

# MAERSK POST

3/1999







*Cover: The new Maersk Training Centre building in Svendborg is made of concrete and wood with large open glass sections.  
Photo: Bent Rej*

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agreement with the editor.

On 22 July we announced that agreement had been reached with CSX for the A.P. Møller Group to acquire Sea-Land's international liner activities - a large and well run container line with proud traditions. More than 40 years ago it was the founder of Sea-Land, Malcolm McLean, who introduced container shipping as we know it today.

For a number of years Maersk Line has had close operational co-operation with Sea-Land, and full integration of the two lines under the name of Maersk SeaLand is a natural development. By building on the best from the two organisations, we can offer a unique worldwide service to our more than 100,000 customers.

The agreement is subject to approvals from authorities, which are expected later in the year. I am therefore looking forward to welcoming our many new employees from Sea-Land in the next issue of Mærsk Post. Until then it is "business as usual", but at the same time a busy time preparing for the integration. It is crucial for customers, for our and Sea-Land's many employees and for the continued operations that it takes place swiftly and efficiently. To ensure this, a project team has been established under the management of Ib Kruse assisted by Vagn Lehd Møller.

The acquisition of Sea-Land is one of A.P. Møller's largest and most demanding investments ever. It will lead Maersk SeaLand into the new millennium as the unmatched No. 1 container operator with the consequent obligations and responsibilities.

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On 24 August the Shipowning Companies published their interim accounts. For both the combined Shipping Activities and Oil and Gas Activity in the North Sea, the result before gains on disposals and special items was above that of the equivalent period in 1998. The total net result was almost DKK 650 million below that of the previous year, due to increased negative exchange rate adjustment of debts as a consequence of the strengthening of the US dollar and the fact that last year was favoured by proceeds from the War Risk Insurance Scheme for Danish vessels of almost DKK 600 million. In the light of this we cannot be discontented with the result.

For the whole year a total net result (before the effect of the Sea-Land acquisition) about at the level of 1998 is now expected which is an upward adjustment compared to previously. Not least, improved earnings in Maersk Line and higher oil prices are the cause of this. The associated companies expect a total result slightly above that of 1998.

JESS SØDERBERG



# Royal Visit

Marianne Maltow

In May, Maersk Medical in Hundested was honoured by a visit from Her Majesty Queen Margrethe and His Royal Highness Prince Henrik.

The royal couple had just started their annual summer cruise with the royal ship "Dannebrog". During their call at Hundested they visited Maersk Medical, the largest local manufacturing company, which produces a wide range of catheters, surgical suction sets, urine meters, wound drainage systems and auto-transfusion sets for re-circulation of blood.

When the Queen and Prince Henrik arrived at Maersk Medical, where Shipowner Mærsk Mc-Kinney Møller welcomed them, the sun shone brightly, the sky was Maersk-blue and the red carpet was rolled out. After a presentation about the company the visitors were escorted on a tour of the factory to finish a brief, but very successful, visit.

*On her arrival at Maersk Medical Her Majesty Queen Margrethe received a welcoming bouquet by Ann-Sophie Secher, daughter of an employee.*



Photos: Marianne Holdt

*Her Majesty the Queen and His Royal Highness the Prince with Shipowner Mærsk Mc-Kinney Møller and the Mayor of Hundested.*



# New VLCCs

**On Monday 19 July 1999, at Singapore's Pasir Panjang Container Terminal, Mrs Hanne Bech Hansen, who is Commissioner of the Copenhagen Police Force, named Hyundai newbuilding No. 1163. The tanker, built for A.P. Moller Singapore, was named ELISABETH MAERSK. It is the first in a series of six Very Large Crude Carriers (VLCCs) to be built at Hyundai Heavy Industries Co. Ltd., South Korea.**

■ The vessel has a wide double hull, the design being in accordance with the latest international rules of IMO (International Maritime Organisation) for the prevention of oil pollution and with the American Oil Pollution Act (OPA 90).

The propulsion machinery is a HYUNDAI-SULZER 7-cylinder diesel engine developing 31,420 BHP or 23,152 kW at 70 revolutions per minute. Three diesel generators each with a power of more than 980 kW are installed for the supply of electricity on board. Two steam boilers pro-

duce steam for driving the cargo and ballast turbines. When discharging, an inert gas system prevents the formation of an explosive atmosphere in the cargo tanks.

#### **A Large and Powerful Lady**

ELISABETH MAERSK can carry more than 340,000 m<sup>3</sup> of crude oil and has a ballast capacity of over 100,000 m<sup>3</sup>. Three steam-driven cargo pumps each with a capacity of 5,500 m<sup>3</sup> per hour can discharge the ship in less than 24 hours. The tanker has been approved for operation with a total crew of only 13 due to the

high level of automation, the advanced fire fighting system, the handy layout of mooring systems and the novel and highly efficient design of the bridge.

ELISABETH MAERSK will be a proud addition to the Singapore Shipping Registry in both size and sophistication and will boost the fleet currently owned and operated by A.P. Moller Singapore to 28 ships, including bulk carriers, car carriers, container vessels, crude tankers and product carriers. The present fleet totals 3.1 million DWT and A.P. Moller Singapore's comprehensive newbuilding programme will, within the next 12 months, result in an additional approximately half a million tons to the fleet - a considerable growth.

After the namegiving ceremony, ELISABETH MAERSK, under the command of Captain Jonathan Pinto Lobo and with David C. Dodsworth as Chief Engineer, promptly departed for the Arabian Gulf on her maiden voyage.



*The sponsor, Hanne Bech Hansen, with, from the left, Flemming Ipsen, A.P. Moller Singapore, Jess Soderberg, Partner and CEO of A.P. Moller, Captain Jonathan P. Lobo and Chief Engineer David C. Dodsworth.*



The newbuilding's main particulars are as follows:

Length o.a.	332,93 m
Breadth	58,0 m
Depth moulded	31,0 m
Scantling DWT	308,491 tons
Speed	16.5 knots

Photo: Sonny Zin



The red carpet ready for the namegiving event. The newbuilding is the seventh in the Maersk fleet carrying the name ELISABETH after A.P. Møller's sister Elisabeth Kirstine Møller.



The Chinese Minister of Communications visited the newly reorganised A.P. Møller museum as the first important guest from overseas.

## China's Minister of Communications visits Esplanaden

A Chinese delegation headed by the Minister of Communications, Huang Zhen Dong, paid an official visit to Denmark on 7-10 July 1999.

The Minister and his delegation visited A.P. Møller's Head Office on 8 July and were received by Mærsk Mc-Kinney Møller and Jess Søderberg. The meeting took place in a cordial and friendly atmosphere. Afterwards the Min-

ister was the first important guest from overseas to visit the newly reorganised A.P. Møller museum.

The following day the Minister and his party visited the Odense Steel Shipyard and the Maersk Training Centre at Svendborg. The same evening Jess Søderberg hosted a dinner in honour of the Minister.



China's Minister of Communication Huang Zhen Dong between Mærsk Mc-Kinney Møller and Jess Søderberg. The other gentlemen are, from left to right, Tom Behrens-Sørensen, Managing Director of Maersk China, H.E. Yang Hexiong, Chinese Ambassador to Denmark, Mr Hu Han Xiang, Director General Water Transportation Department of Ministry of Communication, Executive Vice President Per Jørgensen, A.P. Møller, and Mr Hu Jinglu, Director General of the International Co-operation Department of the Ministry of Communications.







# Inauguration in Svendborg

**The safety of personnel and equipment has always been a top priority with A.P. Møller, and the communication of the company's safety policy and the training of employees are primary tasks.**

■ Maersk Training Centre's history began in 1978. Training of Maersk Drilling personnel used to take place abroad, but with the establishment of the training centre on A.P. Møllers Vej in Svendborg, training of both onshore and offshore personnel was centralised - with well educated and competent instructors recruited from Maersk's own ranks.

