





Cover:

The new crane at Odense Steel Shipyard.

Published by A.P. Møller, Copenhagen

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Printers: Scanprint a-s

Layout: Kühnel Design AS

Copies: 17,000 Danish, 24,600 English

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Volume 40, No. 2

June 2001

ISSN 1395-9158

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This year the Annual General Meetings of Dampskibsselskabet af 1912, Aktieselskab and Aktieselskabet Dampskibsselskabet Svendborg were held on 7 and 9 May respectively. In Copenhagen the attendance is now so large that the General Meeting took place in the Bella Centre, whereas the General Meeting in Svendborg was still held at Mærskgården.

The Chairman, Mærsk Mc-Kinney Møller, described, in the Bella Centre, how the meeting has been moved to larger and larger premises as the numbers have increased, from the late 1930s when around 10-15 attending shareholders filled up a room in the Ship-owners' Association.

Regarding the activities of A.P. Møller, Mærsk Mc-Kinney Møller said: "In Europe, in the USA and globally the year 2000 was characterised by favourable trade conditions with increased international activity and a high level of employment. Our own business generally benefited from the favourable trade conditions. The vessels had employment, tankers the best rates for many years, dry bulk carriers, supply vessels and drilling rigs reasonable conditions, and the container lines reasonable cargo volumes". Regarding Oil Activity it was announced, among other things: "Production of oil and gas in the North Sea was, with its 14.1 million tonnes of oil and 6.4 billion m³ of gas, satisfactory. With higher oil prices, through skilful efforts and by keeping the costs down, the result was essentially above that of 1999 in spite of forward sales of oil at a time with lower prices".

Regarding expectations for the future, Mærsk Mc-Kinney Møller said: "The result for the Shipping Activities is still expected to be above that of 2000. For Oil and Gas Activity in Partnership a result above that of 2000 is also expected. For Associated Companies in Denmark and abroad an overall result at the level of 2000 is expected. But these estimates are made with reservation – reservation about the uncertainties attached to the rest of the year – and they are not few, nor insignificant".

We are pleased with the improved result of 2000 and thank you all for your efforts.

As Mærsk Mc-Kinney Møller also mentioned, international trade conditions have changed and competition has increased. It demands a special effort from us all to live up to the expectations. With continued focus on efficiency, creativity and compliance with the customers' demands second-to-none, we will succeed.

JESS SØDERBERG

Royal visit to Thailand

Montip Limsuwan ■ On 9 February 2001 HRH Crown Prince Frederik visited the Maersk Sealand terminal in Laem Chabang, Thailand. The Crown Prince was greeted by, among others, Flemming Ipsen, A.P. Moller Singapore, Peter S. Linnemann, Maersk Thailand, and Toshiaki Kobayashi, Board Member of Laem Chabang Terminal.

During the visit Peter S. Linnemann gave a presentation of Maersk Thailand's activities, including an outline from the start-up of Maersk Thailand in 1949 up to the present time, with details of the customer base and the company's services.

The employees of Maersk Thailand and Laem Chabang Terminal had awaited this visit and made every effort to ensure that it went seamlessly and successfully.



Crown Prince Frederik during the visit to Maersk Thailand.

Princess Benedikte visits Esplanaden

■ For the past three years Maersk Air's passengers have had an opportunity to put their remaining foreign currency in an envelope which is then collected by the cabin crew. SOS Children's Villages receives the whole amount collected for its work among orphans and abandoned children all over the world. More than two million Danish kroner has been collected. Her Royal Highness Princess Benedikte, who is patroness of SOS Children's Villages, visited Esplanaden on 24 January 2001 to express her appreciation of the support for the association. The Princess was accompanied by Niels Yde, Director, and Bjørn Henriksen, Chairman of SOS Children's Villages, and was received by Mærsk Mc-Kinney Møller.



*Princess Benedikte and
Mærsk Mc-Kinney Møller.*



Lindø's new Crane

Leo Jensen ■ On Friday, 4 May 2001 the commissioning of the Lindø Yard's new gantry crane was celebrated in the presence of Mærsk Mc-Kinney Møller, Chairman of Odense Steel Shipyard, and representatives from, among others, the German crane building firm MAN TAKRAF and the Dutch MAMMOET, which assisted in both the erection of the new crane and with lifting alternatives in the period without a gantry crane. Many of the Yard's employees attended the first lift of a section for the newbuilding in the dock.

17 months after the total wreck of Lindø's 30-year-old crane during the hurricane on 3 December 1999, the new crane with the characteristic choice of colour was ready to replace the five mobile cranes which, since January 2000, had kept production going. With a height of 114 metres, a span of 148 metres and a lifting capacity of 1,000 tons, Lindø has received a distinctive landmark weighing over

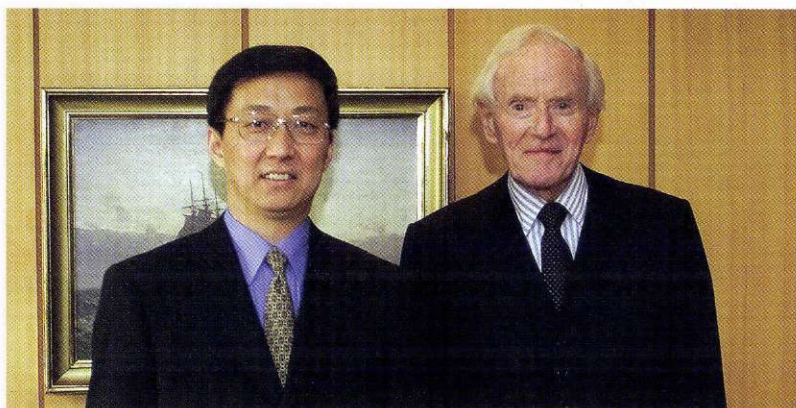
5,000 tons. The gantry crane has considerably higher lifting and operating speed with a need for less lifting gear and fewer changes of lifting gear than the old crane. The new crane can operate at wind velocities of up to 22 m/sec.

Mærsk Mc-Kinney Møller thanked the many parties involved in the crane project and wanted to "compliment the employees and the management at Odense Steel Shipyard on the way in which they have met the challenges that have been a consequence of the crane wreck which could not happen, but did. Well done, and I congratulate you on the new crane". The contract for delivery of the new crane was concluded in February 2000, and production began in June. The first element of the crane arrived at Lindø in November. Lifting of the large cross girder began on 10 March and on 1 April the crane stood on its own feet.



Visits from China

Vice Mayor of Shanghai



Vice Mayor Han Zhen and Mærsk Mc-Kinney Møller.

■ On 9 March 2001 Mr Han Zhen, Vice Mayor of Shanghai, visited Esplanaden. The Mayor and his delegation were given a presentation of the activities of Maersk Sealand and Maersk Ports, which was followed by a lunch hosted by Mr Mærsk Mc-Kinney Møller. The visit finished with a guided tour of the Museum. The following day, the Mayor's delegation toured Lindø.



Party Secretary Zhang Hui Lai with Jess Soderberg and Kurt Andersen.

Qingdao Party Secretary

■ On 12 March 2001 Qingdao Party Secretary Zhang Hui Lai paid a visit to Esplanaden and met Jess Soderberg. Later the guests had the opportunity to see the Museum. Kurt Andersen hosted a dinner for the delegation the same evening.

Minister of the State Development and Planning Commission



H.E. Zeng Peiyan and Jess Soderberg.

■ On 16 March 2001 H.E. Zeng Peiyan, Minister of the State Development and Planning Commission, visited A.P. Møller. The Minister was accompanied by, among others, H.E. Wang Qiliang, Chinese Ambassador to Denmark. The Minister and his delegation met Jess Soderberg and in the evening a banquet was given in honour of the guests, hosted by Knud Stubbjær and Per Jørgensen.



Left to right: Malcolm Burke, Chief Engineer, Simon Holt, Captain, Sponsor Chen Zhi Li, Per Jørgensen, A.P. Møller and Wendy Jørgensen.

