling at Durban, Cape Town and Walvis



The two-weekly service to Europe was inaugurated by CORNELIA MÆRSK.

Bay. Not two months later this service became weekly and East London was added to the vessel rotation. The service has since been further upgraded to include direct calls at Lisbon, Luanda and Port Elizabeth. In May Maersk Line further strengthened its position in the Far East-South Africa trade by becoming a vessel provider in the GHEX Consortium, providing MAERSK CAPE TOWN, which also makes a weekly service possible for the Far East-South America trade. In June, the East Africa Service covering Jebel Ali, Mombasa, Dar es Salaam and Colombo was upgraded to include Durban and Beira, serving East Africa and the Middle East on a fixed day, two-weekly basis and a feeder service between Durban and Mauritius was established for customers in the garment industry.



Left to right: Mr Anibal Ochoa, Cartagena Port Society, Mrs and Mr Ronderos, Mr Arne Olsen, Mrs Rizo, Mr Jose Henrique Rizo, Minister of Transport, representatives from the Mayor's office, the Navy and the State Government and Mr Alfonso Salas, Cartagena Port Society.

Celebration

■ On 17 June 1997 the Port Society of the city of Cartagena in Colombia celebrated Maersk Line's weekly service between southern Florida and Colombia's north coast at a social event. Many dignitaries from the Government attended this celebration, including the Minister of Foreign Trade Carlos Ronderos and his wife. Also present were management from the Maersk Cartagena office.

At the event, Mr Arne Olsen, General Manager of Maersk Colombia S.A., was presented with the keys of the city and a plaque from the State Government and a plaque from the Port Society in recognition of Maersk's contribution to the development of Colombian foreign trade.

The service consists of two new vessels, MAERSK CARTAGENA and MAERSK MARACAIBO, each with a 400 teu capacity. These vessels call at the ports of Cartagena and Barranquilla in Colombia and Puerto Cabello and Maracaibo in Venezuela. This service is one of the fastest in the trade with a transit time of four days from Miami to Cartagena and five days from Miami to Barranquilla.

Partenariat 1997

■ More than 10,000 visitors attended the Partenariat '97 in Casablanca, Morocco. The fair, which is considered the most important in the fishing industry in Morocco, is organised by The Moroccan Fishing Ministry and the European Union (EU). More than 100 Moroccan and 300 European companies conducted workshops and attended seminars related to the fishing industry, which is one of Morocco's prime income sources.

Maersk Line's stand started outside the exhibition area where two brand new 40' high cube reefer containers were placed by the main entrance. Inside the exhibition area a third reefer container formed an impressive meeting point for customers.

Key staff and management were well represented giving second-to-none treatment to the many visitors paying interest in the Maersk stand and products - not to forget enjoying a cool moment in the hot Moroccan summer!



Mrs Emma Bonino, EU Fishing Minister, and Mr El Mostafa Sabel, Fishing Minister of Morocco, honouring Maersk Line by visiting the stand.



Champions

■ A nation-wide 5-a-side football tournament was recently organised by the National Trade Union Congress (NTUC) for unions and companies in Singapore. A total of 38 teams participated and Maersk Singapore qualified for the finals in May 1997 when the Maersk team met Singapore Airline Terminal Services (SATS).

A large turnout of management and union staff generated tremendous crowd support and an electrifying atmosphere throughout the entire game. The men fought well but in the early stages of the match SATS scored a goal. However, with the fighting spirit that had been displayed throughout the tournament, Maersk came back strongly and was rewarded with four goals to end the match with a respectable scoreline of 4-1 and be crowned worthy champions. Certain parts of the match were shown on national television and featured in the local newspapers and union newsletters.

For the record, a total of ten matches were played with Maersk as the only unbeaten team in the entire series with a proud track record of nine wins and a draw. The triumph is another of the football team's achievements in maintaining the winning streak of last year, when it also won the division 1 tournament organised by the Port of Singapore Authority.

By Tan Buck Seng / Teo Kok Gin

Team Magic

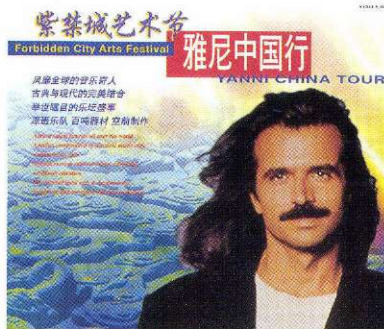
By Mickey Sim

■ That is precisely what the staff of Maersk New Zealand Limited had in mind when they embarked on a 280 kilometre drive to Lake Taupo one April weekend this year. With high spirits, the young team - both in terms of age and years with the global Maersk organisation - set out on their first "time-out" together since A.P. Møller entered the New Zealand shipping scene in November 1996.

