MÆRSK POST

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Cover: In December 1998 permanent production facilities were inaugurated on the Al Shaheen Field in Qatar.

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Statoil, Norway recently sent the following to Maersk Supply Service: "Allow us to congratulate you on the anchoring of Aasgaard on Haltenbanken on Wednesday, 10 February 1999 at 3pm and for a first-class performance in winter weather. The job was professionally planned, well arranged and exemplarily carried out". This referred to the hook-up of Aasgaard A in the Norwegian sector of the North Sea.

The achievement of this major towing operation and hook-up of the FPSO (Floating Production, Storage and Offloading unit) has required a great deal of thorough preparation, a substantial number of engineers' hours, good utilisation of the experience gained and professional co-operation between Maersk Supply Service, its Norwegian partner Aker Marine and our Technical Organisation.

Maersk Supply Service has carried out no fewer than 15 similar jobs so far in this special niche market for towing and hook-up of production platforms and FPSOs. Every one of these jobs required foresight, qualified employees on shore and on board, the right technical equipment and, last but not least, a flexible fleet as the contracts are often entered into 6-12 months before the job is to be carried out. With our acquired know-how we intend to take on similar jobs in the future.

And - it is good to know that technical expertise and good workmanship still count.

Recently, agreement was reached regarding the acquisition of Safmarine Container Lines and its related liner activities. The purchase is subject, among other things, to approval from authorities, which we expect. We look forward to welcoming this reputable and well-run shipping company as a member of the A.P. Moller/Maersk Group, and we particularly look forward to welcoming the employees in the many countries in which Safmarine is represented.

For Maersk Line and Safmarine's customers too this will be good news. By co-ordinating our respective services we can offer improved geographical coverage and shorter transit times.

JESS SØDERBERG

Ambassador Swett hands the AMVER diploma to Captain Henrik L. Solmer from A.P. Møller while Captain C.F. Guldenshuh from U.S. Coast Guard watches.

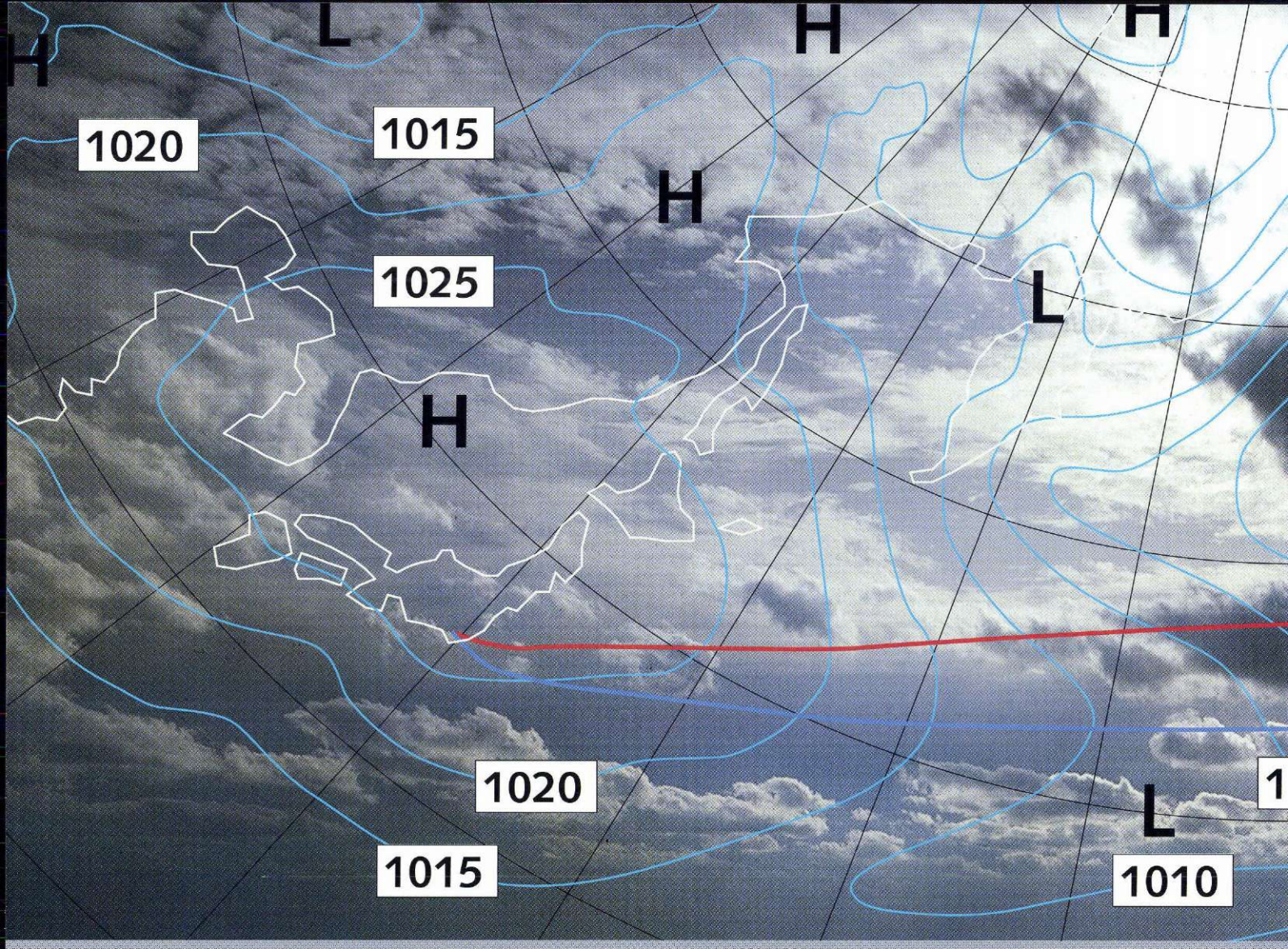
Danish Shipping Honoured

On Wednesday 4 November 1998 the American Ambassador, Mr Richard N. Swett, commended the contribution of Danish shipping companies to the world-wide rescue work of AMVER at a ceremony at the Ambassador's residence. A total of 86 Danish vessels, of which 22 are from the Maersk fleet, were honoured for their efforts which the Ambassador called crucial to the continued success of the co-operation.

AMVER (Automated Mutual Assistance Rescue) is a voluntary, world-wide co-operation in which 143 countries participate, co-ordinated by the American Coast Guard.

Since 1958 AMVER has helped save thousands of lives and a large number of vessels in distress.

In addition, the American Coast Guard has taken the initiative in seeking to persuade major marine insurance companies to reduce their premiums if a vessel participates in the AMVER system as AMVER for many years has saved these companies considerable insurance sums.