MAERSK PROSPER and MAERSK POINTER

On 25 April 2001 the fifth and sixth vessels in a series of seven identical product tankers being built by Dalian New Shipbuilding Heavy Industry Co., Ltd. for the A.P. Møller Group, were named in Dalian. More than 300 guests, including senior government officials, clients and business associates, attended the event.

Madam Chen Zhi Li, Minister of Education, named MAERSK PROSPER and Madam Tang Da Zhi, wife of Mr Zeng Pei Yan, Minister of the State Development and Planning Commission, named MAERSK POINTER. The vessels are aframax/LR2 product carriers, each with a length of 244 metres, a beam of 42 metres, a deadweight of 110,000 tons and a capacity of 122,000 cbm. Fully loaded, the vessels have a service speed of 15 knots. Each vessel will have a crew of 15.



Left to right: Flemming Ipsen, A.P. Møller, Joseph Simpson, Captain, Wendy Jørgensen, Sponsor Tang Da Zhi, Per Jørgensen, A.P. Møller and Devendra Khanduri, Chief Engineer.

LAURA MÆRSK

■ On 31 March 2001 the naming of the first container vessel in a series of six to Maersk Sealand took place at Odense Steel Shipyard. The newbuilding was named LAURA MÆRSK by Christine Kühne, wife of Klaus-Michael Kühne, Chairman of the Board of Directors of Kühne & Nagel International AG, which is engaged in transport and logistics and is a very important partner for A.P. Møller.

LAURA MÆRSK has a capacity of 3,700 TEU. After delivery to A.P. Møller the vessel entered the service between Europe and The Middle East.



The sponsor Christine Kühne surrounded by (from the left): Allan Nørgaard Eriksen, Chief Engineer, Knud E. Stubkjær, A.P. Møller, Klaus-Michael Kühne, Kühne & Nagel International AG and Captain Finn Kuhn Jensen.



JEPPESEN MÆRSK

■ On 10 May 2001, at Volkswerft Stralsund GmbH in Germany, Alice Skov Hansen, wife of John Skov Hansen, Chairman of the Board of Directors of Volkswerft Stralsund GmbH, named newbuilding No. 432 JEPPESEN MÆRSK. The container vessel has a length of 216 metres, a beam of 32 metres, a draught of 12 metres and a capacity of 2,833 TEU. The deadweight of the vessel is 35,250 tons.

Sponsor Alice Skov Hansen.

Left to right: Yu Bao Shan, General Manager of GSI, Wendy Jørgensen, Sponsor Ma Xiu Hong, Per Jørgensen, A.P. Møller and Hu Guo Liang, Chairman of GSI.

ROY MÆRSK and RICHARD MÆRSK

On 2 April 2001 the seventh and eighth vessels in a series of 14 handy-size product tankers being built by Guangzhou Shipyard International (GSI) for the A.P. Møller Group, were named at a festive ceremony in Guangzhou.

From the central government delegation was Madam Ma Xiu Hong, Assistant Minister in the Ministry of Foreign Trade and Economic Cooperation (MOF-TEC), who named ROY MÆRSK. Representing local government was Madam Yao Rong Bin, Vice Chairman of Guangzhou Municipal Committee of People's Political Consultative Conference. Madam Yao Rong Bin named RICHARD MÆRSK.

ROY MÆRSK and RICHARD MÆRSK each have a length of 171 metres and a beam of 27 metres. The dead-weight of each vessel is 35,000 tons and the cargo capacity is 38,300 cbm. Fully loaded, the vessels have a service speed of 14.5 knots.

Left to right: Yu Bao Shan, General Manager of GSI, Wendy Jørgensen, sponsor Yao Rong Bin, Per Jørgensen, A.P. Møller and Hu Guo Liang, Chairman of GSI.



Maersk Sealand in the Pacific Islands

Ever dreamed of a holiday to a sunny Pacific Island destination? Well you might not be able to go soon but a Maersk Sealand container now can!

Jo-Ann Bailey

A new area
Maersk Australia Pty Ltd has recently begun acceptance of cargo for Papua New Guinea, Fiji, The Solomon Islands, New Caledonia, French Polynesia, Western Samoa and Vanuatu. This area represents a new market and further increases the extensive service coverage offered by Maersk Sealand. The primary focus initially for the Pacific Islands is the shipment of tuna and so the area is a potential market for superfreezer opportunities.

The Pacific Islands are a collection of islands stretching from the Commonwealth of Northern Mariana Islands in the north-

west Pacific Ocean to Pitcairn in the southeast. The areas are subdivided into the regions of Melanesia, Micronesia and Polynesia. Agriculture and fishing are the main activities for the majority of the region's population and, for some countries, their only source of exports. Coffee, copra (the dried meat of the coconut), cocoa, tea, yams, taro and bananas are the principal crops. Other products include palm oil, plywood, woodchips, copper, processed fish (mainly tuna), timber and silver.

The services

The Solomon Islands was the first Pacific Island to have acceptance with the signing of a subagency agreement in the first quarter of 2000. The port of Honiara is served by foreign feeder operator Sofrana and offers a fortnightly service. Timber used to account for more than half of the Solomon Islands' exports. However, forests were being logged at unsustainable levels, and in 1994 the government proposed a ban on logging that took effect in 1997.

Papua New Guinea is rich in natural resources, but the majority of its people depend on subsistence farming; only a small percentage earn a regular wage. Australia is the country's main trading partner. Papua New Guinea potentially has one of the best untapped tuna grounds within the Pacific. Maersk Sealand covers Lae, Port Moresby and Madang through feeder operator Luship via East Coast Australia and Indonesia.

Suva is the capital and largest city of the Fiji Islands, located on Suva Point near the mouth of the Rewa River. A commercial centre with good harbour facilities, Suva is Fiji's main port. The settlement, established in 1849, grew as a stop on trans-Pacific trade routes. Sugar is one of Fiji Islands' larger exports. Acceptance of cargo for Fiji began in January 2001. Carpenters Shipping, a long established company which has been trading in Fiji since 1922, is the sub-agent contracted to manage Maersk's interests in Fiji.

Vanuatu is a small island, only 12,190 km². With a population of only approximately 200,000 people, Vanuatu is dependent on



Loading of fish in Fiji Islands.



Maersk Sealand in the Pacific Islands

agriculture as its main economic activity. The forestry industry, which is controlled to prevent over-logging, provides timber, an important export. Other sources of export cargo come from fishing and the raising of cattle. Maersk Sealand services Port Vila in Vanuatu through feeder operator Sofrana.

New Caledonia has more than 20% of the world's known nickel resources. In recent years, the economy has suffered because of depressed international demand for nickel, the principal source of export earnings. Only a negligible amount of the land is suitable for cultivation, and food accounts for about 20% of imports. In New Caledonia Maersk Sealand offers a service through the port of Noumea, utilising the feeding services of Sofrana Shipping and Moana Shipping.

French Polynesia consists of 35 volcanic islands and more than 180 low-lying coral atolls (ring-shaped islands with central lagoons). French Polynesia became an overseas territory of France in 1946 and the economy is heavily dependent on their economic aid. Up until the mid 1960s, subsistence agriculture was the mainstay of the economy in French Polynesia. But since then the economy has become more focused upon tourism and commercial goods. The cultivation of black pearls is a growing industry and French Polynesia now produces more than 95% of the world's supply. At present, Maersk Sealand have accept-



ance for the shipment of super-freezers from French Polynesia, slot chartering with the agent CGM-CMA on their fortnightly service.

The islands of Western Samoa were first settled about 3,000 years ago and are accepted as being the heart of the Polynesian culture. Samoans are the largest group of full-blooded Polynesians in the world and have retained much of their ancient tra-

dition and culture. Traditional tattooing is an ancient art in Samoa and young Samoan males are tattooed with complex symbolic designs, from the lower chest to the knees. When the islands were first seen by Europeans in 1722, the Dutch ship's captain mistook the intricate tattooing for silk tights or knee breeches. Maersk Sealand service is fortnightly through feeder operator Reef Shipping.

