

# MAERSK POST

1/1992



Every January, I give a talk to the staff at Esplanaden. It is too long to be repeated here in full, but the following extracts may be of interest:

"Three international events in particular affected us all in 1991.

**Operation Desert Storm** which in incredible short time, and with minimal loss of human life achieved its objective: the liberation of Kuwait. As I mentioned last year, Denmark's contribution was modest, but "Olfert Fischer" made a creditable showing, even though she was not allowed to enter waters where there was serious risk of danger. The Maersk fleet, on the other hand, was under no such restriction. The contribution of the A.P. Moller Group was, incidentally, not inconsiderable and was noticed and appreciated particularly in the U.S.A. and in the Middle East.

**The dissolution of the Soviet Union** and the fact that, to all intents and purposes, there is now only one superpower i.e. the U.S.A. – rather closely followed by Germany and Japan. It is much too early to form opinion about the consequences of the dissolution of the Soviet Union into three Baltic and 12 other sovereign states. But there can be no doubt: The road ahead for these new states will not be easy. It will be long and arduous, demanding and full of obstacles.

**Maastricht.** The Summit Meeting resulted in considerable political enthusiasm in Denmark. Personally, and this is no secret, I am somewhat uneasy about the developments. Denmark will be sacrificing part of her hereditary sovereignty, and much larger and gradually rather aggressive Germany is becoming more dominant. The Community as such cannot prevent this and Denmark should realize that the European balance can only be preserved through a continued American involvement in Europe, political, military and economic.

**Global economic trends during 1991** were primarily recessionary. Almost everywhere unemployment increased and growth stagnated. Important countries like the U.S.A., Great Britain, France and Italy had major deficits in their balances of trade and payments and even countries like Germany and Japan could feel economic retardment. Inflation was largely kept under control but, interestingly enough, it was not the countries which traditionally have experienced low inflation, such as Switzerland, Germany and Japan, which performed best. Rates of exchange in Europe were stable within the Common Market countries, but the Swiss franc fell by more than 5% against the German mark, and the Finnish mark was devalued by 14%. There were significant fluctuations in the value of the U.S. dollar, the currency which is most vital to our business. The

dollar rose against the Danish krone from about 5.75 at the beginning of the year to over 7.10 in July, only to fall again at the end of the year to 5.90. It is a strain on us when the most crucial currency of our contractual relations – the U.S. dollar – fluctuates so drastically in value. It is difficult enough to run the business as such. It is doubly difficult when the financial yardstick is unstable.

**Denmark.** It was encouraging that in 1991 the balances of trade and payments were positive, and that our country's monstrous foreign debt could be reduced from DKK 279 to 265 billion.

**Economic trends in shipping** were erratic, primarily as a result of the Gulf War. By and large, however, shipping markets were not very favourable. Nor was the political climate for shipping in general especially favourable.

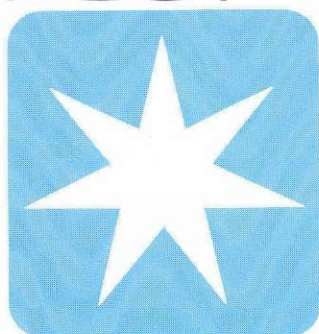
**Shipyard subsidies.** Denmark, and our Group in particular have, in the context of the Common Market, fought for the total abolition of subsidies. That was not to be, but the maximum subsidy permitted in the EC was reduced from 13% to 9% – not a mean achievement. Several of the major countries on the continent, not least Germany, France and Italy have in the past, by sundry artificial measures, contravened the stipulated maximum – and presumably will continue to do so – but the reduction in the maximum subsidy permitted is nevertheless a good step in the right direction.

**Management.** In April 1991 it was announced that Mr. Soderberg will replace me as Chief Executive during the course of next year. We are well on the way to completing systematic preparations for this change in leadership, so that when the time comes Mr. Soderberg will be assured the best possible start.

**The future.** In as much as hardly anyone – and that included myself – could foresee the fall of the Berlin Wall, Saddam Hussein's attack on Kuwait and the dissolution of the Soviet Union, it is obvious that caution should be exercised in predicting – especially about the future. It is, however, already certain that 1992 is not going to be an easy year for us. We will all have to work hard, get up early, tighten our belts and make a contribution second to none jointly with all the many other outstanding employees we have throughout the world. Our domestic expense base is higher than that of most of our competitors, and it is only through greater competence, more ingenuity, continued diligence and, dare I say – constant care – that we will be able to hold our own."

MÆRSK MC-KINNEY MØLLER

**MAERSK  
POST**



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## The “CHASTINE MÆRSK”

A.P. Møller has recently taken delivery of the first in a series of six container vessels from the Lindø Shipyard. The remaining five vessels will be built and handed over in the course of 1992.

On 7th December 1991, the vessel was named “CHASTINE MÆRSK” by Mrs. Helle Søderberg, wife of shipowner Mr. Jess Søderberg.

M.S. “CHASTINE MÆRSK”, which is newbuilding no. 135, has her home port in Hellerup harbour.

The new vessel represents the highest degree of advanced technology available today, and has now gone into service in the Maersk Group’s fleet of approximately 40 liner vessels. In simple terms, one might call her a great little vessel.

### A “great” vessel

“Great” because the vessel, with her five tiers of containers in the hold and three tiers on deck, is able to carry almost 1,200 20-foot containers, of which more than 100 can be reefer containers. The vessel is over 162 metres long and almost 30 metres wide.

She is also “great” as regards her equipment, of which the most conspicuous must be the enormous gantry crane. With one leg on either side of the vessel, this runs on rails along the upper deck from end to end, and is capable of loading and unloading up to 25 containers per hour. During loading and unloading, a pump system automatically trims the ballast tanks so that the vessel is always level.

*From the christening at the Lindo Shipyard. From the left, Sebastian Søderberg, Christoffer Søderberg, the vessel's sponsor, Mrs. Helle Søderberg and ship-owner Mr. Jess Søderberg.*



*The "CHASTINE MÆRSK" in Århus before embarking on her maiden voyage.*

The bridge is fitted out with the most modern navigational equipment available, as well as two independent radar installations, satellite navigation, automatic steering, gyro compass and transmitting magnetic compass, echo sounder, weather chart printer, anemometer and radio direction finder.

The radio station is equipped with satellite communication, telex and telefax. Every cabin and room on board has a telephone, while a communal aerial ensures radio and TV reception. PCs are available for analytical and book-keeping jobs and for carrying out various routine administrative tasks.

The Mitsui Man B&W engine generates over 14,000 BHP and, with the aid of a single screw, provides a speed of 18 knots, approximately 33 kilometres per hour. Moreover, the vessel has bow and stern thrusters giving her a high degree of manoeuvrability. This means that the vessel is normally able to call at a port without the use of tugs. Waste heat from the exhaust gases is re-utilised for heating purposes.

#### **A "little" vessel**

The vessel can be described as "little" in the sense that, as a so-called "feeder vessel", she will be carrying cargo from small ports to the large base ports. In this way, the feeder vessels "feed" the enormous

containers vessels in the Maersk Group fleet.

The vessel is also "little" in terms of the number of her crew. Due to all the modern equipment on board and to the fact that she is thoroughly automated and rationalised, she can be manned by a crew of only eight. The crew is provided with exceptionally fine living conditions with single cabins, including individual bathing and toilet facilities. Partitions between the cabins are highly insulated as a fire precaution, but also in order to minimise noise and to create a pleasant indoor climate.

#### **The "CHASTINE MÆRSK" on the West African line**

The "CHASTINE MÆRSK" and her sister vessel are to be put into service on the route between Algeciras in Southern Spain and ports along the West African coast. The last three vessels in the series are expected to go into service on routes in the Far East.

Maersk Line started the West African service in 1958 with a direct liner service from the Far East carrying general cargo for West Africa. At that time, the return cargo consisted principally of cotton, cocoa beans and nuts.

Nowadays the cargo is more or less the same, but is transported in containers via Maersk Line's own terminal in Algeciras.

Here cargo from the Far East, the Middle East, the Mediterranean, Northern Europe and the U.S.A. is collected and loaded onto Maersk Line's three feeder vessels for further transport to West Africa and back.

At present, Maersk Line sails direct to nine different ports between Senegal and Nigeria, with fixed fortnightly calls at Dakar, Banjul, Conakry, Freetown, Abidjan, Tema, Lomé, Cotonou and Lagos. The "CHASTINE MÆRSK" is now operating in this service together with other modern container ships in the Maersk fleet, and is under the command of Captain Jørn Vilhelm Frederiksen, with Karl Johan Frigaard as Chief Engineer. ■





## Danevirke – Denmark’s old Frontier Defence

*“But the Danes stood up to everyone who attacked them, whoever they were, and consequently from the beginning, they were hated by all. Jutland, as the most exposed part of the country, was covered with bulwarks of wooden stakes where Danevirke is now”*  
(From the Lejre annuals, from the 12th century)

In order to safeguard the Danish frontier to the south, the first practical work on the defence installations called Danevirke was carried out around the year 700 AD. Danevirke stretches from the town of Slesvig at the foot of the Slien fiord across the peninsula of Jutland to the marshlands in the west.

