

MAERSK POST

3/1998





Cover:

*REGINA MÆRSK made her first call at
New York in July 1998.*

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The companies in the A.P. Møller Group are, like most, affected by the so-called millennium bug problem. Our companies have, for a long time, worked hard to ensure that all date-dependant systems and equipment are ready to cope with this special change of century.

This is a major task, demanding many resources, and our employees with external help are spending a great deal of time solving the problem. This includes careful examination of every single computer programme and all equipment which might be affected in order to identify possible problems and rectify them.

We owe it to our customers, ourselves, the safety of our companies and our reputation to anticipate and solve all conceivable problems which might be caused by the millennium change. These include safeguarding ourselves against failure of deliveries and services from third parties, primarily by ensuring that their deliveries and services, too, are ready for the Year 2000 and, if such assurances are not satisfactory, by making alternative arrangements.

This task is at times a burden, requiring diligence and strong discipline, but it must be completed satisfactorily.

You may wonder why a change of year is a problem at all and it is disappointing that the sophisticated systems providers did not anticipate this and did not deliver material that could cope with all changes of year including the millennium.

Hopefully, the millennium change will be celebrated without being over-shadowed by computer or date-related problems which could have been avoided with constant care.

JESS SØDERBERG



SINE MÆRSK

The tenth in the series of large container vessels from the Odense Steel Shipyard was named on 6 June 1998. The sponsor of the vessel was Mrs Joan Redmund Platt, wife of Mr Lewis E. Platt, Chairman, President and Chief Executive Officer of the Hewlett-Packard Company, USA. Close business relations exist between the Hewlett-Packard Company and Maersk Line which transports the well-known computer products in several services around the world.

The new container vessel, one of the largest in the world, was named SINE MÆRSK. The vessel has a length of 347 metres, a width of 43 metres and a draught of 24 metres. The main engine, a 12 cylinder MAN-B&W diesel engine producing 74,640 BHP, gives a speed of 25 knots. In addition, five auxiliary engines have been installed with a total effect of 15,600 kW

which could supply 5,000 houses per year. The capacity of the vessel is approximately 6,600 TEU.

After delivery from the yard on 29 June, SINE MÆRSK joined the Maersk Line fleet, which consists of more than 120 container vessels. She has now

entered Maersk Line's service between Europe and the Far East.

A crew of 15 operates the new-building and she is commanded by Captain Frode R. Nielsen with Bent R. Christensen as Chief Engineer. The vessel's homeport is Kerteminde on Funen.



At the namegiving ceremony are the sponsor Mrs. Joan Platt with her husband Lewis E. Platt and, from the left, Partner Ib Kruse and Managing Director John Skov Hansen, the Yard.



Members of the US Transport Committee, whose chairman Bud Shuster is seen fourth from the left, after their visit to Esplanaden.

Visit to Esplanaden

On 14 August 1998, a party of American members of the US Congress and staff members arrived at A.P. Møller where they were received by Jess Søderberg and Knud Pontoppi-

dan of A.P. Møller and Tommy Thomsen and Mark Johnson of Maersk Inc., USA. The visitors were briefed about the activities of the A.P. Møller Group and later had an opportunity to meet

Mærsk Mc-Kinney Møller. The members of Congress come from the House of Representatives' committee for transport and infrastructure, and the delegation was on a ten-day tour to the Ukraine, Sweden, Norway, Denmark and Scotland. The visit to Denmark also included a call at the Lindø Yard.

Award of Honour to Svitzer

On 30 June 1998, the Lord-Lieutenant of Norfolk, Sir Timothy Colman, presented on behalf of Her Majesty Queen Elizabeth II "The Queen's Award for Export Achievements" to the management and employees at Svitzer Limited in Great Yarmouth. The ceremony took place after a number of years where Svitzer Limited has experienced increasing exports from England. In 1997, more than 50% of the company's turnover was related to exports.

It was with great pride that Svitzer received this honour and the citation signed by the Queen and the Prime Minister Tony Blair.

Svitzer Limited, a subsidiary to A/S Em. Z. Svitzer, performs



Lord-Lieutenant Sir Timothy Colman with Benny Lund, Managing Director of Svitzer Limited, UK.

surveys and seismic services. Its customers come from the oil exploration and production sectors as well as international telecommunications companies.

The company has a staff of 170 and operates five survey vessels, presently engaged in the North Sea, in the Falkland Islands and off the coast of New Zealand.

EXPO'98

■ This year Portugal hosts the last World Exposition of the 20th century, EXPO'98, dedicated to the theme "The Oceans, a Heritage for the Future".

For a period of 132 days, from May to end September, over eight million people from all over the world are expected to visit the 60 hectares of the 1998 Lisbon World Exposition, its thematic pavilions and shows, its public areas and squares. There are delegations from over 160 countries and organisations to take part in this great world commemoration of the Oceans.

Among the features of the Danish exhibition booth is a 1:100 scale ship's model of REGINA MÆRSK.

During the exhibition period the Danish tall ship DANMARK visited the area and received many visitors on board including a number of Maersk customers.



The tall ship DANMARK which was in Lisbon in August is here seen with "Ponte Vasco da Gama" in the background. The next port of call was Algeciras.



As a reflection of A.P. Møller's historic and extensive business relationship with China, Jess Soderberg was received by First Vice-Premier Li Langqing at Zhong Nan Hai (the headquarters of the Chinese Central Government) in Beijing.

Trip to China



Elizabeth Hu presented a gift on behalf of the staff from Maersk China.

The tour provided an opportunity to see at first hand many of the activities and investments undertaken by the A.P. Møller Group in the country and to meet customers and business associates. Other meetings were held with the authorities in Shanghai and Shenzhen and key ministries of the Central Government in Beijing.

At staff banquets in Beijing, Shanghai and Shenzhen many staff members of Maersk China had the opportunity to meet A.P. Møller's Chief Executive Officer.

The visit has further added to the standing of A.P. Møller in the People's Republic of China and has greatly assisted in promoting Maersk Line's expansion plans in the country.

■ From 21 to 27 May 1998 Jess Soderberg visited the People's Republic of China including some of the country's major cities, Shenzhen, Shanghai and Beijing.

In the New World

On 20 July 1998 REGINA MÆRSK glided into Halifax, Nova Scotia on her maiden voyage to Canada and straight into the history books as the largest containership ever to call at a Canadian port.

Tom Boyd

From Halifax, she would sail to New York, Norfolk, Virginia and Charleston, South Carolina as part of her new, permanent deployment on the Suez Express service. Each port call was a major event with customer receptions, VIP tours, executive speeches and press conferences to launch the new era of containerships in Canada and the United States. Her deployment on the TP6 String would later bring her to the

United States' west coast with port calls in Long Beach, California and Tacoma, Washington.

New York harbour parade

Passing under the Verrazano Narrows Bridge at 3:00 pm in the afternoon, escorted by seven tugboats which formed a V-shaped wedge in front of her bow as a ceremonial lead, REGINA MÆRSK was greeted by news helicopters and a flotilla of small craft as she sailed up the Hudson River towards downtown Manhattan. Maersk Inc. held customer receptions on two charter yachts for over 700 customers, presenting them with a view of the towering vessel as they sailed alongside. That even-



Governor Christine Todd Whitman with Captain Jens Christian Christiansen, Tommy Thomsen, Maersk Inc., and Chief Officer Henrik Kristensen.