The story of

INTTRA

Christina Jelund

A strong customer wish

During the first quarter of 2000, the e-Commerce department within Maersk Sealand conducted a number of customer interviews in order to identify new Maersk Sealand e-commerce opportunities, based on the needs and requirements of Maersk Sealand's customers. The interviews clearly showed that the customers wanted better user interfaces to ease the interaction with their ocean carriers. Customers using more than one ocean carrier requested easy access to information about their shipments without having to collect it from different sources – "One Stop Shopping" services was the new saying! It was also clear that the solution could not be developed by Maersk Sealand alone – the industry had to make a joint initiative to cater for customers' wishes.

The project

In April 2000, a "multi-carrier Internet portal" later to be named INTTRA was formally launched and other carriers were invited to join the project as investors

together with Maersk Sealand. On 1 January 2001, INTTRA was incorporated as a separate legal entity in the USA. The company is jointly owned by six ocean carriers: Maersk Sealand, P&O Nedlloyd, Hamburg Süd, MSC, CMA-CGM and Hapag-Lloyd. INTTRA's global headquarters is in Parsippany, USA and it currently operates regional offices in Hong Kong and in Virum, Denmark.

What is INTTRA?

Overall, the scope of INTTRA can be described as follows:

- INTTRA is a multi-carrier Internet platform for customers to handle their international container-related transportation management
- INTTRA is jointly owned by a group of six ocean carriers – but is open for any other carrier to join the portal, offering their services to customers
- INTTRA does not recommend one carrier over another, which means that it is the customer and no

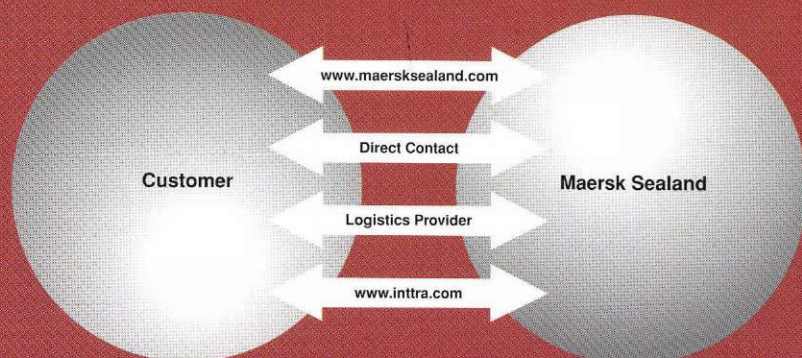
one else that makes the choice as to which carrier(s) to use

- INTTRA is an additional customer service and sales channel for Maersk Sealand
- INTTRA does not replace any ongoing online Maersk Sealand initiatives, which are still being developed on a continual basis and provided on www.maersksealand.com

Functionality

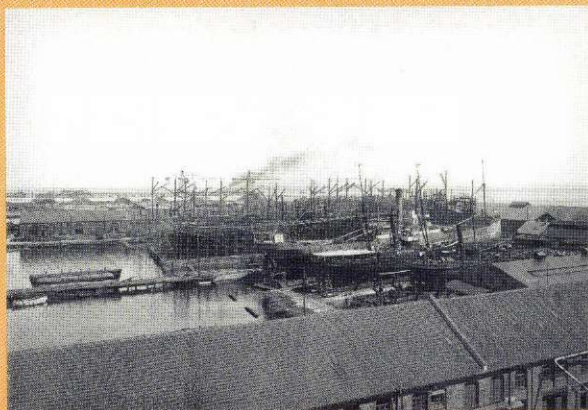
In February 2001, INTTRA launched its Track and Trace module to pilot customers. It allows customers to view container events and booking confirmations on a multi-carrier basis. Over the next two to three quarters additional functionality, such as ocean carrier schedules, bookings, shipping instructions and service provider benchmarking will be introduced. In order to ensure that INTTRA's product offerings are customer driven, INTTRA applies a "launch & learn" strategy where releases are rolled out to a number of pilot customers before hitting the "real" market.

If you want more information about INTTRA please visit the Website www.inttra.com or contact CENECOM/ITR.

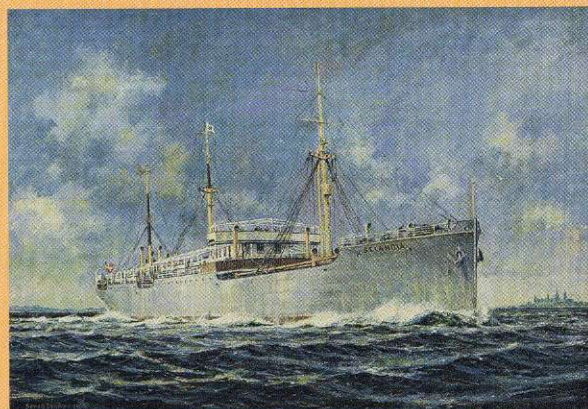


INTTRA - an additional sales/service channel to Maersk Sealand's customers.

Burmeister & Wain A/S was founded in 1843. The yard group was converted into a limited company in 1872, and the same year activities were expanded with new major yard facilities on the island of Refshale. The technically innovative company built about 1,000 vessels for Danish and foreign shipping companies until it was closed down in 1996.



In November 1911 M/S SELANDIA, the world's first oceangoing motor vessel from Burmeister & Wain A/S, was launched, and on 14 February the official trial voyage took place attracting a lot of international attention. On her maiden voyage SELANDIA visited London where one of the interested guests was Winston Churchill, British Marine Minister.



From Steam to Diesel

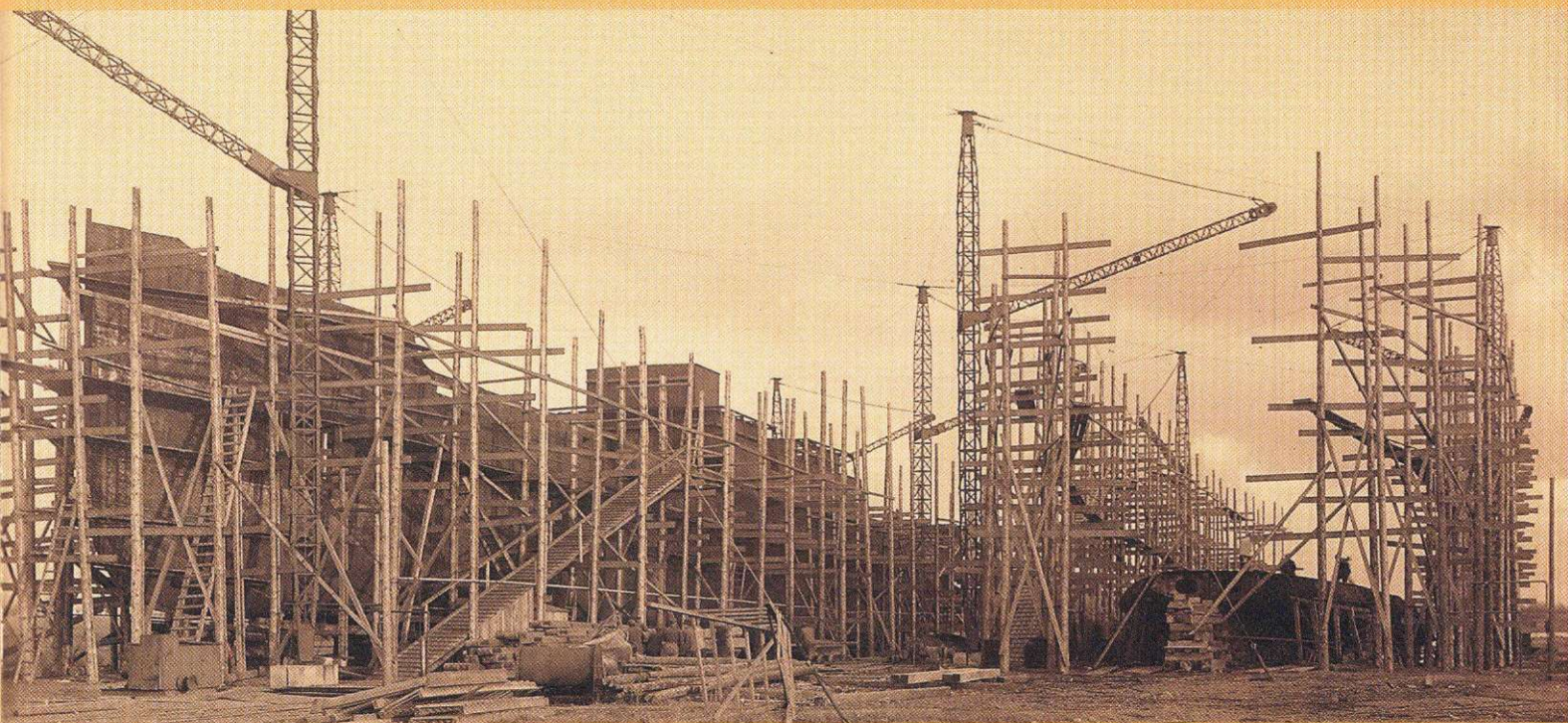
The second article in a series of four about the history of shipping, written by Frank Allan Rasmussen, Curator of the Navy Museum in Copenhagen, and published in Mærsk Post 2001.

