





Cover:

On 23 May 1997 ten large vessels from Maersk Supply Service began towing the Hibernia platform to its future position on the Hibernia oil field off Newfoundland.

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Volume 36, No. 2 June 1997 ISSN 1395-9158 Reproduction permitted only after agreement with the editor. "1996 was not a bad year." This is the way our chairman, Mærsk Mc-Kinney Møller, summarised the past year at the Annual General Meetings of Dampskibsselskabet af 1912, Aktieselskab in Copenhagen and Aktieselskabet Dampskibsselskabet Svendborg at Mærskgården on Tåsinge on 7 May and 9 May 1997 respectively.

Furthermore, Mærsk Mc-Kinney Møller mentioned - on addressing the biggest ever meetings - that "the year was characterised by expansion and activity combined with increased efficiency and rationalisation. This, I am happy to say, resulted in higher growth rates - and also a higher result". Mr Møller emphasised that "a main reason is our motivated, well-educated and loyal employees". Well-deserved praise which I am glad to pass on here.

As for the prospects for 1997, Mr Møller said, among other things, that:

"Cargo volumes have been satisfactory especially during the past few months and even though rates in the East/West trades continue to be under pressure, the overall result of the container services is expected to improve.

Markets for transport of crude oil and refined products have shown higher activity during the first months of 1997, but have weakened a little recently. The market for gas carriers continues to be disappointing.

The weak rate level for dry bulk carriers has continued into 1997. Prospects for an early long-term improvement are not encouraging.

Supply vessels have made a promising start to the year.

Drilling rigs benefit from a high level of activity with reasonable rates.

At present the combined result of the Shipping Activities in 1997 is expected to be above that of 1996.

In 1997, the Oil and Gas Activity in the North Sea anticipates oil production at the level of 1996 while gas sales will increase. The financial result is expected to be above that of 1996.

The industrial companies and the other Danish and foreign companies in the A.P. Moller/Maersk Group generally achieved good results and expect the same for 1997."

The chairman underlined that "the above is based on an estimate, and the situation may change many times during the year because of monetary and market conditions or for other reasons".

But at any rate our goal is continued growth - in the result too. The preconditions for success are there: a strong worldwide organisation, skilful employees, sound equipment and, to add to this, a good name and reputation. The preliminary figures for 1997 to date show that we are on the right track. We cannot do very much about the monetary and market conditions, but by maintaining our efficiency and cost drive we can all help to reach our goals.

Once again, thank you for your efforts in 1996 and good luck in 1997.

JESS SØDERBERG

## MAERSK EXPANDS U.S. FLAG PRESENCE

recent decision to allow Maersk participation in the Maritime Security Program (MSP) highlights the company's ongoing strong relationship with the U.S. Government and further expands its diversified business interests in the USA. MSP establishes a 47 ship programme in which owners enter into a contract with the Government to make vessels which are useful to the military available during times of national emergency. These vessels will be used to supplement the Government's sealift needs.

Maersk Line's commercial presence in the United States dates back to 1928 and the establishment of a liner service between the U.S. and the Far East. In 1943, Maersk established a formal corporate entity, now Maersk Inc., a New York corporation, and in 1947 Maersk Line Limited, a Delaware corporation. The affiliated company later embarked on an ambitious programme with the U.S. Government to convert vessels for use by the U.S. Marine Corps in the Maritime Preposition Ship (MPS) programme.



In Washington D.C., Secretary of the Department of Transportation, Frederico F Pena, presenting the nomination certificate to Mr A.B. Ruhly, Chairman, Maersk Inc. Some notable milestones between Maersk and the U.S. Government are:

#### 1983

Five ships converted for the MSP programme were within budget and delivered ahead of schedule. This work was performed in two U.S. shipyards.

#### 1988

Maersk Line Limited placed MAERSK CONSTELLATION under U.S. flag. This vessel is currently on charter to the U.S. Military Sealift Command.

#### 1989

Maersk established United States Marine Management Inc. (USMMI). This company operates ships dedicated to national security and is part of the Maersk Defense Contracting Group.

#### 1990

Preposition Ships, operated by Maersk Line Limited, were the first to arrive during the Desert Storm conflict to offload needed supplies. The exemplary performance of the MPS ships was later recognized by the U.S. Government. During this conflict, the Government accepted an offer by Maersk who, through the Danish Government, gave the U.S. Navy free roll-on roll-off space on two of its vessels.

#### 1993

Maersk sold three L-type container vessels to a U.S. shipyard, NASSCO, which converted the ships to meet U.S. Army needs. The cargo capacity of each ship exceeds 300,000 square feet. They have a range of 12,000 nautical miles and a speed of 24 knots.

#### 1995

Maersk Line Limited converted two



A-type Maersk container vessels which were renamed after recipients of the U.S. Army medal of honor. These vessels are currently on charter to the Military Sealift Command.

#### 1996

The U.S. Government awarded Maersk Line Limited four ships in the MSP programme. The vessels range in capacity from 1,450 to 1,800 TEU and are in the process of being reflagged to American flag:

#### MAERSK CALIFORNIA

(ex CAROLINE MÆRSK) Gulf/Med Service MAERSK COLORADO

(ex CLIFFORD MÆRSK) Andean Service MAERSK TENNESSEE

(ex THOMAS MÆRSK) Gulf/Med Service MAERSK TEXAS

(ex TINGLEV MÆRSK) Gulf/Med Service

In total, Maersk now operates 22 ships under U.S. flag, of which four Maersk vessels are under the MSP programme, 10 are USMMI vessels, five are Marine Prepositioning vessels, two are Army Prepositioning vessels and one is a Point to Point Military Sealift Command vessel. This makes Maersk one of the largest U.S. flag carriers in operation flying the Stars and Stripes.

Mark Johnson/Jack Ferrara



The Yard's newbuilding no. 159 at the outfitting quay.



From the namegiving ceremony for KATRINE MÆRSK are seen (left to right) Partner and President, Odense Steel Shipyard, Kurt Andersen, the sponsor Mrs Lene Kann-Basmussen and Partner Ib Kruse.

# ANOTHER TWO D

The fifth large container vessel in a series which now comprises fifteen sister vessels from Odense Steel Shipyard was delivered to A. P. Møller on 26 February 1997. Prior to delivery, the newbuilding, Odense Steel Shipyard's no. 158, was named on 12 February by Mrs Lene Kann-Rasmussen, wife of Mr Lars Erik Kann-Rasmussen, Chairman of the Board of V. Kann Rasmussen Industri A/S and member of the Board of Dampskibsselskabet af 1912 A/S. The vessel was named KATRINE MÆRSK.

After the naming the vessel went on trials, after which she was delivered to A. P. Møller on 26 February 1997. KATRINE MÆRSK has now entered Maersk Line's container service between Europe and the Far East.

KATRINE MÆRSK is registered in Ribe and is commanded by Captain Bent Lyse and the Chief Engineer is Niels Pedersen.

Three months later, the next container vessel in this series was named. This happened on 10 May 1997 when newbuilding no. 159 was named KIRSTEN MÆRSK by Mrs Lone Dybkjær, member of the European Parliament and former. Minister for the Environment. Lone Dybkjær is the wife of the Danish Prime Minister Poul Nyrup Rasmussen, who was also present at the naming.

Lone Dybkjær is Deputy Chairman of the European Parliament's Environmental Committee, and in his speech to the sponsor the General Manager of Odense Steel Shipyard, Partner Kurt Andersen, described some of the environmental considerations taken in the production of the world's largest container vessels.

Among other things, Kurt Andersen said: "When we made this transport machine - or this vessel, as we naturally prefer to call her - we focused on the environment, and we did it, of course, even though there were no statutory requirements to live up to. We did it because we saw it as necessary and desirable. It is a widespread misunderstanding that the environment is something which you only focus on if a parliament or an environmental organisation threatens





to impose taxes or some other action.

