





Cover: On the occasion of Her Majesty Queen Margrethe's 25 years anniversary as Sovereign in 1997, the House of A.P. Møller paid for the restoration of the equestrian statue on Amalienborg.

Photo: Finn Christoffersen

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For eight days in October I had the pleasure of visiting the People's Republic of China, partly to pay my respects on the senior most Chinese Leadership, partly to see first hand some of A.P. Møller's diverse activities and to familiarise myself with this important Country's impressive strides.

In Beijing I had the great honour of being received by President Jiang Zemin. During the private and cordial meeting, the President spoke highly of A.P. Møller's long standing relationship with China. I underlined that Maersk Line started serving China in 1928 and that except for the Second World War, we have an uninterrupted record.

During subsequent meetings with high-ranking Government Officials, particularly the Minister of Communications, tribute was paid to A.P. Møller's commitment and contributions as an old friend of China.

A well organised tour included visits to the cities of Qingdao, Shanghai, Guangzhou, Shenzhen on the coastal plain, and at Xian in China's vast interior. All cities with each more inhabitants than Denmark, and all more cosmopolitan than Copenhagen. Shenzhen was a fishing village 17 years ago.

Wherever I went, I was impressed by the Chinese people, their bearing, quickness of foot, energy, their kindness, their ready smile, and their accommodating way of meeting foreigners.

A.P. Møller has made considerable progress in building a strong presence in China in recent years. Maersk Line continues to be one of the largest shipping lines serving China's foreign trade, supported by a dedicated agency organisation. Investments have been made in container terminals and rail transport. Also in manufacturing. Substantial ship orders have been placed with Chinese shipyards.

The potential to serve China is huge, and continued growth and expansion as well as behaving as good citizens will be important goals for A.P. Møller. We value our long-standing friendship with China and are proud of having had a close and continuously expanding business relationship for many years.

There is of course still much to be done. Licenses for new offices are necessary, not least to properly serve the great industrial centres in the interior. Mercantile, our associated logistics and cargo consolidation organisation, was very recently given a head office license but those for the necessary branch offices are still outstanding.

China is a country of great opportunities, also for the individual who is ready to work hard and to face challenges in an exciting environment, not least if the Chinese language can be reasonably mastered.

MÆRSK MC-KINNEY MØLLER



President Jiang Zemin and Mærsk Mc-Kinney Møller at a private meeting at the Diaoyutai State Guest House.

Visit to China

Tom-Behrens Sørensen

From 18 to 25 October 1998 Mr Mærsk Mc-Kinney Møller visited the People's Republic of China. On 20 October, Mr Møller had the honour of being privately received by President Jiang Zemin at the Diaoyutai State Guest House. The meeting took place in a cordial and friendly atmosphere.

The same afternoon, Mr Møller was received by Minister Huang Zhendong of the Ministry of Communications. Present at the meeting were also the Vice-Minister in charge of Water Transportation, two Director-Generals and the President of the Cosco Group. Mr Møller also met with various other high-ranking officials in Beijing, and a dinner was given in Mr Møller's honour by the Danish Ambassador to China.

In Qingdao, Mr Mærsk Mc-Kinney Møller was received by the Mayor and his top officials, and visits were made to various

Maersk activities. Also to one of China's foremost and most successful state-owned enterprises that Maersk Line has the privilege of serving. In Shanghai, Mr Møller was received by the Vice-Mayor, and thereafter cruised on the Huangpu River to familiarise himself with the terminal and observe the intense activity on the river. The trip continued to Guangzhou where Mr Møller and his party were given a colourful and rousing welcome by children of the employees of Guangzhou Shipyard International which is building ships for A.P. Møller.

Mr Møller and his party stayed that night at the Garden Hotel; in which the A.P. Møller Group made its first real estate investment in China.

A trip to Shenzhen followed including a visit to the impressive Yantian International Container Terminal and a banquet with senior Maersk staff members.

En route to Copenhagen a night was spent at Xian in order to observe the differences between the coastal and central parts of China and to see rare relics of ancient culture.



Mærsk Mc-Kinney Møller and his party surrounded by the Shanghai staff.





HRH Princess Alexandra and HRH Prince Joachim with Managing Director John Skov Hansen and Shipowner Mærsk Mc-Kinney Møller.



The princess was warmly received at the Lindø Yard.

