







*Cover:*

*JENS MÆRSK is being towed out of the  
production hall at Völkswerft Stralsund.*

Published by A.P. Möller, Copenhagen

Editor: Gitte Knudsen

Printers: Scanprint a/s

Layout: Kühnel Design AS

Copies: 17,400 Danish, 25,000 English

Local correspondents:

AUSTRALIA: Jo-Ann Bailey

BALTICS: Diana Stankevica

BANGLADESH: M. Shamimul Huq

BENELUX: Georges Caulier

EGYPT: Nabil Gayar

FRANCE: Alexandre Banos

GERMANY: Susanne Heinken

HONG KONG: Steen Brodsgaard Lund

INDIA: Mahalaxmi Natrajan

INDONESIA: Brian R. Pedersen

JAPAN: Bo Lindberg Andersen

KOREA: Jeffrey K. Kim

MALAYSIA: Loo Sook Yee

NIGERIA: Timothy Alamu

NORTH AMERICA: Tom Boyd

PHILIPPINES: Ruben S. Fajardo

PRC: Jens Eskelund

SINGAPORE: Sonny Zin

SOUTH AFRICA: Melody Barber

SPAIN: Javier Lopez

SOUTH AMERICA: Chris Ruhalter

TAIWAN: Alfred Guo

THAILAND: Terdtoon Thaisriwichai

UNITED KINGDOM: Emily Messinger

SAFMARINE: Shelley Rosenberg

Kevin Freeman

MAERSK AIR: Tina Linea Tønnesen

MAERSK CONTAINER INDUSTRI:

Heidi Hansen

MAERSK DATA: Hans Arne Niclasen

PAPYRO-TEX: Ole Schak

MAERSK MEDICAL: Marianne Maltow

ROSTI: Karin Nielsen

ROULUNDS: Elsebeth Bastholm

THE LINDØ YARD: Leo Jensen

DISA: Åse T. Larsen

Volume 40, No. 3

September 2001

ISSN 1395-9158

Reproduction permitted only after  
agreement with the editor.

On 11 September international terrorism struck again. In an incomprehensible and repulsive attack on America more than six thousand people, mainly civilians, were killed.

Our American organisation, which from 1973 to 1988 had its head office in the now destroyed World Trade Center in New York, was fortunately spared the loss of human lives, as was our office close to the Pentagon, which services the US Department of Defence. However, many of our employees have family, friends and close business relations who became victims of this horrifying attack. Our thoughts go out to them, to the families of the victims and to the American people.

The consequences of this attack for the world and thus for our business are impossible to judge today. Although American ports quickly resumed regular operation, disruption is to be anticipated, and the expected American response, civilian and military, also calls for the highest level of attention from every single person in our entire organisation. America has prepared itself for a long-term campaign. We will do the same.

It is a global task to suppress terrorism, and it calls for international co-operation and solidarity among all democratic powers.

We will contribute where we can, and there should be no doubt as to where we stand: a whole-hearted support to America and the fight for the preservation of democracy.

JESS SØDERBERG



# Visit to China and Hong Kong

■ On 18 June 2001 the Boards of Directors in Aktieselskabet Dampskibsselskabet Svendborg and Dampskibsselskabet af 1912 Aktieselskab held meetings in Beijing. It was the first time such a meeting took place "east of Suez". Besides Beijing, members of the two Boards of Directors visited Shanghai and Hong Kong.

During the visit to Beijing Mærsk Mc-Kinney Møller and Jess Søderberg held constructive meetings in a friendly atmosphere with Prime Minister Zhu Rongji and with other Chinese ministers and senior officials.

Mr Møller's 88th birthday was approaching, so State Counsellor Madam Wu Yi hosted a birthday party for Mr Møller, which was attended by a considerable number of ministers and officials. In Chinese folklore the number 88 is particularly auspicious as it characterises success, happiness and a long life.

During the visit, contracts were signed for a further three 35,000 DWT product tankers from Dalian and Guangzhou and a contract for delivery of container cranes for the terminals in Elizabeth, New Jersey, was also signed.

The delegation was received in Shanghai by the Lord Mayor and the Party Secretary, and new office facilities for both Maersk

Logistics and Maersk Sealand were officially opened by the Deputy Secretary General of Shanghai Municipal People's Government, Mr Møller and Mr Søderberg.

On the last day of the visit to Shanghai, Maersk China hosted a banquet in honour of the Boards of Directors and Mr Møller. This was attended by more than 400 including senior representatives of Shanghai's Municipal People's Government.

The visit to Hong Kong included a meeting with Mr Tung Chee-Hwa who is Chief Executive of the Hong Kong Special Administrative Region, meetings with a number of prom-

inent local business leaders and A.P. Møller's partners of very long standing, the Lee-Hysan family, and a presentation of the Maersk office and introduction of the staff.

Before leaving Hong Kong, the delegation visited Modern Terminals, where future developments were described, and finished with a guided tour of the container vessel METTE MÆRSK.

The visit and its main objective have generated interest and respect in China, further strengthening the position of A.P. Møller/Maersk Sealand as a significant and leading factor in transport and logistics in China and Hong Kong.



*Prime Minister Zhu Rongji receiving Mærsk Mc-Kinney Møller and Jess Søderberg.*



# Visits from China

■ On 16 May 2001, a Chinese delegation headed by Shi Wan Peng, Vice Chairman of the State Economic & Trade Commission, Beijing, visited Esplanaden and was welcomed by Jess Soderberg. In the evening Per Jørgensen hosted a dinner in honour of the Vice Chairman.