A lot of essential environmental work is voluntary because being responsible is not the privilege of a chosen few. Let me illustrate with this vessel:

As much as 98% of the materials in this vessel are recyclable. The exhaust gases from the vessel's engine and generators are reduced to a minimum and are used for steam production for heating the accommodation and for heating the oil used by the main engine.

I would also like to mention that, over a 15 year period, vessels like KIRSTEN MÆRSK normally go into dock five times to be sandblasted and painted. We painted this vessel in such a way that only three dockings will be necessary in 15 years. This shows well in an environmental account. Furthermore, a new method has been developed for surface treatment, removing approximately 40 tonnes of coal tar from the paint. The owner, the paint supplier and the yard agreed that even the least suspicion From the namegiving of KIRSTEN MÆRSK are seen (left to right) Shipowner Mærsk Mc-Kinney Møller, the sponsor Mrs Lone Dybkjær, her husband Prime Minister Poul Nyrup Rasmussen and Partner Jess Søderberg.

that the coal tar could be carcinogenic was a strong argument for removing it, at any cost.

A major part of the 400,000 litres of paint used for making a beautiful and functional vessel was supplied in recyclable containers - resulting in approximately 35 tonnes less chemical waste for burning at Kommunekemi (chemical disposal plant) in Nyborg than three years ago. This is not fixed by law either - but it is thinking environmentally.

Beneath the 400,000 litres of paint are 185,000 m<sup>2</sup> of steel plates. To the maximum extent possible they have been produced by Europe's, actually the world's, most environmentally friendly steelworks - the one in Frederiksværk, which is entirely based on recycling."

KIRSTEN MÆRSK is registered in Copenhagen and is commanded by Captain Peter Jensen and the Chief Engineer is Erling E. Zacho. After the trials in Skagerrak, the newbuilding was delivered to A. P. Møller on 22 May 1997 in Århus.



## NAMING IN JAPAN

n 13 February 1997, A. P. Møller was pleased to take delivery of another pure car carrier. The sponsor, Mrs Margareta Wallenius Kleberg, co-owner of Wallenius Line, honoured A. P. Møller by naming MAERSK TIDE and afterwards taking the vessel on time charter. The naming took place at the Tsuneishi yard in Hashihama, Japan.

Tsuneishi Shipbuilding Co., Ltd has built several vessels, especially bulk vessels and pure car carriers for the A. P. Moller Group. Another two sister pure car carriers have been ordered from Tsuneishi for delivery over the next two years.

The technical details of MAERSK TIDE are:

Deadweight: 13,744 mts Length (overall): 179.5 m Breadth (moulded): 21.3 m Draught (scantling): 8.75 m Main engine: Mitsui Man B&W 7 S 60 MC (Mark 5) Number of deck : 11 with flexible heights Capacity: 4,150 units



On the same occasion, Lone Fønss Schrøder named a bulk vessel of 69, 186 dwt MAERSK TAURUS. This vessel is chartered in cooperation with Nissho Iwai Corporation, Japan, from the Japanese shipping company, Yano Kaiun Kaisha Ltd. Mrs Goto, wife of Mr M. Goto, Executive Vice President of Nissho Iwai, cut the rope. To the right, Partner F.R. Jacobs. Sponsor Margareta Wallenius Kleberg together with President of Wallenius Line, Christer Olsson, Senior Vice President Lone Fønss Schrøder, Carsten Knudsen, A.P. Moller Singapore, Captain Dragnæs and Chief Engineer Aranha from MAERSK TIDE.



Arabian Gulf off Qatar AS is currently developing the "Al Shaheen" oil field in the Arabian Gulf off Qatar. The development project comprises the drilling of 56 horizontal wells for oil production and water injection, and six wells for appraisal of the reservoir. Facilities will be installed for processing of the produced oil, gas and water and for accommodation for the offshore personnel. Production has now been brought up to some 70,000 barrels of oil per day.

The basis for the project was established in 1992, when the Government of the State of Qatar signed a production sharing agreement with Maersk Oil Qatar AS concerning exploitation of hydrocarbons from a 3,500 km<sup>2</sup> area offshore Qatar. The oil bearing rocks within the contract area are similar to the chalk from which Maersk Olie og Gas AS produce in the Danish North Sea. Maersk Oil Qatar AS was granted the operatorship for a 25 year period and conducts the development in close co-operation with the state oil company in Qatar, Qatar General Petroleum Corporation (QGPC).

#### The History of the Al Shaheen Field

Oil was first discovered in Maersk Oil Qatar's contract area in the 1970s during appraisal drilling on a large deeper accumulation of natural gas. However, the oil is located in thin tight carbonate rock reservoirs and it was uncertain whether economic exploitation could be achieved. Several other oil companies had worked in the area when Maersk Oil Qatar AS took over but development had not materialised. Maersk Oil Qatar AS perceived that satisfactory oil production could be achieved by use of the Maersk Oil horizontal well technology and took over the operatorship in July 1992.



When Maersk Oil Qatar AS started as operator, the field was named "Al Shaheen" after the falcons used by the Qataris for traditional hunting. The oil in the Al Shaheen field is found in thin layers which cover very large areas. Development with conventional vertical wells would require a vast number of wells. By using the Maersk Oil horizontal well technology, each well drains oil from a much larger area. Consequently, the number of wells required is reduced dramatically and the productivity of each well increases correspondingly.

The agreement between the Qatari Government and Maersk Oil Qatar AS comprises a work programme divided into three phases: the Appraisal Phase, the Initial Production Phase and the Continued Production Phase. This stepwise approach was adopted to reduce, as quickly as possible, the significant uncertainties associated with such a project, and ensure that, within each phase, the optimal approach is identified for subsequent development phases. The first two phases have been completed and the third phase is well under way.

#### **The Appraisal Phase**

The Appraisal Phase was set to have a duration of three years with the objective of establishing the optimal strategy for future development. The phase comprised a vertical well for data gathering and test production from two horizontal wells which were both drilled with world record horizontal drain hole lengths. Test production from the wells was initiated in July 1994, only two years after the production sharing agreement with Qatar was signed.

Flaring of the produced oil and gas is common during such test phases since export facilities are usually not available. However, Maersk Oil Qatar

AS managed to install a temporary production system at short notice. The system comprised a drilling rig modified to accommodate a production train. A buoy was installed for mooring of a tanker, a pipeline was laid from the production rig to the buoy and a tanker was chartered to shuttle between the Al Shaheen field and the nearby oil terminal owned by QGPC. In many instances, innovative combinations of available materials and Maersk Oil know-how were applied. Thus all the oil produced during the test period was successfully recovered and sold.

#### **The Initial Production Phase**

The results of the test production from the Al Shaheen field were encouraging. As expected, the horizontal wells performed significantly better than vertical wells and in September 1994, almost one year earlier than originally scheduled, a plan for the Initial Production Phase was submitted to QGPC for approval. This development phase comprised the drilling of an additional five long horizontal production wells and a test of water injection as a means of improving oil recovery.

Towards the end of 1995, all the planned wells had been drilled, among these another world record well with a horizontal drain hole length in excess of five kilometres, and planning of further development could proceed.

#### The Development Plan

The wells from the Appraisal Phase and the Initial Production Phase had given promising oil rates and the planning of a larger development in connection with the Continued Production Phase began. A major Development Plan was prepared in co-operation between Maersk Oil Qatar AS in Doha and the Maersk Oil Production Development Department in Copenhagen. In April 1996, the plan was approved by the Minister of Energy and Industry, H.E. Abdullah Bin Hamad Al-Attiya

Hamad Al-Attiyah, and was initiated immediately.