With the structural change in 1994 and the change of name from Maersk Drilling Training Centre to Maersk Training Centre, recruitment and theoretical training of cadets and supplementary training of ship's officers from the A.P. Møller fleet were also placed in the hands of the personnel in Svendborg.

The number of course days gradually increased to about 10,000 per year, which was the maximum capacity of the centre on A.P. Møllers Vej, even after extensions. Consequently, it was decided in 1997 to build a new centre designed by Henning Larsen's Tegnestue (a Danish firm of architects) with NCC Rasmussen & Schiøtz as the turnkey contractor. The new training centre has been established at a location with a maritime history - in former times Dyrekredsen 4 was the address of 'Rantzausminde Bådebyggeri', a boatbuilder's yard.

The centre has a floor area of 4,000 m<sup>2</sup> with room for 120 trainees per day and a total of 12-14,000 course days annually.

The training provided by Maersk Training Centre is based on the participants receiving instructions at the highest possible level. To fulfil this objective the centre uses, to a large extent, training by means of simulators. The trainees are placed in a realistic situation with the equipment normally at their disposal in real life and thus have the opportunity to practise reacting correctly under the given circumstances without risking anything in the shape of loss of time or equipment or - at worst - human lives. The latest and most advanced simulators for anchor handling, dynamic positioning, drilling technology and handling of reefer cargo have been or are about to be installed and this, together with the high level of education, ensures that the diplomas that are issued after the courses are internationally recognised.

The training centre was already in operation on 2 August 1999 when Mærsk Mc-Kinney Møller officially inaugurated it in the presence of representatives of the city of Svendborg, the various parties involved and the press.



*Mærsk Mc-Kinney Møller and Jørgen Haagen Frederiksen, Managing Director of Maersk Training Centre A/S. In the front is Troels Dilling, Chairman of the Board of Munkebo Forsyningselskab which owns the building, who has been responsible for co-ordinating the construction work.*





*The sponsor, Madame Ying Yi Li, next to Executive Vice President Per Jørgensen, A.P. Møller, directly in front of PETER MÆRSK.*

## PETER MÆRSK named in Dalian

**Kaare Sand** ■ On 24 June 1999, Madam Ying Yi Li named PETER MÆRSK, the second in a series of six product tankers currently under construction at Dalian New Shipyard. Madam Ying Yi Li is a member of the National People's Political Consultative Conference

and a member of the Standing Committee of All-China Women's Federation. Her husband, Mr Wang Guang Ying, who also attended the ceremony, is Vice Chairman of the Standing Committee of the National People's Congress.

The newbuilding is a sister vessel to MAERSK PRIDE, described in Mærsk Post 2/1999. After delivery to the owner, PETER MÆRSK is expected to enter the service between the Arabian Gulf and Japan/Korea carrying naphtha.

## Double Naming in Guangzhou



*The two sponsors, Mrs Doris Lee (RAS MAERSK) and Mrs Li Lan Fang (RITA MAERSK) at the naming ceremony.*

**Kaare Sand** ■ On 27 April 1999, Madam Li Lan Fang, Vice-Governor of Guangdong Province, named the product tanker RAS MAERSK, the first vessel to be delivered to the A.P. Møller Group from Guangzhou Shipyard International. Immediately afterwards, Mrs Doris Lee, wife of Dr H.C. Lee, Chairman of the Hong Kong Stock Exchange and of Hysan Development Co. Ltd., named RITA MAERSK. The name-givings received wide media coverage.

The two sister vessels each have a length of 171 metres and a width of 27 metres. The deadweight of the vessels is about 35,000 tons and the capacity about 38,300 m<sup>3</sup>. Fully loaded, the vessels are capable of steaming at 14.5 knots. The two vessels are the first in a

series of eight product tankers currently under construction at Guangzhou Shipyard International. In addition, Norfolk Line has ordered two Ro-Ro vessels from the yard. This series, combined with the series of six vessels being built at Dalian New Shipyard, makes the A.P. Møller Group the foreign shipowner with the largest number of orders with the Chinese shipbuilding industry.

Following the namegiving ceremony, Per Jørgensen, Executive Vice President of A.P. Møller and Chairman of Maersk (China) Shipping Co. Ltd, hosted a dinner at the Guangzhou Garden Hotel. Government officials, customers, media and other business associates were among the 150 guests attending the festive event.



# MAERSK ABERDEEN and MAERSK ATLANTIC

Alfred Guo

The last two in a series of ten identical container vessels ordered from China Shipbuilding Corporation (CSBC) by the A.P. Moller Group were named at the Keelung yard on 24 June 1999.

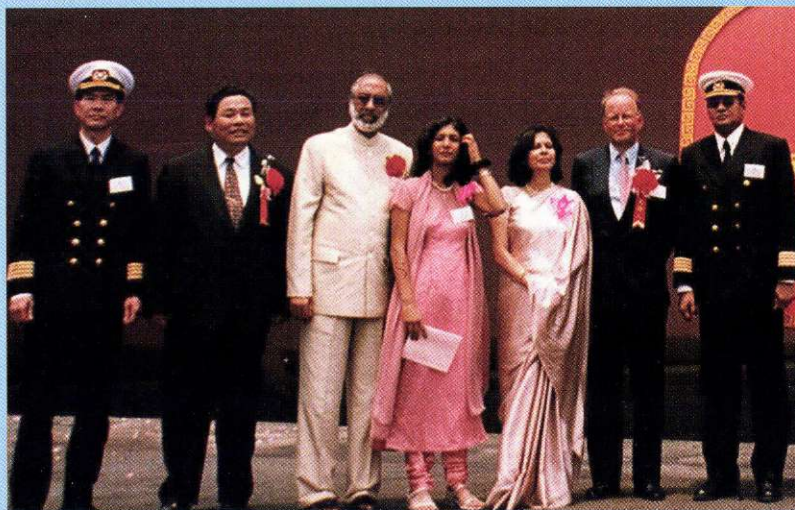
CSBC's Hull No. 680 was given the name MAERSK ABERDEEN by Mrs Jenny Lim, wife of K.C. Lim, Managing Director, Perseco Asia-Pacific Limited, Singapore.

Hull No. 681 was named MAERSK ATLANTIC by Mrs Sheila Kripalani, wife of Gul Kripalani, Chairman and Managing Director, Pijikay International Exports Pvt. Ltd., Bombay, India.

At the namegiving ceremony Flemming Ipsen, Chief Executive, Maersk Asia, represented the owners, while H.Y. Chang, President of China Shipbuilding Corporation represented the yard.



From the left are Chief Engineer Kok Fook Wah, Flemming Ipsen, the sponsor of MAERSK ABERDEEN Mrs Jenny Lim, Mr K.C. Lim, Mr Derek Lim (son of Mr and Mrs Lim), Mr H.Y. Chang and Captain Pondicerry Shilendra.



At the namegiving of MAERSK ATLANTIC are Captain Wong Siew Khee, Mr H.Y. Chang, Mr Gul Kripalani, Miss Vandana Kripalani (daughter of Mr and Mrs Kripalani), the sponsor Mrs Sheila Kripalani, Flemming Ipsen and Chief Engineer Gerard Jude Weller.



At the namegiving are Managing Director of Odense Steel Shipyard, John Skov Hansen, the sponsor Sara Bible, Captain Kristian Søvang, Chief Engineer Jai Kumar Alimchandani and Geoffrey Bible.

## SORØ MÆRSK

Another newbuilding in the series of large post panamax container vessels built for A.P. Møller was named on 29 May 1999 at Odense Steel Shipyard Ltd. The Yard's newbuilding No. 167 was named SORØ MÆRSK by Mrs Sara Bible, wife of Geoffrey Bible, Chairman and CEO of Philip Morris Companies Inc.

Philip Morris Companies Inc., a longstanding customer of Maersk Line, distributes their goods worldwide. High standards are required to match the logistic demands of their sophisticated supply chain, and shipping plays a key role in this chain.