*REGINA MAERSK - the largest
containership ever to call at ports in the
United States and Canada.*

...in the New World



Lillian Borrone, Director, Port Commerce Department, Port Authority of New York/New Jersey is presented with a model of REGINA MÆRSK by Maersk Inc. Chairman Ted Rubly.

ing she was appearing on the television news including one nationwide broadcast.

As she passed Liberty Island and Ellis Island, she paused at the tip of Manhattan, her bow pointed towards the World Trade Center,

and with three blasts of her horn saluted the city.

To mark this historic maritime event, a New York City Fire Department fireboat was present to provide a water display celebrating the event.

Praise for the officers and crew
Significant emphasis was placed on introducing the vessel to the markets of the United States and Canada through customer receptions and press conferences. Captain Jens Chr. Christiansen, Master of REGINA MÆRSK, was assisted by Captain Henrik Solmer, Master of SOVEREIGN MÆRSK, who flew in for the U.S. east coast tour. The event's success could not have been achieved without the exceptional manner the officers and crew

exhibited at all times in all ports. The style, grace and professionalism with which they presented this impressive ship and handled the many special requests that are part of maiden voyage celebrations were truly unique. Those customers and Maersk staff who were able to visit REGINA MÆRSK and meet her crew now have a very special connection to her.

Follow her journey!

A new dimension was added to promote the event as digital photos from each North American port call were downloaded to the Internet server after each event allowing the entire world to follow her journey and observe her activities. The address of the homepage is www.maerskline.com.



Christmas Mail for the Maersk Fleet

Christmas mail for crew members on board vessels in the Maersk fleet should be sent to:

A.P. MØLLER
Esplanaden 50
DK-1098 Copenhagen K

not later than 16 November for parcels, and not later than 1 December 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 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 food stuffs. As the distances are often considerable, small light packages are recommended.

For further information, contact A.P. Møller's postal service, tel. +45 33 63 30 11.

Ambassador for a day

Leo Jensen ■ On Friday 12 June 1998, Suzy Hazel Killin had the honour of being "ambassador for a day" and visited the Odense Steel Shipyard. The young lady's visit to Lindø as an official British representative was an arrangement worthy of a sponsor.

The background for this visit was a competition arranged by the British Government which in the words of the British Minister for European Affairs Doug Henderson, was intended "to increase young people's knowledge of the EU and create friendships across European borders". Suzy, from Falkirk in Scotland, used her environmental interest as the basis for her vision of the future Europe.

All 60 winners of the competition were received by the Prime Minister, Tony Blair, and his wife Cherie at their official home in Downing Street in London. The prize was a trip to a European country as "ambassador for a day".

Suzy, who inherited her great interest in ships from her grandfather, wished to see one of the world's largest vessels at close quarters.

The drive to the Yard took place in a limousine, and at Lindø she was received by the Managing Director John Skov Hansen who told her about shipbuilding and presented the "ambassador" with a fine necklace as a memento. After that, there was a guided tour of the Yard and she was shown around the container newbuilding SINE MÆRSK by Captain Frode Rasmus Nielsen who was also the "ambassador's" partner at the dinner later. As a souvenir of the day she signed a document that now hangs in the officers' mess witnessing the honourable visit. The day ended with a reception at the British embassy in Copenhagen, after which Suzy returned home. In September, all 60 "ambassadors" will see Tony Blair again and tell him about their meeting with Europe.





Where the pepper grows



Black pepper and coffee contributed to making India attractive to the Europeans 500 years ago. Today, they are still important commodities.

When the Europeans discovered the sea route to India 500 years ago, the world changed.

Birthe Lauritsen

■ On a white beach in India's south western state, Kerala, a humble monument has been erected to a man who changed the world: the Portuguese Vasco da Gama who 500 years ago this year reached the promised and legendary country by sea route. He paved the way for the British

occupation of India and the trade that gave us Europeans the black gold - the pepper - and all the other spices in which the country is so rich.

He and his crew spent more than 300 days in open sea and when they eventually reached the coast of Malabar, they had travelled 24,000 nautical miles. This is four times as much as when, a few years earlier with much more



Photos: Hanne Eriksen

Not much has changed in the construction of today's fishing boats compared to the ships that Vasco da Gama met 500 years ago. The fishing method has also remained unchanged for centuries. But there has been a small renewal of the fishing fleet and the nets are now made of nylon.

publicity, Columbus discovered America. Today, modern ships can do the same distance in under 50 days, and they can carry supplies for the entire journey in the galley's freezer and fridge.

Of the four ships with which Vasco da Gama put to sea, one was used solely as a supply ship, loaded with living animals who had to suffer all the agonies of seasickness before they ended their lives on the dinner table. However, fresh meat was not enough to ensure the health of the seamen on the long journey. They suffered from dizziness and gingivitis which meant that their teeth loosened and finally fell out. Moreover, they had scurvy due to lack of vitamins. The cause of this disease was not known at the time and well into this century it was still so unknown that a

Danish seal hunter in north eastern Greenland in the 1930s explained in writing to his successors that scurvy was caused by lack of cleanliness and idleness!

Half of the world

It was the Portuguese King Manoel who in 1497 appointed Vasco da Gama, son of a high-placed officer at Court, as the person who was to travel to the place where the pepper grew and secure Portugal's right to India.

Three years earlier, Portugal and Spain had received the blessing of the Pope to a treaty establishing their right to divide the world between them. Spain was to be entitled to all newly discovered territories west of a specified line, while Portugal was to be entitled to the eastern territory, e.g. Africa and India.

So, on 8 July 1497, Vasco da Gama put to sea from the port of Tejo. His fleet consisted of four ships, the caravels "Gabriel" and "Raphael", specially built for this journey, as well as the smaller "Berrio" and the supply ship mentioned previously. A total of 150 men were on board, among them an interpreter and 12 condemned prisoners who could be sent ashore to try out the hospitality of the natives. The interpreter spoke Arabic fluently after 12 years of imprisonment with the Moors, a mixed race speaking the same language as natives on the coast of Malabar.

Poor gifts

There were many hardships on such a long journey. Not only was the weather sometimes against the Portuguese, but they were also ridiculed when they reached Africa and wished to exchange gifts with the natives. They were used to gold and ivory, and Vasco da Gama could not match such wealth. A few times he had to weigh anchor in a hurry to avoid being attacked due to anger that "these Christian dogs" had discovered the foreign sea. The fact that he reached India at all was probably due to a friendly chief in the African Port of Melinda. He sent a pilot on board with the ulterior motive of



Ripe coconuts split and dried on the Kappad beach, exactly as they were 500 years ago when the Portuguese went ashore.



Vasco da Gama (1469-1524) was assigned by the Portuguese King Manoel to find the way by ship to India. Here he is pictured as Vice King of India in 1524.

having the Portuguese as allies in his fight against the hereditary enemies in the adjoining town, Mombasa.

It took 23 days to travel across the Indian Ocean and on 20 May 1498 a western ship cast anchor for the first time off the Malabar coast, just north of Kozhikode which the Europeans spelled Calicut, as it was pronounced. The natives were not at all enthusiastic about the visitors, but fortunately for Vasco da Gama astrologers advised the local King to be friendly. An old prophecy said that those who had command of the sea would conquer all of India. However, the fact that trade had been carried out with Arabia for some hundred years without the country being invaded weakened this prediction. The King chose, on the outside anyhow, to put on a friendly face.