By the end of the current development project, a total of 63 long horizontal production and water injection wells will be completed from three platform areas approximately seven kilometres apart. Permanent surface facilities will be installed on all three locations, but in order to obtain an early production start, temporary production facilities will be used on all three platform locations.

The platform location from which all the original development wells have been drilled will accommodate the majority of the facilities. The two new platforms will be satellites, tied to the main area with pipelines. The main platform area will comprise an accommodation module and extensive processing facilities where oil, gas and water will be separated. The two satellites will each be equipped with a limited processing facility to separate gas and oil.

The current activity on the Al Shaheen field comprises drilling at all three locations and production from two locations. Production from the third location is planned to commence by the middle of 1997. The permanent facilities are expected to be in place by the end of 1998 and the drilling activity to be completed in year 2000.

Since the start of production in 1994, the production rate has increased steadily to the current rate of around 70,000 barrels per day as new wells have been completed.

Jakob B. Thomasen

His Excellency Abdullah Bin Hamad Al-Attiyah, Minister of Energy and Industry, and Svend Aage Andersen, General Manager of Maersk Oil Qatar.



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The country's national symbol, the kiwi bird, which is unique to New Zealand. The kiwi bird is brown, weighing up to 3.5 kg, with harsh, shaggy, hair-like feathers, powerful legs and feet, and a cone-shaped body tapering to a small head. Evolving 70 million years, the kiwi has an acute sense of small - it is the only bird with nostrils at the end of its bill. © Photo acknowledgement to the Department of Conservation, New Zealand.

The MAERSK TAUPO loading in Napier on 12 February 1997 on her maiden voyage.



country's exports went to the United Kingdom. However, during the past 10 to 15 years, New Zealand has adapted to a changing world with Asia becoming equally important and with forestry, horticulture, fishing and manufacturing taking their place alongside traditional exports of dairy, meat and wool products.

TH

Apples, kiwi fruit and meat products in particular have led to full capacity loadings of refrigerated cargoes on the new fortnightly Maersk service, only a few months after it commenced.

The service, deploying the MAERSK TAUPO and the MAERSK TEKAPO -1,100 TEU capacity vessels of which 50 percent is designated reefer space - offers exporters and importers fixed day calls at Auckland, Tauranga, Napier and Lyttelton. A high service speed, facilitating attractive transit times, 11 days from Lyttelton to Singapore and from Singapore to Auckland respectively, using Singapore as the hub point, is proving a strong selling point with customers. The service is a designated New Zealand service without calls at any other port en-route to Singapore or vice-versa.

Maersk New Zealand Limited is operating based on a centralised setup in Auckland, the largest city in New Zealand with a population of 1.1 million (Christchurch being the second largest city with a population of 480,000 and Wellington, the capital, the third largest with a population of 425,000). New Zealand, which lies in the Southern Pacific Ocean and is made up of the North and South Islands together with a number of smaller islands, is the first country to see the sun each day, being 12 hours ahead in time of Western Europe. New Zealand's nearest neighbour, Australia, is approximately 2,000 kilometres away.

At the inaugural function held in Auckland in late January, over 200 business associates from all over the country joined A.P. Møller Partner Ib Kruse and his wife, and senior management staff from Copenhagen, Singapore and Australia as well as staff of Maersk New Zealand, to officially commemorate the start of the new service and reflect on the similarities in philosophy, climate and values between New Zealand and Denmark. The links between the two countries go back 125 years to when the first 120 Danes immigrated to New Zealand.

Support for the new service from New Zealand importers and exporters, including many of those at that inaugural function, has so far been remarkable. The potential for the future is indeed very promising.

# KEEPING CHECK ON THE BOXES

The Line Department's Capacity Management section comprises a small group of deck officers with a special job, cargo coordination. They are appointed on a contractual basis and their contracts are usually for two years. They are often asked what it is they do, and this article will give you some idea of what it is a Cargo Co-ordinator does.

#### **Central planning**

First of all, stowage co-ordination is the planning of the loading of Maersk Line's container vessels. There are three large and several small coordination centres globally covering the three regions. Almost 30 Cargo Coordinators are employed to handle co-ordination within the the framework of Maersk Line. In the Copenhagen headquarters seven people are occupied with the planning of all loading/unloading of containers in the Europe/Africa region, which comprises some 50 vessels and just as many ports. The co-ordinators administer around two million lifts per year.

#### Co-operation between vessel and shore

Historically, the planning of a vessel's stowage is a task for the vessel's officers as they have the qualifications to calculate stability and stress in the vessel. The complexity of the business, pressure of time and the demand for high utilisation of capacity and the lowest possible operational costs, have made it necessary to centralize this task. Today easily accessible advance information must be available on how many containers will turn up in the individual ports and also on the type of containers to be loaded, including the number of 20'/40'/45' containers and dangerous goods containers, reefer containers, out of gauge units, i.e. cargo exceeding the normal dimensions of a container and the extent of any evacuation of empty containers.

#### Much to consider

Of course the most important thing is to consider the safety of the vessel and the cargo. After this, the highest

priority is high utilisation of capacity, the lowest possible operational costs and fast and efficient terminal operation to optimise the schedule. In this connection, the factors depend on external influence such as the actual coefficient of utilisation, bad weather during the voyage, the volume of necessary evacuation of empty units and many other conditions. In some situations, paradoxically, the total number of hours in port is reduced - and this makes it easier to abide by the schedule - even though the number of lifts increases. The explanation is the number of cranes available in the individual ports. It is obvious that 1,500 container lifts distributed among five cranes results in a shorter port stay than 1,200 lifts distributed among three cranes. In the evaluation of the best solution, the co-ordinator works closely together with the person responsible for the schedule. In the worst case, one hour's delay out of Europe may mean that the vessel misses its Suez passage resulting in one day's delayed arrival in the Far East.

#### Regular work day and night

The job of a Cargo Co-ordinator can hardly be characterised as a nine-tofive job. A Cargo Co-ordinator is often called in the middle of the night to find a solution, with the terminal's Ship Planner, to a problem which arose during the loading of the vessel, just as planned tasks sometimes fall late at night or early in the morning. Maersk Line customers demand high flexibility and as the vessels and the terminals work day and night, it is no good if the onshore organisation is a bottleneck in the process. This is sometimes hard and requires thorough planning of the tasks, but also helps make the work fun and varied.

#### EDP an important tool

The primary tools for this job are the PC programmes SCOPE (Stowage Co-ordination for Overall Port Efficiency) and Loadstar. Both of these cargo handling programmes have been developed by Mærsk Data. SCOPE is only used by Maersk Line whereas Loadstar is generally accessible in the market. Cargo Coordinators use SCOPE for planning layouts - the plan by which the terminal is to load the vessel primarily with a view to ensuring good crane distribution in the loading as well as the unloading port, compliance with the statutory requirements to dangerous cargo and high utilisation of the vessel's reefer positions. The programme is relatively young - only about five years - and is, without a doubt, one of the best stowage planning systems available. Before SCOPE was developed, the stowage co-ordination work was done by use of large layout drawings which were drawn with coloured pencils. Today the PC, by use of various interfaces to other edp systems, ensures a far quicker and more efficient planning. Loadstar is used to ensure that the achieved loading is in accordance with the requirements to the vessel's safety and stability as well as longitudinal bending, torsion and shear force. Furthermore, Loadstar is used to create a loading which is optimal for the vessel's draught and trim.