Visit by a Princess

The Danish late summer was at its best when Lindø's newbuilding no. 164 was named on Saturday 12 September 1998. The newbuilding is the eleventh in a series of large post-panamax container vessels built at Lindø for A.P. Møller. Her Royal Highness Princess Alexandra of Denmark made the event even more festive and honoured A.P. Møller and Odense Steel Shipyard by naming SVENDBORG MÆRSK.

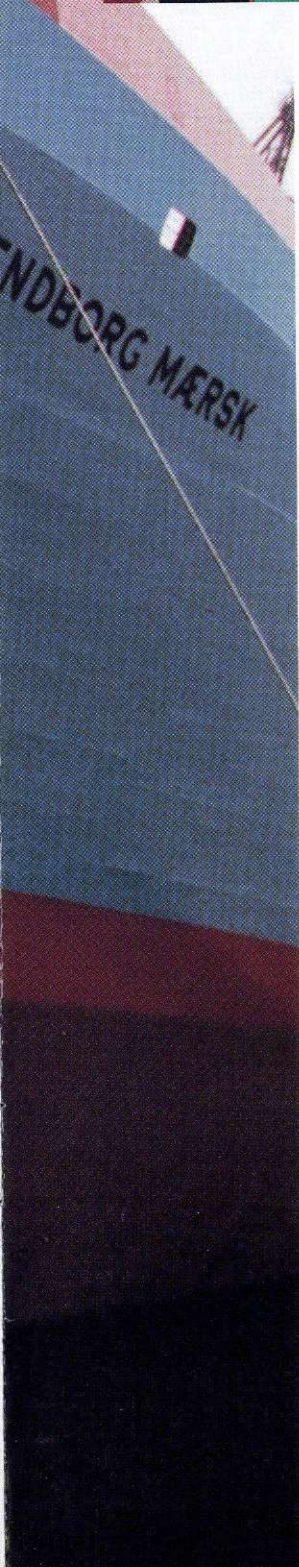
The Princess, who was accompanied by His Royal Highness Prince Joachim and her parents Mr Richard Manley and Mrs Christa Manley, was received by representatives of the Boards and Management of A.P. Møller and the Yard when she arrived at the namegiving ceremony. Thousands of spectators consisting of employees of the Yard, locals and many children provided a festive setting for the event.

The name SVENDBORG has a special meaning in A.P. Møller. Mr A.P. Møller was very attached to the town in which he had his childhood home. In 1904, he

and his father founded Dampskibsselskabet Svendborg, and the company's first vessel was named SVENDBORG. The first container vessel, delivered in 1973, also carried the name SVENDBORG MÆRSK.

The 347 m long and 43 m wide newbuilding, which was delivered to A.P. Møller late in September, has entered Maersk Line's service between Europe and the Far East and, like its sister vessels, it has been constructed for competitive and flexible world-wide quality transportation. SVENDBORG MÆRSK is a functional and thoroughly automated vessel monitored by an advanced integrated computer system and related alarm systems which, besides optimum fuel economy, provide the best safety conditions for the vessel's 15 man strong crew as well as its cargo.

The vessel is registered in Svendborg and is commanded by Captain Otto Stenstrøm with John E. Prehn as Chief Engineer.





The bronze statue itself was in a satisfactory condition for which reason the restoration has primarily been concentrated on the pedestal and the area around the statue.

The Equestrian Statue on Amalienborg

On Friday 6 November 1998 the equestrian statue of the Danish King Frederik V on the Amalienborg Palace Square in Copenhagen was re-inaugurated following one and a half years' thorough repairs. The restoration was paid for by the House of A.P. Møller on the occasion of Her Majesty Queen Margrethe's 25th anniversary as Sovereign in 1997. Having inspected the monument on the Palace Square, Mr Mærsk Mc-Kinney Møller formally announced to Her Majesty that the restoration was complete and presented the Queen with a memorial bronze plate which has since been placed inside the horse.

The History of the Statue

The statue of King Frederik V has been sculpted by the French sculptor Jaques-Francois-Joseph Saly and is regarded as one of Europe's finest equestrian monuments. The preliminary work went on for several years, and it was not until 1768 that the bronze statue was cast by the French founder Pierre Gor. Prior to this, the pedestal of Italian marble had been finished on the Palace Square where it was ready to receive the heavy bronze which

was pulled to its destination by two hundred seamen on rails of timber. However, it was not until 1774 that the monument was completely finished. The bronze statue is twice life size, weighs 22 tons and is 12 m high.