SORØ MÆRSK's homeport is Munkebo. She is under the command of Captain Kristian Søvang with Jai Kumar Alimchandani as Chief Engineer. The vessel has a crew of 15.

After delivery to A.P. Møller on 4 June, SORØ MÆRSK entered the Maersk Line service between Europe and the Far East. During her voyage from Gothenburg to Yokohama, a journey of approximately one month, she calls at ten different ports. The duration of each port call varies from seven to 24 hours and a round trip takes 63 days.



# Malaysia

## - Rising Tiger of the East

Niels Strand Nielsen

The history of Peninsular Malaysia can be traced back to the 14th century when Malay migrants from Sumatra founded the sultanate of Malacca. Malaysia in its present sovereign form is a young nation that emerged out of traditional European colonial rule. Prior to the British era, which began in the late 18th century, the territory was governed by the Dutch, who in 1641 ousted the Portuguese colonialists after 130 years of rule. The British rule was broken by the Japanese occupation during the Second World War, and finally ended when the country gained independence in August 1957. The Federation of Malaysia was formed in 1963, and in 1965, Malaysia and Singapore became independent states.

Today Malaysia is a federation of 13 states, including the federal territories of Kuala Lumpur and Labuan. The system of government is democratic under a constitutional monarchy within the British Commonwealth. The monarch is elected for five-year terms by and from among Malay sultans under a rotating system. The present parliamentary powers lie with Barisan Nasional, which has been the ruling coalition party for five successive election periods since 1981. Political tension during the early independence years led to the New Economic Policy of the 1970s, designed to eradicate poverty

regardless of race, and to eliminate the identification of occupation with race. Of the 21 million multi-ethnic population, the majority are Malays, with Chinese, Indians, and minor indigenous groups making up the balance.

Blessed with natural resources, Malaysia is a leading exporter of tin, rubber, palm oil, and tropical hardwood, and has large reserves of oil and natural gas. The economy experienced an average annual growth of 8.4% for five consecutive years before the Asian crisis and it is evident that positive growth is being resumed. Much attention has been paid to raising the social welfare and educational level.

### Maersk in Malaysia

Five offices and a staff of 73 form the backbone of the Malaysian organisation. The offices of Penang, Johor Bahru, and Kuantan are responsible for local sales, customer service, and operations of Maersk Line and MCC Transport feeder connections to the regional hub ports of Singapore and Port Klang. The office in Subang Jaya, a suburb of Kuala Lumpur, is the corporate head office and handles sales and exports in the Klang Valley. Imports and operations are managed from the Port Klang branch office located in Westport, the new port extension of Port Klang.

It is this new port development





in Port Klang that provides the foundations for the future growth of Malaysia's foreign trade, and already now it offers new opportunities for Maersk Line. Westport, the popular name for Kelang Multi Terminal, was completed in 1994, and this modern post-Panamax compliant container terminal is linked with an extensive highway system, a future railway link, the new Kuala Lumpur International Airport and Putra Jaya, the new government administration centre southeast of Kuala Lumpur.

#### **Extensive Coverage**

Six Maersk Line mainhaul services call at Westport on a weekly basis, connecting Port Klang directly with the West and East Coasts of the USA, the Mediterranean, North Europe and the Middle East. An extensive regional web of Maersk Line and common feeder services provide dedicated Maersk Line connections to and from Laem Chabang, Jakarta, Belawan, Chittagong, Yangon, and Madras. It was a major event when, in August 1998, REGINA MÆRSK made the first call of a vessel of her size.

Mercantile was established in 1985 and is the largest consolidator in Malaysia today, with warehouse operations in all ports and at Kuala Lumpur airport. Other A.P. Moller Group activities include Safmarine's calls at Port Klang from and to South Africa, Maersk Medical's two manufacturing facilities in Kedah, DISA-Nordfab's sales and service company in Kuala Lumpur, and Maersk Contractors' H<sub>2</sub>S base in Port Klang.



## Brigantine Now in PRC

Wing Yam Evon Poon

The approval by the PRC authorities of a container and marine repair license, allowing operation in Shenzhen, made 11 June 1999 a special day for Brigantine Services Limited in Hong Kong. The license has been given to a newly formed company called Brigantine Services (Shenzhen) Company Limited.

Now Southern China is open for expansion of the operation of Brigantine. A total of 40 local Chinese mechanics and administrative staff have been employed and are now servicing Maersk

Line and other carriers berthing at Yantian International Container Terminal. The company is capable of repairing more than 4,000 containers per month and offers a range of other container related services, including reefer repair, reefer monitoring and generator unit repair.

Brigantine Services (Shenzhen) Co. Ltd. is a sole foreign investment licence given for 50 years and will be managed by Brigantine Services Limited based in Hong Kong.



*One of Brigantine's reefer technicians checking the temperature of a reefer container.*

# NEWS FROM CHINA



Kaare Sand

On 4 May 1999 Maersk A/S became the first European Company to receive the Chinese Government's approval to register six branch offices for its subsidiary Mercantile (China) Logistics Services Co. Ltd. The approval follows the incorporation of Mercantile China's head office in Shanghai as a wholly owned foreign enterprise in October 1998. After completion of all required registrations the new branch licences will be opera-

## Mercantile China Receives Licences

tional in Shenyang, Tianjin, Qingdao, Xiamen, Guangzhou, and Shenzhen (Yantian).

With these new licences, Mercantile (China) Logistics Services Co. Ltd. now has seven fully-fledged offices and three representative offices in the People's Republic of China. The representative offices are located in Dalian, Beijing and Nanjing. The new licences cover warehousing, storage and inventory control, booking activities, issuing of documentation, receipt of payment for transportation and other activities, consolidation and de-consolidation of containers.

The granting of the licences marks a significant step in the

development of Mercantile in China and will provide Mercantile China with direct control over its operations.

Mercantile has been active in China since the early 1990s. Since 1995 volumes have increased and in 1999 Mercantile China is expected to handle close to 2.5 million cubic metres of cargo for more than 200 customers. Today the organisation has 120 employees in 10 offices and is the largest company in China in export Supply Chain Management. Since 1998 more focus has been on developing the product scope of Total Supply Chain Management to include airfreight and warehouse & distribution services.





## World Expo '99

Per Heisselberg

On 1 May 1999, President Jiang Zemin officially opened the first ever World Exposition hosted by China, in Kunming, the capital of the Yunnan Province. Located in south western China, the province occupies an area of 394,000 km<sup>2</sup> and has 41 million inhabitants. Key industries include tobacco, sugar, tea, metal and tourism.

Under the heading "Man and Nature - Marching towards the 21st Century", the exposition focuses on the environment in general and horticulture in particular.

The A.P. Moller Group is strongly represented, occupying a large part of the Danish Pavilion. Our stand is permanently manned and visitors may visit our website on the Internet and see our recently produced video introducing the various activities and

investments of the A.P. Moller Group in China. Maersk Line has made a number of reefer containers available to the organisers, and in addition, it has two reefer containers on permanent display just outside the exposition hall.

On 2 June 1999, State Councilor Madam Wu Yi honoured Denmark by opening the official "Denmark Day". H.R.H. Prince Joachim and the Danish Ambassador Christopher Bo Bramsen were present, together with many Danish company representatives. Maersk was also well represented and had invited 50 customers to the event. It was a festive day with Danish entertainment by, among others, the Royal Danish Children's Ballet and more than 400 guests attended the evening gala banquet. On 3 June, Maersk China hosted a reefer seminar at which 30 of our largest reefer customers were present.

The World Exposition is open until the end of October and is expected to attract 10 million visitors.



