





Cover:

*The compass at the port side bridgwing
on ELSE MÆRSK.*

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Along with our name and reputation, our most important assets are all the knowledge and experience we possess. As the world and business become more complex, the need to share knowledge and experience internally becomes increasingly important to enable us to handle both day-to-day business and unforeseen developments more efficiently than before.

We already have a tool available for this purpose. During the year, the A.P. Møller Corporate Intranet, @maersk, has become globally accessible to all Maersk offices. Early in 2002, staff in every office will receive training and information to facilitate knowledge sharing across the entire A.P. Møller/Maersk Group.

The Intranet @maersk will become an increasingly important tool in improving communication flows, developing new business, reducing costs and eliminating bureaucracy – but only if it is supported by all of us.

The challenge, and indeed the opportunity, lies in how we can make best use of @maersk, how best we register and make readily available the most relevant information, knowledge and experience, be it good or bad.

I count on your support in meeting this challenge and in grasping the opportunity that it presents.

The year is drawing to a close and 2001 has indeed been a year of unforeseen developments. With the tragic events of 11 September and the severe downturn in the international economies on which our business is so dependent, we are now faced with a period of considerable uncertainty. The year seems to be ending on a downward trend in most of the businesses we are in, making 2002 a very challenging year but, as always, we will meet these challenges with constant care.

We can all use some extra good wishes for Christmas and the New Year, and on behalf of myself and the other partners I wish you and your families just that and thank you for your loyal and good efforts in 2001.

JESS SØDERBERG



*Vice President
Lic. Carlos Quintanilla Schmidt
and Per Jørgensen.*

Visit by the Vice President of El Salvador

■ The Vice President of El Salvador, Lic. Carlos Quintanilla Schmidt, and his delegation visited Esplanaden on 6 November 2001 and were received by Per Jørgensen, who hosted a luncheon. The Vice President expressed appreciation of Maersk Sealand's important role in the development

of his country and discussed further investment opportunities in the region.

Maersk Sealand has increased its activities in El Salvador since the acquisition of Sea-Land in 1999, and has become the major carrier in the country. To help to handle this growth, a modern

container yard and maintenance and repair facility, DryPort, is being built near the new ring road in the new industrial area of the capital, San Salvador. Trucking services, under the brands BIT and Transportes Maya, are being improved, with additional units, and focus on maintenance, driver training, safety and efficiency. Maersk Logistics is also expanding in El Salvador. Project studies are evaluating vessel calls at Acajutla on the WCCA (West Coast Central America) service in anticipation of the new port being built at Cutuco.

El Salvador is a green, hilly country with some 25 volcanoes in an area of about 21,000 square kilometres, located on the Pacific coast of Central America. Bordered by Guatemala and Honduras, it has a population of 6.2 million of which two million are guest workers overseas. The main industry is agricultural: coffee, sugar, and corn. The major growth industry is maquila, which is the assembly and packing of products such as garments. The USA is its largest foreign trade partner. In January and February, the country was rocked by two earthquakes of over 7.2 on the Richter scale, and Maersk Sealand played a role in the relief effort.



Sponsor Kirsten Rausing surrounded by captain Henrik Isaksen and John Skov Hansen, Odense Steel Shipyard.

LEXA MÆRSK

The fourth newbuilding in a series of six container vessels was named at Odense Steel Shipyard on 22 September 2001. Hull No. 174 was named LEXA MÆRSK by Ms Kirsten Rausing, Board member of the Tetra Laval Group and the grandchild of the founder of Tetra Pak, Dr. Ruben Rausing. The Tetra Laval Group is an important partner for Maersk Sealand and Maersk Air Cargo.

LEXA MÆRSK has a capacity of 3,700 TEU, a length of 266 metres, a beam of 37 metres and a draught of 14 metres. Its home port is Svendborg, and the vessel will be commanded by Captain Henrik Isaksen with Mogens N. Jørgensen as Chief Engineer.

JOHANNES MÆRSK

A new container vessel was named on 20 October 2001 at Volkswerft Stralsund GmbH, Germany, by Anette Bigum, wife of Jens Bigum, Chief Executive Officer, ARLA, Denmark. The newbuilding was named JOHANNES MÆRSK.

The vessel has a capacity of 2,840 TEU, a length of 216 metres and a beam of 32 metres. JOHANNES MÆRSK's home port is Aalborg, Denmark and the vessel will be commanded by Captain Søren Philip Hoppe with Jan Hildebrandt Hansen as Chief Engineer.



Sponsor Anette Bigum surrounded by her husband Jens Bigum and Jess Soderberg.



Left to right: Captain Svend Leo Madsen, Helle Søderberg, Jess Søderberg, Sponsor Lotte Leschly, John Skov Hansen, Odense Steel Shipyard, Jan Leschly, Chief Engineer Poul Sommer and Mærsk Mc-Kinney Møller.

LICA MÆRSK

On 3 November 2001 the fifth newbuilding in the series of six container vessels built at Odense Steel Shipyard was named by Lotte Leschly, wife of Jan Leschly, Chairman and CEO of Care Capital, New Jersey, USA and member of the board of Dampskibsselskabet af 1912 A/S. The vessel was named LICA MÆRSK after A.P. Møller's sister, Petrea Angelica Møller.

LICA MÆRSK has a capacity of 3,700 TEU, a length of 266 metres, a beam of 37 metres and a draught of 14 metres. The homeport of LICA MÆRSK is Hanstholm, Denmark, and the vessel will be commanded by Captain Svend Leo Madsen with Poul Sommer as Chief Engineer.



Madam Zhong Min with her delegation and representatives of the Chinese Embassy and A.P. Møller.

Chinese Visits to Esplanaden

On 19 September 2001, a Chinese delegation headed by Madam Zhong Min, Vice Chairman China Council for the Promotion of International Trade and China Chamber of International Commerce, visited Esplanaden. The delegation included senior officials and businessmen from some of China's

large western provinces. Per Jørgensen welcomed the guests who listened to the presentations from Maersk Sealand, Maersk Logistics, APM Terminals and Maersk Industries with interest. In the evening a dinner was given in honour of the guests.

A.P. Møller has also had the pleasure of welcoming the following guests and their delegations to Esplanaden in the period from August to October:

Li Liang Yuan, Shanghai Development Planning Committee Director-General, Shanghai.

Luo Shiqian, Deputy Party Secretary, Shanghai.

Huang Longyun, Party Secretary, Zhuhai.

Du Shi Cheng, Vice Governor of the Shandong Province and Mayor of Qingdao.

Official opening of

SIMAC

Hanne Hansen

■ While Svendborg International Maritime Academy – SIMAC – opened quietly on 2 January 2001, at the official opening in late August it was highly visible and visionary.

Ole Stavad, the Danish Minister of Business and Industry, delivered the opening address when SIMAC began two days of

celebration on 24 August for its official inauguration. The Minister spoke at the Nautical Institute (formerly Svendborg Navigation School), which is now one of SIMAC's departments. On the same day the Nautical Institute provided the setting for a conference on ship's officer training and the future manning of vessels. Invited

guests, students and staff at SIMAC attended the conference, during which national and international lecturers shared their experiences and views on dual-purpose training and the practical meaning of training for the crew on board vessels.