To be on the safe side, Vasco da Gama's small fleet stayed outside the harbour. At that time, it had shrunk to three because a storm had damaged the supply ship so much that the expedition had burned it long ago.

Gifts criticised again

At first, the twelve condemned prisoners were sent ashore and they returned and told the crew about a Spanish-speaking man who a few years earlier had been abducted from Seville, first to Tunis and later to Kozhikode. The King had asked him to spy among the Christians which he would not dream of doing.

Everything seemed promising until Vasco da Gama displayed his presents: cotton fabric, olive oil, sugar, honey and six silver bowls, which in these parts also were considered unworthy gifts for a King. However, a letter from King Manoel led to the Portuguese being permitted to carry on trade, but the sale of the goods brought along for this purpose did not go well. Eventually, Vasco da Gama decided to head for home and on 29 August his three ships weighed anchor. Just as well. Before he reached the open sea, he was attacked by 70 local warships. This time, it was a storm that helped him and his crew through the hardships as it blew the three large vessels so fast out to the sea that the small, heavy boats could not keep up with them.

After just as troublesome and dangerous a journey home, Vasco

da Gama returned to Portugal in July 1499. Two years of sea voyage had ended and the following year, the Portuguese began their colonisation of India. By that time, the urge to explore had long been replaced by regular piracy and forays.

No celebration

In the light of this, no one can object to the fact that the 500th anniversary of the epoch-making sea voyage is not being celebrated in Kozhikode or the small fishing town, Kappad, where the historical landing took place. Here life in some ways is lived as in those days. Fishing takes place from dugouts and on the beach the ripe coconuts are split and left to dry in the sand until the kernel loosens from the shell and can be grated for flour. According to tourist guides, the place is not worth visiting. This may be true if you prefer the throbbing pulse of the city, but if you wish to develop an understanding of India's multi-faceted soul, Kozhikode can be a good place to start.

Black pepper

The black pepper is still an asset to rich Kerala, and once you have been where it grows you stop wishing your enemies "far away where the pepper grows". You want to go back to the green

...Where the pepper grows

No, it is not laundry, but latex hung out to dry before it is collected and sent for further processing.



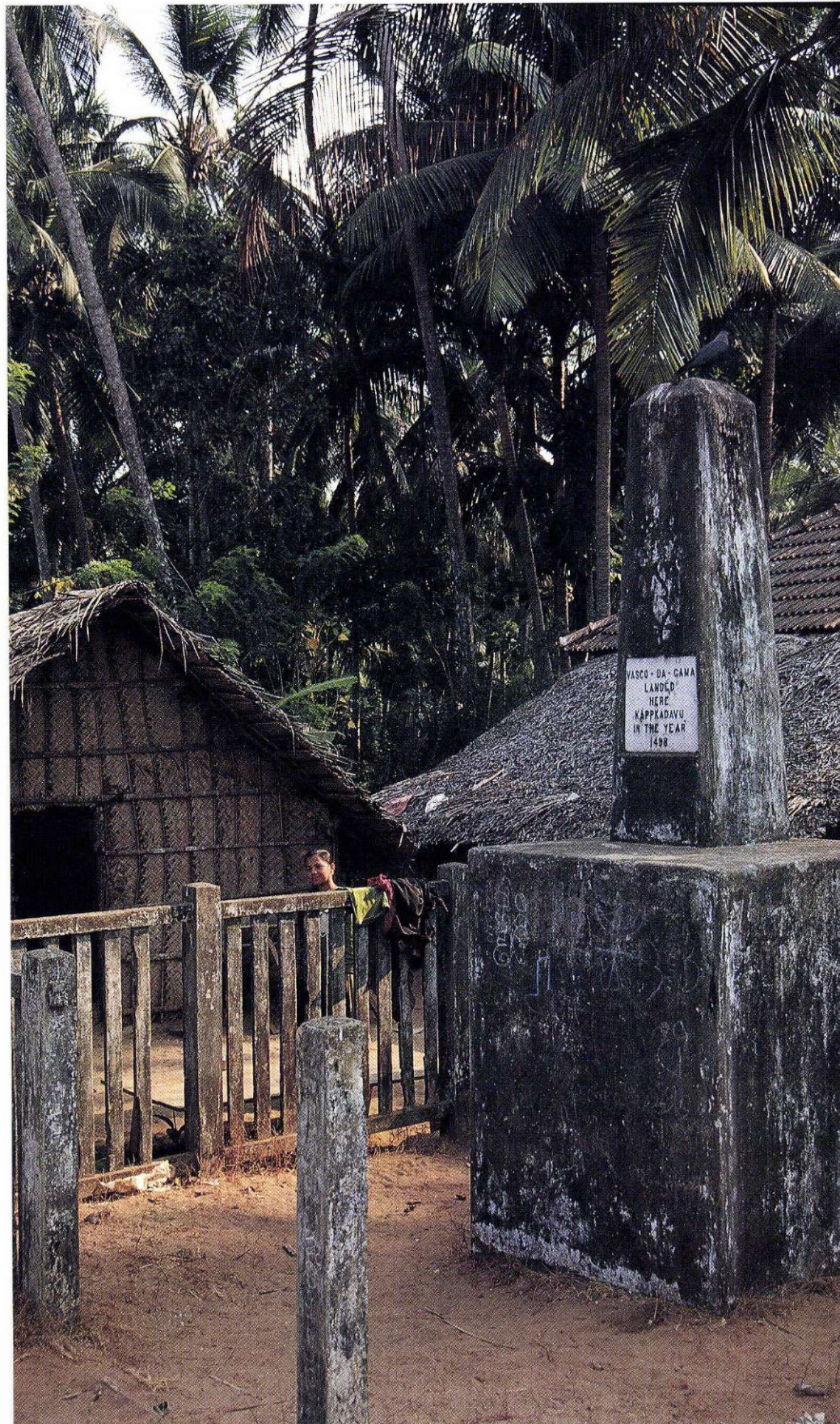
coffee plantations yourself where the silver oaks cast shadows, while the pepper plants twine up to the tree tops.

India's kitchen garden

A tour around Kerala is a tour around India's kitchen garden, and every morning hundreds of lorries arrive at Kozhikode with the day's harvest of pepper, cardamom, chili, garlic and especially coconuts. The latter are unloaded on the roads and pavements where they are sorted and change hands before they are sent to the export market, primarily to other Indian states.

Everyone goes to school

Kerala is the Indian state where schooling is most widespread. In fact, almost every child goes to school. Europeans claim that this is one positive effect from the early colonisation. Another effect is that Kerala has more Christians than any other Indian state. They match the number of Muslims, so that India's official religion, Hinduism, is in the minority, a detail that contributes to separating Kerala from the rest of this accommodating country of great variety. To us it was a treasury of adventures that Vasco da Gama opened 500 years ago - far away where the pepper grows!



Monument in commemoration of Vasco da Gama's landing at Kozhikode 500 years ago.





Double Graduation

In 1996, it was decided to restructure the M.I.S.E. programme and change it from a three-year to a two-year education. At the same time, all modules were transferred to Denmark to ensure uniform training.