Both tools have become absolutely essential. As to hardware, the Cargo Co-ordinators work on powerful IBM ThinkPad PCs connected to 20" computer monitors via docking stations. For practical reasons, docking stations and monitors are placed in the homes of the individual Cargo Co-ordinators. When the employee leaves the office, he or she simply takes his/her ThinkPad and places it in the docking station at home. Via modem there is access to the same on-line systems as in the office, and in this way the co-ordinator is able to evaluate any decision with the information available, day and night.

#### **Close co-operation necessary**

The Cargo Co-ordinators have close contact and co-operation with the other sections in the Line Capacity Management, with the local operations departments in the region, the container terminals and, of course, the container vessels. The sections in Capacity Management continually





inform them about expected and actual bookings, planned evacuation of empty containers and problems with the schedule. Daily meetings fix any areas to be handled in the short as well as the long term and there is always close contact for exchange of



information. Via the local operations departments, information keeps flowing in on the number of available cranes in the various ports call by call, so the crane distribution can be adapted to the actual situation. The vessels report about bunkers and ballast on board for calculation of stability and stress in the vessel and information on any conditions which may necessitate keeping certain container positions free during certain parts of the voyage owing to repair and maintenance on board.

#### A continuous process

A Cargo Co-ordinator must expect some travelling, maybe to inspect chartered vessels and go over conditions important to the distribution of the cargo with the officers on board or maybe to visit a terminal where the co-ordinator, the local operations department and the terminal's Ship Planners go over the port's normal procedures in connection with planning and execution of port calls to improve productivity.

Last but not least, there are close contacts with the other centres on, among other things current agreements on optimal stowage patterns for the individual types of vessels in the individual services and exchange of experience which other regions may profit by. Only by keeping abreast of development the world over, can the co-ordinators keep improving the product to the benefit of Maersk Line's earnings. ATS

or many years Mærsk Data almost made a virtue of consolidation, and therefore growth has been limited. Now, the tune has changed and Mærsk Data pursues an offensive strategy in a larger market than before.

Thus, Mærsk Data is establishing joint ventures with other companies or buying companies which will help Mærsk Data deliver the best products and the best service at the lowest possible cost. This will create the growth which is necessary to improve further the company's competitiveness.

The establishment of CG Maersk Information Technologies Ltd. in India and Backbone Systems A/S in Denmark and the takeover of the Danish company Systems Advisers A/S are all part of this strategy. And in the spring of 1997 a new large company was established in Denmark.

#### DMdata a/s

DMdata a/s commenced business on 1 March 1997. The object is to manage the central IT operations of Den Danske Bank Group and the A.P.



© Mogens Carrebye

Moller Group. With this Den Danske Bank and Mærsk Data ensure efficient utilisation of the total IT resources and at the same time greater strength in a highly efficient market. DMdata will also market itself to other interested parties with similar tasks.

DMdata is a joint venture between Den Danske Bank Aktieselskab and Mærsk Data and has its registered offices in Aarhus and Copenhagen. From the beginning, the company has 100 employees, most of whom are from Danske Data and Mærsk Data.

By merging the two joint-venture partners' operating centres, DMdata is Scandinavia's largest facilitymanagement supplier with some 3,000 MIPS (Million Instructions Per Second). This is the ideal basis for offering IT operations at very competitive prices. Volume and volume growth are the alpha and omega of competitiveness, so the size alone gives DMdata a competitive edge.

In the short term, DMdata will sell its services actively in the Danish market.

In the long term, the market will be expanded to include the other Scandinavian countries and countries in other time zones, thus using the company's IT capacity to the maximum.

#### Transfer of operations from the USA

To obtain the largest possible volume, operations have been transferred from Maersk Data USA to the new company. This is to ensure that Mærsk Data's customers all over the world can benefit from economies of scale, which means IT operations at the lowest possible prices.

The transfer also gives better backup possibilities in an emergency. By transferring the operations centre, the flight time across the Atlantic is avoided in the case of a large accident why the databases need to be reestablished. In the unlikely event of a break-down, the systems affected only have to be transferred from one address in Copenhagen to another.

When the transfer is completed, Maersk Data USA will sell its mainframe computer. Some employees will be transferred to DMdata while others are to work in the help-desk centre in the USA. Then the company will focus more on systems development and support.

#### Facility Management for many years

For many years, Mærsk Data has been an active player in the Danish facility-management market. First, Mærsk Data owned more than 50% of CMA Data, which is now called Responsor and is owned by IBM. After selling its CMA shares, Mærsk Data established the company Dan Computer Management (DCM) with Datacentralen. When CSC bought 75% of Datacentralen, Mærsk Data sold its shares in DCM. And today, Mærsk Data offers its services through DMdata.

The establishment of DMdata in Denmark will help create the intended growth and has helped secure Mærsk Data a position as the leading supplier within this field.

Peter H. Knudsen







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t stands 224 metres high, weighs close to 600,000 tonnes and is made almost entirely of concrete and steel. And, until recently it floated.

It is, of course, the first of its kind the Hibernia Platform, the only offshore oil facility in North America to utilize a gravity based design, and the only platform in the world with an iceberg resistant ice wall. And in late May it was towed by ten large Maersk offshore vessels to its final destination on the Hibernia oil field on the Grand Banks off Newfoundland.

The tow-out was the last major milestone for the Bull Arm construction site, where thousands of people have worked since 1991 to build the platform. It was also the dawn of the operational phase of Hibernia, where MAERSK NASCOPIE, MAERSK NORSEMAN and MAERSK PLACENTIA will take care of seaborne logistics. The last milestone: first oil which is expected late this year, will herald the beginning of a new offshore oil and gas industry for Canada.

#### Preparation

The first signs of activity were seen on 21 May when ten of Maersk Supply Service's large vessels started to arrive from assignments in the North Sea, Brazil and Angola. The ten ships are among the worlds most powerful and modern offshore vessels. Nine were connected to the platform, while one accompanied the procession on standby, in case one of the other vessels has to be replaced for any reason.

The vessels moved into position two days ahead of the scheduled tow-out date, and began attaching their towing lines. The vessels were arranged in a star configuration, fanning out in all directions about 300 metres from the platform. The platform deballasted so that the roof of the caisson projected 12 metres above the water, which is up two from the previous 10 metres. This to allow more clearance beneath the platform to navigate the shallower waters of the Grand Banks.

Divers cut off the six 120 mm mooring chains one by one, and as that happened, the tug boats accelerated slightly to provide opposing force and keep the platform from moving and compensate for wind.

The vessels kept the platform in position until a favourable weather forecast with good visibility and winds not more than 16 knots was received.

#### "Commence towing"

Was the order received by each of

the ten Maersk vessels participating in the move of the giant. The vessels were MÆRSK MASTER, MAERSK GABARUS, MÆRSK PUNCHER, MÆRSK PROMOTER, MAERSK TACKLER, MAERSK RETRIEVER, MÆRSK PACER, MAERSK PLACENTIA, MÆRSK CHAMPION, and MAERSK BATTLER, delivered from the yard on 12 May, and on its maiden voyage.

During the towing operation, six vessels formed a wide arc to the front of the platform. The other three formed a smaller arc to the back of the platform, facing in opposite direction. The rear-facing tugs did not, however, exert any towing power during the normal course of events. They served as brakes, powering up only when necessary to halt the platform, or to keep the platform on course against strong winds and current.

The start and finish of the tow-out were the most critical maneuvers in the operation. The vessels can make controlled headway in wind up to 16 knots, but a certain amount of drift is inevitable if the winds become much stronger than that. This would be a concern during the inshore phase of the operation, especially within the narrower confines of Bull Arm, as very strong winds could conceivably







push the platform toward shallow water. Therefore the weather had to be forecast for 36 hours of operation.

The control room for the operation was located in a temporary structure on the Hibernia platform, which was staffed with about 60 people to provide critical platform and operational support. Here also resided Poul Jørgensen from Maersk, the towmaster of the operation.