The same day about 750 pupils took advantage of the invitation



to visit SIMAC. Here they heard about ship's officer training and had the opportunity to take part in various activities. There were also many things to look at in the harbour, including the exhibition at the Maritime Centre, while the Training Ship DANMARK and the corvette PETER TORDENSKJOLD welcomed visitors on deck. The first day of the opening ended with an official reception in the canteen at the Nautical Institute. The following day, 25 August, the departments of SIMAC held an open day for those interested. Here the visitors had an opportunity to see the premises and try out the various activities in both laboratories and simulators.

Academy with Three Departments

With the inauguration, SIMAC has officially marked the merger of Svendborg's four well-known schools into a maritime academy. The basic structure of the acad-

emy consists of three departments. MTC Workshop and Kogtved Maritime School provide the setting for the Department for Basic Maritime Training. Svendborg School of Marine Engineering has become the Institute for Process Engineering, and Svendborg Navigation School is now the Nautical Institute. The basis for the merger is the Minister of Business and Industry's decision to give Denmark's maritime schools the status of private institutions with their own management and governing body, with effect from 1 January 2001.

Radical Changes

In reality, the merger in Svendborg meant an amalgamation of two private and two state schools. Right from the start SIMAC has consciously chosen

to concentrate on making the company's organisation work. Therefore much effort has been made to merge the cultures of the individual institutions to create an efficient and attractive student environment. So far, the formation of the academy in Svendborg has resulted in the ship's officer trainees now receiving all their training at the Nautical Institute, whilst shorter courses are held at the Institute for Process Engineering.

These changes have been radical for all staff, just as they have been for SIMAC's students, who have experienced quite a change to their normal day. The inauguration has not put a stop to the changes, as a merger is a long process. The celebratory days in August, however, indicated that a basis has been created for an international academy which is prepared to face the future and the competition in the field of maritime education.



There is nothing like a Dane

Stuart MacKenzie

■ Moored in a sleepy harbour in Fujairah on the east coast of the United Arab Emirates is a small piece of Danish maritime history that has been given a new lease of life by a determined Englishman, who followed his dream and made it come true.

CHARLOTTE ANNE is an elegant twin-masted topsail schooner, a little gem that cannot fail to evoke the spirit of freedom and adventure in the hearts and minds of all those who set eyes on her. It is hard to believe that this traditional sailing ship, with her attractive dark green hull, white upperworks and buff sails, is over 52 years old, and has spent most of her life plying the harsh icy waters of Denmark's Arctic territories, a far cry from the calm warm seas that now surround her.

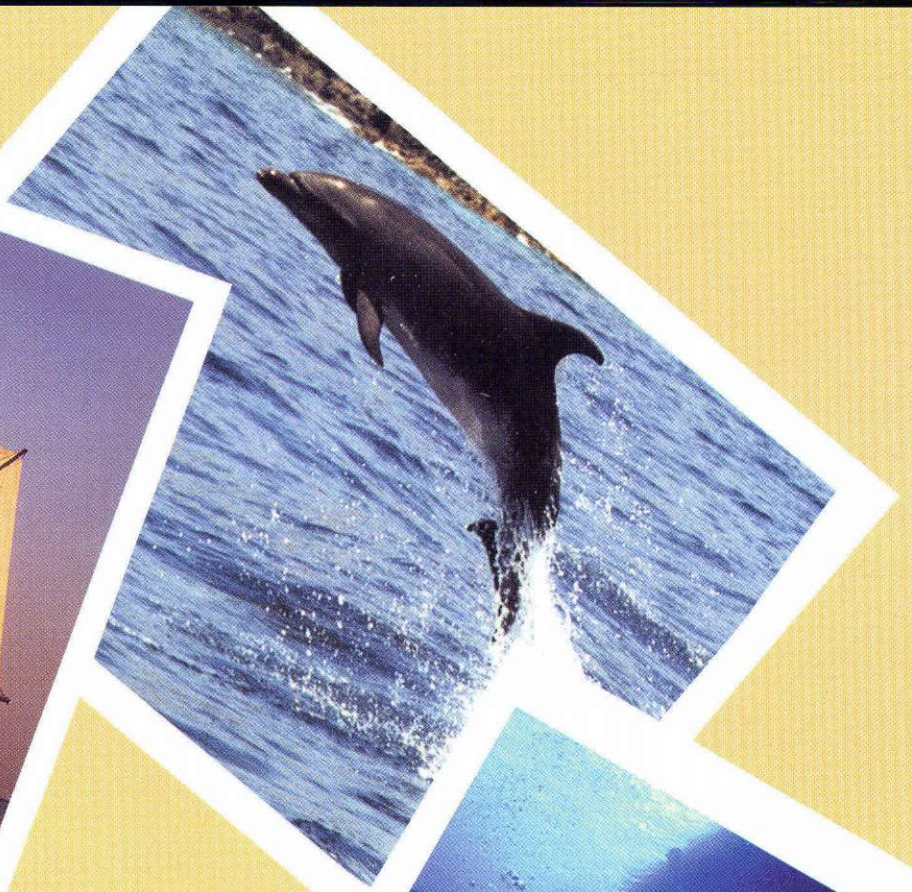
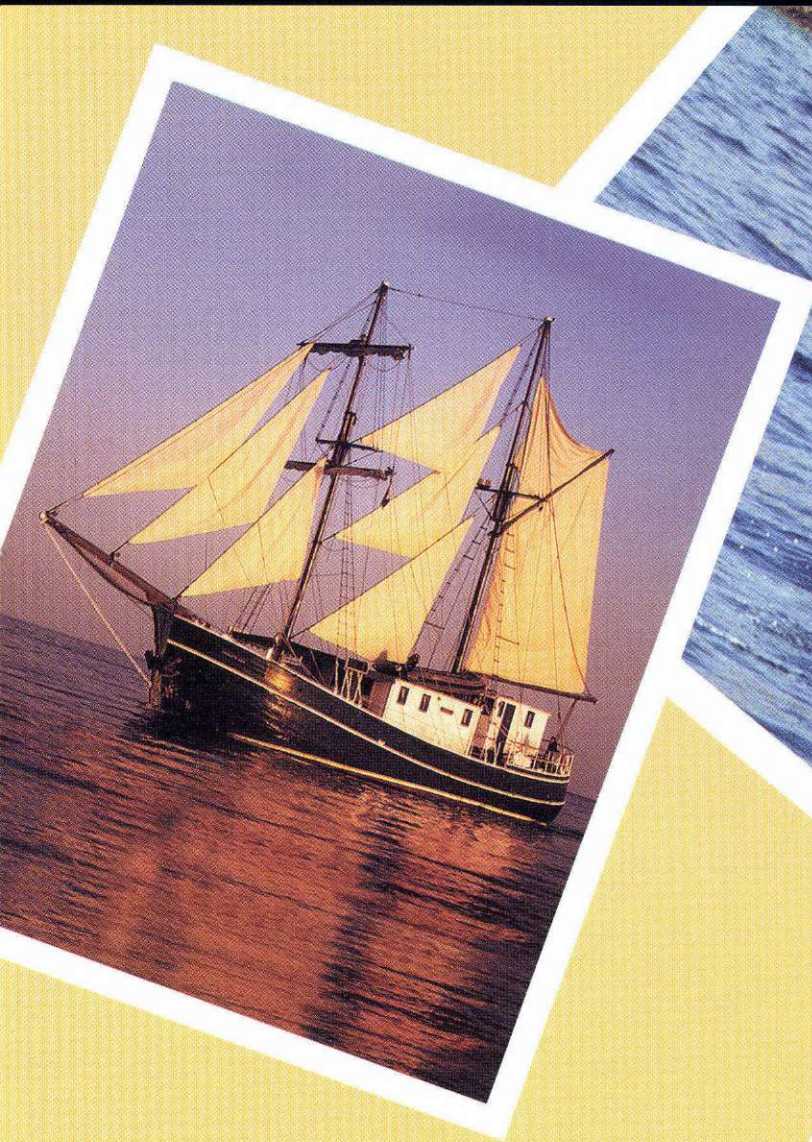
This mature lady of the sea is still in her prime and certainly no static museum exhibit. She is an active working vessel and still earns her keep, sailing around the spectacular waters of the Gulf of Oman. Not only does the ship provide her owner and his wife with a modest living, but it also brings great pleasure and enjoyment to scores of people, who charter her to get away from the pressures of modern life for a while. Like any star performer, CHARLOTTE ANNE never disappoints and is developing a loyal fan club.