A New Star
Steam power had won over sailing ships, and Danish shipping made great strides in the period between 1885 and 1900. Steam tonnage had quadrupled by 1914 and now constituted just under 2% of the world tonnage. This figure should be seen in relation to the size of the population, which was less than 1.7 per thousand of the world population. It therefore made good sense when A.P. Møller, together with his father, founded Aktieselskabet Dampskibsselskabet Svendborg in 1904. The first newbuilding was delivered

to A.P. Møller two years later and was given, as all Mærsk vessels before and after, a funnel mark with the seven-pointed, white star on a blue background. Seven years later, A.P. Møller established another company in Copenhagen, Dampskibsselskabet af 1912 Aktieselskab. By 1920 the two fast-growing shipping companies could muster a fleet of a total of 20 merchant vessels.

In 1897 the Copenhagen firm Burmeister & Wain A/S had acquired the licence for the Rudolf Diesel engine and imme-

diately began to develop it for marine use. In 1910 engineers at Burmeister & Wain A/S had a reversible diesel engine ready. It was a major economic risk, but it did not take long before Burmeister & Wain A/S was approached by the East Asiatic Company, which was interested in the new technology. The negotiations led to the placing of an order for three major vessels with diesel engines as means of propulsion. The first vessel in the series, M/S SELANDIA, made its trial voyage in 1912. Later in the year, it went on its maiden voyage, and was visited



In 1918 A.P. Møller established Odense Steel Shipyard on a site at the Odense Canal. The picture shows the yard's first two newbuildings in the building berths in December 1919. To the left is the s.s. ROBERT MÆRSK and to the right the s.s. LIFLAND.

by Winston Churchill, Marine Minister, in London. The English were impressed, and steam power had met its competitor.

Shipyard and Determination

In 1914 the First World War broke out. The war led to an acute lack of tonnage and gave rise to high freight rates, but at the beginning of 1920 the international recession drew nearer. Shortly before the end of the war, A.P. Møller had entered into a long-term lease of an area at the Odense Canal. Here he established Odense Steel Shipyard with two large building berths, and the steamer ROBERT MÆRSK of 2,200 dwt was, as the first newbuilding, delivered in May 1920. Soon after followed the yard's first diesel-powered merchant vessel, LEISE MÆRSK, which marked the beginning of a long-term co-operation between Odense Steel Shipyard and Burmeister & Wain A/S.

During the first quarter of the century the vessels in the merchant fleet were influenced by English yard traditions. Many Danish shipbuilders had received

their basic training in Great Britain. But, the theoretical foundation was laid in Denmark, either at The Technical University of Denmark or the recently established Technical Schools. A combination which made Danish yards fully capable of facing the technological challenges of that time.

Record and Reconversion

At the end of 1920 the Danish merchant fleet consisted of 3,749 vessels with an overall register tonnage of 593,000 tons. They were distributed on 1,595 sailing ships, 1,583 motor vessels, the majority of these were both sail and motor driven vessels with a register tonnage under 50, and finally 571 steamers. The Danish merchant fleet had recovered from the war and was well prepared for the fight on the world market. But it was the lull before the storm. By now it was evident that a disparity had developed between the amount of goods to be transported and the existing tonnage. That called for radical solutions, and there was only one way to go – namely a reconversion of the whole

merchant fleet. That meant that obsolete steamers were to be replaced and new technology introduced in the form of fast-moving motor vessels.

Danish yards were well-prepared. For a number of years they had been among the pioneers of diesel technology. The arguments in favour of a reconversion were obvious. When business was slack and rates low, the most competitive vessel would, all other things being equal, be the vessel with the largest cargo space and the most efficient loading and unloading gear. These competitive parameters were built into the diesel vessel and it had many other advantages. This resulted in Burmeister & Wain A/S becoming one of the world's largest manufacturers of engines during the 1920s, and the technical conditions for a fast and painless conversion of the tonnage were thus available. The difficult change-over process was affected by the international freight market as well. Danish shipowners had to decide whether they wanted to continue on the short sea trades in



In 1928 the Maersk fleet took delivery of five new tankers. One of them was the m.t. MARIE MÆRSK from Burmeister & Wain A/S. At the naming of the vessel A.P. Møller and Chastine Mc-Kinney Møller's eldest daughter Sally performed the functions of sponsor. She is seen with a bunch of flowers to the right of her parents.

the North Sea and the Baltic, which had been the basic source of income for centuries, or whether they were to attempt to capture a share of the overseas market as the vessels increased their range. In reality, it was not a question of "either or", but rather "both". The technologically obsolete tonnage could maintain its dominant position in the short sea trades and so the ship-owners could also engage in the world trade with the diesel-powered motor vessels.

Coal and Oil

Even in 1920 coal played a decisive role. More than 80% of the overall energy production came from the mines. However, it was an industry exposed to

severe pressure. The consumption of coal stagnated, whereas the use of liquid fuel increased due to the increasing number of cars, stationary diesel engines and, last but not least, the motor vessels. That led to increased demand, resulting in a struggle between leading oil conglomerates for market shares. It did not take long before it was reflected in the order books of the Danish yards and in 1926 10 motor tankers were laid down. A higher degree of specialisation was necessary. The old "all-round" shipping companies with fleets of all types of vessel, large and small, were on the decline. In a larger context shipping was of great importance to the national economy.

The transition from steamship to motor vessel also reflected a rapid replacement and thus a distinguishing feature of the Danish merchant fleet: it had a considerably lower average age than that of most other large seafaring nations. This development was greatly due to the shipping companies and the special Danish system where the largest shipping companies either owned or had major shareholdings in the trend-setting yards. Together, they kept a careful eye on the development on the world market and were open to new technology.

Highlights from the history of A.P. Møller

1904

Together with his father, A.P. Møller founds Aktieselskabet Dampskibsselskabet Svendborg Aktieselskab.

1906

The Company takes delivery of its first newbuilding, s.s. PETER MÆRSK of 2,200 dwt from a Dutch yard.

1910

A.P. Møller marries Chastine Mc-Kinney.

1912

A.P. Møller founds Dampskibsselskabet af 1912 Aktieselskab domiciled in Copenhagen.

1913

A.P. Møller becomes an independent businessman in modest premises in the Copenhagen Stock Exchange. The same year his son Mærsk Mc-Kinney Møller is born.

1915

The Company moves to larger, rented premises on Kongens Nytorv 8.

1918

The First World War ends, during which the Company lost two vessels as a result of torpedoing, fortunately without the loss of lives.

1918

A.P. Møller's own yard, Odense Steel Shipyard, is established at the Odense Canal.

1920

The Company takes over its first newbuilding, s.s. ROBERT MÆRSK from the new yard.

1921

The first motor vessel LEISE MÆRSK of 4,400 dwt is taken over from Odense Steel Shipyard.

1926

The Company orders its first five tankers.

1927

Captain Peter Mærsk Møller passes away in Svendborg at the age of 90.