In addition, other high-ranking visitors came to Esplanaden in May and June 2001, including delegations from:

Shenzhen headed by Vice Mayor Guo Rong Jun.

Dalian headed by Mayor Li Yong Jun.

Chongqing headed by Jin Lie, Vice Chairman of Chongqing's National People's Congress.

The Heilongjiang Province headed by Party Secretary Xu You Fang.



*Madam Li Su Rong, Vice Chairman  
Shi Wan Peng and Jess Soderberg.*

# London's Docklands

Emily Messenger

■ The London Docklands is a bustling hive of activity – from high-rise buildings and offices to fish markets and corner shops. The booming development where The Maersk Company Limited has its headquarters (in One Canada Square) has not always been a shrine to all that is glass and modern.

West India Dock (alongside One Canada Square) was built between 1802 and 1806 and was the first purpose built trading dock in the Port of London. The area was once known as the "Emporium of the World" where all imaginable goods were shipped in, in clippers and steamers, from rum to spices, tobacco to bananas and elephants to London buses. The River Thames was the world's wealthiest tideway with 1,500 wharves packed with warehouses along the 26-mile stretch of the Port of London.

Although the port was one of the best in the world in the mid-

1800s, the river was not just about shipping; there were several other industries intermingled with the warehouses, such as power stations, factories and shipbuilding yards. The River Thames was a shipbuilding centre up until the 1950s, with large firms such as Harland and Wolff having shipyards.

The shipping, warehousing and shipbuilding work was very labour intensive at those times. The workers were aged between eight and 80 and in the 1930s there were 100,000 people working in the Docklands. The variety of work and potential opportunities attracted many people to live and work in the area. The result was that the population was very multi-cultural. The original China Town was in fact in Limehouse (part of Docklands) and not, as today, in Soho, Central London.

The Port of London continued to expand with new docks being constructed down river. It was





*Today Canary Wharf is an ever expanding commercial centre.*

the advent of the Second World War that started the changes in the Docklands. The area was very severely damaged and this necessitated major rebuilding projects of the docks and warehouses. With this came the introduction of the new technique of palletisation. New work regulations and new techniques meant that fewer workers were required and this led to redundancies and a fall in the standards of living in the area. The 1960s saw even more changes, as containerisation and ro-ro vessels took hold of the shipping industry. The larger vessels that were now being used called at the newly developed, larger Tilbury docks down river. The fate of the London Docklands seemed sealed and in 1980, West India Dock closed and the last dockworker left the Port of London. It was the end of an era.

The docklands now looked very different. Gone were the noises and smells of a flourishing port; all that was left were silent,

empty warehouses, docks and wharves. Several plans to redevelop the area were made, but all failed to materialise until 1981, when the London Docklands Development Corporation was established and put into action a dramatic plan.

That was 20 years ago, and today it is a very different story with towers, offices, restaurants and bars; but underneath are still the shadows of the docklands' history. Many of the original warehouses have gone, but they have been replaced with shops still selling goods from all over the world. The warehouses that are left are reminders of the docklands' history but have now been converted into bars, selling alcohol instead of storing it. The infrastructure and access to the docklands still remains similar to 100 years ago, but river taxis have replaced the small skiffs crossing the river and the Docklands Light Railway and Jubilee Line underground have replaced the freight trains that used to call.



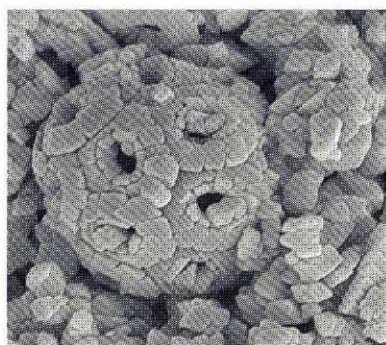
*In the 1960s today's Canary Wharf development was still a working port.*

The people who live and work in the Docklands have not really changed either. The area is still extremely multicultural, whether it is people who have lived here for generations or have been re-located by their company to Canary Wharf. Even the number of people working in Docklands is not all that different, at an estimated 100,000. The activities in the area have, however, changed dramatically. Gone is the heavy industry and shipping, and in its place are finance, information technology and corporate business. The tide-way is still very wealthy, but the wealth has moved from the river and into the high rise office blocks.

Fair enough, the Docklands no longer rings out with the sound of ship whistles, klaxon sirens and horse drawn carts, but the people and atmosphere are still very much alive as in the original days of the "Emporium of the World".



# The Secret of the Oil



*Core sample seen under an electron microscope, with a well-preserved shell from coccolith algae. The shell is 0.005 mm in diameter. The oil is found in the pores, seen as the dark areas in the photograph.*

■ Behind the decision to initiate production or develop an oil or gas find in one of the North Sea's chalk reservoirs are meticulous seismic surveys, use of state-of-the-art supercomputers and, not least, thorough analyses of core samples from the 70-100 million-year-old hydrocarbon-bearing chalk layers.

In a large warehouse, not far from Mærsk Olie og Gas AS' head office in Copenhagen, all the core samples (called cores) from DUC's work in the Danish sector of the North Sea are gathered – from the first wells on the Anne structure (later the Kraka Field) in 1966/67 to the latest samples from the Halfdan Field, among others. These cores contain important information as to whether there are oil and gas in

the wells from which they have been taken.