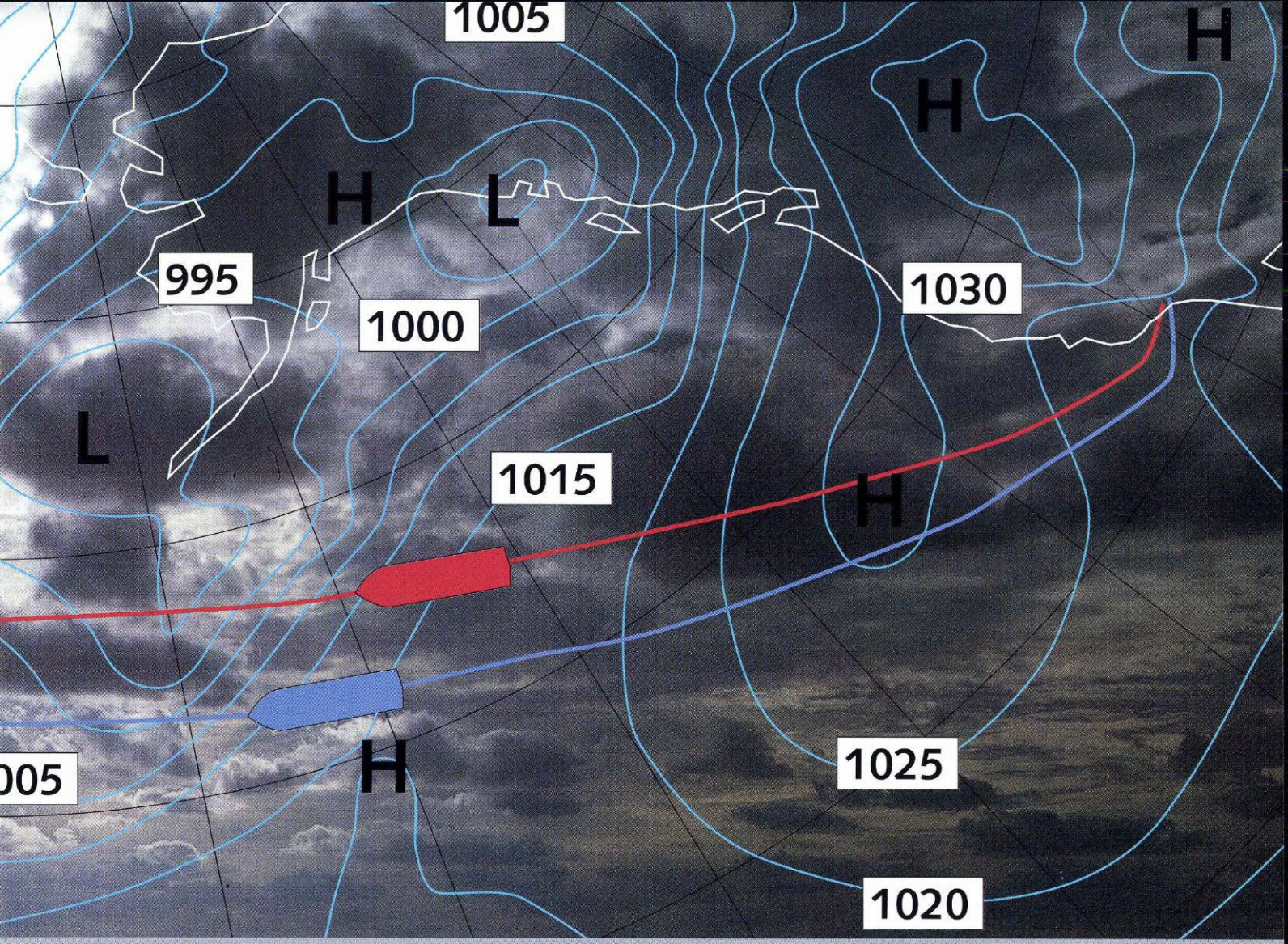


Good Advice for Vessels

Meteorology means the scientific study of the atmosphere, especially the phenomena or physical processes that can be collectively called "the weather". The study of meteorology can take two specific directions, one being forecasting where the object is to predict how a specific weather situation may develop in the near future, and the other being climatology which is the study of how the average weather, determined by various meteorological factors such as temperature, precipitation, atmospheric pressure, wind, etc., may develop in different places on the earth and at different times. The bases for the study of meteorology are observations and measurements of various meteorological factors and then a calculation of what the weather has been and will be in the future.

Every day a large part of the population takes an interest in the forecasts, and many trades are affected by the weather.

Shipping, from large tankers to small sailing boats, is an example of one of the many areas utilising the weather information, which contributes to increased safety as well as economic and environmental optimisation.



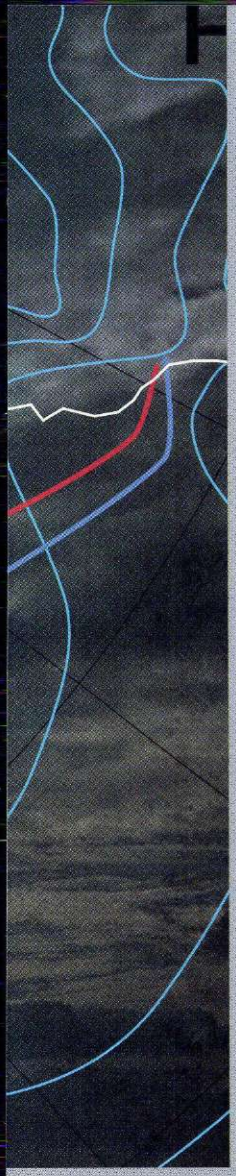
Established in 1872
In 1827 a permanent Meteorological Committee was set up in Denmark. At the same time the necessary means were granted for the establishment of the first "Meteorological Institute" with a central observatory in Copenhagen and local observation posts around Denmark. This marked the beginning of the first systematised nationwide gathering of data. In 1872 the Meteorological Institute was established under the Ministry of Naval Affairs, and the main functions of the Institute were defined as
·provide observations
·spread these to the public
·develop scientific meteorology.

From the book "Vejr for enhver" ("Weather for Everyone"), published by the Danish Meteorological Institute (DMI) in 1997 on the occasion of the Institute's 125th anniversary, Mærsk Post has been given permission to quote from the section on weather routing.

An Important Task
Service to shipping has always been one of DMI's main tasks, and at the beginning of the 20th century the Institute began to issue warnings of strong winds and gales for the waters around Denmark. Today, however, the ordinary forecasts for waters, warnings of strong winds and gales only cover a limited area, i.e. Denmark, the Faroe Islands and Greenland. Vessels which have to cross the Atlantic or Pacific Ocean have other needs. These voyages take several days, and if the vessels are to avoid rough weather on the way, long-term planning is required before departure. For the major ocean-going vessels the weather seldom constitutes a safety risk, however, these vessels navigate much slower in bad weather, and each extra hour at sea costs the shipping company a lot of money. On long voyages it is often possible to find a route for a vessel which is faster, safer and puts less strain on the crew and the cargo than the immediate short route.

This acknowledgement led to the drafting of DMI's routing guide in 1971, and since 1988 DMI has offered Danish and foreign shipping companies weather routing all over the world under the name of World Wide Weather routing.

Loss of Speed
A vessel's sensitivity to waves depends on its size. If a wave is considerably longer or shorter than the length of the vessel, there will not normally be any manoeuv-



Good Advice
for Vessels

ring problems. On the other hand, such problems may arise if the wave length is comparable to the length of the vessel. Small vessels will therefore get into trouble at wave periods of 8-9 seconds which for deep-sea waves correspond to wave lengths of a little over 100 metres, whereas large vessels are more affected by wave periods of 12-13 seconds, corresponding to wave lengths of over 200 metres (see fig.1).

Thus various factors affect the loss of speed for a large container vessel as shown in fig.2. In the example it is assumed that in calm weather the vessel's speed is approximately 24 knots equivalent to 45 km/hour. Further it is assumed that the wind is subject to a linear growth from 0 to 24 metres per second over a period of 24 hours. After that the wind suddenly decreases to 0. During the first 24 hours the wave height increases from 0 to 12 metres. When the wind has decreased to 0, the waves are called swells. The height of the swells slowly decreases and after an additional 24 hours it has decreased by one half. In the meantime the swell field has moved approximately 800 km. It also appears that the wave period increases constantly during the 48 hours. After 24 hours, when the wind reaches its peak, the period is approximately ten seconds (corresponding to the wind force in Beaufort), and after 48 hours it has increased to 13 seconds. The vessel's loss of speed under the various weather conditions is calculated on the assumption that the vessel heads into the wind, waves and swells. The speed of the vessel quickly decreases as the wind and with it the wave height increase. When the wind is at its strongest, the vessel's speed is below 8 knots. When the wind decreases to 0, the vessel's speed increases by approximately 7 knots which alone is due to the reduced wind resistance. It is remarkable that even 24 hours after the wind has decreased, a large vessel will experience a considerable loss of speed in a swell field 800 km away from the storm.

Meteorological Models

When DMI began to offer weather routing in 1971, this was based on 72-hour forecast maps received by fax. Calculation of waves and swells took place manually.

Issuing of the first forecasts from the meteorological centre ECMWF (European Centre for Medium-range Weather Forecasts) in England in 1979 was very important to weather routing, and since then the quality of the forecasts has been markedly improved so that today a six-day forecast is of the same quality as a three-day forecast in 1979. The forecasts from ECMWF provide route makers with predictions of high and low pressure and thus the force and direction of the wind up to nine days ahead. In 1990 the meteorological model was supplemented with an advanced wave model so that the weather routing now includes forecasts for waves and swells in the oceans up to nine days after.

Automatic Routing Optimisation

Models of new vessel types are often tested in tanks where the vessel's sensitivity to wind and waves can be determined in a controlled environment. The result is a mathematical model that describes how fast a vessel navigates under different weather conditions. The mathematical models of the vessels, combined with the detailed forecasts from the meteorological centre ECMWF, makes it possible to calculate automatically the best possible routes from one port to the next under the assumption that the weather and wave forecasts are correct.

Crossing the Pacific

An example of a crossing could be a large container vessel en route from San Francisco to Tokyo. The vessel's speed is normally 23.5 knots, however, on this crossing the weather is bad as a heavy storm depression lies in the northern part of the Pacific (see fig.3). On the shortest route the vessel will come up against a heavy headwind and can therefore only maintain an average speed of e.g. 22.1 knots. The computer finds a faster route more to the south so that the vessel avoids the worst weather. On this route the vessel can maintain an average speed of 22.6 knots and in spite of the longer distance be in Tokyo three hours earlier than if it had chosen the shortest route.

Thus the computer has become a very important tool for the route makers, however, the new tools have their limitations. The programmes assume that the meteorological forecasts until day nine are correct which often is not the case. Therefore it is the route makers' task to find a route which is suitable even though a depression develops or moves differently from the indications in the forecasts.

Frequent Use by Maersk Fleet

A.P. Møller believes weather routing to be a very useful tool for the captains of its vessels when they plan the ocean passages as it provides an independent recommendation of the navigation route taking into account the expected conditions of wind, current, sea and swell.