However, the sailing ship is lucky to still be around. The story of the schooner began in February 1949, when she was commissioned by the Royal Danish Survey to operate as a supply and survey vessel between Denmark, Greenland, Spitzber-

gen and the Arctic ice shelf. Originally named TYCHO BRAHE, after the famous Danish astronomer, the ship was built on the Danish island of Funen by the Ring Andersen shipyard at Svendborg.

Constructed from Swedish oak, she was the first wooden sailing ship to be ordered by the Danish government after the second World War. The vessel has a smooth round bottom with no bilge keel. The hull was made 20 centimetres thick from deck level to a metre below the waterline to protect it from ice damage. The ship's tonnage is 87 gross and 35 net, with deck and overall length 22 and 29 metres respectively.

During nearly 40 years of service, the vessel was based near Cape Farewell on Greenland,



re-supplying the survey teams working along the Arctic ice shelf. TYCHO BRAHE was twice stuck fast in the winter ice, but each time managed to float free again in the spring without need for repairs. The ageing schooner was retired by the Danish government in 1988, and sailed to the island of Lolland, just south of Svendborg, to face an uncertain future.

A businessman from the Faroe Islands eventually bought TYCHO BRAHE and renamed her SIGGA MARIA (Sweet Mary). He wanted the vessel to ship second-hand clothing, socks and even cars to Russia and the Baltic States, but his commercial venture soon failed with SIGGA MARIA ending up near the Danish ferry port of Rødbyhavn. Some time later, the owner returned to the Faroe Islands leaving the vessel to her fate.

With nobody looking after her, SIGGA MARIA fell into a sorry state with nature taking its toll. The masts and rigging deteriorated, paint peeled off, and the decks began leaking, hastening the rest of the vessel's decline. The Burmeister & Wain diesel engine seized up, the wheelhouse and saloon started disintegrating, and the compass finally lost its sense of direction.

Left to rot alongside a similarly ageing stone quayside, the crumbling vessel virtually gave up the ghost and became an eye-

sore. In the autumn of 1993, the local authorities were close to getting her removed when along came a knight in shining armour, metaphorically speaking. SIGGA MARIA's saviour was an Englishman who lived in the Arabian Gulf and urgently wanted a boat in any condition as long as it was cheap.

There is nothing like a Dane

He was the unlikely client of an agent who normally bought and sold luxury yachts. Quite by chance, this agent had come across the abandoned ship. He contacted his English client, Captain Christopher Hurndall, and managed to track down the vessel's owner. A former Royal Navy officer, Hurndall had been a training captain with Gulf Air since 1988, flying Airbus A320s from the Gulf to Athens and destinations in India.

In under a week, Captain Hurndall and his German wife Renate came to view the ship, which was still afloat. The owner promised to get the engine going within a few days and a knock-down price was agreed straightaway.

After looking for a shipyard to carry out a refit at a modest cost, a deal was struck with a repair company in Gdansk, Poland. It took three days and nights to reach the yard on an inlet

At first, Captain Hurndall thought he had been directed to the wrong place, because he arrived at what appeared to be the local coastguard headquarters and uniformed sailors were everywhere. But he was expected,

CHARLOTTE ANNE has room for up to 12 people, in addition to the owner and his wife, with air-conditioned cabins for 11 guests and single bunk in the wheelhouse for a dive-master, who is supplied by the company organising a dive charter. A charter is usually for 3-5 days.

Musandam (east coast) is 400 kilometres of fjords, bays, beaches, coves and inlets; crystal clear waters; average mountain height 1,200 metres, some peaks 2,100 metres; strange rock shapes and sheer drops.

years in Bahrain, one year in Oman and another year in Dubai, CHARLOTTE ANNE was moved by Captain Hurndall, following his retirement from Gulf Air, to the coastal city of Fujairah. From March 2000, her home berth has been the main wharf of Fujairah International Marine Club's small harbour, the only marina on the United Arab Emirates' east coast, where she is the star attraction.

Installed originally when the vessel was built in 1949, her Burmeister & Wain three cylinder, two stroke Alpha Diesel is amazingly still going strong. The engine has only been overhauled twice in its 52 year life, and manages to push CHARLOTTE ANNE

along at a respectable 6.3 knots, given a fair wind and calm seas.

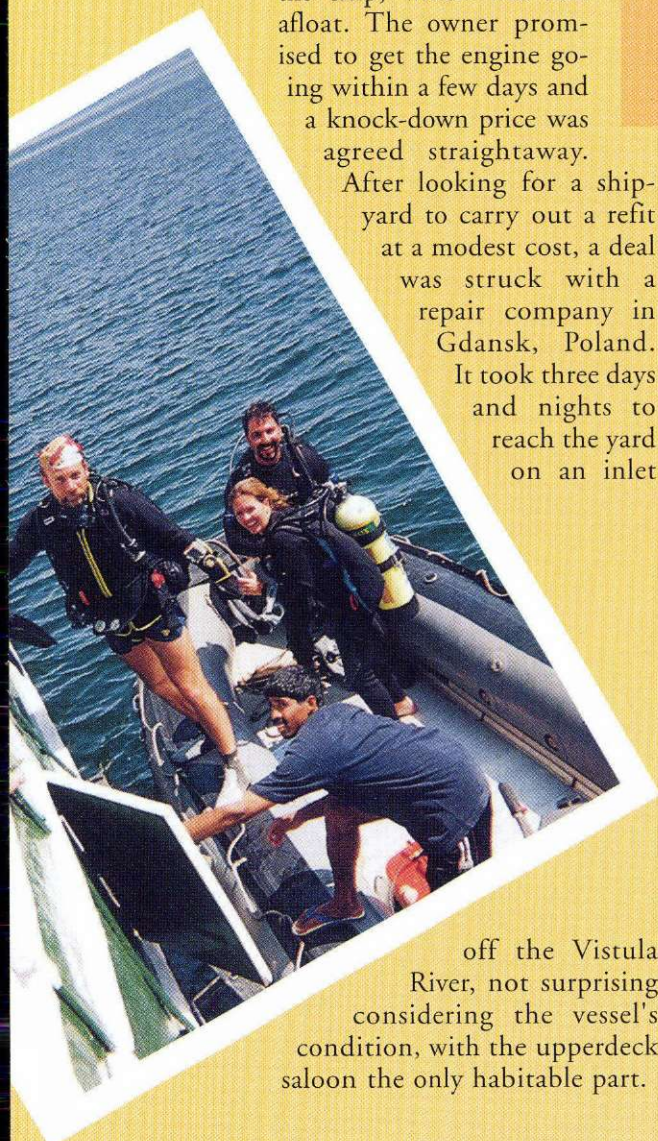
CHARLOTTE ANNE is available for dive charters and corporate hire. The spectacular, peaceful and unspoilt fjord-like waters of the Musandam peninsula in the northern tip of Oman is the most popular destination. Captain Hurndall has sailed around the Musandam area more than a hundred times, and he and Renate have handled over 60 charters since June last year when they first offered CHARLOTTE ANNE for commercial hire.