The warehouse is a workplace for some of Mærsk Olie og Gas AS' geologists who frequently study both new and old core samples. The cores, which have been carefully put in transparent plastic bags and packed in long boxes, are stored on shelves in a large hall which is filled from floor to ceiling and from wall to wall.

When the cores are received in the warehouse in Copenhagen, they are carefully registered, cut through lengthwise, photographed and put in their respective boxes, after which they are ready to be analysed by various professionals. Some of the analyses take place in the laboratory in the actual warehouse, whereas

the more advanced analyses are made elsewhere in the world.

The geologist's first task takes place in ordinary daylight, where the core is thoroughly described. Under these circumstances the oil can be smelt and seen faintly as a brownish colour in the chalk. After that the core is cut into a few smaller pieces for use in extensive tests in the various laboratories. In one of the tests carried out in the warehouse, the core is placed in ultra-violet light which makes the oil appear as a clear yellowish colour.

The results from the laboratory tests are gathered by the geologists who then make a final decision on possible production or development from the area in question. All the results are preserved, as new information from similar areas sometimes occasions a re-evaluation of previous results. Most recently, the discovery of the Halfdan Field has resulted in renewed activity in the warehouse. As Halfdan is an unusual oil accumulation, it is expected that further studies can lead to several finds of a similar nature elsewhere in A.P. Møller's concession area.



## Facts about Oil

Small animals and algae with chalk bones who died and sank to the bottom of the ocean more than 145 million years ago are the basis for the oil and gas in the North Sea. The oil and gas are not found in large lakes or air pockets in the subsoil, but in microscopic cavities (pores) two to three kilometres down in the subsoil. In the Danish sector of the North Sea the oil and gas are found in layers of the same type of white chalk which is found on Møns Klint (Cliffs of Møn) in Denmark, among other places. A piece of chalk the size of old-fashioned blackboard chalk will typically contain about one trillion (1,000,000,000,000) microscopic pores.

The amount of oil and gas in a reservoir depends on the porosity, which is typically 20-35% for white chalk. This means that a cubic metre of white chalk can contain 200-350 litres of water, gas or oil.

An analysis of the seismic measurements only provides an indication of the possibility of a find. To obtain more precise knowledge of the individual layers and possible accumulations of oil and gas, exploration wells are drilled. During the drilling operations, core samples are often taken from the drilled layers.

The laboratory studies often include detailed geological and chemical characterisation and tests with a view to determining the permeability of the rock. Among the more advanced measurements are nuclear magnetic resonance (NMR) and computer tomographic (CT) scanning, which are well known techniques from the hospital world.




*The core is cut through lengthwise.*



*In the course of time DUC has gathered about 9 km of cores from the Danish subsoil.*



# A Versatile Supply Vessel

 MÆRSK SUPPLIER was delivered in August 1999 from Keppel Singmarine Dockyard in Singapore. She is the third vessel to carry this name. The design of the vessel is based on experience and is a testimony to how far the industry has come since the first MÆRSK SUPPLIER was delivered in 1967. She was the first in A.P. Møller's fleet of supply vessels, which today is one of the largest in the world.

The versatility of MÆRSK SUPPLIER is illustrated by the operations it has performed. The vessel has:

- Transported, installed and recovered insert wires enabling a conventional moored semi-submersible drilling rig to be deployed in much deeper water than originally designed for.
- Installed a subsea listening cable system, which is part of the monitoring of the UN Nuclear Test Ban Treaty.
- Recovered and reconnected a lost mooring chain to a Single Buoy Mooring offshore Vietnam, at the height of the winter monsoon, using a remotely operated vehicle (ROV).
- Surveyed flexible hoses from

well-head to a Floating Production, Storage and Offloading unit (FPSO).

- Undertaken spot market activities in the North Sea.
- Supported ultra deep water drilling operation with pre-laid moorings.

## A special task

The oil companies explore for oil and gas in ever increasing depths of water. MÆRSK SUPPLIER was designed to cater for this development and is equipped to support moored drilling rigs in ultra deep water of more than 1,500 metres. Unocal Indonesia has been drilling offshore East Kalimantan, Indonesia since 1996 in water depths in excess of 2,000 metres. The rigs used by Unocal Indonesia for this operation cannot carry the immense mooring system required. It is simply too heavy.

As a consequence of this, the moorings have to be pre-laid in an eight-legged pattern at the designated location and subsequently hooked up to the drilling rig's mooring wires. The vessels initially used for this operation could carry only one to

three mooring legs onboard. The increasing depth of water as well as increased distance between drilling locations combined with the very short time for drilling a well of only seven to ten days, meant that Unocal had to look at using a different type of Anchor Handling Tug Supply Vessel with much larger winch capacities if they were to continue their operation non-stop.

MÆRSK SUPPLIER's enormous winch makes it possible to carry a complete eight leg mooring system (plus a spare system) onboard the vessel and the steaming speed of the vessel as well as its very fast winch made it possible for Unocal to use only MÆRSK SUPPLIER for the anchor handling operation. This task was never attempted before.