1928

A.P. Møller decides to establish liner services between the east coast of the USA and the Far East. At the end of the year the Maersk fleet consists of 35 vessels of a total of 163,000 dwt.

1928

The Company takes delivery of its first five tankers.



Go West

Jens Eskelund ■ Go West in the Far East, that is. The Chinese Government has launched a major programme, the "Go West" campaign, aiming at stimulating economic growth in China's western provinces. The A.P. Møller Group is not standing idly by.

Since the reform and opening up policy was launched in China two decades ago, China has been through a period of economic progress. China's eastern coastal provinces have led the boom with growth rates consistently ahead of those of the provinces in China's western interior. Over the next ten years, the Government plans to upgrade the infrastructure of the western provinces and to attract domestic and foreign investment through various incentives.

The A.P. Møller Group already has a significant presence in western China through the three companies, Maersk (China) Shipping Co. Ltd. in four cities, TMT (Shanghai Tie Yang Multi Modal Transportation Co. Ltd.) also in four cities, and Maersk Logistics (China) Co. Ltd in one city. TMT is a joint venture between

the A.P. Møller Group and the Chinese Ministry of Railways, specialising in multi-modal transportation. TMT opened new offices in Xi'an in the Shaanxi Province on 10 April 2001 and in Kunming, the Capital of the Yunnan Province, on 17 April 2001.

A quarter of the Chinese population lives in these vast areas. Large parts are inaccessible mountain areas or barren wasteland, but western China also boasts substantial natural resources as well as industrial centres and the major cities of Chongqing, Xi'an, Chengdu and Kunming. Most containerised transportation to and from China's interior cities has traditionally been handled by trucking services, and the network of roads in the western provinces is still insufficient and of a relatively low standard. While the Chinese Government is steadily upgrading roads and railways, the A.P. Møller Group is working at full speed to deliver what the companies manufacturing and investing in western China need the most, i.e. convenient, cost-efficient and reliable transportation services to and from the global market place.

Group Procurement Co-ordination

- Purchasing and co-operation in
a completely new way

Mia Hjalmsø Nielsen

■ For the first time in the history of the A.P. Møller Group, a procurement project is being carried out across the companies. Jess Søderberg, who is in overall charge of the project, and Ulrik Brandt, day-to-day Project Manager, have great expectations of this large-scale co-ordination task, which is expected to result in considerable savings.

Kick-off

The Group Procurement project has been under way for about a

year. From 4 to 6 April 2001 the project really gathered speed. The project group, which at the moment consists of about 50 employees from various companies in the A.P. Møller Group, met at a kick-off conference in Elsinore, Denmark. The aim of the conference was partly to get support for the project and partly to reach a joint understanding of the concept of Group Procurement Co-ordination. And the desired aim was attained: discussions, outlines and plans were

non-stop – the team was clearly very committed and ambitious.

On the second day of the conference the participants were visited by Jess Søderberg who, in a motivating and inspiring speech, talked about the importance of co-operation across the companies, the potential of the latest IT tools and, not least, the savings objective. The project group is now preparing for an implementation of the first procedures during the autumn of 2001.



The Project

Today most purchases in A.P. Møller are made by the individual companies; they have very different procedures and very often they do not buy from the same suppliers, so favourable prices are offered to companies with large volumes, whereas other companies do not get quite such good terms. In short, we do not use the synergy of the A.P. Møller Group.

Consequently, it was decided to start the Group Procurement Coordination project, which is expected to provide the Group's companies with the possibility of, among other things:

- Achieving considerable savings in purchases and purchasing procedures
- Purchasing via a joint e-catalogue
- Integrating code systems
- Easing the exchange of "best practices" between the companies,
- Making electronic approvals of purchases

The expected result is that the companies will use the same suppliers, thus increasing the purchased volumes, which in turn will improve our terms and conditions with the suppliers. At the same time the e-catalogue and the on-line orders will give a better overview of purchases and ensure that employees save time and have great independence in their purchasing procedures.

The companies in the A.P. Møller Group will maintain their present bottom line responsibility and independence, and participation in the project is consequently entirely the decision of each company. "But of course," Ulrik Brandt says, "the more that participate, the better conditions we can get. It would be surprising if the various purchasing departments did not make use of this possibility of cutting back expenses by uniting the A.P. Møller Group's expertise and purchasing power".

Success

The success of the project is

highly dependent on a positive attitude towards this change from the employees involved and towards collaborating with colleagues across the organisation. Only then will everybody have the full benefit of "knowledge sharing" and achieve the desired synergy effect.

It is important for the management of the project that the procedures and the e-catalogue are developed by the employees who are going to use the systems later on in their individual purchasing organisations. The purchasing platform is thus going to be developed by, and for, the individual purchasing departments.

Further information on the project is available on the APM Corporate Intranet.

Jess Soderberg and the project group at the kick-off meeting.



A.P. Møller in Central Asia



Left to right: Tiemen Meester, Maersk Russia, Michael F. Hassing, Maersk Sealand Europe Region, Irina Davletbakieva and Liliya Baranov, Maersk CJSC, Per Jørgensen, A.P. Møller and Gregory White, Maersk CJSC.

Gregory White

A.P. Møller has begun another pioneering venture – this time along the old Silk Road crossing the Central Asia region. The vastness and diverse nature of this territory make it a challenging region in which to carry out containerised transportation. Development of the Maersk organisation in the region was accelerated after the visit of the President of Kazakhstan at Esplanaden in October 2000.

The representation

18 January 2001 marked the legal registration of Maersk CJSC based in Almaty, the commercial centre of Kazakhstan. The following week inaugural receptions were held in Astana, the new capital of Kazakhstan, and in Almaty. Representatives from the A.P. Møller Group at the inaugural receptions included Per Jørgensen, A.P. Møller, Michael Hassing, Maersk Sealand Europe Region, Jørgen Liboriussen,

Maersk Oil and Jens Jørgen Madsen, Maersk Contractors. His Excellency Dan Nielsen, The Danish Ambassador to the Central Asia Republics, also attended. On 23 January in Astana, bilateral meetings were held with Kazakh Ministers and officials, and on 24 January in Almaty the staff and the new premises of Maersk CJSC and the branch office of Maersk Oil Kazakhstan GmbH were presented.

In addition to a regional head office in Almaty, Kazakhstan, a representative office in Tashkent, Uzbekistan has also been established. Maersk Sealand's expansive coverage of this land-locked region is carried out by TSES (Trans Siberian Express Service) – a company within the A.P. Møller Group. To date Maersk Sealand is the only ocean carrier present in the Central Asia Region and provides services for the oil and gas, mining, cotton/textiles and consumer goods industries, among others.

Besides the activities of Maersk Sealand, the A.P. Møller Group is also engaged in exploration of oil in Kazakhstan. In July 2000 Maersk Oil acquired a 60% share and operatorship of the 19,300 km² onshore Temir Block

located in the Aktope District of Western Kazakhstan. Offices have been opened in Almaty and in Aktope. Activities in 2001 will include seismic surveys, exploration drilling and development of the small Saigak Field. Maersk Contractors are also pursuing opportunities in Kazakhstan with their unique Beluga concept for offshore exploration.

Central Asia

Central Asia consists of five countries: Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan

and Uzbekistan. The mystery and intrigue of the region is matched by its tremendous business potential for providers of logistics solutions. The land, ravaged hundreds of years ago by the Mongolian Khanates, was first home to The Great Silk Road connecting China and the Far East with the Mediterranean and Europe. The vastness of the territory, the diverse nature, the fascinating culture and the living traditions make Central Asia an extremely interesting and also challenging place to live and do business.

The Central Asia region is populated by around 57 million people living in an area larger than Western Europe. The region is rich in oil and gas resources and a major producer of raw cotton. After the dissolution of the Soviet Union in 1991 all five countries gained independence. The development since has shown that the countries have chosen a path towards economical and political reforms.





Participants from the first MAESTRO team.