The six lead vessels gradually increased power to allow the control center to assess how the platform reacted to these new forces being exerted against it. The procession then slowly moved down the Bull Arm channel, avoiding the point and up into Trinity Bay, gradually increasing speed to an average of 1.5 knots in open water. The vessels paid out more towing wire as they left the inshore area, assuming a new towing position about 1,000 metres from the platform.

#### Ice Management

For an operation like this icebergs are another potential threat at this time of the year, and ice management specialist predicted this to be a heavier-than-average year for icebergs. The two long term Hibernia support vessels, MAERSK NASCOPIE and MAERSK NORSEMAN, are specially equipped for iceberg management. They have side scan sonars to determine the profile of an iceberg and ADCP, an instrument that monitors currents at various water depths and hence allows to calculate the current-influenced movements of icebergs. Having identified an iceberg at safe distance, one of the vessels will "lassoo" the iceberg and tow them into a different trajectory, thus removing the potential danger. Hibernia's iceberg strategy operated at full alert during the tow-out.

#### Approaching the Grand Banks

Before approaching the edge of the Grand Banks, and the shallow water on top of the shelf, a new decision had to be made. For the final 10 km of the approach, the water depth was only about 80 metres which left a clearance of only five metres beneath the platform. Thus weather became an extremely critical factor and a forecast with good weather for 60-70 hours was required for the final approach, installation and grouting of the platform.

Extensive surveys of the seabed had revealed two small ridges up to two metres high, thus reducing clearance from a critical five to an unacceptable three metres. Unacceptable, especially since the outer edge of the platform sinks one meter deeper for every degree it tilts. However, between the two ridges runs a five metres deep channel about 600 metres wide. And this was where the platform had to go in.

#### **Getting there**

The platform was towed into position by the nine Maersk vessels, who resumed their star configuration, and the platform started taking ballast water and its slow descent to the seabed.

After touching the seabed the platform penetrated the seabed by 1.5 to 1.8 metres. This is a complicated process involving the shifting of large amounts of ballast to secure the platform settles in a properly leveled position. As soon as this was complete the compartments between the seabed and the skirt were grouted with a mixture of cement and seawater, to ensure that the platform rested in a level position on a concrete foundation. After that loading the platform with 400,000 tonnes of solid ballast began.

Even while ballast was being loaded, start-up personnel went to work on the platform to get ready to start drilling and for first oil later this year.



Far East - Far West - Far Best This was used as a Maersk Line advertisement slogan as far back as



ICI Award received by Maersk Line UK.

1991, however 1997 shows it is still representative for Maersk Line's service level, although the geographical scope could now be expanded.

Since the beginning of the year, Maersk Line has received a multitude of awards, reflecting the customers' recognition of our ability to fulfil their requirements. The awards were received in many different places, reflecting not only the extensive coverage of Maersk Line's global service network, but also its consistently high level of service.

It is encouraging and we are proud of the recognition received through the awards. We are also very grateful to the customers who have taken the time to express their opinion.

#### **Recent awards include**

"Best Shipping Company of the Year" in Nigeria.

"ICI Overseas Freight Shipper of the Year UK" - Customer Award.

"IFW Shipping Line of the Year" in the UK - Publication Award.

"Best Global Carrier" in Brazil -Publication Award.

Asian Freight Industry Awards in Hong Kong - Publication Award.

Russell Harvey

#### **Best Global Carrier in Brazil**

At this year's Guia Maritime Award Dinner, the maritime industry event of the year in Sao Paulo, Maersk was awarded The Best Global Carrier in Brazil. The award is based on votes from the 28,000 readers of the Guia Maritimo and Multimodal Guia News.

Maersk Line has only been in Brazil for three years but is already well established in the country with offices in five cities and a staff of 100 people.



"We are very proud to receive this award", says Ned Brantly, Managing Director of Maersk Line Brazil, "and we see it as our duty to ensure we will also in the future be able to live up to the recognition our customers have given us."

#### And in Nigeria...

Likewise, the Association of Nigerian Customs Agents appointed Maersk Line "Best Shipping Company of the Year 1996".

Representing Maersk Line, Thomas Riedel, Senior Sales Manager for Maersk Nigeria Ltd, was presented with a trophy and a certificate in commemoration of the event.



AFIA has been arranged by Cargonews Asia since 1988.

#### Topping the polls in Hong Kong

Maersk Line won its first Asian Freight Industry Award (AFIA) in 1988 and has, since then, maintained its position as a leader in the shipping world. This year - for the fourth time - it received all five awards in the shipping line category.

Year-on-year positions in the 37 industry specified categories allow

nominated companies to benchmark performance and gauge customer satisfaction levels. This year, the total number of nominated companies reached 50 compared to 38 last year, so competition is very strong, but Maersk Line still ranked first when high quality services were measured.

Teresa Suen



## **NEW PARTNER IN THE BALTIC STATES**

n April this year, Odense Steel Shipyard acquired the controlling interest in Shipyard Baltija in Lithuania. The future co-operation, which is still in preparation, has aroused great expectations in Klaipeda as well as at Odense Steel Shipyard. General Director Viktoras Stulpinas, Technical Director Alexandr Zhavalikovsky and Marketing and Sales Manager Sergey Boyko talk about the yard and the city.

#### Varied production

The Shipyard Baltija was founded in 1952 by the Ministry for the Shipbuilding Industry in the former Soviet Union. The yard was equipped and built with a view to production of trawlers for the fishing fleet in the three Baltic States and Russia. More than 120 of these vessels were built in the 1950s. Production continued with reefer vessels for the Baltic Fleet as well as for fishing in the Arctic Seas. Many floating factories for freezing fish were also built. These vessels operate in fishing grounds in Russia's far eastern waters and the Caspian Sea. The number of newbuildings from the Shipyard Baltija exceeds 350

Another product from the yard is floating docks which were the yard's major export. The 65 docks were mainly sold to European customers, but in Africa, Asia and Cuba vessels are also built in floating docks from Baltija.

Lithuania's independence also meant new challenges for Baltija. Now the yard itself had to find customers and Baltija succeeded in getting contracts in its home market as well as in Spain and Holland and sub-supplies section buildings - for a German yard. In the long term, however, the problem has been the need for capital for the necessary technical development of the yard. This is where Odense Steel Shipyard enters the picture.

#### **Ambitious objectives**

The plan is to treble production from approximately 500 tonnes of processed steel per month now to approximately 1,600 tonnes per month in late summer 1998. An ambitious development and investment plan has been drawn up, and Baltija looks forward to contributing to a wider product programme and a larger total production volume in the form of, for example, tugs and supply vessels.

Baltija's management is aware that the future challenges require reorganisation and improvements in management, and that heavy demands will be made on the employees' specialist qualifications at all levels.

Shipyard Baltija's contribution to the co-operation is a staff of good, welleducated employees, good facilities at the yard - halls, workshops and transport system - and a favourable level of cost. The management expresses the hope that, like previously, it will be possible to make a basis for building "turnkey" vessels technically abreast of what Odense Steel Shipyard produces. Incidentally, Baltija is presently the only yard in the Baltic States delivering completed vessels.

#### A yard with responsibility locally

Shipyard Baltija is situated in Klaipeda, a city with approximately 200,000 inhabitants, which is, from of old, the link between east and west. Klaipeda, whose history dates back to 1252, has an ice-free port which is protected behind an isthmus. Over 20% of the goods passing through the ports in the eastern part of the Baltic Sea, pass through Klaipeda.

At the moment, approximately 30% of the workforce are employed in wood manufacturing, food manufacturing, other light industry and, not least, the shipbuilding industry and produce approximately 7% of Lithuania's total production. Shipyard Baltija and its 1,500 employees play an important role in Klaipeda, both for employment and socially. Traditionally, the yard has been involved in the development of social infrastructure of Kleipeda, assembling of dwelling houses, public establishment and supporting educational institutions.