Consequently, two groups of M.I.S.E. trainees graduated in April and May 1998. The group which started their three-year education in 1995 consisted of 92 trainees from 27 countries. The other group, which began a two-year education in 1996, consisted of 85 trainees from 20 countries.

At the graduation ceremony, Mr Jess Søderberg gave a speech during which he congratulated the young people for their efforts and wished them continued success.

On 1 August 1998, 184 new trainees from 49 countries started their careers in A.P. Møller.



The Maersk International Shipping Education graduation classes of 1995 (upper photo) and 1996 (lower photo).

Two Namegivings in Taiwan

Alfred Guo

On 14 May, two new-buildings were named at a ceremony at China Shipbuilding Corporation (CSBC) in Keelung. The two ships are the first in a series of ten container vessels to be delivered from CSBC in 1998/99 and the first ships to be built in Taiwan for the A.P. Moller Group. They each have a capacity

of 1,100 TEU and a service speed of 18 knots.

Hull No. 672 was named MAERSK AHARAM by Mrs Amina El Banbi, wife of Dr. Eng. Hamdi El Banbi, Egypt's Minister of Petroleum. "Aham" is Egyptian for pyramids, and MAERSK AHARAM will join

Maersk Line's network as a feeder between the Italian port of Gioia Tauro and Egypt. Hull No. 673 was named ADRIAN MÆRSK by Mrs Cuyegkeng, wife of Mr Paul Cuyegkeng, President of Dole Asia, a company with which Maersk Line has enjoyed close business relations for many years.



At the namegiving ceremony for MAERSK AHARAM are (from the left) CSBC's Chairman of the Board C.N. Yu and Mrs. Yu, the Chairman of Egyptian General Petroleum Company Abdel Khalik Ayad and Mrs. Ayad, the sponsor Mrs. El Banbi, Flemming Ipsen, Maersk Singapore, and Mrs. Ipsen.



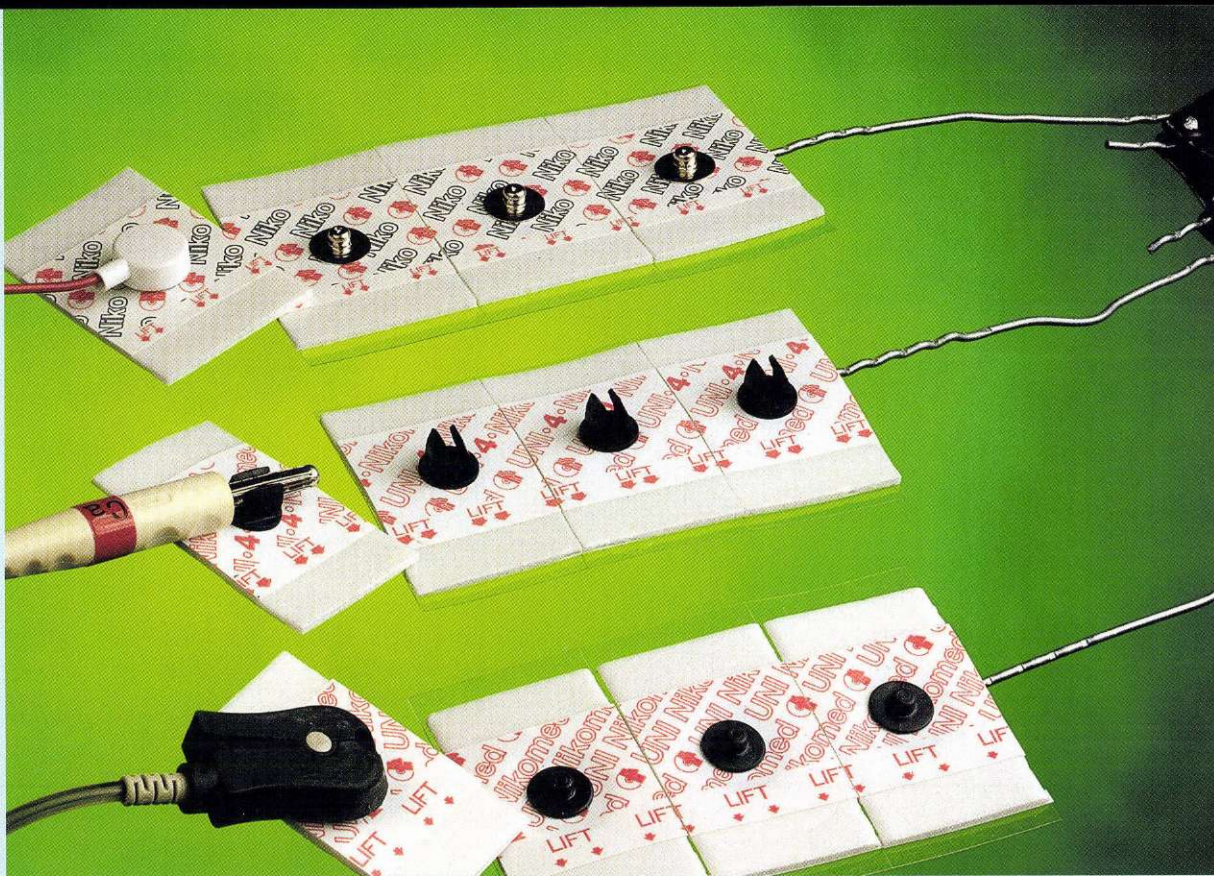
ADRIAN MÆRSK's sponsor Mrs. Sophia Cuyegkeng with her husband Paul Cuyegkeng and Captain Poul Grøntved.

Presidential Visit



The President of Tanzania, Benjamin W. Mkapa, paid a visit to A.P. Møller during a three-day official visit to Denmark in August 1998. At Esplanaden the President, the Minister for Minerals and Energy Abdallah O. Kigoda, the Minister of State, Zanzibar Mohammed R. Abdiwawa and their party were welcomed by representatives of A.P. Møller's management. Jess Søderberg hosted the subsequent lunch.

The President of Tanzania Benjamin Mkapa says goodbye to Jess Søderberg. On the left is Abdallah Kigoda and on the right Mohammed Abdiwawa.



Electrodes from Niko Surgical Ltd.

New Products at Maersk Medical

Marianne Maltow

■ The acquisition of Leo Medico and the British company Niko Surgical Ltd. gives Maersk Medical the ability to sell a new product range in the health care sector directly to Danish hospitals. A newly established Danish company handles this.

Re-use of own blood

The product range from Leo Medico includes autotransfusion products, where the patient's own blood is gathered during and after an operation and then recirculated to the patient in filtered condition. This means that patients can often avoid ordinary blood transfusions and the risk of infection from contaminated blood. Introduction to and training in the use of these

products are handled by Maersk Medical's own nurses.