CHARLOTTE ANNE has proved she is a versatile survivor and a really great Dane, so let's raise our glasses to toast the next chapter in her remarkable and unfolding story. "Long live CHARLOTTE ANNE, and all who sail in her".

and it turned out that the commander of the base was a shareholder of the nearby shipyard. While in Poland, the vessel was re-registered as a British ship under its new name CHARLOTTE ANNE, with Swansea in the UK its new port of registry. She was completely rebuilt to make her totally seaworthy, and re-rigged as a top-sail schooner. Holds were converted into comfortable cabins and modern AC generators replaced the old dynamos. The new owner, accompanied by family and friends, took delivery of CHARLOTTE ANNE on 8 June 1994, the precise date agreed with the shipyard the previous November.

Three months and 13,000 kilometres later, the vessel reached her new home in the Arabian Gulf on 9 September, having sailed through the Suez Canal and making many stops along the way. After more than three

off the Vistula River, not surprising considering the vessel's condition, with the upperdeck saloon the only habitable part.



Towing of Production Platform

Niels P. Elmbo

■ In June 2001 Maersk Supply Service carried out the first large towing operation involving an obsolete production platform, Maureen A, from the UK sector to Stord in Norway where the platform is now anchored and awaits resale or scrapping.

The Maureen Field, operated by Phillips Petroleum, was discovered in 1973. The platform was installed in 1982, and oil production began in 1983. In its life the platform has produced more than 200 million barrels of oil.

The towing operation was performed under contract by Aker Offshore Partners who were responsible for the removal of the platform. Seven of Maersk Supply Service's large towing vessels, with more than 135,000 horsepower altogether, were involved in the operation, which was co-ordinated by Maersk Contractors. The contract was entered into as long ago as 1999, and more than two years of planning preceded this demanding towage operation.

During the operation Maureen A had a displacement of 132,359 tons at a draught of 63.3 metres and an air draught of 172.5 metres measured from the top of the flare tower to the surface. The towing speed was 2.64 knots, and the distance from the oil field to Stord in Norway was 171 nautical miles. The platform was lifted clear of the bottom by pumping a special mud product and seawater into the large underwater tanks, after which air was compressed into the tanks until a necessary and stable buoyancy had been obtained, and the platform floated at the calculated towing draught. It took about 72 hours from the pumping of water and air began until the platform floated. Towing began on 26 June at 5 p.m., and the platform had good stability during the entire operation. On 30 June at 9.10 p.m. the platform was securely anchored in Stord.

Towing of the Maureen A platform took four days. The operation was carried out without accidents and according to schedule.





Hans Stig Møller

The A.P. Møller Group activities in Panama date back to 1917 when the first vessel, ANNA MÆRSK, transited the Canal. The organisation was represented then by C.B. Fenton and Company, one of the oldest and most prestigious canal agencies in Panama. In 1992, Maersk Panama S.A. was officially opened to coincide with the start up of the Andean service calling in Panama on its way from the USA to Chile. In 1996, Maersk expanded into trucking services, starting its own trucking company, Bridge Intermodal Transport.

Today, Maersk Panama S.A. employs 84 people in agency, trucking, maintenance and repair. There are three Maersk Sealand offices in Panama: the main office in Panama City, Balboa and Colon. The trucking company, Bridge Intermodal Transport, also has offices in Balboa and in Colon.

Services

Nine services call at the two main Panamanian ports, Man-

zanillo and Balboa, with a total of 15 vessel calls per week. In 2001, it is estimated that over 375,000 container moves will be performed in Panama of which 80% are transshipment and 20% local cargo. Approximately 80% of the local cargo is destined for the Colon Free Trade Zone located on the Atlantic side - the second largest free zone in the world with over 1,600 customers. The majority of the remaining cargo is destined for Panama City.

The first vessel calls were made at the Manzanillo International Terminal in 1993, which is located on the Atlantic side. This terminal is strategically located next to the Colon Free Trade Zone and is currently called at by nine vessels per week. It is a state-of-the-art terminal covering 114 hectares, having 1,200 metres of berth with ten post-panamax and super post-panamax cranes, 500 reefer plugs and over 760 employees.

Due to the geographic location of Panama, five new calls were

added on the Pacific side in November 2000 and a sixth in September 2001. These calls in Balboa were to complement services already calling at the port of Manzanillo and to expand Panama's position further into a global transshipment hub. The terminal in Balboa covers 8.4 hectares, has a berth of 350 metres, three post-panamax cranes, 468 reefer plugs and employs 350 people. The port will be expanded by another six hectares, 270 metres of berth, an additional 12 gantry cranes and four post-panamax cranes by mid 2003.

The Panama Canal

Building the Canal took over three decades and required a series of locks cut through solid rock before it was opened in 1914. More than 25,000 lives were lost in the construction process. On 31 December 1999, The Panama Canal Authority assumed full responsibility for the administration, operation and maintenance of the Canal. Today, some 80 shipping routes, representing nearly 5% of the



world's cargo volumes, pass through the canal that links the Atlantic and the Pacific, carrying about 14% of America's trade, 33% of Chile's and nearly 66% of Ecuador's and Peru's.

Today, A.P. Møller vessels make over 300 transits a year – and rank as one of the largest users of the Panama Canal. Of interest, M-class container vessels were built specifically to fit the canal and their Panama Canal toll cost is about USD 140,000 for the ten hour transit – a transit that is only permitted during daylight hours due to their size.

New initiatives

In November 2001 the Panama Canal Railway Company began operating between the Atlantic and Pacific Ocean. The doublestack trains

cross from one side to the other in approximately 1 hour and 15 minutes. Cargo is trucked approximately 500 metres to/from the rail and port on each side of the Isthmus.

ary 2002, and the opening of a new maintenance and repair facility is currently being studied as are other opportunities to complement our current terminal operations. The Canal admin-

istration is currently evaluating adding a third set of locks to cater to the increasing size of ships of the future.



Panama City is only 15 minutes from the port of Balboa.

On 25 October this year Thomas Thune Andersen, Maersk Inc., Madison, USA was awarded the Friendship Award by the U.S. Panama Business Council during the Panama Week in Washington DC. The award is given every year by the Board members of the U.S. Panama Business Council to recognise companies and individuals making an extra con-

tribution to Panama/U.S. business. Maersk Logistics Panama S.A. will begin operations by 1 Janu-

ary 2002, and the opening of a new maintenance and repair facility is currently being studied as are other opportunities to complement our current terminal operations. The Canal admin-

News from

Maersk Air

By Tina Linea R. Tønnesen



The new hangar during the building of the extension.



Introductory ticket prices were so attractive, that customers camped outside the office to be first in the queue.