*In front of the Maersk stand are H.R.H. Prince Joachim, the Danish Ambassador to China Christopher Bo Bramsen, the Governor of Yunnan Province Li Jia Ting and Tom Behrens-Sorensen, Managing Director of Maersk China, during "Denmark Day".*



# SUSAN MÆRSK

## Sets New Record

Tom Boyd ■ A new chapter in maritime history was written on 19 June 1999 when SUSAN MÆRSK sailed into the Port of Long Beach, California, establishing a new record as the largest container vessel ever to call at a port in the United States. The 6,600 TEU vessel has entered the service from Europe via Asia to the US West Coast ports of Long Beach and Tacoma.

Under the command of Captain Per Hermansen SUSAN MÆRSK was greeted by a flotilla of tugs, fireboats, yachts and news helicopters as she glided into the Queens Gate section of Long Beach Harbour with a record loading from Asia. Prior to her arrival, one of the largest newspapers in the United States, the L.A. Times, carried a front page story on her and REGINA MÆRSK - the previous record holder at the port.

CNN and NBC Nightly News crews were on hand to film her arrival, tour the vessel and interview Captain Per Hermansen and

Chief Engineer Jørgen Blum. CNN's story ran worldwide and NBC Nightly aired their footage over the 4 July weekend to millions of viewers in the United States. The key message was that this vessel and others like her are redefining the boundaries of international shipping through higher volumes, economies of scale, the latest information technology and strategic deployments that connect major global markets.

Last year market volumes were surging in the transpacific trades, imports grew 20% over 1997 levels and refrigerated export volumes showed an increase of 10%. With a capacity of 700 reefer containers, SUSAN MÆRSK and her sister vessels represent the largest reefer capacity of any vessel afloat - significant for agricultural exporters in California and the Pacific Northwest who depend on such vessels to bring their commodities to Far Eastern markets.

Photos: Nick Souza



*SUSAN MÆRSK being greeted on her arrival at Long Beach in June.*







# A Story about the



# Suez Canal

**Former Executive Vice President of A.P. Møller, Christian Lund, has sent this story of the historical background of the Suez Canal to Mærsk Post. The basis for writing the article comes from a cruise between Aqaba and Piraeus in April this year.**

■ The first person known for having a canal built was Pharaoh Senausret III in 1874 BC. It linked the mouth of the Nile in the Mediterranean with the Red Sea, which then stretched so far to the north that the two present Bitter Lakes were a part of it. Sanding up closed this canal,





others were later opened and closed again. Pharaoh Necho II built a canal in 610 BC, the Persian King Darius I another one in 510 BC and the Roman Emperor Trajan a third. A canal was closed in 767 AD by the Caliph Abu-Jafar-al-Mansour - filled up for strategic reasons.

At the end of the 14th century merchants from Venice were interested in finding a short cut to India and the Orient, but their plans were shelved. During Napoleon's occupation of Egypt in 1789-1801 serious studies of building a canal were conducted

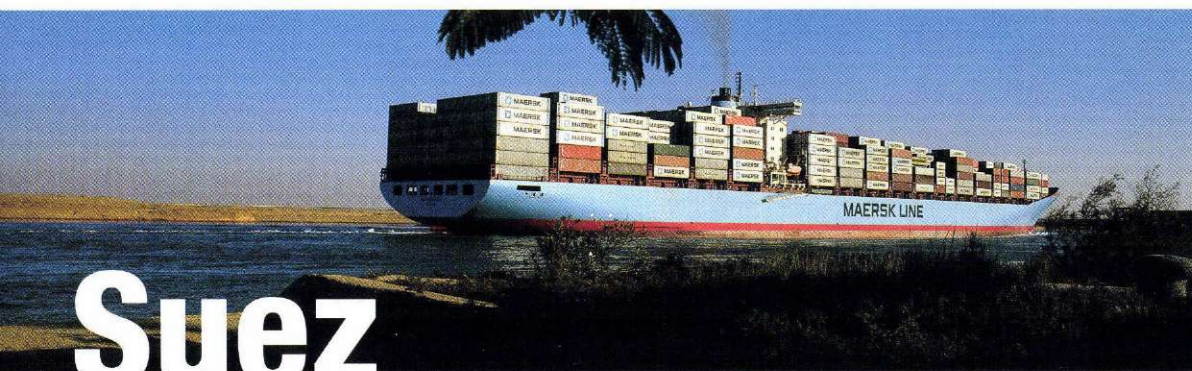
but his engineers concluded that the water level in the Red Sea was about 10 m lower than in the Mediterranean Sea, so his plans were abandoned as well. However, in 1846 British engineers proved that there was no noticeable difference in the water level between the two seas.

#### **Ferdinand de Lesseps' Canal**

It was the French engineer and Consul of Alexandria Ferdinand de Lesseps (1805-1904) who was awarded a concession on 30 November 1854 by the Egyptian Viceroy Khediv Mohammed Saïd - at that time Egypt was a prov-

ince under the Osmanli kingdom - to dig out a canal. The digging, however, did not begin until April 1859 on the stretch from Port Said to Ismailia, named after the new Viceroy Khediv Ismail. It took ten years to finish the canal. The inauguration ceremony in Port Said took place on 17 November 1869. Denmark was represented by the frigate "Sjælland", although it did not pass through the canal (the first Danish warship to pass from North to South was the steam frigate "Tordenskjold" in 1870, en route to the Far East to lay cables between China and Japan





# Suez Canal

*The Suez Canal tolls are one of Egypt's most important sources of income. It is expensive to pass through the canal. For a container vessel of SOVEREIGN MÆRSK's size a single passage costs about USD 380,000. However, the voyage between North Europe and Singapore would be almost six days longer if the vessel was to go south of Africa.*

for "The Great Nordic Telegraph Company").

The administration of the canal was placed in the hands of the newly established Compagnie Universelle du Canal Maritime de Suez. The shareholders were Egyptian, French and British interests who were awarded a 99-year concession, which would expire in November 1968. In 1875 Khediv Ismail had spent so much money on gambling and other things, that he had to sell his 44% shareholding. The French interests in the company were convinced that they could take over the Egyptian, but they were too slow, and it was Lionel de Rothschild, from the British side of the family, who saw the chance of securing England a main influence in the company. He quickly arranged a loan of GBP 4 million for Disraeli's government to purchase the Egyptian shares - to the great indignation of the French, including his own family.

The Suez Canal is one of the world's largest artificial waterways - and unique in that there are no locks that have to be passed. The original canal had a length of 164 km, a little shorter than the present 172 km. However, the original canal had only a width of 44 m and a depth of 8 m.

Through several extensions and digging since then the canal is now 200 m wide and 19.5 m deep - vessels of 170,000 DWT can now pass through the canal fully loaded. Efforts are being made to extend and deepen it to a width of 245 m and a depth of 22.5 m, so that vessels of up to 280,000 DWT can pass. Drawings and plans on further extensions are on the table.

## Free Passage - with Exceptions

The Constantinople Convention, adopted in the present Istanbul on 29 October 1888, stipulated free passage through the canal, in times of war and in times of peace, and is still valid even though it has been set aside a few times. According to agreements from 1922 and 1936 between England and Egypt the English military had been stationed in the canal area, but in 1954 Egypt demanded evacuation. On 13 June 1956 the last English troops left the area. A good month later, on 26 July 1956, President Gamal Abdel Nasser nationalised the Suez Canal. It created an international stir, and the canal was closed for 165 days from 26 October 1956 to 10 April 1957.

Following nationalisation the ownership was changed to the Suez Canal Authority, which has

administered the canal since then. President Nasser also decided that the administration was to be moved from Port Said to Ismailia where a new building was erected and officially inaugurated exactly ten years after nationalisation, on 26 July 1966. The previous English and French interests in Compagnie Universelle du Canal Maritime de Suez received compensation from Egypt on the basis of the price of the company's shares at the Stock Exchange in Paris on the day before nationalisation.

On 5 June 1967 the canal was closed again. This time it was eight years before the official re-opening could take place on 5 June 1975 in the presence of President Anwar el-Sadat. The first ships, however, had been able to use the canal from November 1974.