Leading in its field

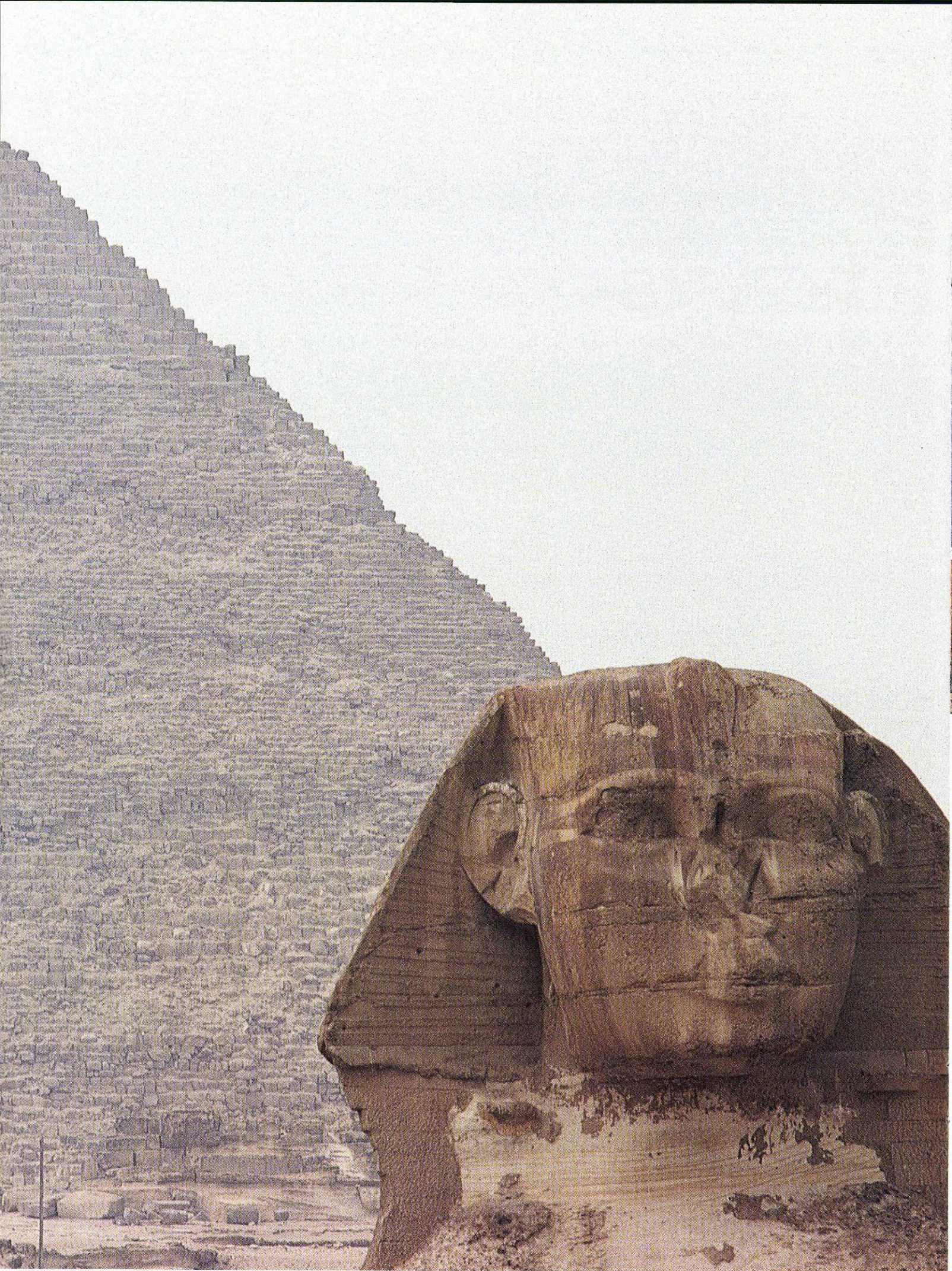
The product range of Niko Surgical Ltd. includes electrodes and fixation plasters. Since its start more than 20 years ago, Niko has specialised in innovative and cost-saving disposables and over the years has become one of the largest suppliers of

electrodes in Europe. With the development of fixation products for all sorts of catheters, tubes and drains, Niko was again in the forefront in improving the working methods of hospitals. The products are manufactured at Niko Surgical Ltd. in England which employs 140 people. Sales, marketing and product development are handled by the company in Denmark.

The new product range completes that part of Maersk Medical's existing range which primarily focuses on operating rooms and critical care units and where the largest growth potential is expected to be in the future.



The sales team from the newly established Danish sales company.



A Country on the Move

Traditionally, the two main foreign currency earners in the Egyptian economy are the Suez Canal and tourism. The Suez Canal was built over 130 years ago and is still a very impressive engineering feat. About 15,000 vessels transit it annually. Almost on a daily basis Maersk Line container vessels pass through the Canal, substantially shortening the distance between Asia and Europe.

Philip Littlejohn

■ In the course of the past 15 years, Egypt has been through tremendous changes. From being a socialist state in the mid-80s, the state of Egypt has undergone a vigorous reform programme and is now heading for a free market economy with full liberalisation of trade. These changes are already resulting in a substantial growth in the economy, in particular foreign trade.

Maersk Line began services to Egypt in 1996 with a feeder link between Alexandria and the Italian port Gioia Tauro. Initially, volumes were modest, but very

quickly grew and, within a few months, capacity had to be increased. In October 1997, another service was started from Adebeya, a port just south of the city of Suez at the southern end of the Canal. Being on the Red Sea, this is thus an alternative gateway for business to or from the Middle and Far East as well as East Africa.

Maersk Egypt SAE has represented Maersk Line since January 1998 with offices in Cairo and Alexandria. Smaller offices in Port Said, Damietta and Suez are now being opened, enabling Maersk Line to offer full coverage in all major ports of Egypt. The offices came online to the Maersk systems in May, which of course greatly improves the service provided externally and internally.

Maersk Egypt SAE is registered as a shipping company as, from the start, the intention was to replace the feeder with Maersk's own tonnage under Egyptian flag. The first of the 1,100 TEU new-buildings from CSBC in Taiwan



At the flag-change ceremony in Alexandria are, among others, the Egyptian Minister of Transport Mr Soliwan Metwalli Soliwan (fifth from the right) and Mr Hisham Helmy, Chairman of Maersk Egypt SAE (fourth from the left).

...A Country on the Move

was designated to be the Maersk Egypt vessel.

In operation

On 14 May 1998 in Keelung, the vessel was named MAERSK AHRAM by Mrs Amina El Banbi, wife of the Egyptian Minister of Petroleum. After the positioning voyage to the Mediterranean, MAERSK AHRAM arrived in Alexandria for the registration formalities, and, subsequently, a flag-change ceremony was held on 11 July. The Egyptian Minister of Transport Mr Soliman Metwalli Soliman honoured Maersk Egypt by attending the event and raising the Egyptian flag on MAERSK AHRAM. Also present were the Governor of Alexandria and other dignitaries, officials and customers. Mr Lars Reno Jakobsen of A.P. Møller and Mr Hisham Helmy, Chairman of Maersk Egypt SAE, made speeches at the event.

The following day, MAERSK AHRAM entered the service between Alexandria, Port Said and Gioia Tauro, connecting Egypt with Maersk Line's world-wide network.

Into the future

With all agency and feeder activities now under one roof, Maersk Line is ready to cater for Egypt's increasing foreign trade. With the liberalisation of the economy and thus increased business activity, the scope for increased trade is enormous. Some of the key growth areas for exports are garments to the USA and Europe as well as fresh fruit and vegetables particularly to Europe. Traditionally, Egypt's main fruit export product is oranges, but with the modern technology available with refrigerated containers, substantial opportunities are also available for many other types of fruit and vegetables.

Maersk Line and Maersk Egypt SAE are ready to serve the Egyptian market and meet the requirements of the customers.