Shipyard Baltija's three managers anxiously and with great expectations look forward to a new epoch in the yard's history. What matters now is to work with Odense Steel Shipyard using the best from Lithuanian and Danish industry to the benefit of both.

Leo Jensen



Viktoras Stulpinas, General Director



Alexandr Zhvalikovsky, Technical Director



Sergey Boyko, Executive Manager, Marketing and Sales



## NATIONAL Championship

The Maersk Enterprise National Championships in India were held in the peaceful haven of the Mumbai harbour with the course laid in the vicinity of the Sunk Rock light-house. This prestigious event attracted top sailors from India participating in a set of seven races.

The "Enterprise" class is a two-man dinghy made of wood or fibre glass which was designed in England in the late 1950s as a racing cum family cruising boat. The "Maersk Blue Sails" enhanced the attractive craftsman-built boat incorporating modern body-building techniques. The Enterprise has the distinction of featuring in the "Guinness Book of Records" for attracting a record number of 204 entries in the 1976 World Championships, Weymouth, U.K.

The races displayed a combination of tactical manoeuvres and expert sailing techniques and the final result was unclear until the penultimate

race. The event, which was closely followed by sports lovers all across the sub-continent, was a great success with the top placements being nominated to represent the country in the World Championships.

Maersk India, which was one of the sponsors, has been praised for its close association and interest in the development of this sport in India.

Hoshang Vajifdar

Testimonial from the Chief Engineer of TREIN MÆRSK in <u>1948</u>.

P.P.MOLLER

Trein Maersk Shanghaj 29' December 1948 C,

CODENHAGE. Det bevidnes at <u>Otto Luczkowski</u> har gjort Tjeneste on Bord Det bevidnes at <u>Otto Luczkowski</u> har gjort Tjeneste on Bord M.S.Trein Maersk son Smører fra 27' Juli 1948 til 31' August 1948 og som Donkeymand fra 1'September 1948 til 29' December 1948. Han afmønstre efter eget (nske og har været en god og paalidelig Mand.

## CONTRIBUTION TO PENSION SCHEME

SD 10 - this was the premium granted to crew members on Maersk vessels in 1948. One crew member only claimed this amount about 50 years later - Mr Otto Luczkowski from Poland. He had been sailing on TREIN MARSK, which was employed in the liner service from Europe to the Far East.

During a recent visit to Hamburg, a truck with a Maersk container passed by and reminded him of the outstanding payment which led to a visit to our office. "Although work probably was much harder in those days" he said, "sailing was more exiting, mainly because of the long port stays. We always had time to see foreign countries and meet the people there. I enjoyed this job very much."

No need to add that even at that time Maersk vessels were known for their punctuality and reliability and also for their high standards of crew accomodation.

Frank Gernert



Otto Luczkowski in Shanghai in 1948.

Engineer

Chief

# **SPECIAL TRANSPORT**



The frigate was transported in pieces, but the largest parts were still 5.15 m wide and 3.3 m high. When the new Tivoli amusement park in Kurashiki in Japan opens its doors on 18 July 1997, one of the attractions will be the Sct. Georg restaurant vessel which is a hand-built frigate from Hvide Sande in Denmark.

On the surface, the Sct. Georg is a true copy of the restaurant vessel Sct. Georg III, which Hvide Sande Ship and Boatbuilder's Yard delivered to Tivoli in Copenhagen in 1993. The frigate is 23 metres long and 6.5 metres wide, with guns on the deck and an impressive figurehead on the bow. But the Sct. Georg is no ordinary frigate - among other things it cannot sail. It will be fixed with 32 oversized bolts to the ground in the amusement park, which lies approximately 60 kilometres from Kobe. This is why it has also been specially secured with steel against earthquakes.

#### Workmanship all the way

With the exception of the statutory luminous Exit signs, all safety features are hidden on the Sct. Georg.

The vessel has been hand-built in mahogany, teak, larch and oak, and everything is made in the oldfashioned style with bevels (oblique angles), carving and ornaments. It has rigging and sails - and flies the Danish flag. The vessel has had careful workmanship all the way down to the last detail and nothing has been spared on time or materials - as an example the carvings on the stern are coated with 23.5 carat gold.

#### Service all the way

The transportation from Denmark to Japan, was arranged by Thor Jørgensen, Mercantile and Dania Trucking. The frigate left Denmark on MARSTAL MÆRSK on 26 December 1996. The frigate was built as a kit and was, therefore, transported in ten containers, and an additional two containers for the tools and materials which were needed for assembling it in Japan.

And, like the frigate, the transport was a big jigsaw puzzle in which local knowledge of Japan and Denmark was of utmost importance. One thing was to take the frigate on MARSTAL MÆRSK, another was road transport to and from the ports where bridges, tunnels and the width of the roads had to be considered. For even though the frigate was in pieces the largest parts were still 5.15 metres wide and 3.3 metres high, and very few roads are built for that.

#### **Called to assembly**

The frigate arrived as planned and without even one scratch. Five men from Hvide Sande Ship and Boatbuilder's Yard went to Kurashiki to receive and assemble the frigate and to make the last preparations before the Tivoli park opens.

They went with pride. To be able to make such a piece of workmanship for a country which knows how to do everything itself is not an opportunity given to many. Denmark remains true to its reputation as a nation of seafarers.



## **ROYAL INAUGURATION IN LONDON**

Maersk Air's Business Class passengers at London Gatwick airport can now enjoy the new lounge, "The Alexandra Suite", named after the Danish born English Queen Alexandra.

Her Royal Highness Princess Alexandra of Denmark officially opened "The Alexandra Suite" on Monday 5 May 1997. The picture shows Princess Alexandra, who has just cut the tape, and her husband Prince Joachim. From the left are also Janni Feder, Maersk Air, Carole Hills, Gatwick Airport, Dave Summers, Gatwick Handling and Barry Prior and Caroline Bernstrøm, Maersk Air.

Marita Petersen



### **INAUGURATION OF THE STOCKHOLM ROUTE**

On 28 April 1997, Maersk Air and Finnair inaugurated their joint air service between the two Scandinavian capitals, Copenhagen and Stockholm. The first flight on the route left Copenhagen at 07.40 and on the plane were - in addition to the passengers who had already booked seats - Mrs Ane Mærsk Mc-Kinney Uggla who is a member of the Board of Dampskibsselskabet af 1912 A/S, and invited journalists and travel agency managers. Mrs Uggla performed the official opening of the route in Copenhagen. She is here seen with Maersk Air's President Bjarne Hansen and Finnair's Managing Director for Denmark, Maunu von Lüders. The four Tivoli guards helped make the opening in Copenhagen and Stockholm more festive. The Stockholm route has eight jet plane flights a day.

Marita Petersen





## **YANTIANS 2ND PHASE**

Taking into consideration Maersk's share in Yantian International Container Terminal (YICT) and Maersk Line's two weekly mother vessel calls, 18 December 1996 was a very interesting day. With the help from Mr Li Kai Sheng, Chairman of Hutchinson Whampoa Ltd. and Mr Li Zi Bin, Mayor of Shenzhen, the first earth for Phase II of YICT was turned. The expansion includes 12 new shore cranes and will give Yantian an estimated yearly handling capacity in excess of 2,000,000 TEU. After the



official part of the programme, the 300 guests, including staff from Maersk (China) and Maersk Hong Kong as well as some of our faithful customers, were treated to an excellent buffet.

After the ceremony, our customers had a chance to go on board LEDA MÆRSK, which was lying alongside during the ceremony.