MAESTRO

Henrik N. D. Uth ■ Ambitions and excellent management skills have taken 34-year-old Captain Michael Guldmann Petersen to where he is today – Regional Operations Manager in Maersk Italia. Initially he started as a cadet. After becoming Chief Officer he joined the MAESTRO programme and was Cargo Coordinator in Maersk Sealand and Deputy Operations Manager in Maersk Bulk before becoming Regional Operations Manager in Italy.

The MAESTRO programme (Maersk Advanced Education Scheme for TRaining of Officers) was launched in 1998 when it was decided to initiate a dedicated management training programme, tailored for selected officers from the fleet. The intention was to provide the A.P. Moller Group with highly

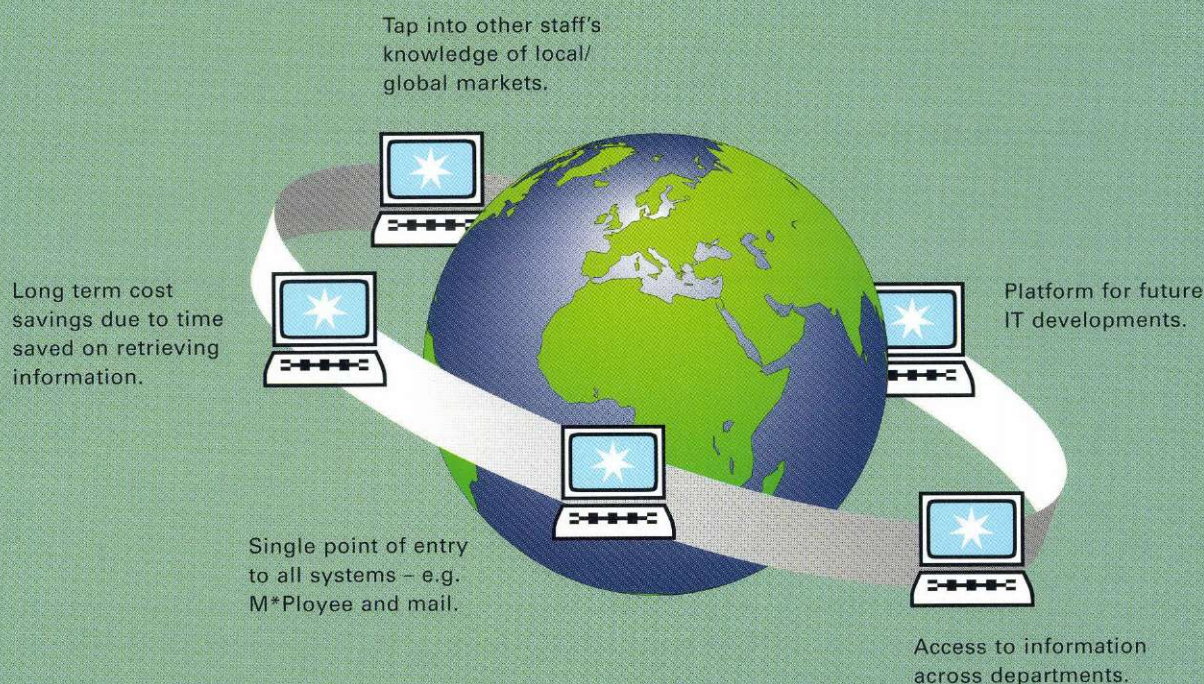
motivated, well-trained, capable and loyal ships' officers for management positions onshore anywhere in the Group. An individual programme of courses and in-service training in profit centres and on board vessels is composed on the basis of the officers' individual proficiencies to ensure that they are well grounded in the Group's business, strategies, culture and policies.

The programme takes about three years, and the officers will participate in courses such as teambuilding, the manager as an individual, corporate structure and operations, communications technology and finance engineering. Lone Fønss Schrøder, Senior Vice President, who was Michael Guldmann Petersen's superior in Maersk Bulk, says: "The combination of having

shipping educated staff and officers from the fleet joining forces in the onshore organisation, has been one of the success factors for A.P. Møller".

So far 13 officers have completed their advanced training. All of them are employed in the onshore organisation, from operational managers and project managers to general managers, and bring with them a different way of thinking and acting. In 2000 and 2001 the programme was globalised and selected officers from all A.P. Møller shipowning companies now participate in the MAESTRO programme, thus ensuring global network, knowledge sharing and best practice. A new team is scheduled to commence training every year.

The Corporate Intranet is here to Stay



■ The A.P. Møller Group's Corporate Intranet is now in its final stages of development as a truly world-wide platform for knowledge sharing across all organisational and geographical borders.

During autumn 2001, the Corporate Intranet is launched globally giving staff outside Copenhagen access with a unique user ID and password to a wealth of information in various forms such as documents, manuals, links, and databases. All users will then be able to publish information on the Intranet dir-

ectly from e.g. Word without having to do any programming.

In response to user requests and comments, the Corporate Intranet's "look and feel" is also being revisited. Later during this summer a new start page design and News functionality are launched together with a new, powerful search engine. This also means that information found on the Corporate Intranet will be organised more logically to assist user navigation and search.

The combination of an improved Corporate Intranet "look

and feel" and global user access provides staff with a common platform making communication between departments and countries both effective and efficient. The Intranet is here to stay and there is no doubt that cross-departmental knowledge sharing has a significant business value to the entire organisation. Particularly when being, as A.P. Møller, a major player in a business environment where immediate access to correct information from internal and external parties is more critical than ever.

Jess Soderberg visits the Rainbow Nation

Melody Barber

■ From 17 to 19 January 2001 Jess Soderberg visited Cape Town, Johannesburg and Pretoria in South Africa. In Pretoria Mr Soderberg met President Thabo Mbeki, Minister Jeff T. Radebe from Public Enterprises and Alec Erwin, Minister of Trade and Industry. Issues such as South Africa's shipping requirements and A.P. Moller's activities were addressed during these meetings.



President Thabo Mbeki and Jess Soderberg.

Jess Soderberg also met representatives from all the companies of the A.P. Moller Group in South Africa who gave presentations of the activities and aspirations of each company. Meetings were held with South

African and international exporters and importers. Constructive discussions with Transnet, Portnet and Spoornet, the local parastatal rails and port organisations also took place.



Jess Soderberg and Managers from Maersk Ghana.

Jess Soderberg visits Ghana

Manish Sharma

■ On 16 January 2001 Jess Soderberg visited Maersk Ghana. This second visit to the country coincided with the 10th anniversary of Maersk Ghana Limited, and Mr Soderberg unveiled a brass plaque to mark the occasion.

During the stay a presentation of the company's history, achievements and forthcoming projects and visions were given to the guest, which was followed by a tour of the Maersk terminal, workshop and Maersk Logistics' warehouse.

Jess Soderberg then had a meeting with the newly elected President of Ghana, Mr J.A. Kufuor. Later, at a lunch hosted by Maersk Ghana, Mr Soderberg met the Minister of Trade and Industry Dr Apraku and key customers.

Namegiving Ceremony

Tom Boyd

■ A U.S. Military Sealift Command (MSC) ship was named in honor of a medal of honor recipient Army Lt. Col. John U.D. Page at a ceremony on 21 February 2001 at Norfolk Shipbuilding and Drydock Company, Norfolk, Virginia.

The ship had been undergoing conversion from a commercial

container ship to a self-sustaining container ship at the yard since late October 2000 and was delivered to the MSC on 1 March 2001.

The 950-foot long, 4,600 TEU container vessel has been equipped with four shipboard cranes, cocooning and additional ventilation systems to provide the 2,500 TEU military required capacity. The vessel is US-crewed and is owned and operated by Maersk Line, Limited of Norfolk, Virginia under a five-year charter to MSC.



Sponsor, Patricia T. Holder, wife of Navy Vice Admiral Gordon S. Holder, Commander, Military Sealift Command is presented with a Plank Owners certificate by Al Krekich, President and General Manager, Norfolk Shipbuilding and Drydock Company.