In the unspoilt beauty of New Zealand's largest lake, the spirit of camaraderie was fostered through a myriad of team activities both indoors and outdoors.

Bidding farewell the next day was difficult for everyone. The team spirit, crucial and prevalent in white-water rafting, rope and rock climbing, was still fresh in the minds of the participants. "Taupo '97" as it is now fondly termed, will remain a much talked-about event for a long time to come. More significantly, this experience has reinforced the team's corporate strength.

Riding on the Huka jet, the staff of Maersk New Zealand is set to chart new waters.



MAERSK behind China tour

By Robert Steen Kledal

■ In May this year, the Greek-born composer and musician Yanni and his orchestra performed a long-prepared China tour. Yanni, who composes contemporary instrumental music, and his 45-member band are well known for their live concerts at historic sites around the world.

"It has been a dream of mine to visit China and present my music. Now the dream has come true", Yanni said to the press on his arrival to Beijing. The most exciting concert was held at the Forbidden City and transmitted by television to an estimated 250 million Chinese viewers.

Maersk Line helped Yanni make his dream come true by transporting the more than 260 tons of necessary equipment in six 40' and 17 20' containers from Longbeach in the USA and Jahwalla Nehru in India to Xingang (Tianjin, North China).

All employees from the Maersk Tianjin and Beijing offices were invited to one of Yanni's performances in Beijing and everyone was proud to have contributed to the realisation of this cultural event.

Christmas mail

■ Christmas mail for crew members on board vessels in the Mærsk fleet should be sent to

A.P. MØLLER
Esplanaden 50
1098 Copenhagen K

not later than 12 November 1997 for parcels, and not later than 1 December 1997 for letters.

Mail should be CLEARLY addressed and state

- The recipient's full name and occupation
- The name of the vessel
- The name and address of the sender.

Parcels should be stamped only for Denmark. The sender will be informed later of how much the further forwarding costs were, and will be asked to reimburse these.

It is advisable NOT to send fragile or valuable articles or foodstuffs. As the distances are often considerable, small light packages are recommended.

For further information, contact
A.P. MØLLER
POSTAL SERVICE
tel. +45 33 63 30 11.