The Restoration Project

From the start it was clear that the state of the bronze statue was satisfactory, but the pedestal and surrounding work were in a state of decay.

Almost 200 tons of marble had to be obtained from Italy for the facing of the pedestal and the area surrounding it. Marble from the same quarry in the Italian city Carrera, from where Saly found the original facing stones, was used for the pedestal. The inscriptions on the bronze plates and medallions have been recently gilded, and fittings and anchoring have been renewed.

The decision on establishment of the quarter around Amalienborg – Frederiksstaden – was taken by Frederik V in 1749. Thus, the famous equestrian statue of the King himself is ready to celebrate the 250th anniversary in 1999 in an excellent condition.

Photos: Klaus Møller



Her Majesty Queen Margrethe and His Royal Highness Prince Henrik with Mærsk Mc-Kinney Møller next to the newly renovated equestrian statue before the official inauguration.



Her Majesty Queen Margrethe receives the memorial bronze plate.



Sir Dryden Spring, Lady Spring, Captain Hans Peter Carl, Chief Engineer Ib Nielsen, Mrs Julie-Ann Hallet and Mr Flemming Ipsen, Maersk Singapore, in front of AGNETE MÆRSK.

Sponsors from New Zealand for CSBC newbuildings

Damon Wyllie ■ The third and fourth of a series of ten container vessels being built by China Shipbuilding Corporation (CSBC) were named at a ceremony at the Taiwanese yard on 28 August 1998. The two sponsors were Lady Spring, wife of Sir Dryden Spring, Chairman of New Zealand Dairy Board, and Mrs Michelle Smith, wife of Mr Gary Smith, Chief Executive of Enzafruit New Zealand (International).

The sponsors named the two new 1,100 TEU container vessels with the traditional bottle of champagne. Lady Spring named hull no. 674 AGNETE MÆRSK and Mrs Michelle Smith named hull no. 675 ALBERT MÆRSK.

In his welcoming speech Mr Flemming Ipsen, Chief Executive, Maersk Line Asia, stressed the close business relationship with Taiwan which is reflected by the largest order for container vessels ever placed in Asia by the A.P. Moller Group. For Maersk New Zealand, Taiwan is the second largest export market with both New Zealand Dairy Board and Enzafruit being major customers shipping into Taiwan.

Captain Hans Peter Carl with Ib Nielsen as Chief Engineer will command AGNETE MÆRSK. ALBERT MÆRSK will be under the command of Captain Leif Nielsen with Peter Steen Brøste as Chief Engineer.



Miss Samantha Smith, Mr Gary Smith, Mrs Michelle Smith, Captain Leif Nielsen and Mr Flemming Ipsen at the namegiving of ALBERT MÆRSK.



Award

At a ceremony in London Captain John Gade of A.P. Møller was presented with "The Lady Swaythling Trophy" from The Shipwrecked Fishermen & Mariners' Royal Benevolent Society. The Lady Swaythling Trophy is awarded to a person who has demonstrated exceptional seamanship during a rescue operation.

■ The background is that the anchor-handling vessel MÆRSK CHAMPION put into port in Lerwick on the Shetland Islands during a storm on 17 November 1997, waiting for the weather to improve. At the same time, the reefer vessel GREEN LILY ran into engine trouble south of the Shetlands. Two small tugs tried unsuccessfully to take the disabled vessel in tow, and the vessel continued to drift towards the dangerous rocky coast. MÆRSK CHAMPION was asked to go to the assistance



On 4 November 1998 Lord Lewin presented Captain Gade with The Lady Swaythling Trophy for exceptional seamanship.

and his crew displayed heroism and resourcefulness under very difficult circumstances". Captain Gade was deeply moved and at the same time proud on behalf of his crew which clearly manifested itself in his speech.

"I am moved and feel highly honoured by being awarded this prize. I take it, however, as an appreciation of a contribution made by all of us and would therefore like to express my gratitude both on behalf of my crew and A.P. Møller. I would also like to express my gratitude to those who have recommended me for this prize. Sadly a tragedy occurred during the operation as one of the rescuers lost his life after taking part in the rescue of ten seamen. The accident affected us all deeply.

Likewise, I wish to mention that many people in their daily work make a great contribution in various ways by keeping the shore based lifeboat equipment well maintained so it can function at maximum capacity in difficult weather conditions.