New Office in Stockholm

Maersk Air opened its own sales office in Stockholm on 1 November 2001. On that occasion Vice President Scheduled Services Keld Mosgaard Christensen said: "The decision to open an office in Stockholm has been made because Maersk Air now extends its home market to include Norway and Sweden besides Denmark. Our business in Sweden has reached a level that warrants the establishment of our own office so that we are in a better position to secure the necessary information on the general market situation and knowledge of our Swedish passengers". The office is centrally located in Stockholm, and initially has a local sales manager and two booking assistants.



New Hangar in Billund

In December 2000 Maersk Air took over the hangar in Billund Airport from the Danish Museum of Science and Technology (the Aircraft Museum). With an extension of 1,148 m², Maersk Air now has a hangar of 4,086 m². The hangar, which has a total length of 93.4 metres and a height of 16 metres, has room for a Boeing 737 aircraft as well as two Canadair Regional Jets at the same time. The hangar is used for carrying out minor maintenance of the aircraft that are stationed in Billund for Maersk Air's scheduled services and charter flights. The hangar also has storage facilities, a workshop, offices, rest rooms and bathing and changing facilities for Maersk Air's mechanics. Lindø Byg A/S was Maersk Air's consultant during the construction of the hangar, and the topping-out ceremony took place on 31 May 2001. The hangar was officially inaugurated on 18 October 2001.



Star Air's new air freighter painted in the colours of United Parcel Service.

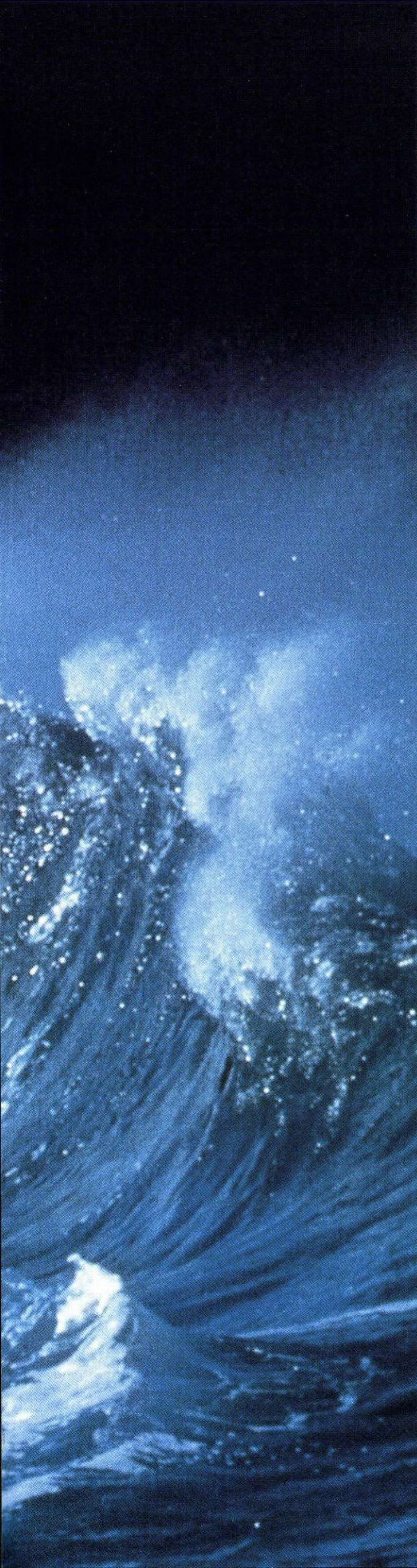
Star Air's New Boeing 757-200PF

The night before 19 September 2001, N431UP arrived at Maersk Air's hangar in Copenhagen's Airport South. The aircraft, which is of the Boeing 757-200PF (Package Freighter) type, came from Louisville. Star Air thus received the Maersk Air Group's largest aircraft ever, which is now part of the fleet of aircraft that Star Air operates under contract for UPS (United Parcel Service).

B757-200PF was built in 1993 and has an overall freight capacity of just under 40 tons (86,900 lbs.). In comparison, B727-100QF (Quiet Freighter), which Star Air also operates, can carry just under 20 tons (43,500 lbs.). B757-200PF is a pure air freighter, designed to contain 15 A2 freight containers on the cargo deck (an A2 container is 219 cm high, 318 cm wide and 224 cm long). In addition to that, the normal cargo compartments below the cargo deck can contain an ad-

ditional 50.7 m³ in bulk. The aircraft is 47.2 m long, and the span (width) is 37.8 metres. In preparation for transfer to the Danish register, new equipment was installed and, on 21 September 2001, the Danish Civil Aviation Administration approved the aircraft's airworthiness and entered it on the Danish register (OY-USA).

On 25 and 26 September 2001 B757-200PF was used for training in Karup, after which it entered into the services from Cologne on 1 October 2001. Star Air has trained four crews for this aircraft, each with a captain and a co-pilot. The aircraft is employed in the Cologne-Oporto-Lisbon-Oporto-Cologne service. New technology is costly, but can result in savings. For example, the B757-200PF with double payload (load capacity) consumes 3,763 kg jet fuel per hour, whereas the B727-100QF consumes 3,645 kg per hour.



A Maiden Voyage of 50,000 Kilometres

TAT-14 is a modern supercable that connects the USA with Europe. The cable is owned by a number of the world's leading telephone companies which can send millions of telephone conversations and data transmissions through TAT-14 simultaneously.

The cable laying vessel MÆRSK FORWARDER laid out part of the cable, but MÆRSK RECORDER also came to play an unexpected - but important - role. Captain Johnny Ibsen has sent in this report from the long and at times dramatic maiden voyage.

The two men who had to be landed for hospital treatment are doing well.

The Pacific Ocean, 18 March 2001.

On 12 October 2000, the cable laying vessel MÆRSK RECORDER was taken over by A.P. Møller and sailed to Newcastle to commence a long term charter with Global Marine Systems Ltd. After mobilisation and final preparation the vessel sailed to the English Channel to carry out final trials before she was ready to begin three weeks' loading in Naples, Italy, for her first job in Japan.

The cable industry is often characterised by sudden assignments which nobody, not even the charterer of the vessel, could anticip-

ate. For MÆRSK RECORDER, this meant a redirection during her maiden voyage to Japan. Immediately after anchoring at Port Said for passage through the Suez Canal the next day, the vessel received a message about an urgent assignment in the North Atlantic Ocean. The assignment consisted of connecting a newly laid cable, TAT-14, from the US East Coast to Europe. The cable had been laid from both sides and now had to be connected. The water depth at the operation site is approximately 5,000 metres, and with the season - January - it was not entirely a routine assignment. In fact, two

other cable laying vessels had already during the past four months attempted to connect the cable ends, but without success.

At full speed MÆRSK RECORDER went through the Mediterranean to Algeciras where the vessel bunkered and took provisions on board. From there it crossed over the Atlantic to Baltimore, USA, where equipment and personnel for the forthcoming operation were to be mobilised. On 5 January 2001, MÆRSK RECORDER set course for position 40 N 50 W in the middle of the North Atlantic Ocean and roughly five days from shore, with 52 crew on board. After two days' navigation, however, a cable representative was taken ill and had to be evacuated. The first storm put a stop to this, though, during the next 24 hours. With a wind speed of 65 knots (hurricane) and corresponding seas, MÆRSK RECORDER had to heave to for 12 hours before she was able to continue towards Cape Henlopen where boat transport had been arranged. After the evacuation the vessel set course for the operation site. Five days' navigation in remarkably fine weather in the North Atlantic Ocean that would have come in handy for the actual operation, but instead it had been used on sailing to the site.