The vessel proceeded from Balikpapan to the drilling location Northwest of Aceh province in Indonesia, a voyage of about 3,000 km. Onboard were nine anchors of nine tonnes each, nine buoyancy buoys of 45 tonnes each, nine clump weights each 10 tonnes, nine fishplates, 2,736



metre chain of 76 mm and 25,684 metre wire. The nine moorings were deployed and, since the job was completed faster than expected, MÆRSK SUPPLIER was then sent to Singapore to tow the drilling rig to location.

The hook-up and drilling went according to plan and after the rig was disconnected from the moorings MÆRSK SUPPLIER recovered the moorings and steamed at full speed towards Balikpapan. The vessel overtook the rig and managed to deploy the moorings in time for the rig to proceed directly to the new location. The rig was moored in 1,700 metres of water without any waiting time.

In the first three months of operation for Unocal MÆRSK SUPPLIER decked 123 buoys, retrieved and deployed 18,072 metres of chain and 249,693 metres of wire. Unocal ended its deep-water exploration programme in May, but MÆRSK SUPPLIER and the Semi-sub SEDCO 601 had proved to work well as a pair, and Shell Brunei took over and continued using them for deep water drilling.

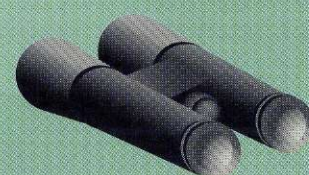


*Anchors and buoys on the deck of MÆRSK SUPPLIER.*





# @maersk



**Finding all the information  
you need in one place**

Along with a new design and news channel, a new name @maersk (pronounced "at Maersk") and a new information structure, the A.P. Møller Corporate Intranet is getting ready to introduce a new powerful and fast search machine, Inktomi.

The Inktomi search engine enables all @maersk users, anonymous and logged in, to perform both simple and advanced searches on @maersk as well as on local intranets such as MSKC, Starnet and Maersk Logistic's intranet. When additional affiliated offices are connected to @maersk, their intranets will be made searchable as well.

Users can select which intranets should be included in the search and the Inktomi search engine will then search all selected sites in one go. This way users only have to go to one place to perform an efficient and precise search rather than having to look in numerous systems not knowing whether the information is there or not.

## The new @maersk search engine offers:

Feature	Example
Natural Language Interface	"How do I create a Vodka report"
Proper Name Recognition being	"Bill Clinton" is recognised as a name, leaving out search results with "bills" etc.
Intelligent Stemming	When searching for e.g. "computer" "computers" is also searched
Correctly handles numbers, punctuation and mixed terms	1,000 is the same as 1000 A.P. Møller is the same as A P Møller
Password Capable	Enables search on restricted sites/documents for authorised users
Automated update of indexes	

The new @maersk search engine will be launched in October 2001.



# Namegivings



*The sponsor Marianne Haslund-Christensen surrounded by (from the left) Wolfgang Stammer, Managing Director, Volkswerft Stralsund GmbH, Mærsk Mc-Kinney Møller, Partner and Søren Haslund-Christensen, Lord Chamberlain.*

## JENS MÆRSK

■ The new container vessel hull no. 433 was named JENS MÆRSK on 14 August 2001 at Volkswerft Stralsund GmbH in Germany by Marianne Haslund-Christensen, wife of Søren Haslund-Christensen, the Danish Lord Chamberlain. JENS MÆRSK is the second in a series of four container vessels from Volks-

werft Stralsund for A.P. Møller. JENS MÆRSK is 216 metres long, has a beam of 32 metres and a capacity of 2,833 TEU. The homeport of the vessel is Fredericia, Denmark and she will be commanded by Captain Jens-Alf Berwald with Bjarni Jacobsen as Chief Engineer.



## Namegivings

# LAUST and LEDA MÆRSK



*The sponsor Catherine Ladnier surrounded by (from the left) Captain Søren Sparre Maagaard, John Michael Robinson, Footstar Inc., Knud E. Stubbjær, A.P. Møller and John Skov Hansen, Odense Steel Shipyard.*

The second newbuilding in a series of six container vessels was named at Odense Steel Shipyard on 2 June 2001 by Catherine Ladnier, wife of John Michael Robinson, Managing Director and Chairman of Footstar Inc., one of the largest importers of footwear in the USA. The newbuilding was named LAUST MÆRSK.

The third newbuilding in the series was named on 11 August 2001, also at Odense Steel Shipyard. The sponsor was Ana Maria Furlan, wife of Luiz Fernando Furlan, Chairman of Sadia S.A., Brazil one of Brazil's largest food companies. The sponsor is a recognised artist in her native country. The vessel was named LEDA MÆRSK.

LAUST MÆRSK and LEDA MÆRSK each have a length of 266 metres, a beam of 37 metres and a draught of 14 metres. They are provided with a ten-cylinder MAN B&W diesel engine with an output of 62,200 HP. Fully loaded, the vessels are capable of steaming at 25 knots.

The home port of LAUST MÆRSK is Bogense, and the vessel will be commanded by Captain Søren Sparre Maagaard with Kim Vium Laursen as Chief Engineer.

The home port of LEDA MÆRSK is Ebeltoft, and the vessel will be commanded by Captain Flemming Bach Olesen with Peter Otto Kjeldgaard as Chief Engineer.