Personalia

Esplanaden



40 Years Anniversary
Peter Kristian Johansen
1 October 1997



40 Years Anniversary
Helmut Kunze
23 October 1997



25 Years Anniversary
Hans Dorph
1 October 1997



25 Years Anniversary
Bende Kähler-Christensen
15 November 1997

Mærsk Olie og Gas



25 Years Anniversary
Morten Rye Nielsen
18 September 1997



Retiring
John Douglas Petersen
30 November 1997

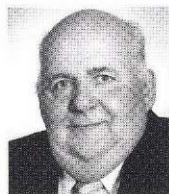
The Fleet



40 Years Anniversary
Chief Engineer
Bent Mogens Christiansen
11 October 1997



40 Years Anniversary
Chief Engineer
Aage Sams
4 November 1997



40 Years Anniversary
Chief Steward
Kristian W. Kristensen
27 November 1997



25 Years Anniversary
Captain George Mathews
A.P. Moller Singapore Pte. Ltd.
1 april 1997



25 Years Anniversary
Towmaster
Claus Schiller
9 November 1997



25 Years Anniversary
Chief Officer
Aksel Viggo Pedersen
4 October 1997



25 Years Anniversary
Repair Man
Jørn Kjærgaard
30 October 1997



25 Years Anniversary
Mitra Petraskovic
9 October 1997



25 Years Anniversary
Ship's Assistant
Heinrich Christian Jespersen
2 November 1997



25 Years Anniversary
Chief Engineer
Carsten Rasmussen
20 November 1997



Retiring
First Engineer Jan Hansen
15 June 1997



Retiring
Chief Engineer Jørn Kolbæk
15 June 1997



Retiring
Captain
Max Holger Jensen
30 June 1997



Retiring
Captain Henning Bonnevie
31 August 1997



Retiring
Chief Steward
Flemming Pedersen
15 September 1997



25 Years Anniversary
Bent Larsen
23 November 1997



Retiring
Chief Engineer
Hans Pauli Danielsen
30 September 1997



Retiring
Chief Steward
Erik Nissen Larsen
16 October 1997



Retiring
Radio Operator
Mogens Bispelund Knudsen
31 October 1997



Retiring
Captain Leif Robenhagen Jensen
31 October 1997



Retiring
Chief Officer
Aksel Viggo Pedersen
31 October 1997



Retiring
Captain John Hans Hansen
30 November 1997



Retiring
First Engineer
Elias Hjørleif Johansen
30 November 1997



25 Years Anniversary
Betty Ohlrich
15 November 1997

Abroad



40 Years Anniversary
Kjeld Schaumann Johansen
Chile
1 November 1997



25 Years Anniversary
Munechika Shiba
Nagoya
15 November 1997



Retiring
Ho Kar Hong
Maersk Hong Kong
30 August 1997



Retiring
Chan Wing Hang
Brigantine Hong Kong
25 September 1997



Retiring
Mohamed Hamzah
Maersk Malaysia
30 September 1997



Retiring
Lau Yau Tseung
Maersk Hong Kong
24 October 1997



Retiring
Ma Tai Fook
Maersk Hong Kong
6 November 1997

Maersk Air



25 Years Anniversary
Lajla Cruddis
3 October 1997



25 Years Anniversary
Bent Larsen
9 October 1997



25 Years Anniversary
Henrik Grip
10 October 1997



25 Years Anniversary
A. Flemming Søgaard
16 October 1997



25 Years Anniversary
Klaus Truelsen
1 November 1997



25 Years Anniversary
Erik Kyster Sørensen
1 December 1997

The Yard



40 Years Anniversary
Kurt Erling Larsen
17 October 1997



40 Years Anniversary
Ole Gade
14 November 1997



40 Years Anniversary
Leif Vilhelm Andersen
28 November 1997



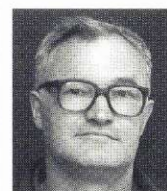
25 Years Anniversary
Jens Erik Jørgensen
10 October 1997



25 Years Anniversary
Kresten Olav S. Nielsen
17 October 1997



25 Years Anniversary
Kaj Henning Bekker
31 October 1997



25 Years Anniversary
Svend Hauge Nielsen
31 October 1997



25 Years Anniversary
Lars Jørn Hansen
7 November 1997



25 Years Anniversary
Jørgen Eli Storm
7 November 1997



25 Years Anniversary
Flemming Aalkjær Mikkelsen
7 November 1997



25 Years Anniversary
John Skov Hansen
21 November 1997



25 Years Anniversary
Erik Majgaard Hermansen
21 November 1997



25 Years Anniversary
Jens Aastrup
21 November 1997



25 Years Anniversary
Hans-Peter Rasmussen
21 November 1997

Maersk Ship Design



25 Years Anniversary
Henrik Haus
28 November 1997



25 Years Anniversary
Bent Kurt Høj Petterson
28 November 1997



25 Years Anniversary
Bent Geisler Paaske
28 November 1997



25 Years Anniversary
Erik Hansen
5 December 1997



25 Years Anniversary
Kurt Thybo Nielsen
5 December 1997



Retiring
August Emil Gosch
29 August 1997

Rosti



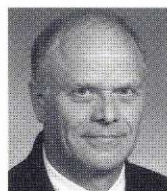
25 Years Anniversary
John Hansen
1 October 1997



25 Years Anniversary
Jens Johannes Thumann Madsen
22 September 1997



40 Years Anniversary
Lauge Elgaard
2 December 1997



25 Years Anniversary
Flemming Jacobsen
30 October 1997

Mærsk Data



25 Years Anniversary
Bent Erik Hansen
1 December 1997

Thor Jørgensen



25 Years Anniversary
Jane Jensen
1 November 1997

Obituary

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

Dennis Johnson
The Maersk Company Limited
18 March 1997

Richard D. Patterson
Maersk Inc.
Atlanta
16 June 1997

Chief Officer
Alfred Schnoor
ex EMMA MÆRSK
23 June 1997

Victoria R. Brick
Maersk Inc.
Philadelphia
6 July 1997

Andrew Rixon
The Maersk Company Limited
7 July 1997

Captain
Leif Larsen
ex A.P. MØLLER
12 July 1997

Emmanuel Adighibe
Lagos, Nigeria
13 July 1997

Ship's Assistant
Jarl Kvakland
ex KIRSTEN MÆRSK
30 July 1997

Villy Elgård
Kristensen
Esplanaden
31 July 1997



MAERSK