Today, the over 30-kilometre long frontier defences across Slesvig constitute the greatest ancient monument in the Nordic countries.

From the outset Danevirke was a rampart, which was later enlarged and improved during the reigns of several different rulers. Historical sources mention, among others, Godfred, Harald Bluetooth, Magnus and Valdemar the Great. In the 1160’s, during the latter’s reign, the ramparts were strengthened by the building of a brick wall, which is known today as Valdemar’s Wall.

Even though the military importance of Danevirke was gradually reduced due to developments in weapon technology, the ramparts maintained an important place in the hearts of the Danes. Even during the war in 1864, Danevirke was still considered by the general public to be an effective defence against the enemy from the south. But the hard winter and the inadequate weapons of the Danish army meant that the position had to be rapidly abandoned – to the great consternation of the population.



### **The frontier is moved**

Until 1864, the whole of Southern Jutland was under Danish rule but after the disastrous war for Denmark it became a Prussian province.

After the defeat of Germany in the First World War, a referendum was held in 1920 and this resulted in Southern Jutland, for the first time ever, being divided up. Northern Slesvig remained part of Denmark, while Southern Slesvig became part of Germany. Consequently, Danevirke, remained in were located in what was now Germany. The new delineation of frontiers prompted the Danish minority south of the border to unite to preserve their Danish heritage and the unique culture of the frontier district. The Danish minority built "a Danevirke in their hearts".

### **Danevirkegården**

On 25th August 1990, His Royal Highness Prince Joachim inaugurated the Danevirke Museum, Danevirkegården. Also present on the occasion were Mr. Mærsk Mc-Kinney Møller and other prominent guests.

For many years, there had been a desire to establish a museum in connection with the ramparts, and it was natural that the appropriate place for such a centre was the village of Danevirke, near Valdemar's Wall. The idea was to build a community centre which could function both as a museum and also as a place where people

belonging to the danish minority could meet. Although the desire was understandable enough, the necessary financial means to buy an appropriate place were just not available. The A.P. Møller and Chastine Mc-Kinney Møller Foundation was positive when it was asked to lend a helping hand with economic support, and the Foundation financed the purchase of a suitable building for the South Slesvig Association. Other grants both public and private – and from the Foundation – made it possible to restore and furnish the premises.

### **The permanent collection**

The Museum at Danevirkegården is directed towards both Danish and German-speaking visitors. The working party which built it up wanted to give a magnificent correct description of the history of Danevirke from the Nordic Ancienet to the present day, and in this they have succeeded.

The exhibition gives the visitor a short and objective overview of what Danevirke has looked like and how it has functioned throughout the ages, the same time illustrating its importance as a symbol in the national competition between Danes and Germans.

Despite numerous archeological excavations of the ramparts, there are not many finds on show. The ramparts themselves are actually the museum pieces, so included in the entrance fee to the mu-

*In the summer of 1990, the Danevirke archeologist, Hellmuth Andersen carried out a new excavation of the ramparts. The dark layers on the photograph show that the ramparts were repeatedly strengthened with layers of soil and peat and faced with heath peat. In the end the ramparts were five metres high.*

seum is a guidebook to the area so that visitors are encouraged to explore the museum's surroundings.

When the Museum was opened, the express wish was that it would never stagnate, but would continuously be developed and modernised. The A.P. Møller and Chastine Mc-Kinney Møller Foundation has recently given another grant to Danevirkegården. This time, the money is to be used to make a video film about Danevirke as a fortification.

The video film will be made through a collaboration between the former Secretary General of the Southern Slesvig Association Karl Kring, the Curator Jørgen Kühl, the Danevirke archeologist Helmuth Andersen, the Architect Thor-kild Ebert and the audio-visual communication firm, Lydia.

The video is expected to be finished some time in the summer, when it will become part of the Museum's permanent exhibition and will contribute to giving the many visitors from both north and south a clearer and more comprehensible idea of the structure and historical importance of the magnificent ramparts. ■



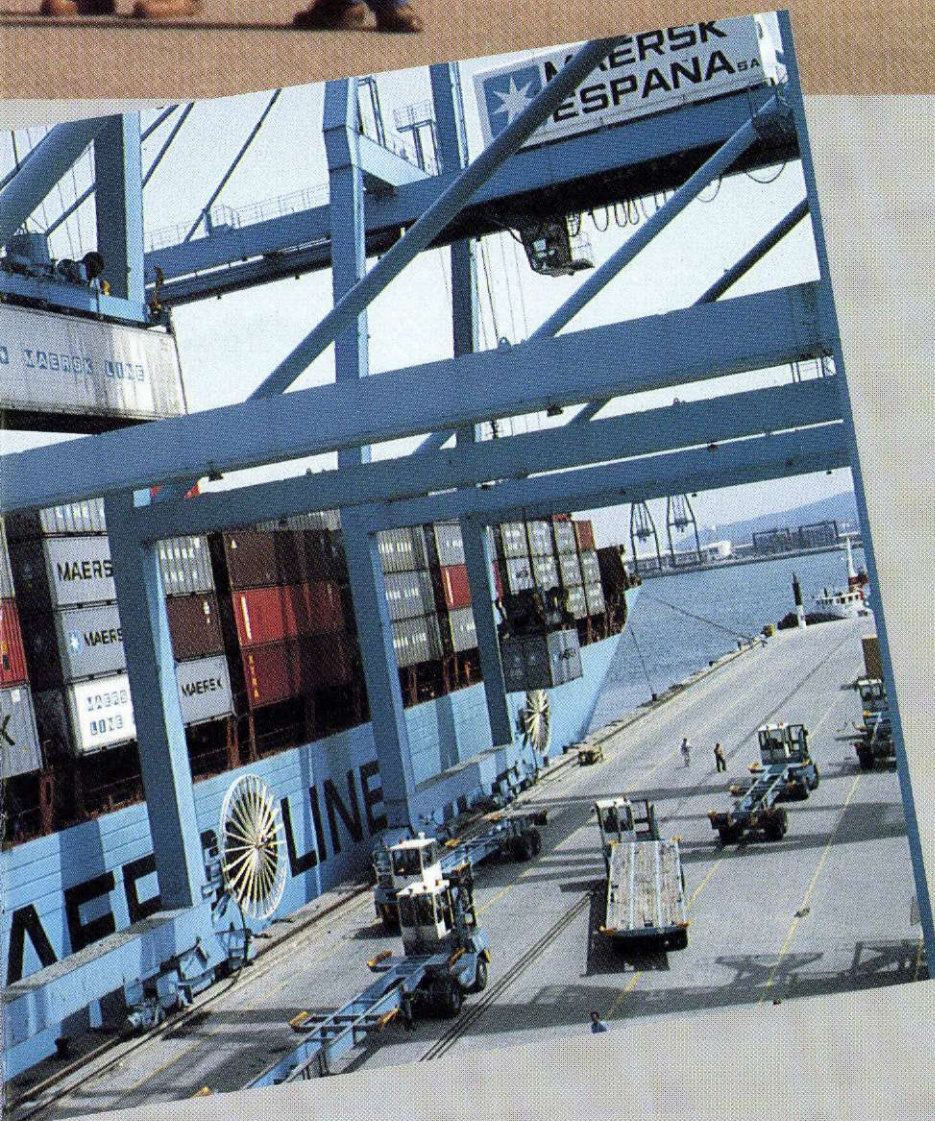
*The spanish dockers doing the traditional dance, the Sevillana, while they wait for the Maersk vessel to reach her mooring at the quay.*







# Maersk puts its mark on Spain



The flag of the Common Market with its twelve stars flies side by side with the Maersk flag and the flags of Spain and Denmark at the entrance to the Maersk terminal in Algeciras. The four flags also stand side by side in the Maersk headquarters in Madrid and in the other eight Maersk offices in Spain.

Since its establishment in March 1986, Maersk España S.A. has become one of the many organisations abroad which have expanded dramatically. Today the Maersk Organisation is a reality in Spain, working under Spanish conditions and with European goals.

Apart from the container terminal in Algeciras with its attached agency offices, Maersk España has, sales offices in Alicante, Barcelona, Bilbao, Las Palmas, Madrid, Seville, Valencia, Vigo and recently Agadir in Morocco, where Maersk has sprung over the Straits of Gibraltar in order to strengthen its position in the North African market.

A few years ago, Maersk España also established two repair firms for containers and for vessels in Algeciras, Containers del Mediterraneo S.A. (COMESA) and Reparaciones Maritimas Espanolas S.A. (REMESA).

## **A normal working day in Spain**

Whether one visits one of the nine offices in Spain, or the terminal in Algeciras, one notices not only the "Maersk mentality", but also a unique working rhythm, which



can almost give anyone coming from abroad a case of jetlag!