*The sponsor Ana Maria Furlan surrounded by (from the left) Chief Engineer Peter Otto Kjeldgaard, Knud E. Stubbjær, A.P. Møller, Captain Flemming Bach Olesen, Luiz Fernando Furlan, Sadia S.A. and John Skov Hansen, Odense Steel Shipyard.*





*Sponsor Maria E. Kockmann with (from the left) Flemming Ipsen, A.P. Møller, Karlheinz B. Kockmann, Gemex Trading Limited and Charles C. N. Yu, Chairman of China Shipbuilding Corporation.*

# NEXØ and NYSTED MÆRSK

Two new container vessels were named at Kaohsiung Yard of China Shipbuilding Corporation (CSCB) on 16 May 2001.

Hull number 746 was named NEXØ MÆRSK by Maria E. Kockmann, wife of Karlheinz B. Kockmann, Chief Operating Officer of Gemex Trading Limited, Hong Kong.

Hull number 747 was named NYSTED MÆRSK by Grethe Hassing, wife of Michael F. Hassing, A.P. Møller.

The new vessels have a capacity of 2,226 TEU each and are the final two of a series of six vessels.



*The sponsor of NYSTED MÆRSK and her family (from the left) Elisabeth Hassing, Grethe Hassing, Natascha Hassing, Michael Hassing and Camilla Hassing.*





Photographer: Peter Leth-Larsen

*The new addition is called "the Wing".*

# The Johannes Larsen Museum

■ In 2001 it is 100 years since the artist couple Alhed and Johannes Larsen built their beautiful home on Møllebakken in Kerteminde, Denmark. In 1986 the house, complete with furniture and paintings, was opened to the public as the Johannes Larsen Museum.

On 29 June 2001 a new addition to the museum, designed by the architect Poul Ingemann

and built with substantial financial support from the A.P. Møller and Chastine Mc-Kinney Møller's Foundation and the Velux Foundation, was inaugurated.

The museum's permanent collection mainly comprises art connected with the artistic environment in Kerteminde, and the new addition is intended for special exhibitions dealing with

art and nature in a Nordic perspective. It is also suitable for concerts, and separate premises have been equipped for the many visiting school classes.

The inauguration on 29 June was carried out by Elsebeth Gerner Nielsen, Danish Minister of Culture, in the presence of Mærsk Mc-Kinney Møller and his wife Emma and Mrs Aino Kann Rasmussen.



# Focus on the Environment

Marianne Maltow

■ Maersk Medical operates a considerable number of production and development units which manufacture sterile disposables for the global health care sector. The company is the leader in its field, and the development and manufacture of these products take place in accordance with stringent safety and hygiene rules. This means that special procedures must be followed when products are developed and tested, just as the actual production takes place in clean and controlled surroundings, the so-called clean rooms.

All disposables for the health care sector in Europe are subject to CE marking, and with Maersk Medical this requirement is observed through a fully developed quality control system ISO 9001 with a special medical superstructure EN 46001. Frequent inspections from a company accredited by the authorities monitor the Maersk Medical's quality control system, just as the American authorities, FDA, call on the company regularly.

Maersk Medical continues its endeavours to become the leading supplier of sterile disposables and has just introduced an environmental management system in the units in Hundested and Vassingerød, Denmark. In May 2001 Maersk Medical was certified according to the environ-

mental standard ISO 14001. The standard relates to development, production and the external environment, and also the working environment, in order to spread the environmental way of thinking through the entire company and increase focus on internal environmental conditions. The Group's overall environmental strategy is to implement environmental certification in all units.

In connection with the continual improvement of the environment Maersk Medical prepares

green accounts from which authorities, among others, can follow compliance with the environmental targets set. Even now considerable reductions in energy and water consumption, for example, and waste in production have been recorded, which is encouraging.

Environmental management is not a new discipline for Maersk Medical, but the fact that efforts and results are now made visible to everybody clearly helps to develop the company and its employees.



*Clean room at Maersk Medical.*





# Vietnam

## - a Destination for the New Millennium

Morten Brühl ■ Many are of the opinion that the last undisturbed country in the old Indo-China is Vietnam, which is often compared with a provincial town where time takes its own course. And in a way it has.

Since 1975 and up to the 1980s, Vietnam was relatively isolated as regards foreign investments.

It was not until the so-called "doi moi" (self-purification) in 1986 that the country was opened to foreign investors in earnest, and both the gross domestic product per capita and foreign investments have increased in recent years.

Container services have profited from the development too, and

the volume of freight increased from 1999 by 25% to 1.3 million TEU in 2000. Vietnam is now the world's second largest producer of coffee (after Brazil) which, together with crude oil, rice, fishery produce, shoes and clothes, constitute Vietnam's most important exports. A trade agreement with the USA is in the last phase of approval, which will





benefit the export of consumer goods. And when you are told to "go to the place where the pepper grows", it is Vietnam, the world's largest producer of pepper.

The A.P. Moller Group is represented with three activities in Vietnam. Maersk Sealand is in almost all ocean trades and has, from the very beginning, taken part in developing Vietnam's container transport to new and remote destinations. Maersk Logistics is in a strong position among suppliers of logistics solutions, and the organisation is growing considerably, not least in the management of supply chains and air freight. Between them the two organisations employ more than 80 people.

The third company, employing 125 people, is APM-Saigon Shipping Co., Ltd. (APMSS)

which operates feeder services from all Vietnam's commercial ports to Singapore, Tanjung Pelepas, Hong Kong and Taiwan. APMSS was the first container line to call at Haiphong, Danang, Quinhon, Nhatrang and Can Tho. APMSS operates nine feeder vessels in the 260 to 1,100 TEU size and has ten weekly calls at Vietnamese ports. Together with the Danish Embassy in Hanoi, APMSS is engaged in improving conditions on the much frequented rivers and, together with the Danish Maritime Institute, in increasing safety with the heavier traffic, which is a result of the generally improved trade with foreign countries.