It seemed very appropriate that a Maersk Line vessel was present at this ceremony 2 1/2 years after the maiden call made by a Maersk Line vessel.

Robert Steen Kledal



## RESUMING CALLS AT THE SHETLANDS

In January this year, the Maersk Line container vessel MAERSK EURO QUARTO made the first of several calls to the port of Lerwick in the Shetlands, 200 miles north east of the northernmost point of Scotland.

Maersk Line is the only shipping line to offer a direct call container vessel into the Shetland Isles. The renewal of the direct service comes as a result of increased capacity and improved processing facilities of the large fish exporters on the islands resulting in the need to export in larger volumes. Several hundred tonnes of fish were loaded in refrigerated containers for transshipment in Rotterdam for Japan and Canada.

Russell Harvey

## TAIWAN STRAIT OPENING

Ending a 48-year ban on direct shipping links between China and Taiwan, the "Sheng Da", a Fujian Xiaman Shipping Co. feeder, arrived at Kaohsiung terminal 5, at the Maersk Constar pier 76 terminal on 19 April and discharged four 20' and twelve 40' containers. After this, the ship discharged at the Sealand pier 118 terminal and then returned to Xiamen early the next morning. On the occasion of the first direct Taiwan Strait passage in 48 years, Maersk Taiwan Ltd. presented the captain of the "Sheng Da" - arriving directly from the mainland port of Xiamen - with a commemorative plaque on arrival at Maersk's Constar Terminal in Kaohsiung.

Alfred Guo





## IN HISTORIC Surroundings

Maersk Line's agents in Fremantle, Beaufort Shipping Agency (WA) pty. Ltd., currently have their offices in the historic P&O building in Fremantle. The building was recently placed on the Western Australian heritage listing as a remarkable piece of architecture from the turn of the century. The building was completed in 1903 for the Australian Union Steamship Navigation Company (AUSNC), following the opening of Fremantle as a deepwater port in 1897.

At that time, the AUSNC was the oldest and most prominent of the Australian coastal navigation companies holding a monopoly on the trade routes from the east coast to the west coast of Australia, particularly busy with transporting migrants from the Eastern states to Western Australia. P&O took over the company in 1914.

The dramatic population growth in Western Australia was caused by massive gold finds which necessitated the transport of large numbers of passengers as well as goods to support the gold digging rush at that time. It remains a popular pastime to rent a small excavator and go gold digging in the bush for the weekend in Western Australia, but with varying degrees of success.

Maria Richards

## **RELOCATION IN SEOUL**

On 22 February 1997, Maersk Korea's Seoul office moved to a new town office in the "Hanhyo Building". All Maersk employees in Korea helped, so moving went smoothly. The brand new Seoul office is designed like a huge vessel with a harmony of ocean blue and Scandinavian wood colour. The blue customer service counters are shaped like the hull of a ship and the wooden floor is designed like the deck of a vessel.

On the first day in the new office, every Maersk employee in Seoul enjoyed a traditional Korean housewarming party by presenting a glass of rice wine to the God of the Earth and putting money in the mouth of a steamed pig's head, a symbol of good luck. This ceremony will bring good fortune to the new business, according to Korean tradition.

Maersk employees in Korea expect to maintain the high service levels for all customers in our beautiful new office.

#### Chung Eun Kim

At the ceremony, management and employees in traditional Korean costumes.





#### loaded on CHRISTIAN MÆRSK 9702 for Yokohama.

Seven cars were

### **DAKAR RALLY**

In January 1997, Senegal, Mauritania, Mali and Niger hosted the 1997 Dakar Rally. Unlike previous years' events starting in Paris, the route chosen for the 1997 rally was Dakar-Agadez-Dakar. The starting gun was fired in the early hours of the morning of 1 January sending the 150 participants (motorcycles, cars and trucks) on the first of the 19 stages before returning to Dakar on 19 January.

Here, Maersk Senegal came into the picture and arranged shipment of the cars returning to Asia, a total of 15x20' dry containers. The remainder of the participating vehicles were shipped RO/RO to Europe.

### EUROCARGO 1997

In the beginning of March 1997, the EUROCARGO exhibition took place in Stuttgart where Maersk Deutschland had a 40 m<sup>2</sup> stand. Over three days, about 200 contacts with potential and existing customers were recorded, not counting the numerous inquiries from other visitors for general information about Maersk.

The highlight was our 1:100 scale model of REGINA MÆRSK which had great attention from all visitors as well as from staff of other companies at the exhibition. The stand was jointly operated by Maersk and Mercantile staff and offered information material, on-line access to Maersk and Mercantile systems as well as a demo access to the Internet pages - and of course Danish beer.

Frank Gernert



The highlight of the Maersk stand in Stuttgart a 1:100 scale model of REGINA MÆRSK.

### **COUNTRY SEMINAR**

The activities of the A. P. Moller Group continue to grow by leaps and bounds in China.

In recognition of the complexity of doing business in China, a country seminar on China was held in October 1996 at Beijing's famous Tsinghua University - exclusively for representatives of the A. P. Moller Group.

A total of 21 participants spent an informative week in the company of University faculty members and officials from various ministries and institutions within the Central Administration.



Topics were diverse, including an introduction to China's political and legal system, its economy including reform policies, its unique history and culture. The seminar also offered interesting insights into communication and negotiation with Chinese people.

Feedback from the seminar has been very positive and a repeat seminar is being planned for this autumn.

The positive participants at the first PRC seminar.



#### Esplanaden



40 Years Anniversary Lars Christian Dan 1 August 1997

FIRST

MAERSK

**DAY COVER** 

MAERSK ASCENSION, which

is owned by The Maersk Company Limited UK and on hire to the British Ministry of Defence, is featured on the latest stamps from Ascension Island. The first day cover was issued on 1 April 1997 and contains features that are associated Island.



Anniversary Kurt W. Flatau 1 August 1997

25 Years

Anniversary

Hans Peder

Mikkelsen 4 July 1997



40 Years Anniversary Jens J. Raun 1 September 1997



25 Years Anniversary Jytte Stockhammer 1 July 1997



25 Years Anniversary Lars Fausing Sørensen 1 August 1997



with

Russell Harvey

the

ASCENSION is on the 12p stamp.

## **RARE ROADSTER RIDES THE SEAS**

Maersk Line recently transported a rare 1933 Dusenberg Model SJ from Long Beach, USA, to Felixstowe, UK.

ASCENSION

MAERSK ASCENSION

Designed and produced by Dusenberg Motors Co., Indianapolis, to challenge imported luxury cars, Dusenbergs became popular among Hollywood film stars in the early 1930s. With an eight-cylinder engine and custom-built bodies weighing up to two tonnes, the SJ model still had a top speed of just over 200 kph. Only 36 Model SJ's were produced, and the rare acquisition of the National Motor Museum in the U.K. is one of only five cars still believed to exist, and this particular car is unique in its level of quality and finish.

which is naturally The car irreplaceable, required safe and secure transport. The choice of Maersk Line ensured that the car was transported safely more than 14,000 kilometres to its destination in only 21 days on the MAJESTIC MÆRSK. The car is now on exhibition in the museum's "Hall of Fame".

The Dusenberg is shown above together with a truck from Pentalver Transport Ltd, which is owned by The Maersk Company Limited UK.