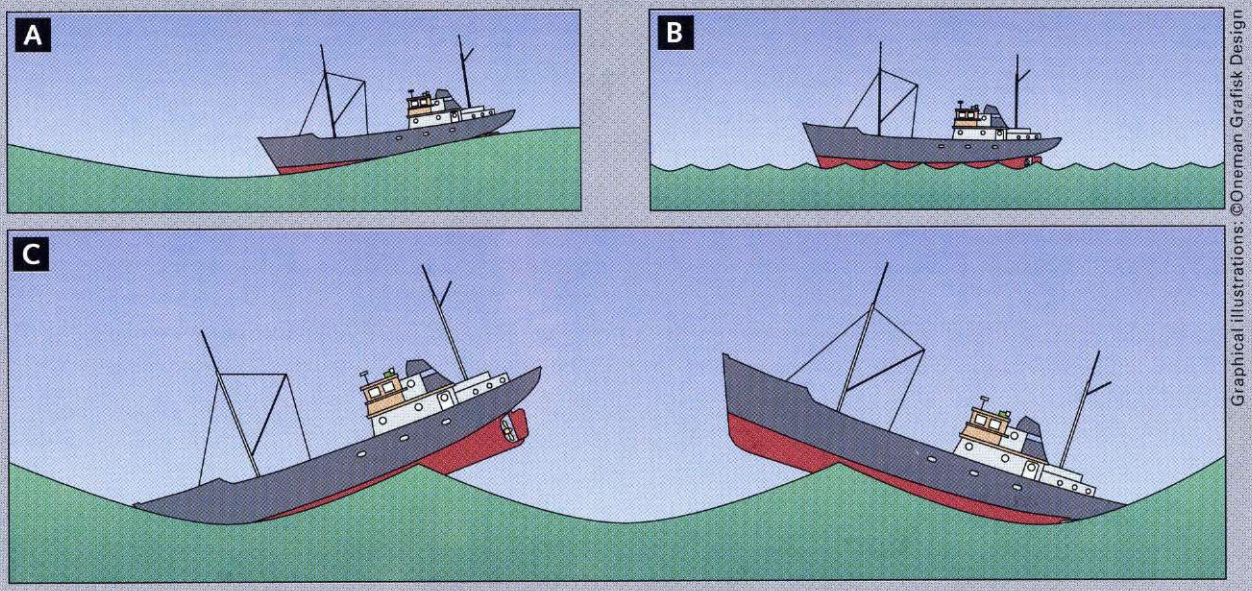


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Fig.1: A vessel's sensitivity to waves. The first two will not normally present any problems. In the latter case, where the wave length is comparable to the length of the vessel, serious problems may arise.

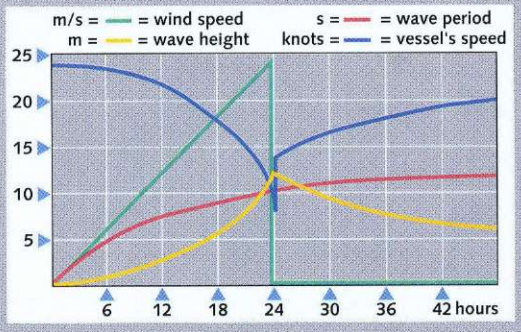


Fig.2: Loss of speed for a large container vessel under various weather conditions.

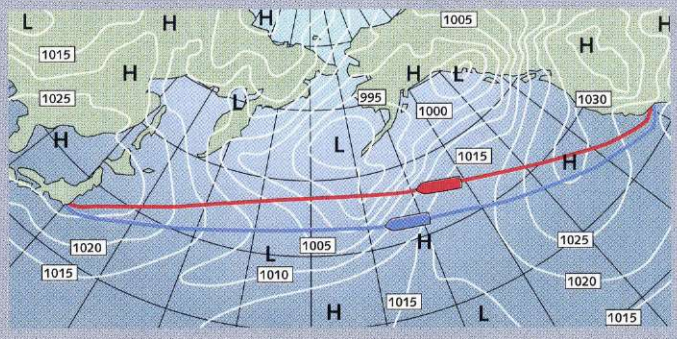


Fig.3: Map showing the weather conditions four days after the vessel has departed from San Francisco. The red curve indicates the shortest route between San Francisco and Tokyo, whereas the blue indicates the fastest.

The purpose of weather routing is to ensure the fastest and safest route across the oceans.

Salalah - the

Henrik Petersen

The Sultanate of Oman occupies the south east corner of the Arabian Peninsula. Its coastline extends 1,700 km from the Strait of Hormuz to the border of the Republic of Yemen and overlooks three seas: the Arabian Gulf, the Gulf of Oman and the Arabian Sea. Oman's historical role is ancient and as unique as history itself. Its maritime and political role and its relationship and contacts reached China, America and Europe at an early historical stage.

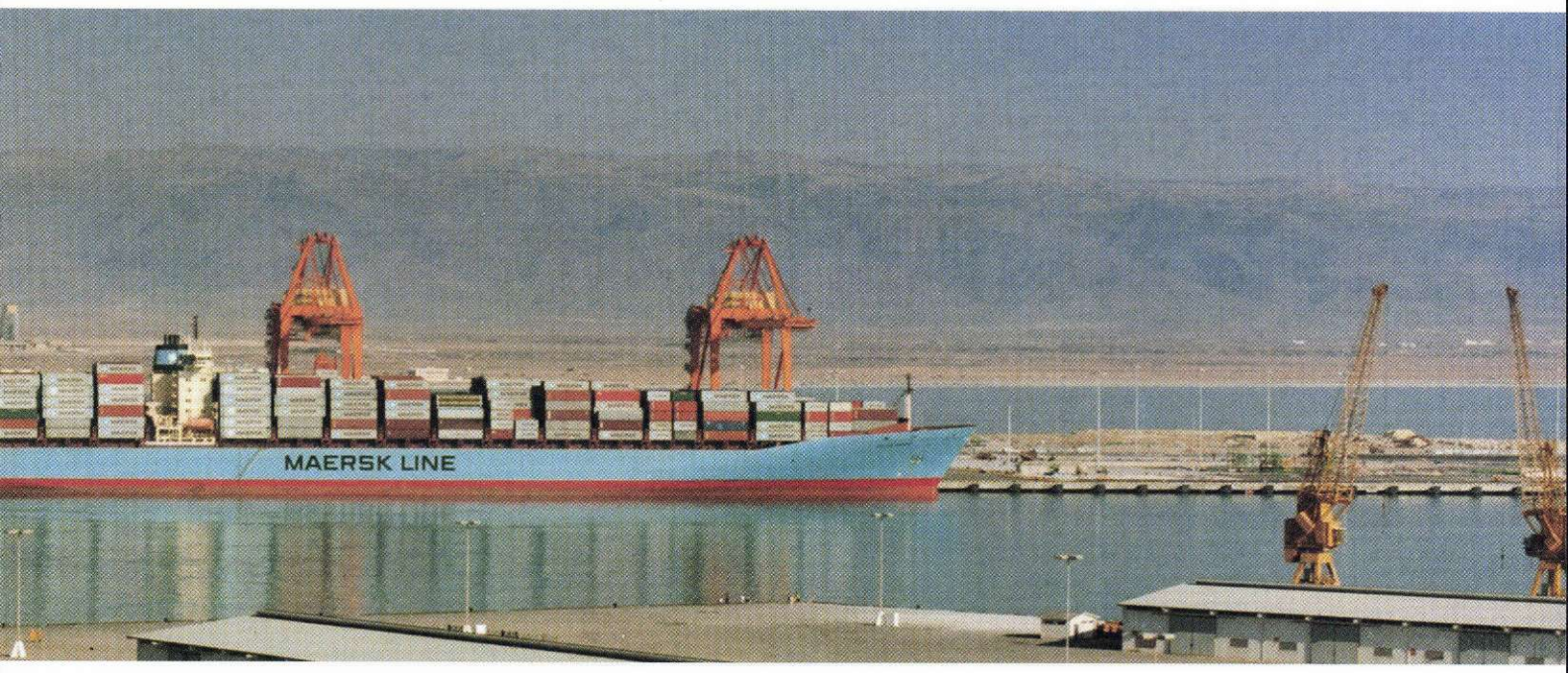
The province of Dhofar, situated in the south eastern part of Oman, in particular had several flourishing ancient ports and played a prominent role in the sea trade activities for thousands of years. The biggest port is Mina Raysut (Salalah) which has been of great importance to maritime trade for centuries.

New Hub Terminal

In October 1996 a concession agreement was made by the Ministry of Communication and the Ministry of Finance to establish a top modern container terminal at Salalah. The first phase of the new port project, covering two berths and three gantry cranes, was completed on 1 November 1998 and the second phase, with and additional two berths and three cranes, is expected to be completed this spring. The container terminal covers an area of 550,000 m^2. The port has a draught of 16 metres and can accommodate the new generation of post-panamax vessels like the S-types. The terminal is supported by all necessary back-up equipment and is fully computerised, enabling real-time update of operational data. The terminal facilities include a container yard (900,000 TEU yearly capacity after completion of the second phase), a repair yard, a container freight station and a reefer yard with 432 plugs to support transhipment facilities. The port has managed to get off to a good start and aims at crane moves per hour figures that compete in the "world league".

Salalah has the natural abilities to become a major regional port. The geographically favourable location of Salalah provides the advantages for Maersk Line to link up not only to other coun-

Omani Gateway



tries in the Middle East region and the Indian subcontinent, but also to the Far East, Europe and Africa.

The government of Oman has signed a 30-year concession agreement with Salalah Port Services for the operation and management of the new container terminal at Salalah, which will become a world-class container hub. Salalah Port Services is a joint venture between Maersk, Sea-Land and the Omani government with a 15% equity partnership each to Maersk and Sea-Land. Maersk Line is represented through a terminal office at Salalah, in addition to a full liner agency coverage in Oman with headquarters in Muscat.

Faster Delivery to Customers

Maersk Line has four routes passing through the Middle East every week. At the same time as the opening of Salalah, the East Africa and Indian Ocean services were upgraded. By taking advantage of the Salalah connection, Maersk Line has been able to cut transit times by up to eight days.