Terminal in Yokohama

Bo Lindberg Andersen

■ On 2 April 2001 the new Maersk Sealand container terminals, C-1 and C-2, at Minami Honmoku in the Port of Yokohama were officially opened. The berths have a combined length of 750 metres, a draft of 16 metres and a capacity of 6,700 TEU with an annual handling capacity exceeding 1,000,000 TEU. This makes the terminal by far the largest in Japan. The five gantry cranes

installed at the terminals have an outreach of 63 metres and combined will provide in excess of 200 moves per hour. To cater for the growing volumes of temperature controlled cargo the terminals have also been furnished with over 1,000 electric power outlets. The reefer containers will be under continuous electronic monitoring to ensure immediate attention should any unforeseen situation occur.



The new terminal in the port of Århus.

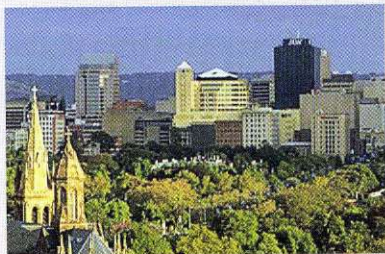
New Terminal in Århus

Tom Jørgensen

■ On 1 April 2001 His Royal Highness Prince Joachim inaugurated a new large terminal in the port of Århus. Immediately afterwards Michael Hassing of A.P. Møller carried out the official opening of Thor Jørgensen's new terminal in Århus. The opening was an occasion of great festivity, and more than 40,000 people visited the terminal that day.

The inauguration took place in the presence of Jakob Buksti, Danish Minister for Transport, and Flemming Knudsen, Mayor of Århus. The guests included a large number of customers. The terminal covers an area of 110,000 m², comprising a workshop for container repairs as well as a service area of 70,000 m² with a distribution centre for Maersk Logistics Denmark of 18,000 m² and a workshop for Dania Trucking.

New Office in South Australia



Adelaide skyline, the City of Churches.

Jo-Ann Bailey

■ Maersk Sealand added another address to its long list of offices when the Adelaide office of Maersk Australia Pty Ltd was officially opened on 12 February 2001, giving coverage of imports and exports from South Australia.

Adelaide, known as the City of Churches, is the capital city of South Australia which has a state population of 1.5 million people and a land area of 984,377 km². South Australia is renowned for being one of Australia's primary wine growing areas.

A New Star on the Map

Michael K. Kristiansen

■ On 2 April 2001 Maersk Uruguay S.A. opened after months of preparation, with a staff of 14 dedicated shipping professionals, resulting in a smooth transition from third party agent Christophersen S.A. Maersk began services to and from Uruguay in 1994, and Maersk Logistics Uruguay S.A. opened on 1 May 2001 with a start-up team of three.



Staff in Uruguay.

Uruguay, located on the eastern shores of South America, is about the size of England and Wales combined, with a population of 3.2 million, leaving plenty of space for more than

ten million head of cattle and 14 million sheep. Main exports are rice, wool, lumber, meat, fish, dairy products and citrus. Imports are cars and consumer goods, a large portion of which

is destined for the Brazilian market – either via one of four free zones or by using the port of Montevideo as a cost-effective and fast gateway to Brazil.



From the left: Per Jørgensen, Arun. L. Bongirwar and S. S. Bedi.

Indian Pioneers

Rohan Kapoor

■ On 13 March 2001 Per Jørgensen, Chairman of Maersk India Pvt. Ltd., together with Arun. L. Bongirwar, Chairman of Jawaharlal Lal Nehru Port Trust, Mumbai (India) and S. S. Bedi, Commissioner of Customs, Mumbai, inaugurated the export

yard facility and a new warehouse at Maersk India's Container Freight Station.

Maersk India Pvt. Ltd. is the only shipping line in India to own and operate its own Container Freight Station. It began in 1994 with an area of 25,000 m², which has today grown into 67,000 m², capable of handling 7,500 TEU per month.

New Felixstowe Warehouse

Emily Messinger

■ The Maersk Company's subsidiary Pentalver Transport Limited is one of the leading container logistics suppliers in the United Kingdom. The company, based in Southampton, has undergone considerable growth in recent years, which has resulted in a need to expand from its primary site in the Port of Southampton. The Pentalver Transport Felixstowe Division was established in the summer of 2000 with the acquisition of a 6.5 acre site. Work on the site included such tasks as preparing the entire yard to enable loaded container storage, and building a 5,000 m² warehouse. In January 2001, Pentalver took a further two areas making the total usable area of the depot 13 acres.

The staff has grown from nine people to 10 office staff and 23 depot staff since October 2000.

Also in January, the new 5,000 m² warehouse was leased to Maersk Logistics. At a party held in Felixstowe, the facility was officially opened by Jeremy Haycock, Managing Director of Maersk Logistics UK. It is the first Maersk Logistics warehouse to be built in the UK. The structure of the building is modular and can therefore be reshaped and extended with relative ease. There is racking inside the warehouse for 2,856 pallets.

The Pentalver Felixstowe team outside the new warehouse.



Maersk Logistics in Egypt

■ On 4 February 2001 a reception was held in Cairo International Airport on the occasion of the opening of the new Cairo branch of Maersk Logistics. It is located in the shipping agents area in Cairo International Airport. The office is for both Maersk Air and Maersk Logistics and has four employees. The location of the office gives the opportunity for direct contact with airlines, customs and other authorities.



Left to the right: Tomas Bay and Henrik Ramskov, Maersk Logistics, Steen Lund, Karsten Kildahl, Claus Hemmingsen and Morten Løkkegaard, Maersk Sealand.

AFIA Awards

■ Once again Maersk Sealand has been named "Best Global Shipping Line" (for the 8th consecutive year), "Best Shipping Line – Transpacific" (for the 11th consecutive year) "Best Shipping

Line – Asia-Europe" (for the 13th consecutive year) and "Best Shipping Line – Asia-Middle East" (for the 7th consecutive year) in the Asian Freight Industry Awards (AFIA).

For the first time in Maersk Logistics one-year old history, the organisation won the award for "Best Forwarder – Seafreight" and "Best Forwarder – Multimodal". The global Maersk Logistics organisation had its first anniversary on 1 April 2001, following the merger of Mercantile and Sea-Land Logistics.

The award presentation ceremony was held in Hong Kong on 16 March 2001. The AFIA is an annual event which has been organised by Cargonews Asia newspaper since 1988 to acknowledge excellence in global freight transportation. The awards are based on votes from the readers of Cargonews Asia.



Minister Marianne Jelved, J.D. Nielsen, Terminal General Manager and Captain Jens Christian Christiansen.

Carrier of the Year Award

Emily Messinger

■ Maersk Sealand has been awarded the Kingfisher "Carrier of the Year Award" for 2000. Kingfisher is an important customer in the UK, both for Maersk Sealand and for Maersk Logistics, which provides the Supply Chain Management for the business.

A Sponsor's Reunion

Javier Lopez

■ On 20 February 2001 Marianne Jelved, Danish Minister of Economic Affairs and for Nordic Co-operation, visited Algeciras and was welcomed on board CARSTEN MÆRSK by Captain Jens Christian Christiansen.

It was a very special visit as Marianne Jelved is sponsor of the

vessel. The reunion was an excellent opportunity to update Mrs Jelved on the vessel's progress during the first three months in operation. During an extensive tour, many of the highly advanced technical features were studied.



Left to right: Jim Spittle, Kingfisher, Richard Mitchell and Ashley Nichols, Maersk Sealand.



Maersk Sealand's stand.

Intermodal 2001 in Sao Paulo, Brazil

Cecilia Guerra

■ Once again Maersk Sealand had a stand at the Intermodal Fair 2001 in Sao Paulo, Brazil. The fair took place from 18 to 20 April and is the largest in South America, attracting around 235 exhibitors and almost 30,000 visitors. Special emphasis was

placed on e-commerce at the Maersk Sealand stand. All visitors received a special brochure highlighting our web site capabilities. Our e-commerce coordinators also remained on hand to perform web demos for the customers as needed.



Ralf Hoglund, Tetra Global Transport and Travel Management presenting the award to Hans Broby Hansen, Maersk Sealand.