Main Engine on FlexCon

Cyril Seah/Mikkel Lund

The M-type container vessels employed in Maersk Line's Pacific and Transatlantic services are the only Maersk Line vessels which can accommodate under deck the very large main engine parts for Odense Steel Shipyard's container newbuildings. The reduction in capacity when loading a main engine, however, equals 135 FFE of underdeck space on the already full vessels from Asia. Consequently, the service received some welcome space relief when it was decided to load the latest S-type main engine on the FlexCon service instead.

The multipurpose vessel CLIPPER CARDIFF was time chartered to undertake the transport of the engine to be used in Odense Steel Shipyard's newbuilding no. 165, a future sister vessel to SINE MÆRSK. This was the third of a total of eight engines built by Hitachi Shipbuilding Industry, Ariake Works,

located on the island of Kyushu in Japan.

Three coasters took the main engine from Ariake to Kobe where the heavylift pieces were transhipped with a floating crane. The Kobe loading operation, consisting of a number of containers and ten heavy lifts of up to 400 tons, took place on 29 June. CLIPPER CARDIFF then proceeded to Singapore to load containers up to the vessel's capacity.

Upon arrival in Rotterdam on 3 August, the containers were discharged first and the heavylift pieces were then transhipped to the Svitzer barge MUNIN with a floating crane. MUNIN is a specially designed covered barge used for the final transport from Rotterdam to Odense Steel Shipyard. Here, it serves as storage facility for the main engine until it can be placed directly in the hull of the newbuilding.

The First Secretary from the British Embassy Mr Edmond Fitton Brown (right) and Maersk Kuwait's Sales Manager Mathew Kuruvilla with the dhow prior to loading on LEISE MÆRSK.



Dhow Shipment from Kuwait

■ A British diplomat who served in Kuwait has donated a small Kuwaiti dhow to a new branch of the British National Maritime Museum in Falmouth. The dhow was commissioned by the diplomat and was built by the last of the Kuwaiti master shipbuilders. The dhow will be placed in the museum to honour the memory

of the traditional Kuwaiti shipbuilders who constructed these vessels with traditional tools and without the use of drawings. The vessel is an example of the so-called "Tishala" type which in the old days was used for transport of coral rock for the building of houses in Kuwait City.

Carried with Special Care

Sonny Zin

■ During their journey from Hong Kong to Australia on two Maersk vessels – first on SUSAN MÆRSK from Hong Kong to Singapore, then on KLANG REEFER onwards to

Fremantle – these horses from Moscow Circus had a two-day stopover in Singapore. Here the horses received special attention from these young ladies from Maersk Singapore.



In the Service of Mankind

Russell Harvey

■ This is the universal motto of the Order of St. John, an organisation with more than 200,000 members world-wide, providing caring services in 40 Commonwealth countries. The Order of St. John traces its history back to the beginning of the twelfth century when it evolved from the Crusades to become the sovereign ruler of Rhodes, and subsequently Malta. Today, St. John is known world-wide for its community care, hospitals, rescue teams, training and especially its ambulance services.



Representatives from St. John's Ambulance Service, the Sri Lankan High Commission and Maersk Line UK at the presentation of the ambulance.

Maersk Line assisted with the transport of an ambulance and various donated goods from the UK to Sri Lanka. In May 1998, St. John's Ambulance Service presented the vehicle to the Deputy High Commissioner of the Sri Lankan High Commission in London. The ambulance was subsequently driven to Felixstowe where it was placed in a 40' container and loaded into EDINBURGH MAERSK for shipment to Colombo, Sri Lanka.



Mr Ginckels with the Director of the Port of Cotonou, Mrs Ginette Goudjo.

Inauguration of Terminal

Karsten Lund

■ Coman S.A. has received a licence to conduct terminal and stevedoring operations in the port of Cotonou from May this year. The company which is fully owned by Maersk Benin S.A., is contracted to undertake loading and discharging of Maersk vessels and operate as Maersk Line's exclusive container terminal in the port of Cotonou.

The newly opened terminal includes all the equipment required, such as its own handling equipment, power plugs and reefer generators, all located in an 18,000 m² totally fenced area less than 200 metres from the ships' berth. The first vessel

handled by Coman S.A. was MAERSK CALIFORNIA which arrived in Cotonou on 13 May.

Many dignitaries attended the celebration, including the then Prime Minister Adrian Houngbedji, the then Minister of Transport Kamarou Fassassi and the General Manager of Maersk Benin Gunther Ginckels.

Coman S.A. has obtained a further 20,000 m² of terminal space now totalling 38,000 m². This allows the facility to operate separate import, export and empty stacking areas and thus improve the service to the clients.

Cooling Space at ESE

Georges Caulier

■ Every spring market leaders in seafood head for the European Seafood Exposition (ESE) in Brussels as the exhibition brings together seafood buyers and sellers from all corners of the world, delivering the focused buying power of leading retail, food, service and wholesale companies. With over 800 exhibitors from 40 countries in more than 14,000 m² of exhibit space, ESE is an annual must

for seafood professionals worldwide.

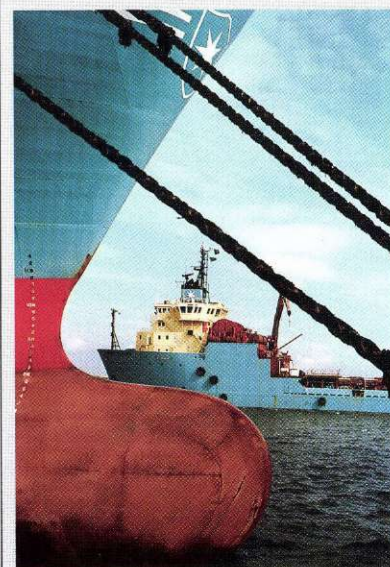
Maersk Line and Norfolk Line were jointly present at ESE which this year took place from 20 to 22 April 1998. In addition, Maersk Line provided cooling space for the exhibitors in a hall next to the exhibition hall where the seafood could be stored safely in Maersk reefer containers.

MAERSK BOULDER at Rotterdam

Ton van Hoorn

■ Shortly after we had been introduced to her in MÆRSK POST, we stood face to face with the real thing. She came, berthed and won our hearts, tug masters stopped, straddle carriers slowed down, just to see her impressive and robust appearance. Her gentle manoeuvring, bringing her alongside just between a feeder and MAERSK TENNESSEE, showed her elegance and power. She completed the series of vessels in port that day, i.e. KIRSTEN MÆRSK, MAERSK TENNESSEE and MAERSK BOULDER, and was quite a change from the container vessels that are the most frequent guests.

After loading, MAERSK BOULDER left Rotterdam to begin her voyage to Brazil. The staff from the stevedore and Maersk Line enjoyed the visit of the proud vessel and on departure wished her a safe and happy journey.





The travelling companions at the Maasvlakte depot in Rotterdam.