On 1 December 1998 the port of Salalah celebrated the official opening of the terminal. Senior ministers of the Omani government, Ambassadors of various countries and other important guests attended the ceremony hosted by H.E. the Minister of Interior. Executive Vice President Knud E. Stubkjær spoke at the occasion, expressing Maersk Line's pleasure at being part of the new terminal. He emphasised the confidence with which liner operators view developments at Salalah, the strategic position for east/west and north/south corridors, the natural deep water the port features and not least the impressive determination by the Omani people and the government to ensure the success of this major privatisation project.

By participating in the establishment of this new container terminal in Salalah, Maersk takes part in rewriting the sea-faring history of Oman. The importance of this ancient port is ensured for a long time to come.

Mr Gunnar Nygren from the port of Gothenburg received a model of a Maersk container vessel as a reminder of the event. With SINE MÆRSK in the background he is surrounded by (from the left) Mr Palle Weidlich, Maersk Sverige AB, Mr Thomas Lunsden, Skandiahamnen, Mrs Ane Uggla and Mr Peder Uggla.

Post-Panamax Cranes in Gothenburg

In the port of Gothenburg in Sweden, Ane Mærsk Mc-Kinney Uggla named two new container cranes on Saturday, 4 September 1998. Enjoying the beautiful weather that day, many people had gathered to see the big cranes and watch the container vessel SINE MÆRSK loading at the port.

Ane Uggla is the youngest daughter of Emma and Mærsk Mc-Kinney Møller. At the naming she spoke about her long-time relations with Gothenburg, first as a child on her father's boat, sailing off the Swedish coast and later, newly married, living for five years with her husband in Gothenburg. Mrs Uggla stressed the importance of development and renewal and mused on the dramatic changes in shipping over the years. She ended her speech as follows:

"Let us for a moment think about the pioneers who 250 years ago sent their expeditions to India to buy spices, silk and china. One of these ships, with the name 'Götheborg', tragically sank just a few hundred metres from where we are now, on her way to her homeport after a two-year long expedition to the Orient. This ship, sailing to the end of the world at that time, was only 40 metres long - two metres shorter than the beam of SINE MÆRSK. After this tribute to the past I welcome the new age with the Port of Gothenburg's two post-panamax cranes. And, in accordance with the typical humour of Gothenburg, I hereby name you Hiss-ingen (the hoister) and Långe-drag (the long-lifter). May fortune and prosperity follow you across the beam of the vessel."

At the namegiving ceremony are (from the left) Captain Aage Slifsgaard, Jess Søderberg, Chief Engineer Gert Planch Jørgensen, the sponsor Mrs Elisabeth Cassani, Mærsk Mc-Kinney Møller, Mrs Helle Søderberg, Managing Director John Skov Hansen, Lindø, and Mr Kaspar V. Cassani.

SOFIE MÆRSK

Mrs Elisabeth Cassani was the sponsor when Lindø's newbuilding no. 165 was named SOFIE MÆRSK on 5 December 1998. Mrs Cassani is the wife of Kaspar V. Cassani, former vice-chairman of IBM. SOFIE MÆRSK has her home port in Copenhagen and is commanded by Captain Aage Slifsgaard with Gert Planch Jørgensen as Chief Engineer. With this newbuilding A.P. Møller's series of post-panamax container vessels now constitute 12 vessels, each with a capacity of more than 6,000 TEU.

At the namegiving ceremony for ALVA MÆRSK are, left to right, Chief Engineer Jørgen Eiche Andersen, the sponsor Mrs Carol Teys, Mr Allan Teys and Captain Stefan Knudsen.

Double Naming in Taiwan

Another two newbuildings from the Taiwanese yard China Shipbuilding Corporation (CSBC) in Keelung were named at a ceremony on 10 December 1998. In the presence of representatives of A.P. Møller and the yard, newbuilding no. 676 was named ALVA MÆRSK by Mrs Carol Teys, wife of Mr Allan Teys, Chairman and Managing Director of Teys Bros (Holdings) Pty Ltd, Australia. Newbuilding no. 677 was named MÆRSK AVON by Mrs Krystina L. Slinger, wife of Mr Malcolm Slinger, Managing Director of SBA Foods Pty Ltd, Australia.

The vessels are the fifth and sixth in a series of ten 1,100 TEU sister vessels for Maersk Line.

ALVA MÆRSK will enter the service between Algeciras and West Africa, and MÆRSK AVON will be employed as a feeder vessel in North China.

At the namegiving ceremony for MÆRSK AVON are (left to right) Mr H.Y. Chang, CSBC, Mrs Helen Chang, the sponsor Mrs Krystina L. Slinger, Mr Malcolm Slinger, Mrs Lotte Ipsen and Mr Flemming Ipsen, A.P. Moller Singapore.

Another Car Carrier

At a ceremony in Bremerhaven on 13 January 1999 Mrs Eva Kleberg, wife of Jonas Kleberg, Director and Executive Vice President of Wallenius Lines, Stockholm, named A.P. Moller Singapore's latest newbuilding. The new vessel, MAERSK TEAL, is a 4,000 unit Pure Car Truck Carrier. It is the fourth in a series from Tsuneishi Shipbuilding Co. Ltd. Japan and was delivered to the owners A.P. Moller Singapore on 7 December 1998.

The sponsor Mrs Eva Kleberg in front of MAERSK TEAL. During her speech at the namegiving ceremony Mrs Kleberg said: "The teal, for which my godchild is named, is a restless bird, a tireless traveller and has powerful wings pulling her long stretches over open waters. In close waters she is an acrobat of the air who can dive and turn like a precision jet".

MAERSK TEAL is operated by a crew of 15 and will be under the command of Captain Rakesh Kumar Yadav with Alphonsus Liguorio Viegas as Chief Engineer. The vessel's homeport is Singapore.

The newbuilding will join her sister vessel MAERSK TIDE on a long-term charter to Wallenius Lines.

View of River Neris and the Castle Hill with the Gediminas Tower in Vilnius.

The Baltic States

© ELTA

The Baltic States consist of three countries: Lithuania, Latvia and Estonia, stretching along the eastern coast of the Baltic Sea. This part of the world has undergone dramatic changes over the last decade. With the Communist empire falling apart and new countries emerging, it was not easy for the rest of the world to keep up with the latest developments. This may explain why many people still believe that the Baltic States are part of Russia, even though it has been almost nine years since Lithuania, Latvia and Estonia regained their independence.

Marina Krupnikova

Although forming a part of the Soviet Union for quite some time, the three Baltic States constitute a unique historical, cultural and political region. The people of the three countries come from two distinct groups. In the northern part of the region we have the Finno-Ugric

Part of the old town wall in Tallinn.

Map of the Baltic States.

tribes of Estonia and Livs of Latvia, whereas the rest of Latvia is populated by Letts who, like Lithuanians, are Indo-European Balts whose language bears some similarity to Sanskrit.

The Transit Countries

Throughout the centuries, the Baltic States have been regarded by westerners as the gateway to the eastern markets and by Russia as the "window to the West" because of the coastline over which neighbouring countries were prepared to fight for every inch. In fact, for more than 800 years, Lithuania, Latvia and Estonia were never left alone, as Sweden, Denmark, Germany and Russia argued over their territory. The Vikings, the Russian Prince Vladimir I, German crusaders and Jesuits, Tsar Peter the Great have all left their distinctive imprints on Baltic cultural, religious and social life.

However, Balts have always fought for their national identity, and still do. Lithuania, for example, was the last nation in Europe to convert to Christianity. Historically, Lithuanians have been the most independent, spirited country of all three. In 1325, instead of submitting to the Germans as Latvians and Estonians had already done, the Lithuanian ruler Gediminas allied himself with the Poles, who had similar problems with the Teutonic Knights. They founded the Duchy, one of the largest countries in Europe at the time, stretching from the Baltic to the Black Sea. Later, Lithuania shared the fate of Latvia and Estonia. During the 18th century they all became Russian provinces. In 1920, all three became independent countries. In 1939, under the Hitler-Stalin pact, Soviet soldiers arrived in Latvia and Estonia and in 1941 the Germans invaded all three countries. The Soviets reoccupied them in 1944 and turned the countries into Soviet republics, which they remained for the next 47 years before regaining independence in 1991.

Since 1991 all three countries have worked very hard towards implementing democracy and market economics following the Northern European model. Estonia, Latvia and Lithuania have all applied for membership of both the EU and NATO.

Ironically, the unique geographical location of the Baltic States that used to attract conquerors and invaders for centuries has now become one of the main sources of state revenue, because - as people joke here - "transit is our main industry". The ports of Klaipeda, Ventspils, Liepaja, Riga and Tallinn have specialised in handling conventional vessels, trading in bulk and oil products. The advantages of the Riga and Klaipeda ports are the dedicated container terminals, equipped with rail-mounted gantry cranes. A well-developed structure of bonded warehouses enables them to offer a complete range of services to cargo owners.

Maersk Established in 1991

Maersk launched its shipping ac-

Photo: Fotocentrs

Riga Castle, from 1652, houses the President and his cabinet.

tivities in Latvia via the port of Riga in 1991, working through an agent, Latvian Shipping Company. Today, Maersk Latvija SIA is a rapidly growing dynamic organisation with its main office in Riga and representations in Tallinn and Vilnius in order to provide better coverage of the whole region. The Riga office now has 24 employees including four people in the port. Two dedicated people in Vilnius and one in Tallinn concentrate their efforts on sales and customer service activities.