Russell Harvey



40 Years Anniversary Per Hother Rasmussen 7 August 1997



25 Years Anniversary Søren K. Brandt 9 August 1997



**Retiring** John Guldbrandsen 30 June 1997

#### **Maersk Contractors**



40 Years

Anniversary Svend Erik Weikert 17 June 1997



25 Years

Anniversary

Kim Groth-Poulsen 20 July 1997



25 Years Anniversarv Per Frostholm Larsen 7 August 1997

#### Mærsk Olie og Gas



40 Vears Anniversary Preben Pedersen 18 July 1997

**The Fleet** 

40 Years

Anniversary

28 June 1997

Leif Robenhagen



25 Years Anniversary John Michaelsen 1 August 1997



25 Years Anniversary Ove Bøgehøj Jakobsen 15 August 1997



25 Years Anniversary Bent Nikolajsen 15 August 1997



25 Years Anniversary Morten Rye Nielsen 18 September 1997



Retiring Peter Stein-Møller 30 april 1997





25 Years Anniversary Captain Henning Schou Hansen 20 July 1997

Anniversary Captain Ib Harding Pederser



25 Years



40 Years

Anniversarv

25 Years Anniversary Chief Engineer Bent O. T. Gucfa 6 August 1997



40 Years Anniversarv Chief Engineer Willy Frede Jensen 27 July 1997 Captain Kurt B Brændekilde 6 August 1997



25 Years Anniversary Captain John Axel Poulsen 26 June 1997



25 Years Anniversary Captain Nels Christian Sørensen 20 July 1997



25 Years Anniversary Captain Kurt Meyer Sørensen 20 July 1997



20 July 1997



Anniversary Chief Officer Henrik Lunde Jørgensen 20 July 1997











**Retiring** Chief Steward Sigurd Bak



















Lauridsen 31 July 1997





Tingberg Sørensen 17 August 1997



## **Organisations Abroad**



40 Years Anniversary Birger Jürgensen Manila 1 August 1997



Anniversary Shuichi Kojima Yokohama 13 March 1997



25 Years Anniversary Hiroshi Yamada Yokohama 1 April 1997



25 Years Anniversary Kazuhiro Matsumura Osaka 1 April 1997



25 Years Anniversary Takayuki Tanaka Osaka 1 April 1997



25 Years Anniversary Kiyoshi Terai Kobe 1 April 1997





25 Years Anniversary Yoji Tanaka Kobe 12 June 1997



25 Years Anniversary Yeung Yau Brigantine Hong Kong 19 June 1997



25 Years Anniversary Walter Oberlander San Francisco 24 June 1997 Anniversary Katherine Reis San Francisco 26 June 1997

25 Years



25 Years Anniversary Sigurd Erlendsson Madrid 1 August 1997



25 Years Anniversary Flemming Dahl Petersen Singapore 1 August 1997



25 Years Anniversary Carl Johan Heide Pedersen Algeciras 2 August 1997





**Retiring** Jan Van Beveren Maersk Benelux Anniversary Jørgen-Ewers 1 July 1997

25



25 Years

Palmbak

Madison 13 September 1997

25 Years

Anniversarv





#### The Yard



40 Years Anniversary Niels Ib Ørgård Petersen 15 August 1997



40 Years Anniversary Jens A. Sørensen 12 September 1997



25 Years

Anniversarv

4 July 1997

Hansen

Bjarne Henning Jensen

40 Vears Anniversary Verner Chr. Bengtson 19 September 1997



25 Vears Anniversary Poul Henning Moustsen 20 June 1997



25 Years Anniversary Kurt Nielser 20 June 1997



25 Years Anniversary Preben Harbo Andersen 20 June 1997



25 Years

Anniversary Niels Jespersen 27 June 1997



25 Years Anniversary Viljo Ilmari Tiihola 27 June 1997



25 Years Anniversary Erik Kristoffersen 4 July 1997



25 Years Anniversary Bent Ove Nielsen 4 July 1997



25 Years Anniversary Poul Erik Andersen 4 July 1997



25 Years Anniversary Aksel Pedersen 4 July 1997



25 Years Anniversary Alfred Stokholr 8 August 1997 olm



25 Vears



25 Years Anniversary Anniversary Svend Aage Rasmussen 15 August 1997 Kaj Erik Larsen 8 August 1997



25 Years Anniversary Aage Majbom Møller 15 August 1997



25 Years Anniversary Heine Ib Rasmussen 22 August 1997



25 Years Anniversary Flemming Skytte Anniversary Annie Hanser 22 August 1997 22 August 1997



25 Years Anniversary Kurt Pedersen 29 August 1997



25 Years Anniversary Jørn Fr. Due 29 August 1997



25 Years

Anniversary Svend Bender

Madsen

Anniversary Ebbe Vagn Søe 5 September 1997



Anniversary Morten Nielsen 5 September 1997



25 Vears Anniversary Brian Preber Rasmussen 12 September 1997



25 Years Anniversary Anniversary Palle Robert Christensen 12 September 1997



25 Years Anniversary Per Bøgelund 19 September 1997 Gunnar Jacobsen ser



25 Years Anniversary 19 September 1997



Anniversary Poul Højlund Jørgen Bentsen 26 September 1997



25 Years Anniversary Svend Erik Nielsen 3 October 1997 26 September 1997



25 Years Anniversary Jan Mogens Jensen 3 October 1997

26



25 Years Anniversary Jørgen Torpegaard 10 October 1997





25 Years 25 Years Anniversary Inge Kørner 1 July 1997



25 Years Anniversary Anne Marie Christensen 15 September 1997



25 Years Rasmussen 26 September 1997

#### **Maersk Air**



40 Years Anniversary Bjarne Hansen 15 July 1997

ŧ



25 Years Anniversary Mogens Anker 1 September 1997



25 Years Anniversary Hans K. Brams 1 September 1997



25 Years Anniversary Dario F. Pellarin 1 September 1997



25 Years Anniversary Ole Steen Petersen 1 September 1997



25 Years Anniversary O. Edelkamp-Møller 1 September 1997



Anniversarv



Uffe Ranzau 1 September 1997



25 Years





Lars Thorlak ex LEXA MÆRSK 2 April 1997

Göteborg 2 April 1997

Ebbe Nielsen ex JANE MÆRSK 10 April 1997



1 September 1997



25 Years Anniversary Anniversary Finn C. Helbo 1 September 1997 Erik Sonne Johansen 1 September 1997



25 Years Anniversary Peter Lunøe 1 September 1997



25 Years Anniversarv Øyvind Pedersen 1 September 1997





25 Years Anniversary Kurt Ryborg 1 September 1997







25 Years Anniversarv lens Ole Frederiksen 4 September 1997



25 Years Anniversary Mogens Ole Nielsen 4 September 1997



Anniversary Jan Toplund 4 September 1997



Anniversary Conny Mathiasen 18 September 1997



25 Years Anniversary Marianne Jørgensen 3 May 1997

#### Mærsk Data

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25 Years Anniversary Alex Schmidt Hansen 1 August 1997



25 Years 25 Years Anniversary Anniversary Johnny Jacobsen is Bech Møller 10 August 1997 14 August 1997



25 Years Anniversary Ulla Jytte Mogensen 21 August 1997

#### **Maersk Medical**



25 Years Anniversarv Anne Svendsen 7 September 1997



Anniversary Jette Yvonne Olsen 4 September 1997

Anniversary Jette Hansen 28 September 1997

#### The Rosti Group



25 Years Anniversary Jørgen Michael Rasmussen OS Plastic 3 July 1997









Germany 10 September 1997

#### Obituary

The A.P. Moller Group regret having to announce the following deaths:

Hans Pedersen The Yard 28 January 1997

Chief Officer John Hejlskov Rasmussen ex MATHILDE MÆRSK 8 February 1997

Ulrich F. H. Bertram The Yard 21 February 1997

Bjarne Nicolaisen Smidt The Yard 22 February 1997

Ellen Sørensen Maersk Medical 2 March 1997

Poul Taggaard Nielsen Maersk Air 29 March 1997

Per Helberg Jensen The Yard 1 April 1997

Helena Leil

Captain