On 17 January, the vessel arrived at the position while it was blowing a gale from SW. The vessel began searching for the buoy on the cable on the Europe (UK) side. It was doubtful,

however, whether it was still floating as the cable laying vessel which had laid the cable end had miscalculated the length of the rope between the buoy and the actual cable. The buoy was not found. The weather improved after two days, and the search for the cable end on the US side began. This position was reasonably accurate, and already on the first run-in the cable streamer, which had been laid on the sea floor, was caught. It took about eight hours to pull the actual cable end on board from a depth of 4,600 metres. This operation has to be carefully carried out to avoid breaking the rope. After that new ropes were spliced into the cable which

65 knots, with winds gusting up to 72 knots.


On 23 January, the search for the cable end on the UK side began, but already the next day it had to be suspended as a third storm set in. The search for the cable was not resumed until 28 January, this time in a gale. The operation had to be completed on 31 January at the latest as the vessel had to fulfil its obligations in Japan with the cable on board loaded in Italy. This time we succeeded in fishing the cable in spite of the fact that we had no exact position. During the next two days the many kilometres of loose rope, which had wrapped itself up in the cable



was carefully laid out again and buoyed off. And just in time, as a new storm was approaching, and about three hours after MÆRSK RECORDER had let the buoy go, the vessel had to heave to once again. The next four days the vessel was hove to in yet another winter storm of 55-

due to the missing buoy, was salvaged and disentangled.

The cable came on board, and was spliced into a new piece of cable. But not without worry, as one of the main engines and a shaft generator failed, and the vessel thus "lost" one of its main



A Maiden Voyage of 50,000 Kilometres

propellers, one bowthruster and one sternthruster. With the vessel's DP system (Dynamic Positioning) and equipped as a DP Class 2 vessel, we succeeded in maintaining our position until the main engine had been restarted. The jointing of the cable continued, and on 31 January the cable laying was resumed, making for the buoy position on the US side. With the UK cable on board, the relevant parties onshore had agreed to let MÆRSK RECORDER attempt to finish the project even though the deadline would be exceeded.

However, the fourth storm swept the vessel from SW at 55 knots, and MÆRSK RECORDER had to heave to once again at DP with the precious cable hanging out over the stern. With a failure on one of the main engines and one of the shaft generators, the vessel slowly came adrift, but succeeded in regaining the position after restarting the engine. Everybody was very busy, though, in the engine room, at the DP desk and at the controls on the bridge.

On 1 February, the cable laying was resumed, and the next day

the vessel arrived at the buoy position on the US side and began retrieving the buoy. But, in the rough seas, a buoy rope got stuck near the port propeller and rudder. However, both of them had been disengaged, before the operation, in the event of something like this happening on the side where the buoy was to be taken on board. The buoy rope was stopped, and the operation continued on one side only by picking up the cable end from the USA. On 3 February 2001, final splicing commenced, and a few hours later the fifth storm set in from the west.

With only the starboard main propeller engaged to maintain the vessel's longitudinal position, the cable customer was informed that the only possibility of maintaining the position, and thus saving the cable and the operation as a whole, would be to engage the port propeller. However, there was a risk of the buoy rope getting stuck in the propeller. Hours later and while the last signatures were put to an indemnity declaration on board, the wind increased further to 69 knots, and MÆRSK RECORDER began drifting off position. While the crew on the bridge held their breath, the port propeller was connected without problems and immediately after activated on the DP system. The cable was salvaged.

Splicing of the cable continued in rough weather, but the vessel was hit by another power failure. Once again the vessel's DP Class 2 set-up did justice to itself, as it was possible to maintain course in the rough weather, until the engine was restarted. By way of comparison a cable laying vessel has three times as many kilometres of electrical wires and cables than, for instance, a container vessel, and a corresponding number of instru-

ments, and there will always be technical things that need to be adjusted on a newly built vessel.

Finally, on 4 February, we were able to ease off the cable bight over the stern towards the bottom some 5,000 metres down. 52 crew could rightly say "well done" to each other. The course was set for Bermuda for a 24-hour demobilisation and underwater inspection of the port rudder, and at the same time the vessel received many congratulations via e-mail and fax. It turned out that the buoy rope was jammed in the bottom hinge between the rudder itself and the Becker flap, fortunately without damage. MÆRSK RECORDER then left for the Panama Canal for transit towards Japan, the destination of her maiden voyage.

But not without interruption. 19 hours after passing Hawaii the vessel's first officer was taken ill, and it was decided to turn towards Honolulu for helicopter evacuation. At the first attempt, however, an albatross was hit by the rescue helicopter's rotor, for which reason the helicopter immediately returned for inspection. The next helicopter arrived six hours later, and the first officer was transported to a hospital in Honolulu.

The rest of the journey to Japan went according to plan, and on 19 March MÆRSK RECORDER will arrive at Moji where the cable, loaded in Italy, will be unloaded and the crew relieved. Another cable with higher priority is to be loaded and laid out.

A maiden voyage of 28,000 nautical miles – a good 50,000 km – is almost over. Who said anything about the cable business being predictable!

Golf Fever

Jens C. Foged

■ In the qualifying rounds of the annual company tournament arranged by the Danish newspaper Børsen in April, Esplanaden and the Danish agent for Maersk Sealand, Thor Jørgensen, once again faced each other in an exiting 18-hole match to enter this tournament. From the ten teams participating from the A.P. Møller Group, two teams made it to the Børsen tournament, of which

one even qualified for the quarter-finals.

This year's individual tournament took place at Harekær Golf Club in September where 44 A.P. Møller employees competed in two categories for a first prize that included a golf bag and one of the popular Thomas Bjørn polo shirts. Congratulations to the winners, Thomas Sørensen (Line) and Stig Dambmann (HRD).



The qualifying match was played on the Skjoldnæsholm golf course.



Model of CLARA MÆRSK

■ Poul-Erik Jørgensen in Grenaa has sent us a photo of a model of CLARA MÆRSK and a letter about building the model. He writes that for three years he has spent his spare time building the container vessel CLARA MÆRSK to a scale of 100 to 1. It is 178 cm long, 31 cm wide and 57 cm high, made of fibre-glass and wood and capable of sailing using a drill as its main engine. Ready for sea, it weighs about 30 kg. It is provided with a bow thruster that works and the lanterns and about 70-75 small bulbs all over the ship, including the crane, can be lit. There is real smoke in

the funnel when the diesel engine starts up and there are two ship's horns. Everything is remote-controlled. Only a few things have been bought, Poul-Erik Jørgensen even having made all the containers. He writes: "As it is seaworthy, I participate in many rallies, among them the Jutland Championships and other rallies and exhibitions for model ships, both in Denmark and abroad". Mr Jørgensen can be contacted via poul107@worldonline.dk if you are interested in seeing CLARA MÆRSK and other ship's models.

Take-over in France

Frank Rasmussen

■ On 7 July 2001, Maersk Logistics France S.A. took over the French airfreight company D'Click Logistics S.A., located in the Paris/Roissy-Charles De Gaulle Airport area. The signing ceremony took place at the head office of Maersk France in Paris. With this acquisition, Maersk Logistics France has made a leap forward in the process of developing airfreight activities within the Maersk France Group.



At the signing ceremony (left to right) Peter Møller, Maersk Logistics France, Fabrice Cailluyer, D'Click Logistics and Frank Rasmussen, Maersk France.