One of the main advantages of Maersk Line in the Baltic States is that it is one of the only carriers represented by its own agency and thus able to offer high quality service to its customers as only its own personnel attend to door-to-door transportation. Maersk Line also offers Mercantile-related services such as warehousing, storage and handling. This began in May 1996 as a dry warehousing project storing, handling and re-labelling milk powder. Since then activities have been diversified to include reefer warehousing, dry and reefer cargo rehandling, forwarding and LCL shipments. The A.P. Moller Group also has other interests in the Baltic States. Odense Steel Shipyard owns the Baltija Yard in Klapeida, Lithuania, and the Loksa Shipyard plus, through Mærsk Container Industri, the company Balti ES in Estonia. Maersk Air has a considerable shareholding in the airline Estonian Air.

Although many things have been done in the past few years, there are still a lot of challenges facing the Baltic States and the Maersk organisation. The impact of the Russian crisis has no doubt affected business activities in the area in general; however, the countries are slowly recovering after the initial shock, and now is the right time for new achievements.

Estonia

Estonia is the smallest of the three Baltic countries, covering 45,000 km². Estonia borders on Latvia (south) and the Russian Federation (east). Tallinn, the capital of Estonia, is situated on the northern coast of the Baltic Sea and is the largest local port. The total population of Estonia is 1.45 million people, approximately one third of which is located in Tallinn and its vicinity. The Estonian economy has recovered well from the post-Soviet crisis. In 1997 the GDP rose by 11.4%, mainly due to a recovery in industrial production. In 1998 Estonian exports amounted to USD 809 billion, compared to imports of USD 1,262 billion, and the main destinations for Estonian exports were Russia, Finland and Sweden. Main origins of imports are Finland, Russia, Germany and Sweden. Due to the Russian economic crisis, the share of Russian exports/imports has decreased significantly over the last few months. The main export commodities are mechanical equipment, foods, textiles, wood products and peat moss. Machinery and equipment, foods and chemicals dominate imports.

Latvia

Latvia's total land area is 64,600 km² with a coastline of 550 km. Population stands at 2.47 million, with almost one million people living in the capital of Riga and its surroundings. The country has had a prosperous market-based economy in inter-war years, which during the Communist years was rigidly integrated into the Soviet economic system. After regaining independence, a vast programme of market reforms has been implemented, including the establishment of an independent central bank, price liberalisation, introduction of an independent currency, land reforms and privatisation. By 1994 the economy had recovered, mainly due to the rise in world prices of paper and timber. GDP growth was 5% in 1998. Main Latvian exports are wood and timber products, textiles and foods. Main import commodities are mineral products, primarily fuel, machinery and electrical appliances. The transit business plays a significant role in Latvian trade and takes place mainly through Ventspils Port, which handles 40% of Latvia's total Baltic Sea trade. The main destinations for exports are Russia, Germany, United Kingdom and Sweden. Imports primarily originate from Germany, Russia, Finland and Sweden.

Lithuania

Lithuania is the largest of the three republics, covering 65,200 km² with a population of 3.5 million. Vilnius is the capital and Kaunas the second largest city. After regaining independence, fuel shortages and loss of traditional markets in the former Soviet Union caused a sharp economic decline. However, GDP growth accelerated again in 1996, reflecting a revival in industrial production, based on growing foreign investments. GDP growth in 1997 was 5.7%. The main Lithuanian export commodities are mineral products, textiles, machinery, chemicals and foods. Imports consist of machinery and equipment, chemicals, lumber and foods. The main export destinations are Russia, Germany, Belarus, Ukraine and Latvia. Russia, Germany and Poland are the main origins of the country's imports.

A Milestone at Al Shaheen

On 14 December 1998 the permanent production facilities on the Al Shaheen field were inaugurated by Qatar's Minister of Energy and Industry H.E. Abdullah Bin Hamad Al-Attiyah in the presence of Mr Ib Kruse, Chairman of Maersk Oil Qatar AS. The inauguration represents a milestone in the company's activities in Qatar and is the result of the successful co-operation between Qatar's state oil company Qatar General Petroleum Corporation (QGPC) and Maersk Oil Qatar AS.

In 1992, an agreement was signed between the Government of the State of Qatar and Maersk Oil Qatar AS, granting Maersk Oil the oil exploration and production rights in a 3,500 km² area offshore Qatar. The existence of oil in the area was already known. The oil was present in several thin and mostly tight reservoirs, but test production by other operators through conventional wells indicated that the field was commercially unattractive. The challenge for Maersk Oil Qatar AS was to establish an attractive oil recovery scheme.

Following the encouraging results of the first phase of appraisal drilling and test production, a major development plan for the Al Shaheen Field was established in co-operation with QGPC at the beginning of 1996. The plan targeted a large area, requiring development wells to be drilled from three locations approximately seven kilometres apart. It included both the Al Shaheen Field A location, where the first wells were drilled, and two new Al Shaheen locations, B and C.

Permanent Facilities

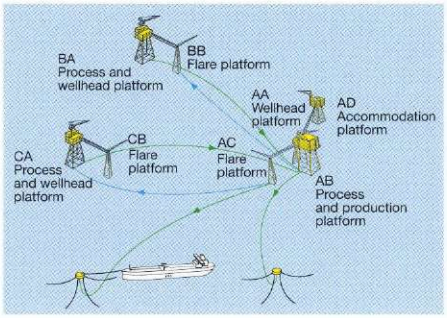
At the originally developed A location a STAR type wellhead platform was installed in May 1996. The platform supported the eight wells originally drilled and provided additional slots for 17 new wells. At the new B and C locations there were no platforms installed until 1998. Therefore the wells had to be drilled through a template on the seabed and initially supported by the drilling rig until a temporary production rig could be mobilised. Production from the rigs commenced in March and June 1997, respectively.

The permanent facilities on the Al Shaheen Field comprise three new platforms for the central A location, where the main processing and oil export platform as well as the central accommodation platform are located. Two new platforms have been installed at both the B and C locations. Oil produced at these two locations is only partially processed before export via pipelines to the facilities at the A location. After final treatment at the A location, the oil is exported to a buoy three kilometres away where a 350,000 DWT tanker is moored for storage and offloading.

Improved Techniques

Installation of the platforms commenced in April 1998 and in June the main processing platform was installed at the A location. As the deck of this platform weighed around 6,000 tons, a float-over installation was selected. The deck was loaded from the quayside in Abu Dhabi onto the float-over barge, with the leg supports protruding outside the edge of the barge. The barge was towed to the field and then pulled inside the jacket substructure and ballasted down, matching the legs with the deck so that the deck support was gradually taken over by the jacket legs. When the deck was fully supported by the jacket, the barge was pulled out from under the deck. The offshore part of the

Per Angelo/Jakob Thomasen



H.E. Abdullah Bin Hamad Al-Attiyah, Minister of Energy and Industry, performed the inauguration of the new production facilities. Partner Ib Kruse, A.P. Møller, was present at the ceremony.

float-over operation was completed in less than six hours. This float-over installation was the first for Maersk Oil and resulted in considerable cost and time savings, compared to more conventional methods.

During the development phase, the drilling operations have been continuously optimised. This has resulted in some of the world's longest horizontal wells being

A Milestone at Al Shaheen

drilled on the Al Shaheen Field. The longest well has a horizontal length of 6 km. Improvement of the stimulation and completion techniques used has significantly cut cost and time to complete the wells.

Status and plans

At the end of 1998, there are eight platforms installed at three locations on the Al Shaheen Field. A total of 43 long horizontal development wells, 12 appraisal wells and three exploration wells have been drilled in the area operated by Maersk Oil Qatar AS. Oil is being produced from three reservoir layers and processed seawater is being injected into two of the reservoir layers to improve oil production. The total production potential is in excess of 150,000 barrels of oil per day. Current production is, however, restricted due to OPEC production limitations.

The potential for further development of the Al Shaheen Field is currently being evaluated. It is anticipated that another major step in the development of the field will be established jointly with QGPC during this year.

Lindø
- A Natural Choice

On the threshold of a new millenium the Odense Steel Shipyard still offers exciting challenges to young people who are about to choose a career. Nineteen-year-old Claus Olsen finishes his apprenticeship as a shipbuilder in about a year and is the youngest in a family who for five generations have had close connections with the Yard.

Leo Jensen

Claus Olsen's great-grandfather, Niels Chr. Nielsen, took part in the building of the old yard at Odense Canal back in 1917 and worked at the Yard until he passed away in 1959, the same year as the inauguration of the Lindø Yard. Claus also had a great-great-grandfather, ship's carpenter Niels Nielsen, who was employed at the Odense Yard until the beginning of the 1930s. The family lived in "Skibhusene" (a place where goods were landed in the old days before the canal) in the vicinity of the Yard.

With his grandfather, former master shipbuilder Poul Chr. Nielsen, now 75 years old, things were systematised. In 1937 he began his apprenticeship as a shipbuilder, in 1967 Claus Olsen's father, planner Kaj Nielsen, served his apprenticeship as a locksmith - and was elected apprentice of the year in 1971 - and in 1997 it was Claus' turn.