Award for Outstanding Service

Hans Broby Hansen

■ The Tetra Laval Group is well known all over the world, in particular as manufacturers of liquid food processing and packaging systems under the Tetra Pak name. Tetra's relationship with Maersk Sealand has grown considerably over recent years, and today Maersk Sealand is Tetra's

most important provider of ocean-borne transport services. It was therefore especially gratifying when Tetra chose to award its Year 2000 Global Key Account Management Award for Outstanding Service, Pro-Activity and Genuine Interest to Maersk Sealand.

30 Years on Faroese Route

Tina Linea Tønnesen

■ On 1 March 2001 Maersk Air marked the 30th anniversary of the first Maersk Air flight on the route between the Faroe Islands and Denmark. During the first approximately seven years the route was operated by the Fokker F-27 aircraft with 44 seats. The flight time was about 3 1/2 hours each way. However, development and Maersk Air's desire always to be abreast of technological development demanded larger and faster aircraft. A special version of the Boeing 737-200 aircraft was put into service in 1977. With its 128 seats and the flight time reduced to two hours, this aircraft type performed the task for many years. As its successor, Maersk Air chose the Boeing 737-500 which was first employed in 1990. With the new type of aircraft came lower fuel consumption and less noise.

The anniversary was marked with a reception in the airport



On 1 March 2001, the Faroe Islands were covered in snow.

on Vågø, which began when flight DM 181 from Copenhagen, landed. On board the aircraft were Maersk Air's manage-

ment headed by Bjarne Hansen, Partner, and also Gunnar Tietz, former Director of Danair.



Esplanaden



40 Years Anniversary
Tormod Sørensen
4 July 2001



40 Years Anniversary
Torben Kruhøffer
Qwist
1 August 2001



40 Years Anniversary
Hans Heinrich
Petersen
6 August 2001



40 Years Anniversary
Rene Uffe Seidel
22 August 2001



40 Years Anniversary
Winnie Røser
Pankoke
1 September 2001



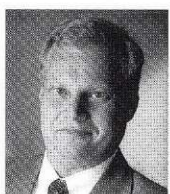
25 Years Anniversary
Morten Busch
28 July 2001



25 Years Anniversary
Peder Søndergaard
28 July 2001



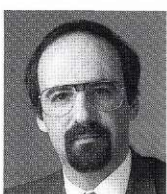
25 Years Anniversary
Carsten Plougmann
Andersen
1 August 2001



25 Years Anniversary
Svend Erik Arp
1 August 2001



25 Years Anniversary
Erik Johannes
Eskildsen
1 August 2001



25 Years Anniversary
Harry Glougauer
1 August 2001



25 Years Anniversary
Christopher
Jephson
1 August 2001



25 Years Anniversary
Ole Nielsen
1 August 2001



25 Years Anniversary
Bodil Erna Petersen
1 August 2001



25 Years Anniversary
Erik Schou
1 August 2001



25 Years Anniversary
Birgitte Langeland
5 August 2001



25 Years Anniversary
Henning
Bjerregaard
11 August 2001



25 Years Anniversary
Jens Jørgen
Madsen
30 August 2001



25 Years Anniversary
Hanne Birgit
Jensen
1 September 2001



25 Years Anniversary
Ib Fruergaard
8 September 2001

The Yard



40 Years Anniversary
Thorkild Harris Roe
29 June 2001



40 Years Anniversary
Frode Eigil Hansen
17 August 2001



25 Years Anniversary
Steen N. Nielsen
29 June 2001



25 Years Anniversary
Allan Lund
Pedersen
1 August 2001



25 Years Anniversary
Christian F. Dirksen
10 August 2001



25 Years Anniversary
Ole Jensen
10 August 2001



25 Years Anniversary
Lars Kaa Olsen
10 August 2001



25 Years Anniversary
Joe Martin Nielsen
17 August 2001



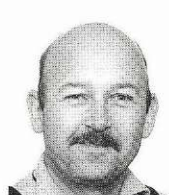
25 Years Anniversary
Benny Overgaard
Pedersen
17 August 2001



25 Years Anniversary
Johnny Ebbe Banke
Andersen
24 August 2001



25 Years Anniversary
Ib Palle Worsøe
24 August 2001



25 Years Anniversary
Jens Erik Nielsen
31 August 2001



25 Years Anniversary
Max Tommy
Petersen
7 September 2001



25 Years Anniversary
Ole Peter
Christensen
14 September 2001

Organisations Abroad



40 Years Anniversary
Captain Erik Ravn
Singapore
3 February 2001



25 Years Anniversary
Toshio Hiruta
Japan
7 October 2000



25 Years Anniversary
Hiroshi Yoshida
Japan
16 December 2000



25 Years Anniversary
Kazuo Mochizuki
Japan
21 January 2001



25 Years Anniversary
Yasuhiro Miyata
Japan
1 April 2001



25 Years Anniversary
Michihiro Yokoyama
Japan
1 April 2001



25 Years Anniversary
Hideki Uozumi
Japan
23 June 2001



25 Years Anniversary
Hans Blicher
Hansen
USA
1 August 2001



25 Years Anniversary
Paul Verstappen
Benelux
30 August 2001



25 Years Anniversary
David Lau
Hong Kong
1 September 2001



25 Years Anniversary
Edwin Marasigan
Philippines
1 September 2001



Retiring
Ole H. Carøe
USA
2 April 2001



25 Years Anniversary
Chief Officer
Benn Ole Carlsson
28 June 2001



25 Years Anniversary
Chief Officer
Carsten Ole Holm
28 July 2001



25 Years Anniversary
Captain
Ole Jensen
28 July 2001



25 Years Anniversary
Captain
Ole Toudal
Pedersen
28 July 2001



25 Years Anniversary
Chief Engineer
Ejnar Nørmark
Petersen
2 August 2001



25 Years Anniversary
Chief Engineer
Jens Oluf Otzen
1 September 2001



25 Years Anniversary
Captain
Egon Kolmos
8 September 2001



25 Years Anniversary
Captain
Henning Skov
Knudsen
25 September 2001



Retiring
Captain
Knud H. Frerks
30 June 2001

Mærsk Olie og Gas



40 Years Anniversary
Bent Lund
1 August 2001



25 Years Anniversary
Erik Børge
Christensen
1 August 2001



25 Years Anniversary
Preben Helsinghoff
15 August 2001



Retiring
Hans Erik Amdsen
30 June 2001



25 Years Anniversary
Karin Andersen
23 August 2001



25 Years Anniversary
Orla Jeppesen
6 September 2001

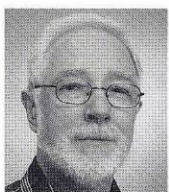


25 Years Anniversary
Troels Rossen
26 August 2001

Norfolkline



25 Years Anniversary
Frans L.C.M.
Borgman
5 July 2001



40 Years Anniversary
Bent Jensen
19 September 2001



25 Years Anniversary
Hans Jørgen
Andersen
24 May 2001



25 Years Anniversary
Lene M.F.
Svendsen
1 July 2001



25 Years Anniversary
Ejnar Pedersen
1 August 2001



25 Years Anniversary
Erik Skov Nielsen
23 September
2001



25 Years Anniversary
Vivi S. Pedersen
8 September 2001

DISA-gruppen

Obituary

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

Ole Blom Bertelsen
The Yard
11 February 2001

Ableseaman
Almerio L. Frias
ex. NICOLAI
MÆRSK
13 February 2001

Ship's Assistant
Helge Thyssen
Schmidt
ex. MARIE
MÆRSK
21 February 2001

Ship's Assistant
Henning Holst
ex. KATE MÆRSK
2 March 2001

Mechanic
Ali Ramon Rivero
Maersk Contractors
Venezuela
18 April 2001

Ship's Assistant
Dennis E. Pedersen
ex. MÆRSK
RESPONDER
22 April 2001

Hans Chr.
Bergholdt Hansen
The Yard
27 April 2001

Assistant
Bjørn Stryhn
Petersen
Maersk Air
8 May 2001

The Fleet

Roulunds

Mærsk Data

Maersk Medical



MÆRSK