## Transit in Convoy

Passage through the canal is controlled from a tower on the Suez Canal Authority's administrative building. The speed of the ships is limited to 8-9 knots to avoid wake dredging the bottom, so a passage takes between 12 and 18 hours. The ships sail in convoys which are gathered before a passage is begun; therefore, waiting time often





*On the west bank of the canal Suez Odense Marine Services' impressive floating dock is situated, owned by the Odense Steel Shipyard together with the Suez Canal Authority. The floating dock, which has a lifting capacity of 55,000 tons, is one of the world's largest. It is described in more detail in Mærsk Post 4/97.*

occurs. Normally there are two southbound convoys from Port Said to Port Fouad to Port Tewfiq, and one northbound, every day. There are more southbound ships than northbound as the large tankers can pass the canal in ballast, but not when they are fully loaded with oil, e.g. from the Middle East to Europe. The ships can pass each other in lay-bys at El Ballah and at Deversoir and Kabret in The Great Bitter Lake. First in a convoy are warships, then follow ships with dangerous cargo and finally all other types of ships.

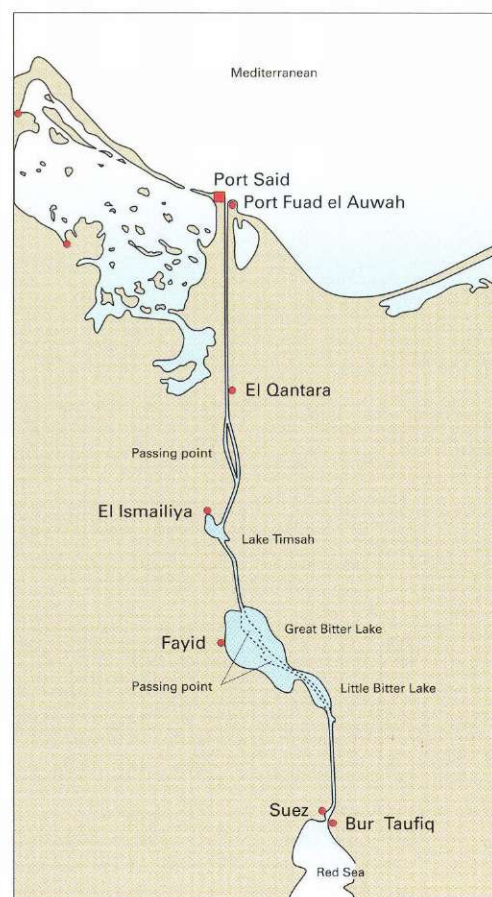
Villages or oases have been built on the west side of the canal, just as a railway line has been built. Next to this is a road on which trucks with, among others, Maersk containers are often seen. The east side of the canal, apart from Port Fouad to the north and Port Tewfiq to the south, is pure desert - sand, sand and more sand, so many ships know what it is like to have sand everywhere, on the deck and in the accommodation, when the wind is in the east.

#### Maersk a Major Customer

The first Maersk vessels that used the Suez Canal were the large tramp vessels, the Maersk fleet's first motor vessels, at the

beginning of the 1920s. Later followed the large tankers from the end of the 1920s, but it was not until 1946 that liners began to pass through the canal in the northbound direction. It was the vessels on the "Around-the-World" route, at that time called the Suez Line. The vessels came from the USA to the Far East and sailed via Colombo, the Malabar coast, Aden and sometimes between ports in the Red Sea, and back to the USA. From the beginning of the 1950s the vessels called at Genoa, partly to manifest Maersk Line's interest in sailing between Europe and the Far East, partly - and very importantly from an economical point of view - to change crew. The closing of the canal in 1956 meant that the "Around-the-World" ships had to sail from the Far East to the USA south of Africa.

After the re-opening in 1975 traffic increased through the canal which in this decade has been passed by about 15,000 ships of a total of 100 million DWT annually. Maersk vessels are among the most frequent users of the canal.





# Greenwich





*The illuminated Maersk exhibition in the Modern Shipping section of the Greenwich Maritime Museum.*

# Maritime Museum

Russell Harvey

On 11 May 1999 Her Majesty Queen Elizabeth II officially opened the New National Maritime Museum in Greenwich, London which is the largest of its kind in the world. The new Neptune Court area is the centrepiece of the museum and contains 20 galleries displaying many aspects of ships, seafaring and marine affairs. Funding for the new museum has come from the Government and a number of corporate sponsors, including Maersk.

## Maersk Exhibition

The Neptune Court galleries cover a variety of subjects. The Maersk exhibition is in the Modern Shipping Gallery and consists of two elements, the gas tanker exhibition and the container exhibition.

The container part consists of a model of Maersk's Algeciras container terminal and the container vessel *METTE MÆRSK*. There is also a video of "The Modern Container Port", filmed in Felixstowe and featuring a number of Maersk Line UK employees.

The gas tanker exhibition consists of a display of illuminated photos of the A.P. Moller Group's activities, showing the "flow" of oil from the drilling phase via tankers to refinery and then to gas or the final plastic products. There are models of the gas carrier *MAERSK HUMBER* and a shore installation which have cut-away tanks linked to pipelines to show the flow of gas. The tanks and pipelines are illuminated in different colours that are activated through an interactive PC game. The PC game allows the visitor to select a gas and transfer it between the gas carrier and the shore installation.

## Free Admission for Maersk Employees

If you are looking for an interesting way of spending a few hours in London, consider going along to the National Maritime Museum. Free tickets are available to employees of Maersk and may be obtained from the Corporate Secretariat in London (tel. +44 207 712 5000).



*Her Majesty Queen Elizabeth II, accompanied by His Royal Highness Prince Philip, at the opening of the museum.*



# The South African Connection



*CMBT Erebus arriving in Antwerp - this photo was used for Safmarine's 1999 calendar.*

**Wishing to gain a foothold in Europe, Safmarine acquired a 49% stake in the Belgian ship-owning company CMBT (Compagnie Maritime Belge Transport) in 1991. This was increased to 75% in 1996 which led to the formation of Safmarine CMBT Lines (SCL), represented by the logo and flag of Safmarine and operating under the trading brand names of Safmarine and CMBT. The South African shareholding was increased to 100% in June 1998. At this point of time the company changed its name to Safmarine Container Lines (SCL).**

Peter James ■ Not long after assuming control of parent company Safmarine, the major shareholder, insurer Old Mutual, decided to unbundle its shipping activities and sell the individual companies. No bidder wished to purchase Safmarine as a single unit, thus resulting in its three operating divisions; liner, bulk/refer and air, being disposed of separately. A.P. Møller was the successful acquirer of the liner division, operating as Safmarine Container Lines, employing some 2,600 people as well as operating over 40 vessels and about 60,000 containers.

## **Significant Heritage**

The most significant liner operator on the north/south trade routes, SCL has the heritage and strength of the two companies, CMB and SA Marine Corporation, with a combined history and experience of over 150 years.

CMB celebrated its centenary in 1995, the culmination of a fascinating history based on the servicing of the Belgian colonies in Africa. The names CMB and CMBT became synonymous with official shipping links between North and Central Africa and Europe.





*The SCL fleet numbers 41 vessels of which six are owned.*

Safmarine was born of the vision of key South African industrialists and States Marine of the USA immediately after World War II. Three converted Victory ships became the nucleus of a company that was destined to become a respected leader in world shipping. Safmarine was state controlled until 1983, when it became part of the Safren Group under the umbrella of South Africa's largest life insurer, Old Mutual. In 1996 Safmarine turned 50, and three years later control and ownership moved to Europe.

#### **Service Scope**

SCL has its headquarters next to the river Scheldt in Antwerp, and the South African operation is housed in the Old Mutual owned Safmarine House in Cape Town. It has an extensive agency network throughout Africa, Europe, the Middle East, the Far East and the Americas.