Working abroad always takes some time getting used to, and this also applies to the foreign staff of Maersk España.

Maersk staff in Spain are not always in their offices at the same time as Maersk staff in the rest of Europe. Whereas normal lunch breaks in Europe are taken at around 12 – 1 o'clock, the Spaniards wait until 2 pm or even later. They return to their offices at 3 – 4 pm and get started on the other half of the working day. Dinner is seldom before 9 pm and when people dine out at restaurants with friends or customers, it is quite normal to start eating at about 11 pm.

#### **Get to know your customers**

All 250 members of the office staff speak good English, which is necessary, as they have to communicate with the rest of Europe and with Maersk staff all over the world.

Maersk España has become an increasingly well-known and highly-respected name in Spain, and the staff works with constant care, with personal contact with the customers and with a high level of service.

The old Spanish tradition of a sense of pride in one's work is clearly indicated in the desire to get things right first time and every time. It is, of course, tremendously important to have a stable, well-trained staff, who are highly-experienced and

motivated, and who are able to identify and satisfy the customer's needs for different types of combined transport and distribution. The Quality and Sales courses held by the Maersk España offices have maintained and strengthened the sound working routines already in operation there.

"The courses have been extremely useful", says the Managing Director, Erik Nielsen and adds, "We are all involved in sales, from the lady in the reception to myself. The customer is our most important asset, and we must all recognise the fact that the customer must come first and his needs must be dealt with efficiently".

#### **225,000 moves in 1991**

The establishment of Connecting Point Spain (CPS) in Algeciras, facing the Rock of Gibraltar, took place in May 1984 and Maersk Espana S.A. established its headquarters in Valencia two years later – the headquarters have since been moved to Madrid.

The Algeciras terminal is the largest "Danish" container terminal, with a turnover of 225,000 containers in 1991, three times as much as in 1986, and the terminal only handles Maersk containers. By and large, a Maersk vessel calls every day at Algeciras, which is the fixed port of call for three of the main liner services; the Northern Europe route, the Far East and America route; and the Middle East and



# MAERSK ESPAÑA

West Africa route, where the newest liner vessel, the "CHASTINE MÆRSK" has recently gone into service.

The terminal's three enormous gantry cranes are in constant operation when a vessel is in port. The cranes lift a container from the vessel on to land every two and a half minutes. Once on land, the containers are driven to a storage area, where they are stacked in up to four tiers until they are later put on board another vessel or taken to other destinations in Spain.

Even though it seems a large amount, only 10% of the containers go through customs control at the terminal with Spanish import and export cargo. Generally speaking, 11 - 12,000 Maersk containers are driven into Spain every year. The rest of the cargo to Algeciras is transit goods, and is reloaded onto other Maersk vessels and sent on to destinations all over the world, or else goes via feeder vessels to and from other Spanish ports, such as Barcelona, Valencia and Las Palmas.

The terminal in Algeciras covers a site measuring 70,000 square metres, and there is already some talk of problems with lack of space. This is because today it is necessary to find space for three times as many containers as at the start in 1986, and future prospects are hopeful.

In plain terms, Maersk España can reach halfway round the world via the terminal in Algeciras, so it is true to say that Spain has really put its mark on Maersk Line. ■



# Maersk India in the City of Joy

BERNARD DEVARAJ

The course of Indian history since the 17th century has, to a great extent, been shaped by the Port of Calcutta.

In 1690, Job Charnock, an English trader who intended only a brief visit to India, stepped ashore from a vessel berthed on the Hooghly River at a place called Sutanati. But fate decreed otherwise, and he stayed on for good. It was on Job Charnock's initiative that a cluster of 3 hamlets – Sutanati, Kalikata and Govindapur were united to form the nucleus of Calcutta – the City of Joy. In Kipling's own words, "From the noon-day halt of Charnock, grew a city". The city grew to become an important commercial and trading centre, the headquarters of the East India Company and later the Capital of British India.

This is the historical background of Calcutta Port, which is located on the River Hooghly, 129 kilometres from the estuary and the Bay of Bengal. It is the only riverine port of all the major ports in the country.

The Port of Calcutta has traditionally been a break-bulk port, and container traffic did not commence until 1978. Nowadays, however, Calcutta can boast a fully-fledged container yard with all modern container-handling equipment and facilities.

The Port serves a rich hinterland, comprising Uttar Pradesh, Madhya Pradesh, Orissa, Bihar and Assam, and it also serves as the entry port for cargo moving to and from Nepal and Bhutan. The cargo out of Calcutta consists primarily of the traditional Indian exports like tea, jute and mica. For more than a decade, however, large volumes of other commodities

such as engineering goods, leather products, and carpets etc have been exported through Calcutta.

## Maersk India in Calcutta

Although Maersk Line's association with India dates back to 1951, a permanent presence on the East Coast of India was only established in the autumn of 1988.

In August 1990, when Maersk Agency India Pvt Ltd. took over as General Agents, a decision was made to continue services from Calcutta from a small but functional rented downtown office. This office was to be run on a shoe-string budget by an experienced and dedicated young team of staff, whose task it was to justify the setting up of more prominent offices. The team in Calcutta has lived up to all expectations, and within a period of only 12 months, freight revenues have more than tripled. The team moved into new premises on 29th July 1991, and the office is considered to be the finest and most functional shipping office in Calcutta.

The scope of service ex Calcutta, which was initially restricted to acceptance to/from U.S.A./Canada, has now been extended to cover the Far East, APG, the Red Sea and West Africa. Acceptance of refrigerated cargo ex Calcutta will commence as soon as the new container yard is commissioned. The reefer containers to/from Calcutta are at present common feedered, with transshipment at Singapore. With the successful completion of the Calcutta Port Modernisation Program scheduled for 1992, the prospects for Maersk Calcutta are indeed promising. ■

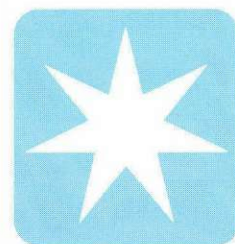




# THE MÆRSK FLEET

January 1st. 1992

# 1992



## CRUDE CARRIERS



t.t. "KIRSTEN MÆRSK"  
Built: Odense Staalskibsværft A/S, Lindø

	BUILT	DWT.
t.t. "KIRSTEN MÆRSK"	1975	339,000
t.t. "KAROLINE MÆRSK"	1976	339,600
t.t. "KATE MÆRSK"	1976	339,200
t.t. "KARAMA MÆRSK"	1977	337,700
t.t. "KAREN MÆRSK"	1977	337,800



m.t. "NICOLINE MÆRSK"  
Built: Korea

	BUILT	DWT.
m.t. "NICOLINE MÆRSK"	1989	276,700
m.t. "MAERSK NAUTILUS"	1989	276,700
m.t. "MAERSK NAVIGATOR"	1989	277,000

## PRODUCT CARRIERS



m.t. "HERTA MÆRSK"  
Built: A/S Nakskov Skibsværft

	BUILT	DWT.
m.t. "HERTA MÆRSK"	1982	13,845
m.t. "HULDA MÆRSK"	1982	13,845
m.t. "MAERSK HARRIER"	1982	13,845



m.t. "ROBERT MÆRSK"  
Built: Odense Staalskibsværft A/S, Lindø

	BUILT	DWT.
m.t. "ROBERT MÆRSK"	1986	27,350
m.t. "RAS MÆRSK"	1986	27,350
m.t. "ROMØ MÆRSK"	1986	27,350
m.t. "RITA MÆRSK"	1986	27,350
m.t. "RASMINE MÆRSK"	1986	27,350



m.t. "MAERSK GANNET"  
Built: Finland



m.t. "PETER MÆRSK"  
Built: Japan



m.t. "A.P. MØLLER"  
Built: Odense Staalskibsværft A/S, Lindø



m.t. "MAERSK ASCENSION"  
Built: Norway



m.t. "DIRCH MÆRSK"  
Built: Odense Staalskibsværft A/S, Lindø

	<i>BUILT</i>	<i>DWT.</i>
m.t. "MAERSK GANNET"	1977	32,389

	<i>BUILT</i>	<i>DWT.</i>
m.t. "PETER MÆRSK"	1981	47,803
m.t. "PRIMA MÆRSK"	1982	47,803
m.t. "PAULA MÆRSK"	1982	47,803

	<i>BUILT</i>	<i>DWT.</i>
m.t. "A.P. MØLLER"	1984	50,600
m.t. "EMMA MÆRSK"	1985	50,600
m.t. "EVELYN MÆRSK"	1985	50,600
m.t. "ESTELLE MÆRSK"	1987	50,600
m.t. "ELEO MÆRSK"	1987	50,600