Good spirit

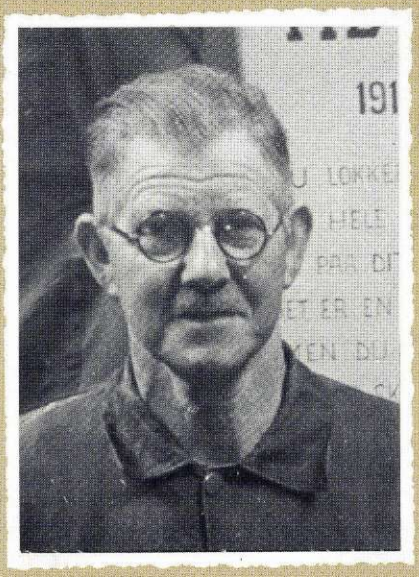
Through his father and grandfather Claus has always had a close connection to Lindø and so the Yard was a natural career choice. His grandfather, who finished in the steel drafting office in 1986 never misses an opportunity to tell him about his yard experiences throughout 50 years and is fond of showing his excellent grades from his apprentice days. And Claus has not been disappointed with his choice. "It can be cold working outdoors, but the colleagues give us newcomers a warm welcome. Our tasks vary, and I like the special atmosphere that exist between the employees at Lindø", he says.

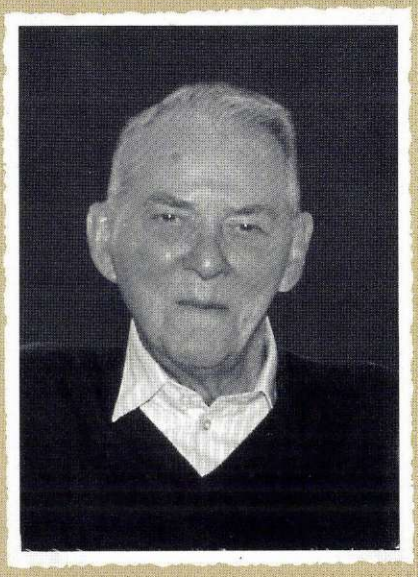
His father Kaj Nielsen, who is 47 years old, has witnessed many changes through more than 30 years in the Yard, fortunately for the better, he emphasises. Throughout the years he has mainly been involved in planning and inventory control in the workshop area and has continuously brushed up his technical and managerial skills. At the moment Kaj Nielsen is subproject manager for the implementation of the Yard's new administration system.

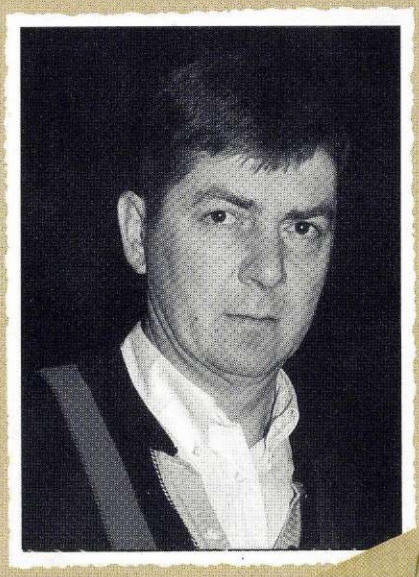
Increased Motivation

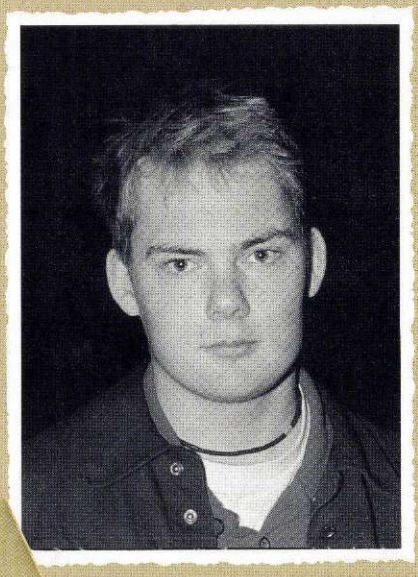
"The major changes in the Yard in my time have been increased efficiency combined with a reduced staff, among other things due to major technological progress", says Kaj Nielsen. "Order and tidiness have become a natural part of the working day and,

From the family album are Claus Olsen's great-grandfather Niels Christian Nielsen (upper left), his grandfather Poul Christian Nielsen (upper right), his father Kaj Nielsen (lower left) and Claus himself.





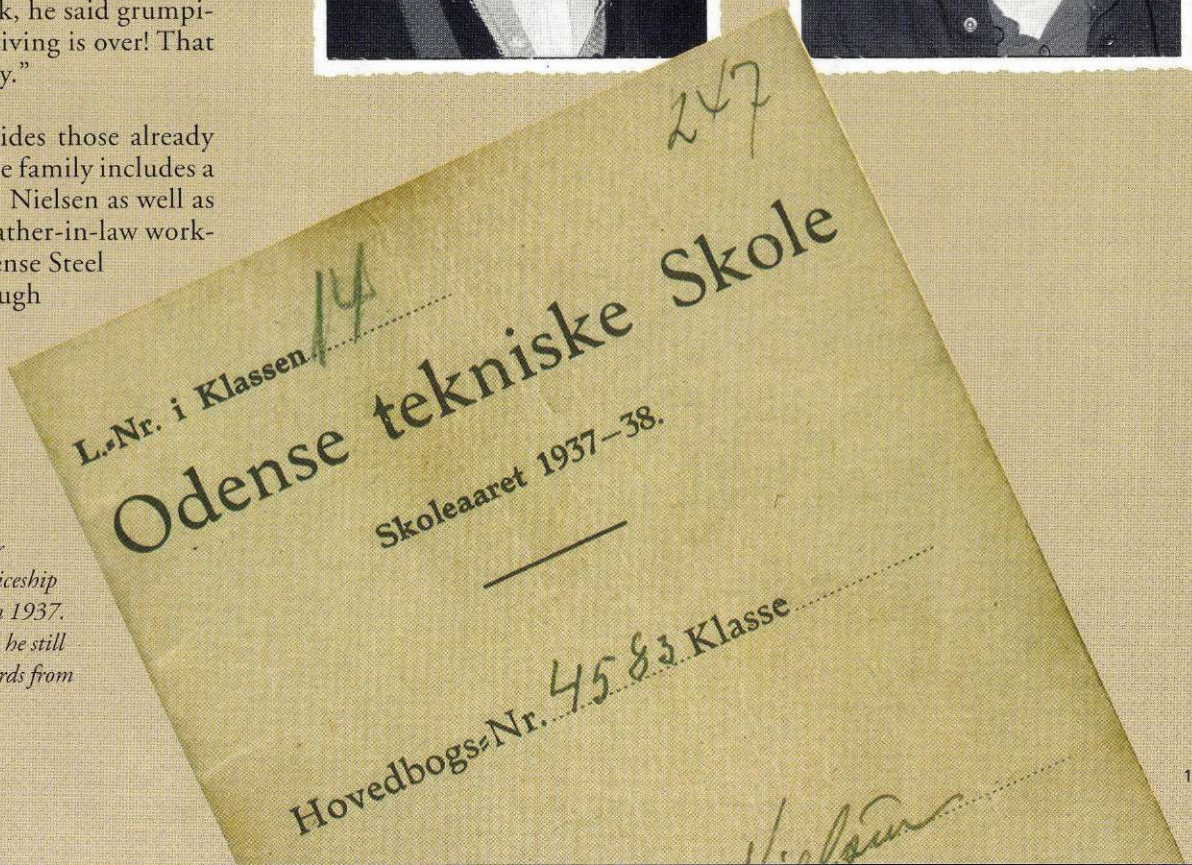




particularly, far better planning now characterises production."

Kaj Nielsen is also of the opinion that the new ways of organising has increased motivation. Goal-oriented information and more contact mean that employees have gained a better understanding of why and how the management wishes to strengthen the Yard. Previously, there was a strict hierarchy where the foreman made all the decisions and did not always know how to motivate his employees. Kaj Nielsen remembers: "I have always attended to my work, but when, on a rare occasion many years ago, I had to go to the master and report myself fit for work after being sick, he said grumpily: So, your skiving is over! That made me angry."

At Lindø, besides those already mentioned, the family includes a brother of Kaj Nielsen as well as uncles and a father-in-law working at the Odense Steel Shipyard through more than 80 years.



Claus' grandfather began his apprenticeship as a shipbuilder in 1937. Now 75 years old, he still keeps his report cards from that time.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Aid to Honduras

Kim A. Kristensen

On 24 October 1998 Hurricane Mitch hit one of the poorest countries in the world, the Republic of Honduras, which has close to six million inhabitants. The hurricane, the fourth strongest in the Caribbean basin this century with winds of 250 miles/hour, lingered over the coast of Honduras for almost a week before deciding to head overland. Here Mitch lost strength and was officially downgraded to a tropical storm. Heavy downpours of rain continued over most of the country for the next two to three days, in some areas more than 60 cm in less than 24 hours. The rain caused such a heavy pressure on the dams which supply the vast majority of the country's electricity that these had to be opened, and areas where the water levels had finally started to lower were flooded once again.