Bringing the Sea to Central Europe

Jan M. Scheck

■ Taking advantage of the Whit Monday holiday, staff from Maersk Switzerland, Austria and Hungary travelled to the Netherlands to familiarise themselves with the shore-side operations of Maersk Line. For many of the employees this provided the first ever opportunity to see a Maersk vessel in real life. Under the auspices of Maersk Switzer-

land and with the dedicated cooperation of colleagues in the Netherlands, a very interesting programme was organised which included visits to Norfolk Line's headquarters at Scheveningen, providing a first hand introduction to the activities and future plans of Norfolk Line, and the Maasvlakte Delta terminal at Rotterdam with a visit to

SOVEREIGN MÆRSK and the Maersk depot. The visit was very successful, especially thanks to the cordial and expert "tour guides" of both Norfolk Line and Maersk Benelux, spending their day off with the visiting hinterland organisations, and the visitors felt that the sea had been brought a little closer to Central Europe.

New Mercantile facilities

Ruben S. Fajardo

■ Together with Liz Claiborne Inc. (LCI), Mercantile-Filipinas Inc. formally opened a Quality Assurance Center on 30 April 1998 at the Jardine Logistics Terminal. The opening was highlighted by simple inauguration rites attended by management from Maersk Filipinas Inc., vendors and customs authorities in addition to the two partners.

Mercantile-Filipinas Inc.'s "Garment on Hanger" warehouse was also inaugurated that day. This facility will undergo further construction with the installa-

tion of a permanent double-stack racking and rail system and be fully operational this summer with a conveyor system moving goods between the upper and ground floors. This event marked

another milestone in the relations between Mercantile and Liz Claiborne Inc., further confirming the commitment to providing the latter with a one-stop logistics service programme.



Attending the inauguration ceremony are, left to right, Marie Parayno, LCI, Oscar Brillo, Bureau of Customs, Ramil Tan, Stan Austin and Abe Crow, all LCI, Henning Malmgren, Mercantile-Filipinas Inc., Gary Ross, LCI, Patrick L. Perez, Mercantile-Filipinas Inc., and Eric B. Hansen, Maersk Filipinas Inc.



At the signing of the NTB contract are (left to right, seated) Palle Juhl, Maersk Deutschland, Emanuel Schiffer, BLG, and Geoffrey A. Peters, Sea-Land. Standing behind are Partner Ib Kruse, A.P. Møller, Hans-Heinrich Pöhl, Chairman BLG, John Clancey, CEO Sea-Land, and Uwe Beckmeyer, Senator for Ports.

North Sea Terminal Bremerhaven

Frank Gerner

■ In early July, representatives of Maersk, Sea-Land and Bremer Lagerhaus Gesellschaft signed a contract for a joint venture company to run the operational activities of the newly built container terminal III in Bremerhaven. North Sea Terminal Bremerhaven (NTB) will commence operations in early 1999 and will serve third parties as well as the partners.

There are two berths available, both more than 300 metres long, and the area totals 300,000 m². The new company expects to invest DEM 100 million in handling equipment, and its target is

to handle about 500,000 units a year. To Maersk this is a milestone. So far, terminal operations at northern continental ports have been in public hands only. This was confirmed by Ib Kruse in a brief speech. He also stated that operation of its own terminals or at least a shareholding in public terminals is still one of the key elements in Maersk Line's global strategy.

The day-to-day management of NTB is already in Maersk hands as Gerd Wahlers, former branch manager of Maersk Bremen, has been appointed General Manager of the new company.

World Cup in France

Alexandre Banos

■ "We are the Champions..." a well-known song by the late Freddie Mercury, was surprisingly sung by the French President in the Elysée Garden on the National Celebration of 14 July. President Chirac praised a multi-ethnic team representing the accomplishment of the French melting pot. The excitement in France during the World Cup reached its height as the French team headed towards the final. Some old Parisians were amazed by the atmosphere in the French capital and compared it to Liberation Day in 1945.

The Maersk personnel, both male and female, could not



Photo: Stephane Combat

Moral support for the French football team from the Maersk Paris staff.

ignore the infectious atmosphere of the World Cup as it was the main topic of conversation for more than a month. Not a single phone call could be heard in the agencies while France was playing as customers ran their business before and after the matches.

The World Cup conveyed a very positive image of France, despite Air France strikes. Journalists,

businessmen and foreign visitors appreciated the organisation of the events, and in that way the World Cup was a huge public relations and promotional event for the country. It reached its peak with the French touch of Yves Saint-Laurent and his army of the world's most beautiful women invading the grass before the final game. The World Cup ended in a gigantic collective celebration.



Poland

Robert Gontarek

■ Since a Maersk Poland branch office was opened in the city of Gdynia, the office location has changed twice. At the very beginning, in 1992, there was only one office situated on the premises of the Baltic Container Terminal. Later, a Mercantile office was opened in the same building and the Maersk Line office was split into two: the operational office which remained in the port area, and the main office which was moved to the centre of the city.

However, as Gdynia is the port city of Poland and all cargo shipped to or out of this country has to pass through this city, it became more appropriate to have the main office located on the port premises. Such location not only helps to exercise control over feeder vessel operations but also allows for easier and faster flow of information and documentation between the Maersk Line office, the port authorities and the terminal workers.

On 26 April 1998, a brand new office was opened in a wing of the terminal building, and all Maersk and Mercantile staff were moved to one place. Uniting the Customer Service and Operational Departments allows for faster and easier flow of documents and improved exchange of information. The move has made it easier to give customers any kind of information immediately, and Maersk Line is more easily accessible to the forwarders who are mainly located in the port.

More Rail in Europe

Georges Caulier

■ With Maersk Benelux as the driving force, ERS (European Rail Shuttle), a joint venture of Maersk Line and partners, today operating 42 trains per week, has launched a new shuttle to Prague in the Czech Republic. Four trains of 70 TEUs in each direction will link Bratislava and Prague with Rotterdam. The im-

portance of this new product and the constant drive to promote "green" transport modes were underlined by the fact that the Dutch Minister of Transport, Public Works and Water Management, Mrs A. Jorritsma-Lebbink, participated in the inauguration ceremony on 29 April 1998.



In the middle the Dutch Minister Mrs A. Jorritsma-Lebbink with representatives of the ERS partners.

Living in a Box

Frank Gerner

■ State-of-the-art equipment is one of Maersk Line's fundamental service features. But not everybody makes use of this benefit only when transporting their goods from one area of the world to another. Like Mr Jan Oldenkott, who, unlike most other people in Germany, has always aimed at total flexibility

in terms of his domicile. The old caravan in which he had been living for many years and moved 13 times all over Germany finally did not offer a satisfactory living standard. So instead he purchased three old 40' containers, flagged out of the Maersk container fleet, from the maintenance and repair depot in Hamburg. Out of these, he constructed a 74 m² house, fully equipped with central heating system, kitchen, two bathrooms and wooden or ceramic floors. The house passed the required approval certification without problems.



The three units can easily be separated in a few hours and then moved on standard container chassis. All furniture and equipment can remain in the containers during transportation. With this, house moving to a new location is no longer a problem - and you feel at home immediately!