	<i>BUILT</i>	<i>DWT.</i>
m.t. "MAERSK ASCENSION"	1976	59,850
m.t. "MAERSK JUPITER"	1978	59,230

	<i>BUILT</i>	<i>DWT.</i>
m.t. "DIRCH MÆRSK"	1983	99,800
m.t. "DORTHE MÆRSK"	1983	99,800
m.t. "DAGMAR MÆRSK"	1984	99,800



m.t. "VALKYRIEN MÆRSK"  
Built: Japan

	BUILT	DWT.
m.t. "VALKYRIEN MÆRSK"	1988	110,361
m.t. "MAERSK VIRTUE"	1988	110,296

## GAS TANKERS (LPG/C)



LPG/C "GUDRUN MÆRSK"  
Built: Germany

	BUILT	M <sup>3</sup>
LPG/C "GUDRUN MÆRSK"	1989	11,758
LPG/C "GJERTRUD MÆRSK"	1989	11,748



LPG/C "MAERSK COMMANDER"  
Built: Norway

	BUILT	M <sup>3</sup>
LPG/C "MAERSK CADET"	1972	12,060
LPG/C "MAERSK COMMANDER"	1976	12,060
LPG/C "MAERSK CAPTAIN"	1977	12,060



LPG/C "SALLY MÆRSK"  
Built: Odense Staalskibsværft A/S, Lindø

	BUILT	M <sup>3</sup>
LPG/C "SALLY MÆRSK"	1981	15,074
LPG/C "SVENDBORG MÆRSK"	1981	15,067
LPG/C "SUSAN MÆRSK"	1981	15,072
LPG/C "SVEND MÆRSK"	1982	15,067
LPG/C "OLGA MÆRSK"	1984	15,098
LPG/C "OLUF MÆRSK"	1984	15,089





LPG/C "JANE MÆRSK"  
Built: Korea

	BUILT	M <sup>3</sup>
LPG/C "JANE MÆRSK"	1990	35,640
LPG/C "JESSIE MÆRSK"	1991	35,640
LPG/C "JAKOB MÆRSK"	1991	35,640
LPG/C "JESPER MÆRSK"	1991	35,640

## CONTAINER VESSELS



m.s. "MARCHEN MÆRSK"  
Built: Odense Staalskibsværft A/S, Lindø

	BUILT	DWT.
m.s. "MARCHEN MÆRSK"	1988	60,640
m.s. "MARIT MÆRSK"	1988	60,640
m.s. "MARGRETHE MÆRSK"	1988	60,640
m.s. "METTE MÆRSK"	1989	60,640
m.s. "MATHILDE MÆRSK"	1989	60,640
m.s. "MAREN MÆRSK"	1989	60,640
m.s. "MAJESTIC MÆRSK"	1990	60,350
m.s. "MARIE MÆRSK"	1990	60,350
m.s. "MAGLEBY MÆRSK"	1990	60,350
m.s. "MC-KINNEY MÆRSK"	1991	60,350
m.s. "MADISON MÆRSK"	1991	60,350
m.s. "MAYVIEW MÆRSK"	1991	60,350



m.s. "REGINA MÆRSK"  
Built: Odense Staalskibsværft A/S, Lindø

	BUILT	DWT.
m.s. "LAURA MÆRSK"	1980	53,688
m.s. "LEISE MÆRSK"	1980	53,548
m.s. "LEXA MÆRSK"	1981	53,540
m.s. "LICA MÆRSK"	1981	53,498
m.s. "LEDA MÆRSK"	1982	53,690
m.s. "LUNA MÆRSK" (p.t. "NEWPORT BAY")	1982	44,142
m.s. "REGINA MÆRSK"	1983	53,310
m.s. "LOUIS MÆRSK"	1984	53,325
m.s. "LAUST MÆRSK"	1984	48,527
m.s. "LARS MÆRSK"	1984	53,325
m.s. "LINDØ MÆRSK"	1985	53,325



m.s. "ANDERS MÆRSK"  
Built: Germany

	BUILT	DWT.
m.s. "ANNA MÆRSK"	1975	37,116
m.s. "ANDERS MÆRSK"	1976	37,129
m.s. "ARTHUR MÆRSK"	1976	37,212
m.s. "AXEL MÆRSK"	1976	37,115
m.s. "ALVA MÆRSK"	1976	37,852
m.s. "ARILD MÆRSK"	1976	37,872



m.s. "ADRIAN MÆRSK"  
Built: Germany



m.s. "BRIGIT MAERSK"  
Built: Japan



m.s. "TREIN MAERSK"  
Built: Japan



m.s. "MAERSK CLAUDINE"  
with gantry crane  
Built: Japan



m.s. "CHASTINE MÆRSK"  
Built: Odense Staalskibsværft A/S, Lindø

	<i>BUILT</i>	<i>DWT.</i>
m.s. "ADRIAN MÆRSK"	1975	32,178
m.s. "ALBERT MÆRSK"	1975	32,103
m.s. "ARNOLD MÆRSK"	1975	32,197

	<i>BUILT</i>	<i>DWT.</i>
m.s. "BRIGIT MAERSK"	1974	32,835

	<i>BUILT</i>	<i>DWT.</i>
m.s. "TREIN MAERSK"	1990	21,229
m.s. "TOBIAS MAERSK"	1990	21,207
m.s. "THORKIL MAERSK"	1990	21,238
m.s. "TORBEN MAERSK"	1990	21,232

	<i>BUILT</i>	<i>DWT.</i>
m.s. "MAERSK CLAUDINE"	1978	11,034
m.s. "MAERSK CLEMENTINE"	1978	11,007

	<i>BUILT</i>	<i>DWT.</i>
m.s. "CHASTINE MÆRSK"	1991	20,350

## RO/RO VESSELS



m.s. "MAERSK FLANDERS"  
Built: Japan

	<i>BUILT</i>	<i>DWT.</i>
m.s. "MAERSK ANGLIA"	1977	3,522
m.s. "MAERSK FLANDERS"	1978	3,573



m.s. "MAERSK FRIESLAND"  
Built: Holland

	<i>BUILT</i>	<i>DWT.</i>
m.s. "MAERSK FRIESLAND"	1981	1,600



m.s. "MAERSK ESSEX"  
Built: France

	<i>BUILT</i>	<i>DWT.</i>
m.s. "MAERSK ESSEX"	1978	12,788
m.s. "MAERSK KENT"	1978	12,788

## BULK CARRIERS



m.s. "MAERSK TAPAH"  
Built: Korea

	<i>BUILT</i>	<i>DWT.</i>
m.s. "MAERSK TAPAH"	1989	68,116
m.s. "MAERSK TELUK"	1989	68,365
m.s. "MAERSK TASIK"	1990	70,424
m.s. "MAERSK TANJONG"	1990	70,424
m.s. "MAERSK TAIKUNG"	1990	70,424
m.s. "MAERSK TUKANG"	1990	70,424



m.s. "MAERSK SERAYA"  
Built: Japan

	<i>BUILT</i>	<i>DWT.</i>
m.s. "MAERSK SENTOSA"	1981	64,285
m.s. "MAERSK SELETAR"	1981	64,236
m.s. "MAERSK SEBAROK"	1981	64,310
m.s. "MAERSK SERAYA"	1982	61,615
m.s. "MAERSK SENANG"	1982	61,806
m.s. "MAERSK SEMAKAU"	1983	63,800
m.s. "MAERSK SERANGOON"	1983	63,700
m.s. "MAERSK SEMBAWANG"	1984	63,700



m.s. "MAERSK PINE"  
Built: Japan

	<i>BUILT</i>	<i>DWT.</i>
m.s. "MAERSK PINE"	1984	26,650
m.s. "MAERSK CEDAR"	1985	26,563
m.s. "MAERSK CYPRES"	1985	26,591
m.s. "MAERSK POPLAR"	1987	26,583

## PURE CAR CARRIERS



m.s. "MAERSK CREST"  
Built: Japan

	<i>BUILT</i>	<i>CARS</i>
m.s. "MAERSK WAVE"	1980	2,027
m.s. "MAERSK WIND"	1981	2,027
m.s. "MAERSK SKY"	1982	2,411
m.s. "MAERSK SEA"	1987	2,505
m.s. "MAERSK SUN"	1987	2,505
m.s. "MAERSK CREST"	1983	3,150
m.s. "MAERSK CLOUD"	1983	3,150

## TOTAL SUPPORT VESSELS



m.s. "MÆRSK MASTER"  
with fire-fighting equipment  
Built: Odense Staalskibsværft A/S, Lindø

	<i>BUILT</i>	<i>BHK/DWT.</i>
m.s. "MÆRSK MASTER"	1986	16,200/2,395
m.s. "MAERSK MARINER"	1986	16,200/2,395

## MULTIPURPOSE SUPPORT VESSELS



m.s. "MÆRSK PACER"  
Built: Norway

	<i>BUILT</i>	<i>BHK/DWT.</i>
m.s. "MÆRSK PACER"	1991	15,610/2,643
m.s. "MÆRSK PROVIDER"	1991	15,600/2,780



m.s. "MÆRSK CLIPPER"  
with fire-fighting equipment  
Built: Dannebrog Værft A/S

	<i>BUILT</i>	<i>BHK/DWT.</i>
m.s. "MÆRSK CLIPPER"	1983	14,400/2,076
m.s. "MAERSK CUTTER"	1983	14,400/2,076



m.s. "MAERSK RETRIEVER"  
with fire-fighting equipment  
Built: Odense Staalskibsværft A/S, Lindø