A Disaster for the Economy

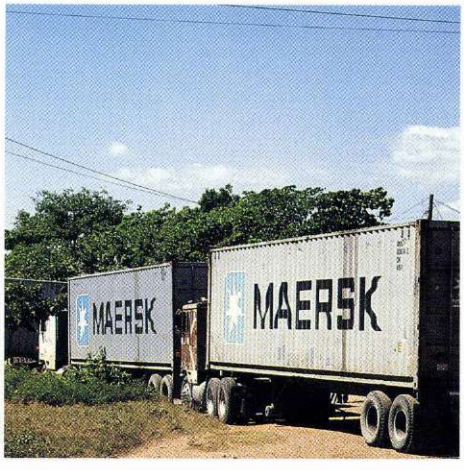
The hurricane took a devastating toll on the country. Several thousands were killed, thousands were missing, more than 100,000 lost their homes, and almost two million people were evacuated. Apart from the many personal disasters, the infrastructure was left in ruins with the exception of the main port on the Caribbean coast, Puerto Cortes. Many roads had simply caved in, making passage impossible. Some roads were flooded and 169 bridges were severely damaged and were not passable or had simply disappeared.

Honduras, whose economy and employment are heavily dependant on the banana industry, basically lost the whole crop worth close to 1 billion US$. Thousands of people working at the farms were laid off and their families left with no income. This situation will last till the end of 1999 when a new banana crop can be harvested, but only in the areas where the topsoil has not been damaged beyond repair from the mud. Also severely affected were coffee, melon and shrimp farmers, all traditional Maersk Line customers, mostly located in the remote south of Honduras.

International Donations

As soon as the damage became clear, international aid began to arrive from governments, international institutions and privately organised collections all over the world. The A.P. Moller/ Maersk Group was pleased to participate by donating food to the far southern area of the country. Maersk Inc. staff in Miami bought pinto beans, rice and corn flour and, in a remarkably short time, five 40' containers were filled with 100 tons of food.

The containers arrived on MAERSK SANTO THOMAS in Puerto Cortes on 28 November. Three days later, the food was ready to be delivered in the city of Choluteca, where the donation was officially handed over to the Governor of Choluteca, Mrs Edith de Carranza. Men, women and children living in a nearby shelter discharged the food from the containers by hand into an almost empty warehouse. The food was subsequently distributed throughout the countryside to the smaller villages under the strict supervision of government appointed controllers.



The people of Honduras and their government have started the long process of reconstructing the country. A vast majority of the population is, however, set on turning this disaster into an opportunity to develop Honduras for the new millenium.

Visit Down Under

Jo-Ann Bailey

■ It's a long way from the hallways of Esplanaden to the land down under, but, Jess Søderberg made that journey in October 1998 to visit the Sydney and Melbourne offices of Maersk Australia. In both cities Mr Søderberg attended appointments with top exporters and importers and met the staff of Maersk Australia Pty Ltd. The visit to Australia coincided with the launch of an upgrade to the service offered by Maersk Line out of East Coast Australia. The service has been structured to include fixed weekly calls in Sydney, Melbourne, Brisbane, Yokohama, Osaka and Busan while Hakata and Kaohsiung have been added. With the upgrade of the service, Maersk Line has welcomed three new vessels into its schedule, namely MAERSK HAKATA, MAERSK SYDNEY and MAERSK HONG KONG.

Jess Søderberg at the Sydney office in Australia.

Photo: Stefan Kai Nielsen

One of NOVIA's main activities is baggage handling.

Danish/Swedish Co-operation

Tina Ryder Tønnesen

■ In September 1998 Maersk Air started co-operating with the Swedish Luftfartsværket on aircraft handling. Maersk Air I/S and LFV Holding AB each own 50% of the shares in the new company called NOVIA. This comprises the holding company NOVIA Holding AS and the subsidiaries NOVIA Denmark A/S (previously Copenhagen Air Services A/S) performing handling services in Copenhagen Airport (Kastrup), NOVIA Sweden AB (previously LFV Holding AB) which offers similar services in the Swedish airports Arlanda (Stockholm) and Landvetter (Gothenburg), and NOVIA Cargo Arlanda AB (previously the cargo handling company CATS AB).

With this agreement, NOVIA has become a new large operator in the passenger and aircraft handling area in Northern Europe. The customers are the airlines, and the main activities include check-in of passengers, handling of baggage and freight as well as loading and unloading of aircraft. Related services include the issuing of tickets, lost property, management of lounges, freight terminal operations and general station services. NOVIA has a staff of approximately 18,500 - of which a little over half is employed in Copenhagen - mainly in the large airports in Copenhagen, Stockholm and Gothenburg, but aims at expanding its activities to include Oslo and Helsinki and, later, other airports. The business concept is to offer customers uniform high quality through economies of scale at competitive prices, irrespective of the airport.

Birthday Presents

■ Instead of throwing a party Maersk Indonesia celebrated its 40th birthday by making contributions to various charities in Indonesia's four largest cities: Jakarta, Surabaya, Medan and Semarang. The purpose was to aid local children's homes in areas where they need financial support because of the present economic crisis in Indonesia.

The recipients were both Muslim and Christian children's homes, and the aid consisted of means to renovate buildings and the donation of bedclothes.

A Muslim children's home received funds for renovating the mosque in the background.

New Office Locations

Cyril Seah

19 October 1998 was a notable date in the history of Maersk K.K. as it marked the day when Maersk Japan began operating from its new office in Tokyo. This was after spending almost 37 years in the Palace Building which is well known to many of our Maersk colleagues from all over the world who have visited Maersk K.K. in the past. The new office occupies one and a half floors in the Kioicho Building. In ancient times Kioicho was the site for the residences of the three Samurai and various temples. Today, the area is a mixture of businesses, residences, hotels, embassies/consulates and schools.

The new Maersk K.K office in Tokyo is located in the Kiaicho Building.

A staff party was held on a Saturday in November to celebrate and families of the staff were invited to view the office. Everybody had an enjoyable time, especially the children who could see where their parents worked and received a souvenir.

Managers from Maersk Industries' foreign subsidiaries at the seminar in Cambridge.

Maersk Industries Seminar

The Danish industrial companies in the A.P. Moller Group have for several years benefited greatly from their internal management training scheme, developed in close co-operation with the companies.

A team of young managers from the subsidiaries abroad was therefore, as a pilot project, invited to attend an English version of the basic module of the training programme. The course was held in England in November 1998 at the "Maersk Mc-Kinney Møller Centre for Continuing Education" in Cambridge. The participants were enthusiastic about the course, the surroundings, and - very much - for the Group contacts established with colleagues from the other companies.

Cadet of the Year

In 1998 twelve cadets were nominated for the title "Cadet of the Year" by vessels' management and school principals. All these cadets were deserving of the title, however, after a detailed evaluation of the nomination criteria, it was finally decided to appoint Deck Cadet Renel Ramos and Engine Cadet Kristian Brauner.

Cadet Ramos is presently attending the Philippine Merchant Marine Academy in Manila for his final two years' studies and Cadet Brauner is attending his fourth term at Svendborg Engineers' College. Both these cadets have been evaluated as "extremely good" and their performances both on board and at their colleges have been above average. The cadets were invited to the A.P. Møller head office where Ole Høg presented each with a wristwatch bearing the inscription "Cadet of the Year 1998".

Deck Cadet Renel Ramos (left), and Engine Cadet Kristian Brauner (right) with Technical Director Ole Høg.

New Customer Resource Centres

The Houston centre is located in this building.

The customer service centre in Charleston.

Greg Moore

Regional Customer Resource Centers recently opened in Houston, Texas, and Charleston, South Carolina, to optimise Maersk Inc.'s customer support functions and processes. The resource centres will supplement existing offices in Morristown, New Jersey, Chicago and Miami. The new structure is designed to integrate the latest technologies and training skills to excel in today's fast-paced, deregulated business environment. Core functions being performed are export traffic/booking, export and import documentation, import customer service and other relevant processes and tasks.

New Initiatives in Poland

Michael Blach

Maersk Poland now offers its customers a weekly service to and from the port of Szczecin, located in the north-western corner of Poland close to the German border and only about 100 km from Berlin. Apart from transportation via Polish ports, overland services via rail or truck are available via Dutch and German ports.

Mercantile Poland offers a range of continually increasing supplementary logistics services, especially in warehousing and distribution services in the Warsaw region, with the specific aim of supplementing Mercantile's Supply Chain Management-related services in the future.

Another new feature, which began operation in October 1998, is a twice-weekly rail connection from Warsaw to Rotterdam and back with a fixed number of slots guaranteed. The new service has been welcomed and hopefully it can be expanded to three weekly departures in the near future.

Smoke Signals to the Trade

Josephine Caravello

In promoting its services, Maersk Line attends various trade shows. One of the largest shows attended is the PMA (Produce Marketing Association) Convention Exposition & International Trade Conference. Over 5,000 attendees and exhibitors come to this show. In 1998 PMA was held in New Orleans 18-20 October. Maersk had a new booth in the shape of an impressive funnel, which received a lot of compliments. Sales representatives from Madison, Long Beach, San Francisco, Seattle, Miami, Chile and Colombia were in attendance to meet the customers.

Malaysian Quality Award

Loo Sook Yee

Following in the footsteps of other Maersk organisations world-wide, Maersk Line in Malaysia was nominated as the best quality shipping agent in 1998 by the Royal Customs and Excise Department in Port Klang. At the ceremony in November, Paul Lui, Central Regional Manager of Maersk Malaysia, accepted the award consisting of a certificate and a clock plaque on behalf of the company.

The award is considered a great tribute to the hard work put in by all staff in the organisation.

Staff from the Maersk Company receiving their award from Major General G.W. Field, Governor of the Tower of London.