The company has two regional structures. The northern (European) region focuses on the traditional CMBT trades from Europe to West Africa, East Africa and India/Pakistan, supported by an extensive agency network.

The southern region is based in Cape Town and focuses on the trades to and from South Africa i.e. Europe, USA and the Far East. In addition, a NVOCC operation under the name of Saferoute provides sailing opportunities between ports not covered by the normal schedule. Short sea European services are operated under the Portlink banner and a transport/trucking activity operates in Europe as Tracto.

The most important trades are the CMBT services to West Africa and India/Pakistan and the South Africa/Europe Con-



# The South African Connection



## SCL SERVICE FACTS

TRADES	BRAND
SA - Europe (SAECS SAMED)	Safmarine
SA - Far East (SAFARI)	Safmarine
SA - USA	Safbank
NVOCC (Saferoute)	Safmarine
Europe - West Africa	CMBT
Europe - East Africa	CMBT
Europe - India / Pakistan	CMBT, Himalaya Express
Europe - South America	SCL
Shortsea	Portlink

container Services (SAECS). Currently some 500,000 container moves are undertaken on an annual basis, and SCL has a turnover of USD 750 million.

Safmarine's "big whites", its four flagships on the SAECS service, have been refurbished to enable a 30-year lifespan. Well-placed cabins have been redesigned to accommodate 12 passengers in comfort. This operation has proved extremely successful and serves a market that for many years saw vast numbers of passengers travel on the mailship service of Union Castle and Safmarine.

### A Caring Citizen

With the support of its new shareholder, Safmarine continues to play a significant role in the important task of uplifting historically disadvantaged groups in South Africa.

The innovative "Containers in the Community" programme, now a decade old, has provided urgently needed infrastructure to almost half a million South Africans. The programme involves the utilisation of retired containers to build schools, crèches, clinics and resource/community

centres. The flagship is the impressive 50-container, 120-bed boarding school in Simonstown, near Cape Town, one of over 1,000 projects that have utilised over 5,000 containers.

### Management

The splitting of the "old" Safmarine has resulted in the original name - the SA Marine Corporation - being taken over by Capital Finance, who bought Safren's non-liner/bulk activities, while A.P. Møller is now the custodian of the Safmarine brand.

SCL is controlled by a Board of Directors with Knud Stubkjær, A.P. Møller, as Chairman and Howard Boyd, SCL, as Chief Executive. Day-to-day management is the responsibility of an Executive Committee.

In South Africa, the company operates as Safmarine Agencies (Pty) Ltd with previous Safmarine Managing Director Tony Farr as Non-Executive Chairman and Howard Boyd as Chief Executive.



Left: Howard Boyd, CEO of Safmarine Container Lines and Safmarine (Pty) Ltd.



Right: Tony Farr, Chairman of Safmarine (Pty) Ltd.



# Bolero:

## Secure E-commerce for World Trade

**At the end of 1999, a new world-wide e-commerce system, which is developed in part by Mærsk Data, will be launched.**

Mette Lauesen Bolero will enable all parties in the chain of logistics to use the same electronic means of communication - all the way from purchase to import, via transporter, customs, and insurance. This is one of the features that make Bolero the most comprehensive e-commerce system on the market today. Unlike other e-commerce services, Bolero caters for all trade documents including one of the most important shipping documents, the Bill of Lading. A Bill of Lading is negotiable as a ship's cargo may change owners several times before reaching its final destination.

**A Neutral System with Unparalleled Security**  
One of Bolero's many advantages is that it is commercially in-

dependent as it is jointly owned by the TT (Through Transport) Club, which represents the world's container fleet carriers, ports and terminals and logistics companies, and S.W.I.F.T. (Society for Worldwide Interbank Financial Telecommunication), which represents the world's international banks. Their respective members work with practically every company around the world that buys and sells internationally and Bolero has the support of over 10,000 transport and financial institutions.

Bolero is able to offer an unparalleled security of transaction of trade documentation. All documents are digitally signed and optionally encrypted, enabling Bolero to provide guarantees of delivery, authenticity and originality. Through its operational partnership with S.W.I.F.T., which currently handles daily transactions valued at USD 5 trillion, Bolero also provides the highest standard of operational quality and integrity.

### Rule Book

A unique feature of Bolero is the Rule Book. This is a set of rules that describe the procedures for electronic transactions. The rules have been developed by several law firms and are based on the existing rules governing paper documents in a wide range of countries. Preparations for the Rule Book involved the most extensive legal survey into electronic commerce ever taken,

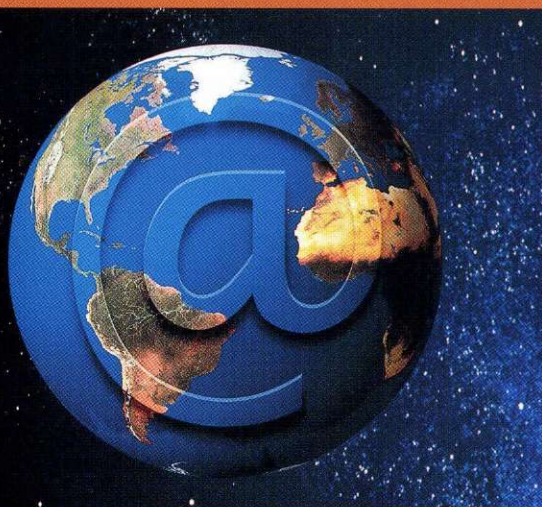
covering 18 different jurisdictions across the globe. The Rule Book was a necessity because in many countries the legislation has not yet taken electronic documents into account. Anyone who wants to use Bolero must comply with the Rule Book.

Initially, Bolero contacted 14 very large international importers such as Cargill, Mitsui, Otto Versand, Chevron, and others, and their logistics chains to test the system in its pilot phase. The results from these 100+ companies including banks, logistics providers etc. in more than 10 countries as well as the customs authorities in the U.S. and the United Kingdom have been promising so far.

### Less paperwork

Mærsk Data has developed a central part of Bolero, the Title Registry. This element transfers electronically the legal rights and ownership of a Bill of Lading, thus reducing significantly the amount of paperwork involved. At this stage, Mærsk Data works as a consultant on the data structure throughout the system. This is vital because the data have to be well structured to become readable to both human and computers.

*For more information please visit Bolero's website: [www.bolero.net](http://www.bolero.net)*







Flanked by the two newbuildings are (from the left) Charles Foo, Chairman of the Board of Singmarine and wife, Alice Hansen, Joan Elisabeth Hornby, Ove Hornby, Birgitte Kolding, Eivind Kolding and Bjarne Hansen.

## Double Naming in Singapore

Numbers three and four in a series of six supply vessels from Keppel Singmarine Yard in Singapore, MÆRSK SUPPLIER and MÆRSK SEEKER were named at a ceremony at the yard on 30 July 1999.

MÆRSK SUPPLIER was named by Joan Elisabeth Hornby, wife of Ove Hornby, Director of the A.P. Møller and Chastine McKinney Møller Foundation. Her sister vessel MÆRSK SEEKER was named by Birgitte Kolding, wife of Eivind Kolding, Chief Financial Officer of A.P. Møller. Representing A.P. Møller, Partner Bjarne Hansen was also present with his wife.

Four days later, A.P. Møller took delivery of MÆRSK SUPPLIER. The vessel is commanded by Captain Allan Kjær Jensen with Per Lynge Olsen as Chief Engineer and has been chartered out for employment in Indonesia. MÆRSK SEEKER will be delivered later in the year - and by then it will have the correct blue hull colour!

# Office No. 325

On 5 May 1999, the 325th Maersk Line office in the world, located in Muscat in the Sultanate of Oman, was inaugurated. Mr V.I. Mathew, who has been with Maersk Line for more than 20 years, is General Manager of the new organisation in Oman, which operates under the name of Maersk Shipping Services & Co., LLC.