	<i>BUILT</i>	<i>BHK/DWT.</i>
m.s. "MAERSK RETRIEVER"	1979	13,000/1,965
m.s. "MAERSK RUNNER"	1980	13,000/1,965
m.s. "MAERSK RULER"	1980	13,000/1,965
m.s. "MAERSK RANGER"	1980	13,000/1,965
m.s. "MAERSK RIDER"	1982	14,400/1,930
m.s. "MAERSK ROVER"	1982	14,400/1,930



m.s. "MÆRSK DISPATCHER"  
with fire-fighting equipment  
Built: Frederikshavn Værft A/S

	<i>BUILT</i>	<i>BHK/DWT.</i>
m.s. "MÆRSK DISPATCHER"	1981	9,000/2,136
m.s. "MÆRSK DETECTOR"	1981	9,000/2,136

## ANCHOR-HANDLING TUG/SUPPLY VESSELS



m.s. "MAERSK CHALLENGER"  
Built: Ørskov Christensen Staalskibsværft A/S

	BUILT	BHK/DWT.
m.s. "MAERSK CHALLENGER"	1986	14,400/2,903
m.s. "MAERSK CANCELLOR"	1986	14,400/2,903



m.s. "MÆRSK TRADER"  
Built: Korea

	BUILT	BHK/DWT.
m.s. "MÆRSK TRADER"	1983	12,240/1,477
m.s. "MÆRSK TERRIER"	1983	12,240/1,710
m.s. "MÆRSK TOPPER"	1983	12,240/1,710
m.s. "MÆRSK TACKLER"	1983	12,240/1,477



m.s. "MÆRSK LEADER"  
Built: Holland

	BUILT	BHK/DWT.
m.s. "MÆRSK LEADER"	1987	12,000/2,500
m.s. "MÆRSK LOGGER"	1987	12,000/2,500
m.s. "MÆRSK LAUNCHER"	1988	12,000/2,500
m.s. "MÆRSK LIFTER"	1988	12,000/2,500



m.s. "MAERSK SUPPORTER"  
Built: Korea

	BUILT	BHK/DWT.
m.s. "MAERSK SUPPORTER"	1983	10,880/2,150
m.s. "MAERSK SERVER"	1983	10,880/2,150
m.s. "MAERSK CHIGNECTO"	1983	10,880/2,150
m.s. "MAERSK GABARUS"	1983	10,880/2,150
m.s. "MAERSK BONAVISTA"	1983	10,880/2,500
m.s. "MAERSK SHIPPER"	1983	10,880/2,500



m.s. "MAERSK HANDLER"  
Built: Japan

	BUILT	BHK/DWT.
m.s. "MAERSK HELPER"	1980	7,040/1,938
m.s. "MAERSK HANDLER"	1986	7,040/1,938



m.s. "MAERSK FIGHTER"  
Built: Norway

	<i>BUILT</i>	<i>BHK/DWT.</i>
m.s. "MAERSK FIGHTER"	1976	7,040/1,042

## ANCHOR-HANDLING TUGS



m.s. "MÆRSK BATTLER"  
Built: Odense Staalskibsværft A/S, Lindø

	<i>BUILT</i>	<i>BHK/DWT.</i>
m.s. "MÆRSK BATTLER"	1976	8,400/560
m.s. "MAERSK BEATER"	1976	8,400/560
m.s. "MÆRSK BLAZER"	1977	8,400/560
m.s. "MÆRSK BREAKER"	1977	8,400/560

## PLATFORM/SUPPLY VESSELS



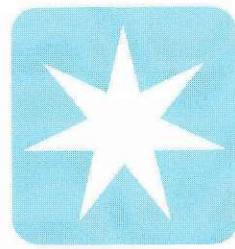
m.s. "MÆRSK ASSISTER"  
Built: Norway

	<i>BUILT</i>	<i>BHK/DWT.</i>
m.s. "MÆRSK ATTENDER"	1982	6,960/2,972
m.s. "MÆRSK ASSISTER"	1983	5,200/3,003



m.s. "MAERSK WORKER"  
Built: Holland

	<i>BUILT</i>	<i>BHK/DWT.</i>
m.s. "MAERSK WORKER"	1976	3,200/1,936



**MAERSK**





*The agreement to establish the joint venture company TEMANET A/S being signed by shipowner Jess Söderberg on behalf of A. P. Møller, and Managing Director Hans Würtzen on behalf of Tele Danmark A/S. Standing, from the left, are the Managing Director of Mærsk Data AS, Steen Knudsen and the Managing Director of TELECOM A/S, Jens Kiil.*

## **New telecommunications company TEMANET A/S**

***On 1st January 1992, a joint venture company with the name TEMANET A/S, was established by A.P. Møller and Tele Danmark.***

***The company will offer capacity and additional data communications services to the international market.***

TEMANET is a joint venture company consisting of Mærsk Data AS and TELECOM A/S, which is the Tele Danmark Group's international operating company and contractor within the telecommunications sector. A number of existing Telecom Denmark Ltd and Mærsk Data AS activities will form the basis of the new company.

The company will provide services in connection with the telecommunication network. These can include assistance with the establishment of leased circuits, and with the operation and supervision of networks (Network Management) and of network-based supplementary services (VANS – Value Added Network Services). Furthermore, the company will be

able to offer access to information data bases and electronic data exchange (EDI). The idea behind TEMANET is to combine the A.P. Møller Group's existing international organisation including Mærsk Data's expertise in the network sector, with TELECOM's technical resources, knowhow and position as an important telecommunications hub between Eastern and Western Europe.

TEMANET will have main offices in Denmark, England, U.S.A. and Japan, where Mærsk Data already has offices managing its global activities. In addition, Mærsk offices abroad will support TEMANET with local marketing and consultancy. ■



## Over 100 per hour in Antwerp!

No, this is not a breach of the speed limit! What we are talking about here is the berth-productivity achieved in Antwerp in November 1991 and, for first time ever, twice by

M.S. "LEDA MÆRSK" on 18th November 1991.  
M.S. "LAURA MÆRSK" on 25th November 1991.

The berth productivity is the average number of moves accomplished from the moment the vessel is "All fast" alongside upon berthing, until the "Last line" is dropped upon sailing.

The "ceiling" of 100 moves per hour had already been achieved six times earlier in 1991, but never before on two vessels one after the other.

This is apparently the best performance in Europe, and is not only encouraging for the Operations Department of Maersk Belgium n.v.-s.a. and the Terminal at Delwaide Dock, it also sets new challenges for the future:

- How can we achieve this performance on a regular basis?
- How can we use the recently commissioned fourth gantry crane to its best advantage?

Integrated efforts on the part of the cargo co-ordinators, the agents, the shipping engineers and the stevedores are necessary if the magic figure of 100 is to become a habit! ■

MICHAEL DONNER

## Maersk back in Kuwait

On November 2nd 1991, the "MAERSK CLEMENTINE" arrived at the port of Shuaiba – the first Maersk vessel to call at Kuwait since the Gulf War. The Kuwait Re-start Programme began in the middle of June, when our agent and General Manager Joe T. Monteiro returned to Kuwait after an absence of 10 months. In July, Joe was joined by Bill Duggan from Miami, and together they began trying to restore the damage.

The office was unrecognizable and the state of the files and records was unbelievable. It is sufficient to say that the office could not have been restored to its normal state in so short a time, had it not been for the total dedication of those members of staff present at the time. In June, we started up again with only four Maersk Agency staff out of the original 13. By August we were up to eight, by September to 11, and at present we number 12 staff members. Every member of staff, both the original ones from before the Gulf War and the newly-hired ones, have worked long hours under extremely difficult conditions.