Hearts of Gold

Russell Harvey

In 1998 the staff from the London office of The Maersk Company Limited took part in the Tower Jog raising more than £500 for charity. The money was raised for the British Heart Foundation, a charity that conducts research into heart disease.

A current Maersk Company Officer Cadet talking to two prospective cadets.

Cadet Recruitment

Russell Harvey

The Maersk Company attended a Careers Open Day at Glasgow College, Scotland. A great deal of interest was shown from visitors to the stand advertising the Maersk Company's Officer Cadet scheme which offers young people the chance of a career at sea with the Maersk Company.

Organisations Abroad

40 Years Anniversary
Katsuyuki Hisayama
Maersk Inc.
New York
1 April 1999

25 Years Anniversary
Joseph Huang
Maersk Taiwan
1 February 1999

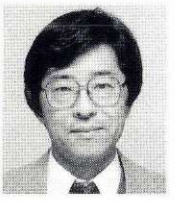
25 Years Anniversary
Susan Lin
Maersk Taiwan
1 February 1999

25 Years Anniversary
Katsuyuki Ohno
Nagoya
15 March 1999

25 Years Anniversary
Fumiaki Hamada
Moji
1 April 1999

25 Years Anniversary
Hiroko Hoshibata
Kobe
1 April 1999

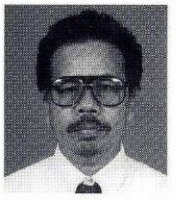
25 Years Anniversary
Jun Iwashima
Kobe
1 April 1999



25 Years Anniversary
Tomoaki Sato
Tokyo
1 April 1999

25 Years Anniversary
Takuji Tadaura
Tokyo
1 April 1999

25 Years Anniversary
Kazuo Uno
Kobe
1 April 1999



25 Years Anniversary
Djumra Mahmud
Jakarta
4 April 1999

25 Years Anniversary
Aiko Ozawa
Yokohama
4 April 1999

25 Years Anniversary
Mitsuyuki Amada
Tokyo
8 April 1999

25 Years Anniversary
Shin-ici Akiyama
Tokyo
1 May 1999

25 Years Anniversary
Anthony Saraceno
Maersk Inc.
New York
20 May 1999

Esplanaden

40 Years Anniversary
Conny Kragh
1 April 1999

Retiring
Merete Thomasen
30 April 1999

Retiring
Helge Chr. Schmidt
30 May 1999

The Fleet

25 Years Anniversary
Captain
Kaj Lykke Matthiassen
1 March 1999

25 Years Anniversary
Superintendent
Ole Egon Skou
5 March 1999

25 Years Anniversary
Chief Engineer
Anders Chr. Hundahl Thomsen
18 March 1999

25 Years Anniversary
Electrician
Vagn Micheelsen Rasmussen
31 March 1999

25 Years Anniversary
Captain
Svend Robdrup Rasmussen
1 April 1999

25 Years Anniversary
Chief Engineer
Olaf Koch West
9 April 1999

25 Years Anniversary
Chief Engineer
Jørn Grimstrup
5 May 1999

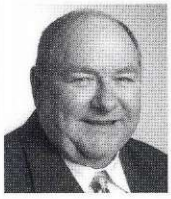
25 Years Anniversary
Chief Engineer
Torben Grandt Pedersen
15 May 1999

25 Years Anniversary
Chief Officer
Henrik Christensen
28 May 1999

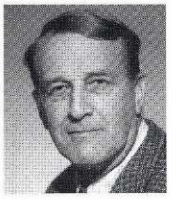
25 Years Anniversary
Captain
Peder G. Kastrup Christensen
28 May 1999

25 Years Anniversary
Gas Engineer
Mogens Arne Nielsen
31 May 1999

Retiring
Captain
Carl Aage Larsen
31 August 1998



Retiring
Captain
Jørgen Orla Hansen
31 December 1998



Retiring
Captain
Erik Husted Andersen
31 March 1999

Retiring
Chief Engineer
Svend F. Detlefsen
31 March 1999

Retiring
Captain
Jens Erik Sørensen
30 April 1999

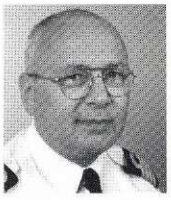
Retiring
Captain
Ib Storgaard
31 May 1999

Retiring
Captain
Henrik Berendt
30 June 1999

Norfolk Line

Retiring
Ove Jensen
3 June 1999

25 Years Anniversary
Bert J.C. Smit
21 January 1999



25 Years Anniversary
René C.F. Hooghinkel
25 February 1999

25 Years Anniversary
Dick B. van Toorn
24 April 1999

25 Years Anniversary
Piet Pronk
4 June 1999

25 Years Anniversary
Jan Gardien
4 June 1999

25 Years Anniversary
Leo Keus
10 June 1999

Mærsk Olie og Gas

25 Years Anniversary
Erik Arendrup Nielsen
26 February 1999

Maersk Contractors

Retiring
Superintendent
Max Dinesen Rasmussen
28 February 1999

Mærsk Data

25 Years Anniversary
Leif Haugsted
Maersk Data USA
1 February 1999

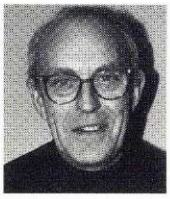
25 Years Anniversary
Jan Danielsen
8 April 1999

Maersk Medical

25 Years Anniversary
Lisbeth Nielsen
18 March 1999

25 Years Anniversary
Britta Jørgensen
6 May 1999

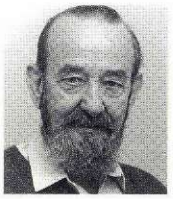
The Yard



40 Years Anniversary
Erik Finn Eggertsen
19 March 1999

40 Years Anniversary
Carl Olaf Vetter
16 April 1999

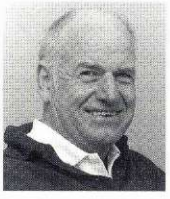
40 Years Anniversary
Kurt Mikkelsen
28 May 1999



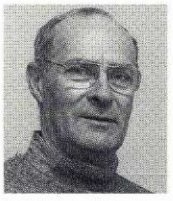
40 Years Anniversary
Jens Henrik Olesen
16 June 1999

25 Years Anniversary
Benny Rene Jørgensen
5 March 1999

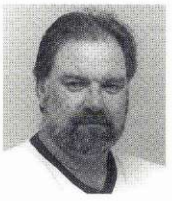
25 Years Anniversary
Mogens E. Andersen
12 March 1999



25 Years Anniversary
Freddy Svend Pedersen
12 March 1999



25 Years Anniversary
Helge Finn Larsen
12 March 1999



25 Years Anniversary
Søren Hansen
26 March 1999

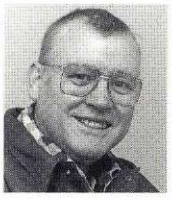
25 Years Anniversary
Henning Vagn Christensen
26 March 1999

25 Years Anniversary
Henry S. Madsen
26 March 1999

25 Years Anniversary
Tommy Lau B. Larsen
9 April 1999

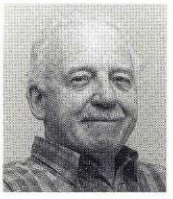
25 Years Anniversary
Jørgen M. Knudsen
16 April 1999

25 Years Anniversary
Johnny Jan Dørr
23 April 1999

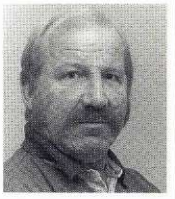


25 Years Anniversary
Dennis Jan Hansen
23 April 1999

25 Years Anniversary
Søren Henning Jensen
7 May 1999



25 Years Anniversary
Jørgen Rubæk Sørensen
21 May 1999



25 Years Anniversary
Leif Pedersen
21 May 1999

25 Years Anniversary
Nikola Pavlovic
21 May 1999

25 Years Anniversary
Jan Arresø Olsen
28 May 1999

25 Years Anniversary
Leif Olsen
4 June 1999

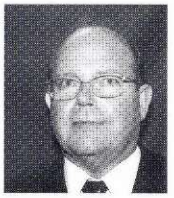
25 Years Anniversary
Mohammad Farooq
4 June 1999

25 Years Anniversary
Tommy Lundin
11 June 1999

Maersk Air

25 Years Anniversary
Kristian Antvorskov
29 April 1999

25 Years Anniversary
Palle Kjær
12 May 1999



25 Years Anniversary
Jens Møller Jensen
20 May 1999

25 Years Anniversary
Susanne Skov
1 June 1999

Obituary

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

Kasper Gjersing
The Yard
15 November 1998

Henning R. Nielsen
The Yard
28 November 1998

Børge Sørensen
The Yard
3 December 1998

Finn D. Lund
Roulunds
7 December 1998

José Luis Galvez
Maersk Espana
8 December 1998

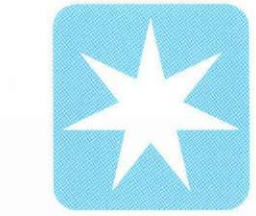
Poul Erik Dam
Esplanaden
15 December 1998

Derrickman
Grant J. Robertson
ex PETROLIA
17 December 1998

Rangrao A. Shesware
Maersk Medical
26 December 1998

Børge Ahm
Maersk Air
29 December 1998

Christine Beglin
Maersk Contractors
Aberdeen
9 February 1999



MÆRSK