Together with Mr Abdullah Kanoo, Chairman of the Kanoo Group, and His Excellency Mohammed Nasser Al-Khusaibi, Secretary General, the Ministry of National Economy, Flemming Ipsen, Managing Director of Maersk Singapore Pte. Ltd., performed the official opening of the office. The event was attended by distinguished guests, including many of Maersk Line's long-standing customers. This is the first time that a carrier has established an exclusive office in Oman, and it attracted a great deal of attention from the trade.

In keeping with Maersk Line's commitment to Oman, a new feeder service linking Salalah and Muscat has also been initiated. This gives the Muscat trade the benefit of Maersk Line's fast transit times to/from Europe and the United States. A.P. Møller has also made a substantial investment in the modern hub port of Salalah, about 1,000 km south of Muscat. Salalah is conveniently located in the Indian Ocean on the East-West shipping lane, and by using this terminal the ocean-going vessels enjoy substantial time savings. The terminal has only been in full operation for a few months but the annualised throughput is already close to 1.0 million TEU.

Maersk Shipping Services hopes to contribute its share to the growth of Oman by providing world-class transportation and logistics service to the businesses in this area.



The ceremonial ribbon-cutting was performed by H.E. Mohammed Nasser Al-Khusaibi (left), Abdullah Kanoo and Flemming Ipsen.



# Golfing in South Africa

Melody Barber

■ The first official South African Maersk golf day was held recently in Johannesburg. As golf is a very popular sport with our customers and suppliers, we took the opportunity to build stronger relationships with these keen golfers at Bryanston Country Club.

More than 60 golfers gathered in the winter's morning to tee off and compete for an array of prizes. After a long hot day, everyone gathered for drinks, snacks and the award ceremony.



*Our team playing their last hole in the last rays of African sunlight.*



# Awards in Pakistan

Brian R. Pedersen

■ On 28 May 1999, Maersk Pakistan (Pvt) Ltd. presented 19 colleagues with 10 year service awards at its annual staff dinner. Maersk Line has been represented in Pakistan since 1950, establishing its own agency in 1988, and so this was the first time that 10 year service awards had been given in Pakistan.

Good food, games and numerous impersonations of colleagues in office situations ensured an amusing evening attended by staff and their spouses.



*Running in red past the Maersk refreshment station, Jaroslaw Janitki from Poland.*

# Stay Cool with Maersk

Melody Barber

■ This took on a whole new meaning recently, when Maersk South Africa's Durban branch manned a refreshment station at the Comrades long distance run.

First held on 24 May 1921 with 34 competitors, the race established itself as South Africa's biggest annual sporting event, attracting millions of Rand in sponsorship and keeping most of the country riveted to their TV screens for 10 hours! This year 14,000 men and woman from all over the world ran the 90-km race between Pietermaritzburg and Durban in Kwazulu Natal.

The 40' Maersk reefer container doubled up as a fridge and an advertising board (displaying the Maersk logo and name on local television), keeping the much needed liquid energy cold while the local Durban office supported and "refuelled" the runners.

This year's winner, Jaroslaw Janitki from Poland, followed by Viktor Zhdanov from Russia and South African Andrew Kelane in third place, took top honours in what remains one of South Africa's truly great experiences.

# Christmas Mail

■ 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 15 November for parcels, and not later than 1 December for letters.

Mail should be clearly addressed and state

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



Parcels should be stamped for Denmark. The sender may be asked to reimburse the costs for further forwarding. It is advisable not to send fragile or valuable articles or foodstuff. As the distances are often considerable, small light packages are recommended.

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



# An African Award

Eric B. Williams

■ During the first African Shippers' Day, held in Accra in June for the West and Central African Countries, the Ghana Shippers' Council honoured Maersk Line with an award: "In recognition of your efficient performance in rendering total maritime transport services to and from Ghana". As this is the only award to a shipping line, it has been unofficially recognised in Ghana as the 'Best Shipping Line of the Year' award.

The prize was based on a survey of a number of importers and exporters where Maersk was once again seen as 'second to none'.

The photo shows the Maersk Ghana team celebrating at the gala dinner that closed the week of seminars, workshops and an exhibition of shipping services, where more than 500 Shippers' Council representatives from West and Central Africa were present. The theme of the week was the new millennium, and in line with the increasing importance of globalisation, Maersk Ghana was prominent with a successful presentation of the range of services that Maersk Line can offer to the African shippers.



From left to right are Kwame Macafui (Sales Executive), Eric B. Williams (Marketing Manager), Regina Dodoo (Sales Executive), Peter Smidt-Nielsen (Managing Director) and Emmanuel Baidoo (Sales Manager).



General Manager of Maersk Medical Belarus, Bjarne Munck, welcomed 175 guests in wonderful sunshine, but during the inauguration the rain started. According to Belarusian belief it was a good sign, promising future prosperity.

## New Production Facility

Marianne Maltow

■ In July Maersk Medical, Belarus, opened a new production facility in Fanipol, 25 km outside Minsk, the capital of the Republic of Belarus.

The joint venture JV Maersk Medical (former Belcare Plast) was founded in 1992. The company has grown rapidly and is a reliable supplier of sterile single-use medical devices to the CIS market. The company, which has 100 employees, also markets a wide range of Maersk Medical products produced worldwide. Over the past years, it has invested in education, training and exchange of experiences between Belarusian and Danish workforces, and now the efficiency and quality of production are compatible with Danish counterparts.

In 1996, an investment project to construct and build a modern factory was initiated. The factory is designed for manufacturing medical devices according to the standards and requirements set for export to the Western European market. The investment will increase Maersk Medical's competitive advantage in the health care market.

Construction began in 1997 and today the factory of 2,880 m<sup>2</sup>,

including 900 m<sup>2</sup> 'Cleanroom' production area, is finished and production has started. The facility will provide jobs for about 250 employees. The equipment installed meets the high international standards set by Maersk Medical in all production units all over the world. Coincident with the construction activities, a project to fulfil the stringent demands for Quality Assurance was completed in April when the company received the ISO 9002 and EN 46002 Certificate of Approval. This allows Maersk Medical to use the CE-mark on products manufactured at the Fanipol facility.

At the inauguration the First Vice Prime Minister Vassilli Dolgolev made a speech. Mr Dolgolev was accompanied by the Minister of Health of the Republic of Belarus, Igor Zelenkevich. Together with the President of Maersk Medical, Remy Cramer, Mr Dolgolev cut the ribbon.





# Visit at Terminal 2000

Javier Lopez

■ On 25 June Terminal 2000 in Algeciras was honoured by the visit of the President of Junta de Andalucía (Andalucía's regional government), Manuel Chaves, accompanied by ministers for transport and infrastructure.

The visit was hosted by Sigurd Erlendsson, Managing Director of Maersk España, Jørgen D. Nielsen, General Manager of Terminal 2000, and Eduardo Bages, a member of Maersk España's Board of Directors, who showed the guests the existing terminal installations and the terminal extension site, which will provide additional container handling facilities in 2000.

During a short reception at the terminal's office, President Chaves was presented with a scale model of REGINA MÆRSK.



*From left to right are J.A. Caffarena, Director of Algeciras Bay Port Authority, Eduardo Bages, Guillermo Gutiérrez, Minister of Industry of Junta de Andalucía, Jørgen D. Nielsen, Manuel Chaves, Sigurd Erlendsson, Manuel Morón, President of Algeciras Bay Port Authority, Rafael España, representative of Junta de Andalucía for Algeciras' area and Francisco Vallejo, Minister of Infrastructure.*



## African Reefer Meeting

Eric B. Williams

■ In April this year, 14 Maersk representatives from West and East Africa, Europe and Japan attended a reefer meeting in Accra, Ghana to further develop and promote reefer traffic from Africa.

The meeting comprised workshops with marketing plans, strategies for the future and ways to convert cargo from break bulk to containers. It enabled the participants to increase product knowledge in terms of handling 'new' commodities. It was a valuable forum for the countries to establish specific targets and ultimately make Maersk Line increase volumes and market share.