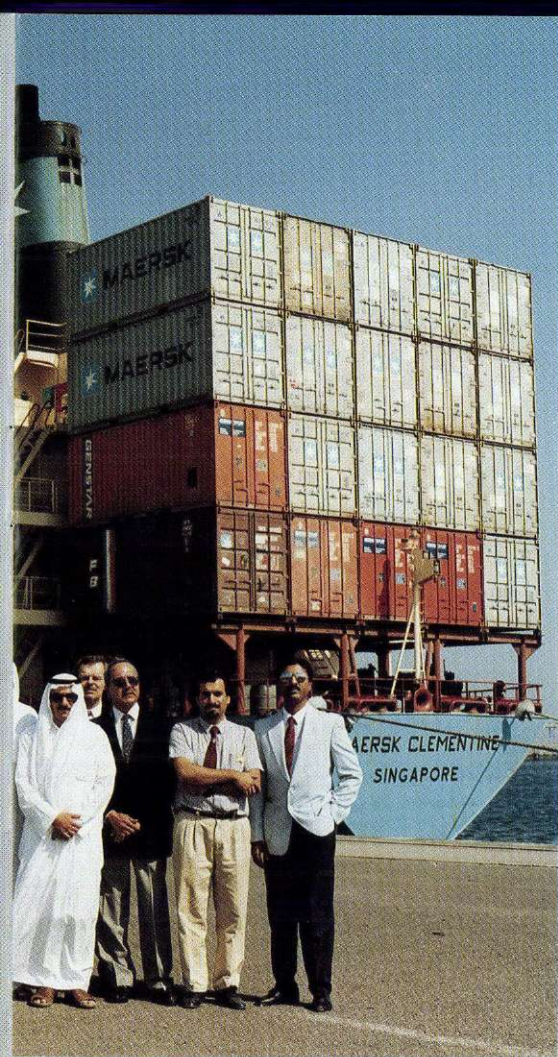
The air-conditioning and telephone wires were down during parts of August and September, while the telex lines were only in operation again from the middle of September. Most important of all, how-

ever, was to locate our customers. This was a difficult task as many of them had had to find new offices or had changed telephone numbers. Missing equipment (containers), problems at the port, customers demanding cargo, lost documents – these were just a few of the many problems we faced every day. We had to take one day at a time, and often the day was so difficult that we hoped it would go quickly.

With the port of Shuaiba functioning with two gantry cranes, Maersk put back its own feeder vessel in November. This was a tremendous relief, as we had been obliged to share the joint feeding facilities with many other agencies from July until October. If some members of staff were not at first totally convinced of Maersk's superiority, in the branch, then they certainly are now.

The volume of cargo has improved significantly since the first arrival of the joint feeder vessel, the Russian vessel, the "VASSILY BELOKONENKO" carrying 27 TEU.

The task of bringing forward the stranded cargo in Dubai alone was monumental, as CY and CFS cargo all needed special attention. The arrival on 15th November of the "MAERSK ASIA PRIMO", carrying 370 TEU for Kuwait, continued the sharp



upward curve for discharge at Kuwait from all services.

The final link in the chain of facilities necessary to bring our office 100% back to normal efficiency is the leased data line, enabling us to communicate via the MCS system. It is still not known when this will be re-established.

Maersk Kuwait/ Behbehani Shipping would like to extend thanks to everyone who helped us to rebuild the Kuwait office and, in particular, to Dubai Operations, which played a key role.

We held a small reception on board the "MAERSK CLEMENTINE" and we send our thanks for this to Captain Williams and his officers.

Pictured here are Captain Williams, his crew, the Deputy Director General of the Port Public Authority, Ibrahim Al-Fulajj and his staff, Joe T. Monteiro and Bill Duggan Jr. along with several members of the staff of Mohamed Saleh Behbehani & Co., Klaus Donitsky, Middle East Coordinator from Maersk Dubai, and K. Jensen, Attaché at the Royal Danish Embassy in Kuwait. ■

W.C. DUGGAN, JR., KUWAIT



## First group of industrial trainees turned out

*In September, the very first industrial trainees were presented with their certificates as evidence of a successful completion of their courses.*

Industrial training is a new type of education at the A.P. Moller Group, and the two years' intensive hard work on the parts of the Shipping Companies, the affiliated companies, the teachers and the students, finally bore fruit when 14 industrial trainees completed the course and could look forward to even more exciting times in one of the affiliated companies. There is no lack of exciting opportunities in the affiliated companies taking part in the training programme. These include Mærsk Olie og Gas, Roulunds Fabriker, DISA, the Odense Steel Shipyard, Maersk Air, Papyro-Tex, Pharma-Plast, Svend Andersen Plastik, Asik, Rosti, Star Air and Mærsk Container Industri.

### The course

The course, usually called industrial training, covers education in Sales/Administration and Economics. The course itself lasts two years and is a combination of practical training in a specially-chosen company in the A.P. Moller Group, and lessons at the Shipping School. The practical training encompasses general office skills such as Accounting, Administration, Sales/Marketing and EDP, in addition to special subjects which are particularly relevant to the company in which the practical training takes place. The first year of theoretical training takes place at the Shipping School, where the young people are given lessons in English, German and French as well as in other

subjects such as Economics, EDP, Sales and Marketing, Logistics and Geography. The mixture of practice and theory is arranged in such a way that the trainee spends six weeks at the company, two weeks at the Shipping School, another six weeks at the company, and so on. During the second year, parallel with the lessons at the Shipping School, the industrial trainees start HD (Bachelor of Commerce) studies. The company to which the trainee has been attached during his training will also be the place of the trainee's future employment when the training period is completed.

### Popular training

In 1989, when the first group of young people were offered this new type of education, there were 732 applicants, of whom 520 were invited to the preliminary interview, and 16 were offered employment. In 1991, 746 young people applied, 471 were invited to an interview and 9 were offered employment.

This year's course will start on 1st August and it is expected that 11 applicants will be offered employment as industrial trainees.

The course has proved to be a great success. The young people have received top-quality training, and the affiliated companies which have taken part in this new type of training course have been extremely satisfied with the results. ■

*While the participants are going through the dark training area, the instructor can monitor their progress with an infrared camera. The exercise is put on video and the videotape is used during the discussion session afterwards.*



## There is much to learn by practising constant care

*Mærsk Olie og Gas has established training courses in being prepared for emergencies and thereby saving human lives. Hundreds of offshore people come to these courses held at a new training centre at Hjerting, eight kilometres southwest of Esbjerg, in order to learn something about the poisonous gas hydrogen sulphide H<sub>2</sub>S.*



It was quite an event when, at exactly 19.04 hours Monday, 24th June 1991, oil began to gush from the Dagmar Field. The sixth field was now in production. The production of oil from Dagmar differs from that of the other fields, however, as along with the oil from the centre of the earth, the poisonous gas hydrogen sulphide gushes out too.

The production of oil with hydrogen sulphide from Dagmar makes training in being prepared for all kinds of emergencies as well as in the protection of human life an absolutely necessity. This has resulted in the rule that no offshore employee is allowed to come to the risk area without having been on a one-day course in safety procedures and the correct handling of H<sub>2</sub>S.

The risk area covers the Gorm Field, where the oil produced from Dagmar is processed. (B and F) as well as the bridge to the A platform.

### **The ideas behind the new centre**

Naturally enough, Mærsk Olie og Gas studied at the training premises and conference centres which are currently in use at the Maersk Drilling Training Centre in Svendborg and at the Esbjerg Fire School. The H<sub>2</sub>S Centre consists of three units; a building containing teaching rooms, a depot, special equipment and an office; a maintenance room with air-compressors, testing equipment and trial apparatus; and finally a practice container, complete with special training areas.

When the centre was being planned, Mærsk Olie og Gas gave a lot of thought to the arrangement of this special container. It was important that the training area offered conditions as similar as possible to those to which the offshore people could be exposed in the H<sub>2</sub>S risk areas.

### **An exercise**

The hypothetical situation behind the exercise is that a man has been working with a valve which has been leaking H<sub>2</sub>S, and he is lying there unconscious. A two-man rescue party has the job of getting the man to a risk-free area.

The training area is dark, and the people taking part in the course are naturally



*The dummy, Frederick is given assistance.*

equipped with fresh air ventilating equipment and life-saving apparatus. First of all the two men have to check how bad the leakage of  $H_2S$  actually is. In the exercise container the poison gas is replaced by a light dose of household ammonia. The idea is to get fresh air to the casualty as rapidly as possible. The life-size dummy, Frederick, plays the role of the casualty. Freedom of movement is restricted in the dark container, because pipes have been placed across it in various places causing obstructions, and the group under training, in all their bulky equipment, have to force their way through. On their way to the casualty, the rescue party encounters a fire on the life raft. Hot lamps give the sensation of a fire, and the group must put out the fire with the help of the fire hose lying in the container. The exercise teaches the participants to co-operate with each other, even in situations of extreme difficulty. The next "problem" is an exit blocked off with chains which must be replaced after going through. Afterwards, the two men reach the valve which is leaking. In order to stop the gas streaming out, they have to close the valve and, at the same time, keep an eye on the concentration of  $H_2S$ . Finally the rescue party reaches the casualty, and they immediately put the life-saving apparatus on him and get him back to the safe area and into the fresh air.

A trip through the exercise container takes five to ten minutes, and during the entire exercise an instructor follows what is going on with the help of an infrared camera monitor. The infrared light makes it possible to film in the dark.

#### **Safety above all**

The course in Hjerding is a great success. Safety plays an exceptionally important role at Mærsk Olie og Gas and, up to now, 910 offshore employees have been on the course within twelve months.