After ten years of regular shuttle services to and from Vietnam, APMSS reached a magic figure in June 2001. TEU number

1,000,000 was loaded in Saigon Newport, Ho Chi Minh City on board HANSEWALL. On the same day Saigon Newport inaugurated its two recently purchased mobile cranes, which will service APMSS' vessels in the future. The event was followed by a major banquet attended by 250 guests.

Every year Vietnam receives more and more tourists who may still experience the unspoiled Far East. And Vietnam has kept its charm intact. Moving off the beaten track, there is every possibility of going back several decades and experiencing a country, rich in culture and history, and for a short while getting away from Ho Chi Minh City's two million motor cycles. As the Vietnamese themselves say "Vietnam – a destination for the new millennium".





# The Legend of Dannebrog and others

Niels Helles Borgen

Danes have been in the Baltic States for centuries. In each period in history where Danes have arrived at the Baltic shore, legends have been created. The Danish Cultural Institute and the Estonian-Danish Society in Estonia have initiated the tradition of celebrating Valdemar's Day (also known as Dannebrog Day) every year on 15 June in the Danish King's Garden on the side of the Dome Hill in Tallinn.

## The Legend of Dannebrog

The Danish King Valdemar had everything except a flag for his nation. One day in the year 1219 he went to the land of the Estonians to find a flag. He was attacked and a great battle was fought between Danes and Estonians. On the side of the Dome Hill the Estonians managed to force back the Danes. Just as the Danes were about to retreat, on

15 June 1219, a red cloth with a white cross fell from the sky. Against this the Estonians had no arms, and as a consequence of the successful battle the Danish King Valdemar started to use the symbol as the flag of his nation.

## The Legend of the Danish King's Garden

In the 14th century it was illegal for craftsmen and merchants from the lower part of the town to trade at the gates to the upper part of the town on Dome Hill. One day a wheel from the poor merchant Metsala's wagon got stuck in the lower part of town. On that same day the beautiful Grete went for a walk through town. She was the daughter of the tough Mayor Kanne, the official representative of the Danish King who was in control of the area at that time. In the midst of his distress Metsala met Grete.

Desire turned to love, and they even received the blessing of Mayor Kanne whose fatherly love softened his heart to such an extent that he let all craftsmen and merchants come to trade at the gates to the upper part of the town. The thankful craftsmen and merchants named the area the Danish King's Garden.

## Celebration in 2001

This year an open-air show was arranged, with a local theatre re-enacting these legends and with the entire setting in medieval style with actors, musicians and merchants dressed in medieval clothing. The six companies Balti ES, Estonian Air, Loksa Shipyard, Maersk Eesti, Maersk Logistics Eesti and Svitser Eesti were represented by a large banner designed to suit the style of the day and placed on the old town wall over the town gate.



# Jess Søderberg visits Maersk Hellas



*Jess Søderberg with Erik Nielsen and Katerina Halri, Maersk Hellas.*

Erik Nielsen

■ On 18 May 2001 Maersk Hellas Limited was privileged to welcome Jess Søderberg on a visit to Greece, during which he met the staff of the offices in Piraeus and Thessaloniki.

A lunch in Piraeus was attended by Hans Grunnet, Danish Ambassador to Greece, Konstantinos Maniatopoulos, President of Piraeus Port Authority, and other dignitaries from Piraeus' renowned shipping community.

Maersk Hellas hosted a dinner in Thessaloniki for Apostolos Genitsaris, President of the Thessaloniki Port Authority, Christos Akkas, Consul General of Denmark, and a number of other business partners of Maersk Sealand.

## New Bulk Carrier

■ MAERSK SERAYA was named on 16 May 2001 at the Imabari Shipbuilding Co., Ltd. in Kagawa Prefecture, Japan, by Gail Toni Brown, wife of Christopher M. Brown, Managing Director of Sesa Goa Ltd., Panjim, a company which has a very close co-operation with A.P. Møller. The official cord-cutting was performed by Motoko Kanezashi, wife of Mitsuo Kanezashi, Director of Sesa Goa Ltd., Panjim. MAERSK SERAYA is owned by Catalina Shipping S.A., Panama and is on long term time charter to A.P. Møller. She is a geared and grabbed panamax bulk carrier with an overall length of 225 metres and a beam of 32.2 metres.



*Left to right: Captain Ram Sevak Sharma, Mitsuo Kanezashi, sponsor Motoko Kanezashi, Christopher M. Brown, sponsor Gail Toni Brown, Toshiyuki Higaki, President of Imabari Shipbuilding Co., Ltd. and Chandra Kant Chukla, Chief Engineer.*



# New Repair and Storage Facility

Melody Barber

■ SATI (Southern Africa Transport Investment) is a land-based transport infrastructure company formed in August 2000 by Maersk South Africa (Pty) Ltd, Safmarine (PTY) Ltd and Maersk A/S. In its first investment venture SATI, in collaboration with the Industrial Development Corporation, has formed a subsidiary, SATI Container Services, which has invested in a new, specialised reefer container

logistics facility, storage and maintenance depot in Cape Town. It was officially inaugurated on 22 May 2001 by Alec Ervin, South African Minister of Trade and Industry and Knud E. Stubkjær of A.P. Møller. All kinds of repairs can now be undertaken and performed to a high standard and the depot handles both refrigerated and dry general-purpose containers.