Esplanaden



40 Years Anniversary
Superintendent
Jørgen Oudrup Nielsen
25 September 1998



25 Years Anniversary
Finn Carstensen
25 October 1998



25 Years Anniversary
John Gericke
1 November 1998



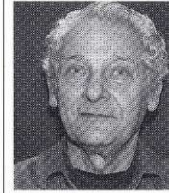
Retiring
Birte Hjorth
1 August 1998



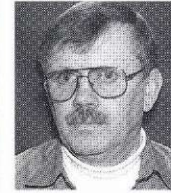
Retiring
Jan Bagge
30 September 1998



Retiring
Kurt Larsen
1 November 1998



25 Years Anniversary
Hans Christian Rønnow
19 November 1998



25 Years Anniversary
Verner Pedersen
19 November 1998

Maersk Air

The Fleet



40 Years Anniversary
Captain
Leif Nielsen
18 October 1998



40 Years Anniversary
Captain
Erik Husted Andersen
23 October 1998



40 Years Anniversary
Captain
Jørgen Orla Hansen
10 December 1998



40 Years Anniversary
Gas Engineer
John Frederiksen
16 December 1998



40 Years Anniversary
Chief Officer
Einer Villy Madsen
18 December 1998



25 Years Anniversary
Freddy Sørensen
31 October 1998

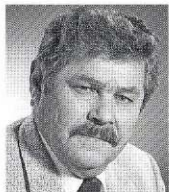


25 Years Anniversary
Per Mærsk Berthelsen
15 November 1998



25 Years Anniversary
Jørgen Seidel
1 December 1998

Mærsk Olie og Gas



25 Years Anniversary
Captain
Torfinn Nybo
6 October 1998



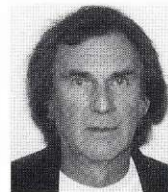
25 Years Anniversary
Captain
Henrik Larsen
13 October 1998



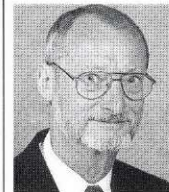
25 Years Anniversary
Chief Steward
Kurt Nissen
14 October 1998



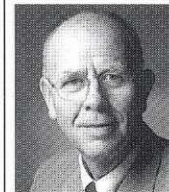
25 Years Anniversary
Chief Officer
Uwe Matzen
15 October 1998



25 Years Anniversary
Ship's Assistant
Hans Christian Jensen
1 November 1998



40 Years Anniversary
Radio Operator
Erik Vagn Madsen
3 October 1998



25 Years Anniversary
S. Palle Andersen
1 December 1998



25 Years Anniversary
Finn Nielsen
1 December 1998

Maersk Contractors

Mærsk Data



25 Years Anniversary
Superintendent
Bjarne G. Ostenfeld
1 November 1998



25 Years Anniversary
Chief Engineer
Johannes Ring-Andersen
1 November 1998



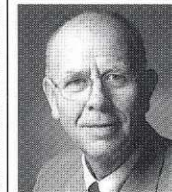
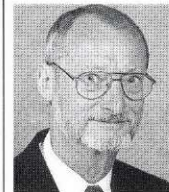
25 Years Anniversary
First Engineer
Kurt Borring Nyborg
15 November 1998



25 Years Anniversary
Chief Engineer
Jørgen Larsen
2 December 1998



Retiring
Chief Engineer
Bent M. Christiansen
30 June 1998



25 Years Anniversary
Nils Fromberg Nielsen
24 September 1998



25 Years Anniversary
Ellen L.M. Nielsen
22 October 1998

Roulunds



Retiring
Chief Engineer
Niels Ryom
30 June 1998



Retiring
Gas Engineer
Henrik V. Kjærulf
30 June 1998



Retiring
Chief Steward
Henrik V. Kjærulf
31 July 1998



Retiring
Chief Engineer
Roald Christensen
31 August 1998



25 Years Anniversary
Carl Bent Andersen
5 November 1998



25 Years Anniversary
Erik Præstekjær
3 December 1998

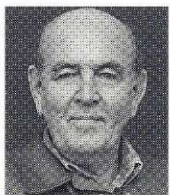
The Yard



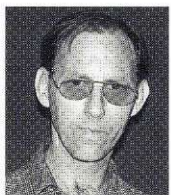
40 Years Anniversary
Poul Vagn Nielsen
2 October 1998



40 Years Anniversary
Preben H. Hansen
20 November 1998



40 Years Anniversary
Leo Ebbesen
20 November 1998



25 Years Anniversary
Bent Hansen
16 October 1998



25 Years Anniversary
Jørgen Veber
16 October 1998



25 Years Anniversary
Jan Johannsen
23 October 1998



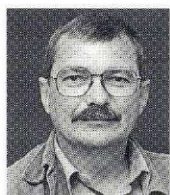
25 Years Anniversary
Henning Staffe
30 October 1998



25 Years Anniversary
Bent Larsen
6 November 1998



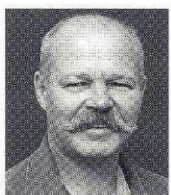
25 Years Anniversary
Bent Erik Maaløe
6 November 1998



25 Years Anniversary
Bjarne Karsten
Rasch
13 November 1998



25 Years Anniversary
Bent Christensen
13 November 1998



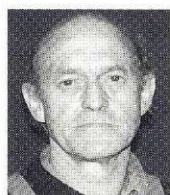
25 Years Anniversary
Søren Vestergaard
13 November 1998



25 Years Anniversary
Kaja Elisabeth
Wittchen
20 November 1998



25 Years Anniversary
Kirsten Bente
Jørgensen
27 November 1998



25 Years Anniversary
Preben Rasmussen
27 November 1998



25 Years Anniversary
Steen Westergaard
Johansen
27 November 1998



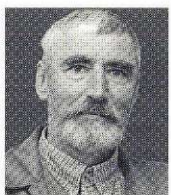
25 Years Anniversary
Gulzar Ahmad
Ghalbia
27 November 1998



25 Years Anniversary
Bjarne Johansen
4 December 1998



25 Years Anniversary
Gert Valther
Christensen
4 December 1998



25 Years Anniversary
Finn Ræbild
4 December 1998



25 Years Anniversary
Klaus Aaberg
Frederiksen
11 December 1998



25 Years Anniversary
Freddy Hedelund
Lausen
11 December 1998



25 Years Anniversary
Jonna B. Larsen
1 December 1998

Maersk Medical

Organisations Abroad



25 Years Anniversary
Russel Hanton
Norfolk Line
Felixstowe
28 January 1998



25 Years Anniversary
Martin Best
Norfolk Line
Felixstowe
18 June 1998



25 Years Anniversary
Katsuyuki Morii
Tokyo
1 August 1998



25 Years Anniversary
Tadanobu Oda
Osaka
1 September 1998



25 Years Anniversary
Shoichi Mizumoto
Kobe
1 October 1998



25 Years Anniversary
Maarten L. Toet
Norfolk Line
Scheveningen
1 October 1998



25 Years Anniversary
Roger Honroth
Maersk Inc.
Cleveland
1 October 1998



25 Years Anniversary
Derek Crichton
Salamis
Aberdeen
21 October 1998



25 Years Anniversary
Mikiko Fujioka
The Maersk Co. Ltd
London
18 October 1998



25 Years Anniversary
Harrie J. Toering
Norfolk Line
Scheveningen
8 November 1998



25 Years Anniversary
Manuel J. Vincente
Norfolk Line
Scheveningen
16 November 1998



25 Years Anniversary
Yoshihiro Goto
Tokyo
1 December 1998

Obituary

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

Captain
Aage A. Schiellerup
Ex BRIGIT MÆRSK
24 May 1998

Ship's Assistant
Kjell Alvar Straale
Ex EVELYN
MÆRSK
28 June 1998

Van Hung Ngo
The Yard
4 July 1998

Peter Løvstrøm
Wilkens
The Yard
31 July 1998



MÆRSK