Exhibition in Rotterdam

Henrik Haslund Tiemroth

■ From 17 to 19 September 2001 the biennial fruit & vegetable exhibition, AGF TOTAAL, took place in Rotterdam. The exhibition is known all over the world as an excellent opportunity for fruit growers, traders and shippers to meet with business partners and establish new contacts. It is considered to be one of the largest trade fairs in the world, a reputation that was confirmed this year when approximately 30,000 people visited the more than 500 stands representing various traders in the fruit and vegetable industry.

Maersk Sealand had an open 30 m² stand where visitors and other exhibitors could stop by to receive information about Maersk Sealand's services, discuss future business prospects and enjoy refreshments. Colleagues from Germany, the Netherlands and Singapore joined the staff from Copenhagen, and so all questions about our reefer transport solutions could be covered from a global perspective. The exhibition proved beneficial and worthwhile, and we expect to be back in 2003.

A Theatre of Containers

Peter Been

■ During the first two weeks of October a unique event took place in Rotterdam, the Netherlands, the Cultural Capital of Europe 2001. The Achnaton Opera, composed by Philip Glass, was performed six times in a theatre built up of containers. The opera is the story of a revolutionary pharaoh who breaks with the century old culture of his ancestors, but who ends up with his new city laid in ruins and all his initiatives for innovation crushed. This construction of containers made

into a theatre was used for the first time in the world. The location on the bank of the river Oude Maas gave an extra dimension to the whole set, as the audience could see the river as the background of the stage.



Ambassador Søren Haslund performing the inauguration.

New Activities in Mexico

Henrik Kristensen

■ During 2001 Maersk Mexico has expanded its activities considerably with the opening of two new off dock terminals in Guadalajara and in Mexico City and a new maintenance and repair facility in Manzanillo. These activities

are run by TECOM (Terminal de Contenedores de Mexico), an affiliate of Maersk Mexico. The trucking company Triamsa, which is majority owned by Maersk Mexico, is also expanding its business. Triamsa now owns 27 state of the art trucks, all equipped with OMNITRACK, which is an on-line satellite monitoring system. Triamsa also controls a fleet of 150 third party trucks. Maersk Logistics is also expanding its business in Mexico.

On 19 September the new terminal facility in Mexico City was officially opened. The terminal is located in Azcapotzalco only five km from the main distribution centre, Pantaco, which distributes the majority of rail cargo from Mexico City to the remainder of the country. The opening was performed by the Danish Ambassador Mr Søren Haslund. The yard is 20,000 m² and includes railtrack, enabling direct connection from the Port of Manzanillo to the TECOM yard in Mexico City. Construction has been completed in five months and includes a storage area, truck and chassis parking and maintenance and repair facilities.



Madam Wu and Thomas Thune Andersen exchange gifts.

Chinese visit

Tom Boyd

■ On 18 July 2001 a senior delegation of eight executives from The Chinese Ministry of Foreign Trade & Economic Co-operation (MOFTEC), Beijing, visited the Madison, New Jersey, offices of Maersk Inc. to learn more about international mergers and acquisitions as part of a world tour that included stops in Chicago,

Washington DC, New York, Brussels, Geneva and Frankfurt.

The delegation was given presentations on Maersk Inc. Group activities, a legal presentation on mergers and acquisitions in North America and a presentation on the Sea-Land acquisition. The delegation was also given a

tour of the Maersk Sealand container port in Port Elizabeth, New Jersey, which serves as the main port in the north-eastern United States and is a vital gateway for trade for China. Lunch in the Port Elizabeth Marine Dining Room, with a penthouse view of the container terminal activities, completed the visit.



Warehouse in Aberdeen

Emily Messenger

■ Maersk Contractors Aberdeen has officially opened its new warehouse facility in East Tullos, Aberdeen. The site comprises a 1,300 m² warehouse, with a purpose-built training facility

and project office. This site has enabled all the Maersk Contractors Aberdeen onshore operations to be handled at the same location for the first time since 1995.

The combined office, warehouse and training facilities have a number of distinct advantages, such as immediate access to equipment by operations personnel, more efficient and cost efficient logistics function, closer proximity to the harbour, on-site storage enabled by increased yard capacity and reduced in-house training costs. In the short time that the training facility has been available, it has been extensively used, in particular for Safety Awareness and Safety Leadership courses combining offshore and onshore personnel.



The Documentation Centre team

New India Documentation Centre

Mahalakshmi Natarajan

■ In July this year Maersk India moved its head office to brand new premises in Bombay. The new office, spread over five floors, houses some 150 employees of Maersk Sealand, Maersk Logistics and Maersk Crewing.

At the same time, the India Documentation Centre was established to provide timely and efficient service to customers,

both internally and externally. The main objectives of this centralised documentation desk are to speed up the bill of lading release process, improve data quality, complement e-commerce activities and streamline work processes relating to customer service and documentation towards uniform, objective, measurable and best deliverable standards.

New Office in Cyprus



Medarbejderne i Limassol

Katerina Evangelinou

■ A new chapter in the history of Maersk Sealand in Cyprus began on 30 July 2001 with the official opening of Maersk Cyprus Limited in Limassol. The new office shows how far we have come since the introduction of the Maersk Sealand Services to Aphrodite's island three years ago. Cyprus is one of the fastest growing economies in Europe, and Maersk Sealand will undoubtedly grow rapidly as well.

From their top floor office in a new building overlooking Limassol harbour, the Limassol team are looking forward to achieving excellence in the provision of all agency services.

DHL Relay Race

Anne Dalbjerg

■ The DHL relay race is Scandinavia's largest fun run with more than 30,000 runners. The race takes place in September in three major Danish cities: Copenhagen, Århus and Odense. Because of the large number of participants, roughly 6,000 teams of five runners each, the race takes place over three days. There is a tradition that the Mærsk Athletics Association enters a lot of cheerful runners, and this year was no exception. A total of 46 teams of relay runners had entered for the 5 x 5 km relay race through Fælledparken in Copenhagen. While some hope to improve last year's time, others are more concerned about whether they can run five kilometres. Afterwards, the runners are eager to compare times while picnic baskets are handed out and enjoyed with the other teams from the Mærsk Athletics Association.





Staff from Maersk with other volunteers.

Building Houses

Minjoo Lee

■ On 8 August 2001, three Maersk Korea staff members participated as volunteer workers in the Jimmy Carter Work Project (JCWP 2001), an international event held by Habitat for Humanity International, a Christian organisation dedicated to building houses for people without their own homes. JCWP is held annually, and this year it took place in Korea from 5 to 11 August, during which period more than 9,000 volunteers, including former US President Jimmy Carter, worked together to build 136 houses.

Visit to Maersk Inc.

Tom Boyd

■ Board members of the New York/New Jersey Freight Forwarders & Brokers Association visited Maersk Inc.'s head office on 27 August 2001 to welcome Thomas Thune Andersen and share their perspectives on the shipping industry and Maersk Sealand's significant role. Equally important, their support for industry issues such as the dredging of New York harbour

and other improvements to the shipping process in North America can define the success of many issues. Considered one of the most influential and vocal groups in the North American shipping industry, the association serves the import and export shipping community and also plays an important role in crafting legislative policy in Washington DC.



Members of the New York/New Jersey Freight Forwarders & Brokers Association and representatives from A.P. Møller.