Minister Alec Ervin surrounded by (to the left): Rafiq Bagus, Trade & Investment South Africa, Tony Farr, SATI, Lars Reno Jakobsen and Peter H. Ehrenreich, A.P. Møller, (to the right): Karin L. Pickard, Western Cape Investment and Trade Promotion Agency and Knud E. Stubkjær, A.P. Møller.



Staff in Hakata.

## New Office in Japan

Bo Lindberg Andersen

■ On 28 May 2001, Maersk K.K., Japan celebrated the official opening of its new office in Hakata. This is approximately 80 km from the Moji, the largest port in the Kyushu region where the A.P. Møller Group has had a presence since 1928. Lately, the industrial centre has shifted towards the Hakata area and in order to provide optimal service to our customers in the region the new office has been established.

Cargo handling in the port of Hakata has steadily increased, with an estimated annual volume of 500,000 TEU. Currently Maersk Sealand has one weekly direct call at the port of Hakata in the Siam Japan Express service, which connects the region with the rest of the world through our global service network.

## Employment Fair

Heba El-Shabrawy

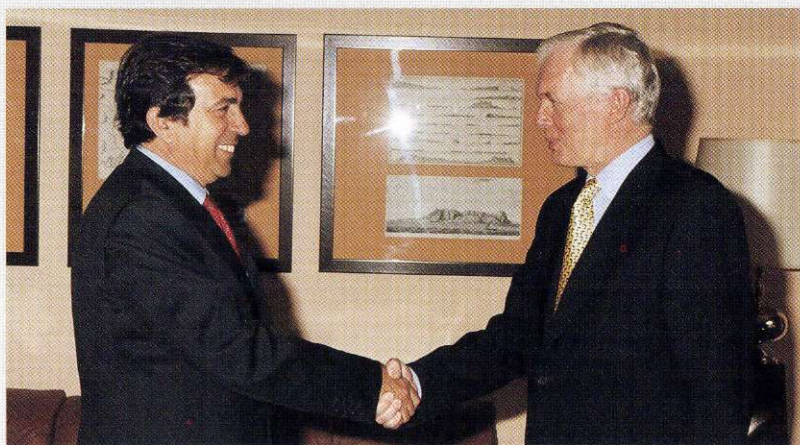
■ In the light of the increasing importance of having high quality staff available within Maersk and to continually improving the quality of its service, Maersk Egypt participated in the employment fair of the American University in Cairo, which was held on 11 May 2001. It was the fifth AUC employment fair at which

Maersk Egypt was represented, and it proved to be an excellent marketing activity, allowing the company to build new relations.

Left to right are Ahmed Bashir, Kim Staeger-Holst and Nabil Gayar.







*David Herrero Garcia, Board Director and General Counsel, Acerinox and Sigurd Erlendsson, Maersk España.*

## Web Bill of Lading

Javier Lopez

■ Maersk España S.A. entered a new era in its working relationship with Acerinox S.A. when the two companies signed a Documentation Agreement on 4 May 2001. The agreement enables Acerinox to print its Maersk Sealand Bills of Lading at its own premises. Acerinox is the first customer in Spain to take advantage of this facility, and currently the company is Maersk Sealand's largest e-commerce customer world-wide. Their Bills

of Lading represent 9.1% of all Maersk España's Bills of Lading. Acerinox also makes its bookings via Maersk España S.A.'s web site. More than 7% of the total bookings in Spain are handled by electronic means, making Maersk España S.A. second in Maersk Sealand's world-wide ranking of e-booking users. Spanish bookings via the Internet represent 17.5% of the total bookings made via electronic means all over the world.

## Fremantle Container Depot

Jo-Ann Bailey

■ Maersk Australia has increased its presence in Australia with the opening of a new owned and operated container depot in Fremantle, Western Australia. The 1,200 m<sup>2</sup> container depot has a capacity of 1,000 TEU and

is situated next to the port area. The depot has been operating since 5 July 2001 and was officially opened by Alannah MacTiernan, Western Australian Minister for Planning and Infrastructure.



## National Distribution Centre in Shanghai

■ Maersk Logistics (China) opened a new National Distribution Centre (NDC) on 14 June 2001 in Shanghai, China. The new 14,000 m<sup>2</sup> facility is in the Jiuting economic development zone of Songjiang District, an ideal location for an integrated logistics centre in the greater Shanghai area.

The new NDC will offer customers specialised supply chain management services, including cross-docking, storage, sorting facilities, im-port, export and distribution in China. The distribution centre is an important leg in the pan-China distribution network of Maersk Logistics (China).