Fortunately, it has not proved necessary for the offshore staff to demonstrate the skills they learn at the Hjerding training centre, but nobody is any doubt that Mærsk Olie og Gas' investment in the training centre is a worthwhile one. ■



The Supreme Commander of the American forces during the Gulf War, General H. Norman Schwarzkopf was welcomed by Mr. Mærsk Mc-Kinney Møller and Mr. Jess Søderberg when he visited the A.P. Møller headquarters on 29th January 1992. General Schwarzkopf had been invited to Copenhagen by the VL Group 31, (of which Mr. Jess Søderberg is a member), to give a speech at the Danish Management Society's VL Day. This year the theme was "Crisis management at different levels".

Mr. Møller was the first speaker giving a brief talk on "Constant care" (See page 2). Following this, Mr. Møller introduced General Schwarzkopf to almost 500 Top Danish Executives who were present on the occasion. Mr. Møller thanked the General for all he and his country had contributed and sacrificed du-



ring the Gulf War – also for the benefit of Denmark. The General himself began his speech by thanking the A.P. Møller Group and Mr. Møller personally, and went on to tell

the gathering that Maersk vessels had been the first to deliver the supplies to Saudi Arabia which had proved so crucial for the entire campaign. General Schwarzkopf's speech

and his answers to the many questions from the floor only served to confirm to those present the impression that here was a thoroughly unusual and great personality. ■

## Ferry service switches from Yarmouth to Felixstowe

Norfolk Line has decided to switch its Schevening – Great Yarmouth service to Felixstowe, a decision which became fully effective from 3rd February 1992.

The reason for the move is to further enhance the efficiency and competitiveness of our service to our customers through the use of larger vessels, more regular sailings and better road access.

The company has been operating three freight only vessels, but there have been some problems keeping to regular schedules in Yarmouth, as it is



a tidal-restricted port with limitations on vessel size. Felixstowe, however, is a deep water port, has rail connections and is closer to the major UK road network.

The vessels to be operated on the new route are the m.s. "MAERSK FLANDERS" with a trailer capacity of 88, and the m.s. "ROSEANNE" with 83. The two vessels will give an annual capacity of approximately 95,000 trailers, compared with a previous capacity of about 62,000 with three vessels.

The m.s. "ROSEANNE" has

been time-chartered from Denval Marine, and delivery is scheduled for early February 1992. The "MAERSK FLANDERS" has been transferred from her previous route (Immingham – Esbjerg) operated by the sister company Britline.

This reorganisation will enable Norfolk Line to cope with planned increases in trailer volume for the company's door-to-door business, which now has the support of some 3,000 customers throughout Europe. The twice-daily schedule will also result in en-

hanced performance, which is particularly important for perishable business and just-in-time deliveries. Some additional capacity will also be available for quay/quay shippers. About 70 staff members have accepted the offer of relocation to Felixstowe, which will ensure continuity of service during this period. Other employees are being recruited locally, while stevedoring services are provided by the Port of Felixstowe. ■

## Special cargo from France to U.S.A.

Thanks to our first class service from France to the U.S. west coast, Maersk Line was chosen to carry a unique type of cargo on the "BRIGIT MÆRSK" from Marseilles to Los Angeles in January 1992.

The cargo is a piece of sculpture in the shape of a giant tea set, and is a wedding present from France to the Statue of Liberty and Christopher Columbus on the occasion of the 500th Anniversary of the arrival of Columbus in America. The sculpture filled seven 40-foot high cube containers.

which will be held on St. Valentine's Day, has been arranged by Antony Miralda, a well-known plastic surgeon. The project has been named "The Miralda Honeymoon Project" and will be covered by the major television channels in USA.

The cities of Venice, Tokyo, Barcelona, Birmingham and New York have also sent wedding gifts to celebrate the occasion.

The photo shows the huge tea set being packed into Maersk containers at the Fos sur Mer terminal. ■



The great wedding show, NICOLE ANGHILENTE



## Sinotrans' visit to Copenhagen

For many years now, Maersk Line has taken an active part in the import/export of goods to and from the People's Republic of China. At present, Maersk Line covers the country with a total of six representative offices in the cities of Guangzhou, Shanghai, Beijing, Nanjing, Tianjin and Dalian.

It has become an annual tradition that the top management of the biggest cargo generating agent in the People's Republic of China, the China National Foreign Trade Transportation Corporation (called "Sinotrans" for short) meet with the top management of the Line Department from Copenhagen. At these meetings, views on topics of mutual

interest are exchanged and business matters concerning both the previous and the coming year are discussed.

In the beginning of September, a delegation from Sinotrans' Head Office in Beijing, headed by President Liu Fu Lin, visited Esplanaden. Apart from a heavy business-related schedule, with an agenda which involved several departments, President Liu Fu Lin and his colleagues also had the opportunity of seeing some of the sights of Copenhagen, and were able to visit the Odense Steel Shipyard and Mærsk Container Industry in Tinglev. ■

AXEL O. KNUDSEN

## Maersk Singapore receives logistics award

On November 22nd 1991, Maersk Singapore had the honour of being named as the only carrier to be awarded the "Du Pont Singapore Merit Logistics Award 1991".

The presentation of the award was made during Du Pont Singapore's Logistics Night Function, which was attended by both staff and suppliers of Du Pont.

Du Pont Singapore is part of the Du Pont worldwide conglomerate, and as such needs no introduction. To receive such an award from such a prestigious company is, therefore, an extremely encouraging achievement.

Mr. George P. Amlin, Du Pont's Asia Pacific Director for Materials and Logistics, presented Mr. Tan Long Yam, General Manager of Maersk Singapore, with the award which reads:

Du Pont Singapore  
Logistics Award 1991

This award is dedicated to  
Maersk Singapore Pte. Ltd.  
from Du Pont Singapore Pte.  
Ltd. for:

Commitment to  
Customer Service

Reliability

Dedication

Innovation and Flexibility

Team-work/Partnering

Your professionalism and support in the execution of Du Pont's supply chain efforts has contributed to the continuous flow of Delrin Fluff Resins from various global sources to Du Pont's Singapore Facility during its first year of operation. This effort reflects Maersk's commitment as a true logistics partner. ■

CYRIL SEAH



## “Rebuild Kuwait 1991 Exhibition” in Bahrain

This multi-sector trade fair held on 2nd – 7th November 1991 marked the opening of the new Bahrain International Centre, where Maersk Line was represented with its own stand.

Approximately 700 companies from all over the world took part in the exhibition and, with more than 16,000 visitors, Maersk Line was given an ideal opportunity to show off its services in the region.

The exhibition was a great success and illustrated Maersk Line’s commitment to serving

this part of the world. With so many visitors both from the entire Middle East and the rest of the world, Maersk Line’s participation in the exhibition will doubtless result in some new business opportunities. Furthermore, Maersk Line’s position as one of the leading carriers in the region will certainly be strengthened.

The photograph shows Mr. William C. Duggan, Kuwait and Søren Gravesen in front of the Maersk Line stand. ■

SØREN GRAVESEN



## Fancy footwork in Malaysia

As if competing in the market were not enough, the Maersk and NOL Sales/Marketing teams were in competition again on November 30th 1991, but this time on the football pitch.

A heavy downpour just before the start of the match only served to heighten the competitive spirit of both teams. When they finally got started, the field was so wet and soggy that even Lineker and Pele would have had problems with their tackling. On top of

this, each team consisted of only 7 players on a full-size soccer field.

Some fancy footwork and many messy tumbles later, Maersk F.C. emerged as the champions with a 3 – 2 victory.

The photo shows at the back (from left) Peter Wee, Jeffrey Foo, Thomas Bay, Halmi Yusoff, Robert Choo, Ooi Eng Hai, Andrew Chong and John Nielsen. At the front Patrick Pang and Hamdan Shariff. ■

THOMAS BAY

## Murphy’s Law and PC virus

Most of us who work with EDP are familiar with Murphy’s Law, the rule that says that if anything can go wrong, it will go wrong!

Mærsk Post’s last edition contained an article about PC virus. A minor type-setting error resulted in a major distortion of the meaning of the final paragraph. We therefore repeat it in its correct form below.

### How do we avoid PC virus?

This is actually very simple – just follow the Security Instructions. Three items are worth noting:

Remember virus-scanning  
No PC-games  
No unauthorized software

Although virus-scanning may seem to be unnecessarily time-consuming, think of the benefit – no negative situations.

So let us all make sure that we keep the PC doors locked, so our PCs don’t catch a virus. ■



## Quality Prize for Maersk Indonesia

On the occasion of the 13th Anniversary of the container port in Tanjung Priok, Jakarta, some awards were given to the users of the port.

We are proud to say that the Maersk Organisation won the top prize as the “Best Quality Shipping Line” for, among other reasons, having the best schedule reliability.

The prizes were handed over by H. E. Amir Harbani, President Director of Perum Pelabuhan.

The awards were given as follows:

1. “Best Quality Shipping Line” – Maersk Line
2. Largest throughput Tokoy Senpako Kaisha Ltd.
3. Largest number of ship calls – Evergreen

The present container port at Tanjung Priok is estimated to have had a throughput in

1991 of 729,000 TEU, which represents a 15% increase over 1990, and a 166% increase over four years.