The workshop included field trips to the largest pineapple and papaya farm, Jei River Farm, and a visit to Volta River Estates, the only banana plantation in Ghana. Maersk Line carries 100% of the bananas from Ghana to Europe in 40' high cube reefer containers to Antwerp on the fast CMBT/SCL (Safmarine) service.

The event ended with a customer cocktail party for the Ghanaian reefer exporters who were able to mix with Maersk staff to share views and ideas from the various countries. This was very successful and provided many thought-provoking discussions.

## Trucks in the Philippines

Erik B. Hansen

■ Mercantile Ocean Maritime Co. (Filipinas) Inc. (MOMC), an affiliate of Maersk-Filipinas Inc., recently begun trucking services in Southern Mindanao. Operating initially with three trailer trucks, MOMC will cater both for Maersk Line, primarily for positioning empty dry containers from Davao City to General Santos, and for local customers.

Maersk Line has called at Davao Port since early 1998, and with Dole's import of materials for

their Davao-based packaging factory, the result is a large surplus of dry containers here, which can, however, be used in General Santos, 150 km west of Davao, for Dole's canned pineapple exports. Moving empty containers from Davao to General Santos was until recently done by domestic feeder lines. With the newly started MOMC operation this will now be handled by Maersk ensuring safety, reliability and cost efficiency.







## Esplanaden



**25 Years Anniversary**  
Hans Henrik Hvam  
Sørensen  
1 October 1999



**25 Years Anniversary**  
Vagn Jacobsen  
29 October 1999

## Mærsk Olie og Gas



**Retiring**  
Bengt Birger  
Mansfeld-Giese  
Gorm C  
1 September 1999

## Maersk Contractors



**25 Years Anniversary**  
Rig Engineer  
Mogens Andersen  
1 November 1999



**25 Years Anniversary**  
Touppusher  
Helge Poulsen  
1 November 1999



**25 Years Anniversary**  
Solid Control  
Operator  
Eigil Johannes Boye  
1 November 1999



**25 Years Anniversary**  
Senior Toolpusher  
Niels Erik Jensen  
1 November 1999



**25 Years Anniversary**  
Senior Toolpusher  
Kristian Meldgaard  
14 November 1999

## The Fleet



**40 Years Anniversary**  
Captain  
Bent Fløen  
16 October 1999



**25 Years Anniversary**  
Captain  
Palle Vestergaard  
Rasmussen  
26 November 1999



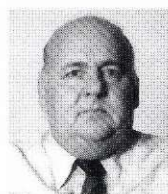
**25 Years Anniversary**  
Chief Engineer  
Erik Bach  
10 December 1999



**25 Years Anniversary**  
Chief Steward  
Jan K. Splidsboel  
Møller  
12 December 1999



**25 Years Anniversary**  
Repair Engineer  
Søren E. Egebjerg  
14 December 1999



**Retiring**  
Chief Steward  
Kristian Wittendorf  
Kristensen  
27 September 1999



**Retiring**  
Captain  
Knud Pedersen  
27 October 1999



**Retiring**  
Chief Engineer  
Harry Thaarup  
Pedersen  
31 October 1999



**Retiring**  
Captain  
Ib Fortmann Storm  
30 November 1999



**Retiring**  
Chief Engineer  
Christian  
Rasmussen  
30 November 1999

## Organisations abroad



**25 Years Anniversary**  
Jerry James  
The Maersk  
Company Limited  
7 October 1999



**25 Years Anniversary**  
Ken S. Park  
Maersk Korea  
21 October 1999



**25 Years Anniversary**  
Takashi Anno  
Maersk K.K.  
Tokyo  
7 November 1999



**25 Years Anniversary**  
Ryuichi Yamamura  
Maersk K.K.  
Tokyo  
25 November 1999



**25 Years Anniversary**  
Chiaki Endo  
Maersk K.K.  
Yokohama  
9 December 1999



**25 Years Anniversary**  
John E. Thomsen  
Maersk España  
Algeciras  
10 December 1999

## Esplanaden



**Retiring**  
Erling G. Aaberg  
31 October 1999

## Maersk Air



**25 Years Anniversary**  
Anne Grue Lucas  
1 November 1999



**25 Years Anniversary**  
Lis Boas Andersen  
1 November 1999



**25 Years Anniversary**  
Tori Høifors  
1 December 1999

## Maersk Medical



**25 Years Anniversary**  
Inge Lise  
Jørgensen  
23 September 1999



**25 Years Anniversary**  
Naumka Veljanoska  
9 October 1999



## The Yard



**40 Years Anniversary**  
Neumann Jæger  
1 October 1999



**40 Years Anniversary**  
Jozsef F. Papp  
5 November 1999



**40 Years Anniversary**  
Ole Olsen  
5 November 1999



**40 Years Anniversary**  
Svend Alexandrovietz  
5 November 1999



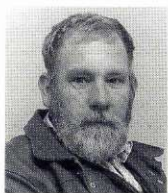
**40 Years Anniversary**  
Poul Mikkelsen  
26 November 1999



**40 Years Anniversary**  
Harry Christensen  
26 November 1999



**40 Years Anniversary**  
Bent D. Steimle  
17 December 1999



**25 Years Anniversary**  
Per Skovstrup Hansen  
1 October 1999



**25 Years Anniversary**  
Torben Nielsen  
8 October 1999



**25 Years Anniversary**  
Richard Jensen  
8 October 1999



**25 Years Anniversary**  
Yusuf Izzettin Kuzey  
8 October 1999



**25 Years Anniversary**  
John Egon H. Jensen  
15 October 1999



**25 Years Anniversary**  
Jørgen Edvard Mortensen  
15 October 1999



**25 Years Anniversary**  
Anker E. J. Christiansen  
15 October 1999



**25 Years Anniversary**  
Allan Michael Nielsen  
22 October 1999



**25 Years Anniversary**  
Bent Bredal Pedersen  
29 October 1999



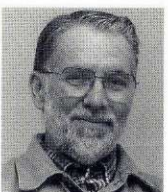
**25 Years Anniversary**  
Ole Chr. Søgaard Larsen  
29 October 1999



**25 Years Anniversary**  
Mohammad Yousaf Choudhary  
12 November 1999



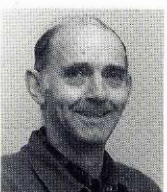
**25 Years Anniversary**  
Ib L. Kristensen  
12 November 1999



**25 Years Anniversary**  
John Eriksen  
19 November 1999



**25 Years Anniversary**  
Preben Berg Jensen  
19 November 1999



**25 Years Anniversary**  
Hartvig Andersen Dyrehauge  
26 November 1999



**25 Years Anniversary**  
Helge Chr. Tesch  
3 December 1999



**25 Years Anniversary**  
Carlo Stærke  
3 December 1999



**25 Years Anniversary**  
Birger Juul Mauritsen  
3 December 1999



**25 Years Anniversary**  
John Hansen Brunsvig  
3 December 1999



**25 Years Anniversary**  
Johnny Kent A. Olsen  
10 December 1999



**25 Years Anniversary**  
Erik E. H. Nissen  
17 December 1999



**25 Years Anniversary**  
Gunner S. Nielsen  
17 December 1999

## Obituary

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

Ejvind Jørgensen  
Roulunds  
24 June 1999

Jørgen Jørgensen  
Værftet  
5 July 1999

Stig Andersen  
Bamako  
Mali  
17 July 1999

Victor Irabor Omeike  
Lagos  
Nigeria  
22 July 1999

Ship's Assistant  
Søren Konnerup  
Larsen  
ex CLAES MÆRSK  
25 July 1999

Toolpusher  
David H. Adams  
EDC Landrugs  
30 July 1999

Nicole Grimberg  
Maersk Düsseldorf  
31 August 1999





**MÆRSK**