*At the inauguration are (left to right) Tom Behrens-Sørensen, Maersk (China), Bo Grabowski, Alan Ashton and Steffen Schiøttz-Christensen, Maersk Logistics (China).*





## Esplanaden



**Retiring**  
Jytte Stockhammer  
30 November 2001

## The Fleet



**40 Years Anniversary**  
Joen Peter Mortensen  
Captain  
27 November 2001



**40 Years Anniversary**  
Kristian Kurt Neergaard  
Chief Engineer  
5 December 2001



**25 Years Anniversary**  
Knud Erik Aamand  
First Engineer  
18 November 2001



**25 Years Anniversary**  
Torben Møller  
Chief Engineer  
29 November 2001



**Retiring**  
Kai Boel Pedersen  
Chief Steward  
30 September 2001



**Retiring**  
Ib Marslew  
Chief Engineer  
31 October 2001

## Organisations Abroad



**25 Years Anniversary**  
Sukadi  
Maersk Indonesia  
21 February 2001



**25 Years Anniversary**  
Thomas J. Lacey  
Maersk Inc., USA  
11 May 2001



**25 Years Anniversary**  
Timothy H. Mahler  
Maersk Inc., USA  
28 June 2001



**25 Years Anniversary**  
Kurt Andersen  
Maersk Canada  
1 August 2001



**25 Years Anniversary**  
Yoichi Inoue  
Maersk K.K., Japan  
1 August 2001



**25 Years Anniversary**  
David Blencowe  
The Maersk Company, UK  
1 September 2001



**25 Years Anniversary**  
Toshiyuki Miyagi  
Maersk K.K., Japan  
12 October 2001

## The Yard



**25 Years Anniversary**  
Frank Yu  
Maersk Taiwan  
3 November 2001



**40 Years Anniversary**  
Svend Aage Antonsen  
5 October 2001



**40 Years Anniversary**  
Flemming J.P.G. Hansen  
12 October 2001



**40 Years Anniversary**  
Preben Hansen  
2 November 2001



**40 Years Anniversary**  
Villy Erhardt Olesen  
2 November 2001



**40 Years Anniversary**  
Erik Andersen  
9 November 2001



**40 Years Anniversary**  
Jürgen Dahmen  
30 November 2001



**40 Years Anniversary**  
Ove Sørensen  
30 November 2001



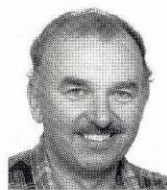
**25 Years Anniversary**  
Eigil Nørgaard  
25 October 2001



**25 Years Anniversary**  
August Kristensen  
2 November 2001



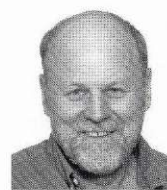
**25 Years Anniversary**  
Anders Christian Nørgaard  
9 November 2001



**25 Years Anniversary**  
Ernst Alex Nielsen  
30 November 2001



**25 Years Anniversary**  
John Hansen  
30 November 2001



**25 Years Anniversary**  
Erik Knudsen  
7 December 2001

## Maersk Contractors



**25 Years Anniversary**  
David Staniforth  
Oil Installation Manager, UK  
23 June 2001



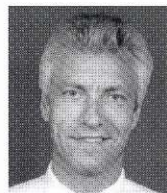
**25 Years Anniversary**  
Tonny Imant Christensen  
Rig Engineer, EDC  
27 November 2001



**Retiring**  
Erik Vagn Madsen  
Radio Operator, Norway  
3 September 2001



**40 Years Anniversary**  
Jørgen Erik Lundh  
3 October 2001



**25 Years Anniversary**  
John Erenskjold  
15 December 2001

## Mærsk Olie og Gas



## Maersk Air



**25 Years Anniversary**  
Cabin Chief  
Betty Margaret  
Meldrum Kruse  
1 October 2001



**25 Years Anniversary**  
Supervisor  
Sascha Wojcik  
Thomsen  
1 October 2001



**25 Years Anniversary**  
Vice President  
Communications  
and PR  
Marita Eyfrid  
Petersen  
1 November 2001



**25 Years Anniversary**  
Assistant Manager  
Anne-Marie  
Hansen  
1 December 2001

## Maersk Medical



**25 Years Anniversary**  
Zivadinka Marinovic  
1 September 2001



**25 Years Anniversary**  
Mila Tunic  
20 September  
2001



**25 Years Anniversary**  
Lene  
Blankensteiner  
1 October 2001



**25 Years Anniversary**  
Jørn Hansen  
25 November 2001

## DISA Group



**40 Years Anniversary**  
Anni Kallenberg  
15 October 2001



**25 Years Anniversary**  
Jørgen Otto  
Christensen  
17 August 2001



**25 Years Anniversary**  
Hans Stegger  
1 October 2001



**25 Years Anniversary**  
Kaj Diekelmann  
5 October 2001

## Thor Jørgensen



**25 Years Anniversary**  
Jens E. Aaes  
1 September 2001



**25 Years Anniversary**  
Karin Sauer  
1 December 2001



**25 Years Anniversary**  
Ole Bak  
16 August 2001



**25 Years Anniversary**  
Rob Mulder  
9 December 2001

## Dania Trucking

## Norfolkline

## Obituary

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

Erik Stage  
Pedersen  
The Yard  
25 May 2001

Mogens Chr.  
Damsgaard Jensen  
The Yard  
29 May 2001

Niels Christensen  
The Yard  
11 June 2001

Bent Krogh  
Pedersen  
The Yard  
19 June 2001

Christian  
Steffensen  
Mærsk Olie og Gas  
3 July 2001

Finn Bodilsen  
Jørgensen  
Chief Engineer  
ex. TOVE MÆRSK  
6 July 2001

Kate Holm  
The Yard  
30 July 2001

Kurt Aagaard  
Captain  
ex. SVENDBORG  
MÆRSK  
24 August 2001





**MÆRSK**