A port project for the expansion of the facilities is being approved. The first stages of this new container terminal will be ready in 1995/96, giving a total capacity in Jakarta in excess of 2 million TEU annually, with water depth and crane facilities enabling the port to service 4th generation container vessels.

We are very pleased to receive this prize as a result of the impartial measurements of performance by the container port, and we are happy that the reliability valued by our many customers is now also officially recognised. ■

PETER FREDERIKSEN



## Official Commendation by the Superintendent of the Kobe Customs, Japan

On the occasion of the anniversary of the establishment of the Kobe Customs on 28th November, Mr. H. Kataoka received an official commendation from the Superintendent of the Kobe Customs, in appreciation of his contribution to the administration of the Kobe Customs Service. Mr. H. Kataoka, General Manager of Maersk K.K. Kobe has been deeply involved in the scheme to rationalise customs procedure. This rationalisation scheme has been initiated in order to



be able to cope with increased volumes of cargo movements, based on current facilities and staff resources. Mr. Kataoka has greatly contributed to the implementation of the new simplified working procedures.

The award ceremony was held in Kobe on 28th November 1991 with the participation of the Ministry of Finance, and the letter of commendation was addressed to Mr. Kataoka personally. ■  
JEREMY T. HAYCOCK



## Another school visit to Maersk Thailand

At the end of October 1991, for the third year running, Maersk Thailand played host to 70 students and six teachers from Bangkok's Patana School (the British School). The visit included a guided tour around the port, a visit to the port office, a video presentation and a conducted tour of the container freight station. As in previous years, the children showed great interest in the proceedings and were extremely well prepared. This

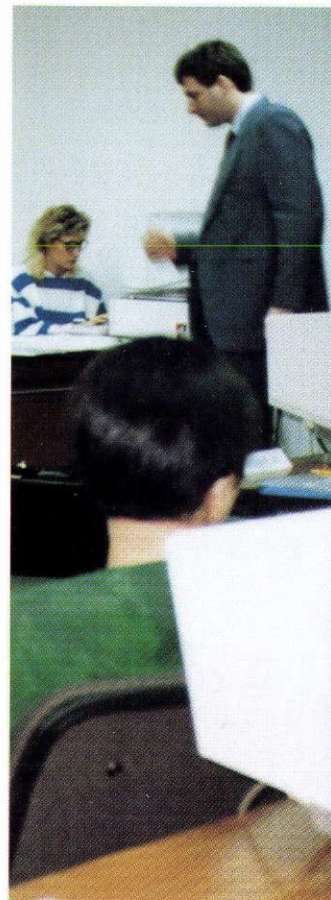
year, Maersk celebrates 40 years in Thailand and, to round off the successful arrangement, the children were shown around the recently-renovated Head Office which Maersk has occupied for almost the entire period. The photos show some of the children at the container freight station. ■

JON PLATE, BANGKOK

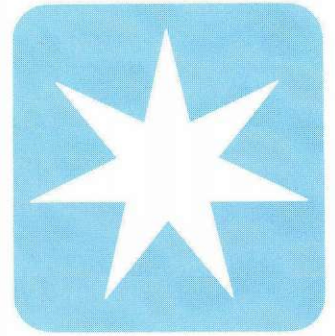
## Keelung Education Centre

In early December, Maersk Taiwan established an education centre in part of the office premises situated at the Chitu terminal in Keelung. The spacious air-conditioned classroom can seat up to 24 persons comfortably. It is furnished with various items of modern equipment and hardware, including online terminals, PCs, a laser printer, a BACHO projector, an electronic whiteboard, and a VTR and TV set. The photo shows Mr. Keld Tornqvist and Ms. Trein Michala Hansen, instructors from Copenhagen, during an RKCM training session. RKCM is a new EDP system developed by Mærsk Data for the Line Department. ■

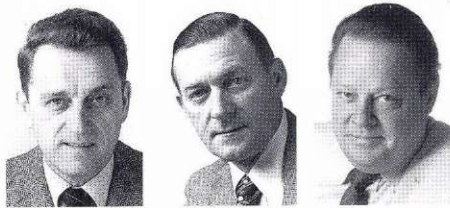
JOHN T.C. JENG



# Personalia



## ESPLANADEN



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4 5

### 40 Years Anniversary

1. Kaj Møller Madsen  
24 April
2. Thomas Overgård Larsen  
7 June

### 25 Years Anniversary

3. Knud Sjørup Nielsen  
15 May

### Retiring

4. Magnus J. Pedersen  
1 January
5. Finn Olsen  
1 April

## ROULUNDS



1 2 3

### 25 Years Anniversary

1. Knud Wichmann Rasmussen  
3 April
2. Anette Hjære Jensen  
30 April
3. Eigil P. Rasmussen  
11 May

## THE FLEET



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5 6 7 8

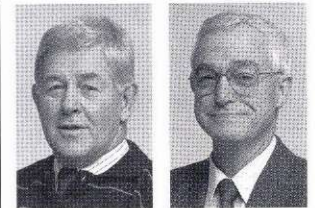
### 25 Years Anniversary

1. Chief Engineer  
Kaj Ingemann R. Jensen  
18 April
2. Captain  
Helge Daugaard  
19 April
3. Chief Engineer  
Sten Hansgaard Jensen  
28 April
4. Chief Steward  
Chun Kuk Wong  
4 May
5. Chief Engineer  
Hugo Nielsen  
5 May
6. Ship's Assistant  
Poul Egon Henningsen  
20 May
7. Chief Engineer  
Kurt Huhle  
25 May

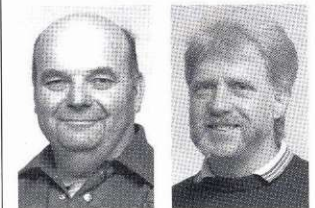
### Retiring

8. Captain  
Svend Erik Thomsen  
3 April

## THE YARD



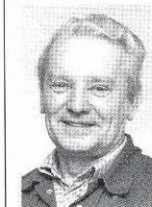
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7

### 40 Years Anniversary

1. Asger Pedersen  
8 May
2. Kai Heinsen  
15 May
3. Mogens Peter Madsen  
27 March
4. Knud Eli Nyborg Fischer  
10 April

### 25 Years Anniversary

5. Leif Monrad Blaasvær  
24 April
6. Egon Steffensen  
24 April
7. Poul Edvin Nielsen  
24 April

## MAERSK AIR



1

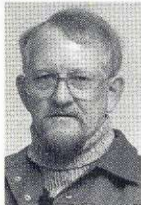


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### 25 Years Anniversary

1. R. E. Frederiksen  
1 January
2. Verner Lauritsen  
1 April

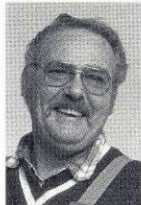
## ORGANISATIONS ABROAD



8



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15



16

8. Eli Pedersen Lybech  
8 May

9. Frede Andersen  
8 May

10. Jørn Peter Nielsen  
8 May

11. Poul Trustrup  
22 May

12. Eivind Johansen  
22 May

13. Svend Aage Poulsen  
12 June

14. Chr. Emanuel Nielsen  
12 June

15. Palle Dehn Andersen  
12 June

16. Hans Karlo Christiansen  
19 June



1



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4



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6

### 25 Years Anniversary

1. Andrew C. K. Behrendt  
Maersk Espana, Algeciras  
19 May
2. H. Shikada  
Maersk K.K., Tokyo  
1 April
3. S. Mori  
Maersk K.K., Osaka  
1 April
4. K. Araki  
Maersk Inc., New York  
1 April
5. T. Imahira  
Mercantile Consolidators K.K., Tokyo  
1 April
6. H. Kataoka  
Maersk K.K., Kobe  
15 June

## DISA

### 25 Years Anniversary

1. Erik Mortensen, Herlev  
4 May



1

## MÆRSK DATA



1

### 25 Years Anniversary

1. Poul Sørensen  
10 February

## MÆRSK CONTAINER INDUSTRI



1

### 25 Years Anniversary

1. Niels Peter Raun  
1 March

## PHARMA-PLAST INTERNATIONAL



1



2

### 25 Years Anniversary

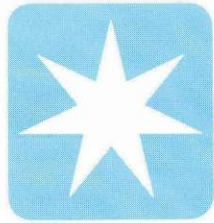
1. Poul Jakobsen  
1 January
2. Birger Larsen  
1 January

### Obituary

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

Svend Aage Asmussen  
Mærsk Container Industri  
10 October

Ove J. Jordt  
Mærsk Container Industri  
3 November



**MAERSK**

*Overland transport has become an important part of Maersk Line's activities.*

*In the U.S.A. alone, Maersk drives about 70,000,000 miles or 1,125,000,000 kilometres, on a yearly basis.*