Thomas Bjørn Golf Event

Alan MacPherson

■ About 20 customers, mainly from the Midwest, joined Thomas Bjørn for a golf lecture and round of golf at the Firestone Country Club in Akron, Ohio, USA, on 20 August 2001. The event began with a golf lecture by Thomas Bjørn, with an added bonus of an extensive outline of his swing and game presented by his swing coach Peter Cowan. After a light lunch the customers played 18 holes on the North Course at Firestone and were joined by Thomas Bjørn for a few holes. At the dinner following the golf, the highlight



Thomas Bjørn and Maersk's customers.

was an extensive talk by Thomas Bjørn on life as a touring professional. He fielded numerous

questions and was extremely enlightening and eloquent in his replies.



Richard Morken, Steve Lindsey, Erik Tishauer and JoBeth Hill.

Tour of Olympic Stadium

JoBeth Hill

■ On 7 September 2001 Maersk Sealand, Denver, along with PRTI, a trucking company owned by Maersk Sealand and O'Neill and Whitaker, a Maersk Logistics owned customs broker, were invited by International Freight Transport and the State of Utah to enjoy a day of touring the 2002 Winter Olympic Venues. First we visited the speed skating oval where we watched

the team Netherlands practice. We went on to the Olympic stadium for a luncheon, next on to Park City, Utah, to see the ski jumping venue and stand at the top of the luge start gate. We also met a retired bobsled Olympian who demonstrated the bobsled and skeleton techniques. We were all very fortunate to have been invited to take part in this once in a lifetime event.

Trams from Alexandria

Nabil Gayar

■ In the late sixties, the city of Copenhagen decided to stop operating trams. The newer trams were sold to the Alexandria Passenger Transport Authority in Egypt. Since then the trams have been popular in Alexandria. However, it has always been the desire of the Danish Tramway Museum to have one or two of the former Copenhagen trams

brought back from Alexandria to Denmark. The museum has about 50 trams of different origins, which makes it quite international.

The museum's acquisition of the two trams was a project that began in August 2000. With the assistance of Maersk Egypt and Maersk Logistics, the two trams

were shipped from Alexandria on 11 June 2001 and arrived in Copenhagen on 26 June 2001. They are now in the Danish Tramway Museum. For the time being they keep their Arabic inscriptions and are also under Egyptian colours, even though the plan is to restore them back to their original appearance.





Alfred Guo

Family Day in Taiwan

■ A family day was held in Taiwan on 13 October 2001, and almost all Maersk employees with families took part. Maersk Taiwan Welfare Committee arranged the day, which included such

activities as sightseeing and contests. The day not only improved the spirit of co-operation among the employees but also enabled the families to get to know each other.



Maersk staff before the race.

City to Surf Run

Jo-Ann Bailey

■ For the past 31 years people have been running in the annual City to Surf fun run from Sydney City to the famous Bondi Beach. On 12 August this year staff from Maersk Australia, Maersk Medical, Maersk Logistics and Maersk O'Farrells were among the record 56,625 runners. The 14 km race was run along a notoriously hilly track on a beautiful Sydney day.

Legal Society

Tom Boyd

■ A total of 29 members of "Juridisk Diskussionsklub" (Legal Debating Society) visited Madison, New Jersey, on 21 August 2001 to see A.P. Møller's activities in the United States. The trip was co-ordinated with the Corporate Secretariat in Copenhagen.

The members of the society toured Maersk Sealand's Port

Elizabeth, New Jersey, Container Terminal and GREENWICH MAERSK and visited Maersk Inc.'s head office in Madison, New Jersey, for a presentation on company activities and the legal environment of North America. Finally, the group attended a New York Mets baseball game at Shea Stadium, New York to experience at first-hand the great American sports pastime.



Law students from Legal Debating Society outside Maersk Inc.'s head office.



Esplanaden



25 Years Anniversary
Jens Holst
Byrialsen
18 January 2002



Retiring
Alis Nielsen
28 January 2002

Organisations Abroad



25 Years Anniversary
Peter Partington
The Maersk
Company, UK
7 February 2002

Mærsk Olie og Gas



Retiring
Jørgen Erik Lundh
31 December 2001

The Yard



40 Years Anniversary
Mogens Bendix
Nielsen
11 January 2002



40 Years Anniversary
Horst P. Jacobsen
18 January 2002



40 Years Anniversary
Egon Clausen
25 January 2002



40 Years Anniversary
Tonny Bent R.
Hansen
1 February 2002



40 Years Anniversary
Ole Frank Hansen
8 February 2002



40 Years Anniversary
Niels Lykke Nielsen
15 February 2002



40 Years Anniversary
Siegfried Eckhardt
Olsen
15 February 2002



25 Years Anniversary
Uffe Chr. Nøbølle
11 January 2002



25 Years Anniversary
Peter Pedersen
11 January 2002



25 Years Anniversary
Poul Emil Sørensen
18 January 2002



25 Years Anniversary
Ole Leif Broe
1 February 2002



25 Years Anniversary
Erik Trolle
1 February 2002



25 Years Anniversary
Erik Petersen
8 February 2002



25 Years Anniversary
Peter Theodor R.
Rosenlund
22 February 2002



25 Years Anniversary
Jens Erik
Rasmussen
1 March 2002

The Fleet



40 Years Anniversary
Johannes B. Petz
Captain
18 January 2002



40 Years Anniversary
Johannes S. F. Nielsen
Electrician
19 January 2002



40 Years Anniversary
Knud Erik Sylvestersen
Captain
19 February 2002



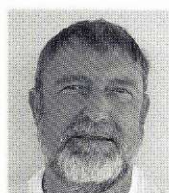
25 Years Anniversary
Frede Chr. Mejer
Chief Officer
23 December 2001



25 Years Anniversary
Mogens Møller
Chief Officer
26 December 2001



25 Years Anniversary
Svend Damgaard
Chief Engineer
23 January 2002



25 Years Anniversary
Aage Christensen
Captain
1 March 2002



25 Years Anniversary
Bent Jørgensen
Captain
1 March 2002



25 Years Anniversary
Helge Harry Larsen
Chief Steward
5 March 2002



Retiring
John Frederiksen
Gas Engineer
31 December 2001



Retiring
Tom Paul Haahr
Chief Steward
31 December 2001



Retiring
Jens Ole Henriksen
First Officer
31 December 2001



Retiring
Bent Gucfa
Chief Engineer
31 January 2002



25 Years Anniversary
Flemming E. Ipsen
2 January 2002



25 Years Anniversary
Mila Jonaskovic
1 February 2002

Norfolkline



25 Years Anniversary
Frits van den Dop
13 December 2001



25 Years Anniversary
Peter Arne Olsen
24 January 2002



25 Years Anniversary
Gorm Brasgaard
1 February 2002

Roulunds



40 Years Anniversary
Per Byrgesen
2 March 2002



25 Years Anniversary
Yvonne Lauritsen
1 March 2002

Obituary

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

Teruo Shimotsu
Maersk K.K., Japan
31 August 2001

Ove Schmidt
Ship's Assistant
ex. CLIFFORD MÆRSK
17 September 2001

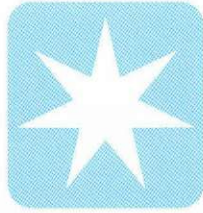
Kurt Henning
Jakobsen
The yard
22 September 2001

Bent Lyse
Captain
ex. KATRINE MÆRSK
9 October 2001

Birgitte Rasmussen
DISA Group
19 October 2001

Maersk Air

Maersk Medical



MÆRSK