I would like to express my deepest respect for those who are the last link of the long chain of people who make up Royal National Life Boat Institute and the helicopter crews. These people are ready to sacrifice the most precious thing we human beings have, their own lives, in their efforts to rescue the lives of others.

I would like to cite one of the most famous seamen in history, however, slightly rephrased: 'Everyone expects everyone to do his duty'."

The master of the lifeboat and the helicopter crew were also honoured.

of Honour to Danish Captain

of the vessel. Before MÆRSK CHAMPION arrived to the scene, the lifeboat from Lerwick had rescued five of the 15 crew members under extremely difficult conditions. However, as GREEN LILY was so close to the coast and was rolling violently in the heavy storm, it was not possible for the lifeboat to rescue more people. Nor could the rescue helicopter pick up people under these difficult circumstances. It was therefore essential to stabilise GREEN LILY so that the helicopter could operate above the disabled vessel.

MÆRSK CHAMPION then approached and Captain Gade urged the Captain on GREEN LILY to drop the anchor. The only possibility of getting hold of the disabled vessel was to catch the vessel's anchor line with a grapnel on a wire from the anchor-handling winch on

MÆRSK CHAMPION and then pull GREEN LILY up. Whilst MÆRSK CHAMPION was there in these very extreme weather conditions with up to 12 m high waves, catching GREEN LILY's anchor line, the vessels were only 200 m from the rocky coast. For a few minutes MÆRSK CHAMPION stabilised GREEN LILY against the wind and the rescue helicopter was able to pick up the remaining ten crew members. However, the anchor line on GREEN LILY broke under the severe strain and the vessel fell away again. The hoisting man on the helicopter who was down on GREEN LILY to assist was not hoisted up in time and was caught by a sea, pulled overboard and drowned.

When presenting the trophy, Admiral of the Fleet Lord Lewin said that "Captain John Gade



Triple Naming at **Baltija**



The sponsors of the three newbuildings. From the left Mrs Rima Zvaliauskiene, Mrs Poula Skaaning Jørgensen and Mrs Tone Andersen. In the background are General Director Viktoras Stulpinas and Marketing & Sales Manager Sergey Boyko from Shipyard Baltija.

It was a special day for Shipbuilding Yard Baltija Ltd on Saturday 3 October 1998. Situated in Klaipeda in Lithuania, it provided the setting for the naming of the first newbuildings from the Yard since its privatisation and the entering into an agreement with Odense Steel Shipyard A/S in April 1997 – mentioned in Mærsk Post 2/97.

Numerous guests, among them the Directors of Shipbuilding Yard Baltija Ltd. and A/S Em.Z Svitzer, attended the naming of the three newbuildings for Svitzer. All the employees of Baltija were also there to witness L598 being named FRIGGA by Mrs Rima Zvaliauskiene, wife of Mr Algis Zvaliauskas, Minister of Transport and Communication in Lithuania. Newbuilding L599 was named FREJA by Mrs Poula Skaaning Jørgensen, wife of Mr Aage Fauereholt, General Manager of SK-Power. Finally, L600, which is still under construction, was named FENJA by Mrs Tone Andersen, wife of Mr Thomas Andersen, Managing Director of Fredericia Shipyard.

The three newbuildings are powerful, modern stern drive-tugs built for A/S Em.Z. Svitzer to perform a number of towing tasks both in ports and on the open sea. The tugs are equipped with two main engines with an

output of 4,900 HP that drive two azimuth rudder propellers which can each turn through 360 degrees. They are also equipped with a bow propeller. Towing winches are installed both on the forecastle deck and on the main deck, together with a towing hook. The tugs have been designed at the Lindø Yard with reinforced hull and machinery for ice breaking.

The crew will normally consist of four people, i.e. a captain, a chief officer, a chief engineer and an AB. However, the tugs may operate in port with only three crew members. For special assignments and long-term towing jobs, the crew will be supplemented with an additional engineer and an AB.

The bridge is of the cockpit type with a good view in all directions and equipped for one-man operation. The tugs are registered in DIS with an all Danish crew.



Two Barges for **Svitzer**

L598, FRIGGA, was delivered to Svitzer in July this year and set a Danish record in bollard pull for tugs with 62.5 tons. This, however, did not last long as L599, FREJA, which was delivered in October, performed a bollard pull of 64 tons. Together with FENJA, which is to be delivered in January 1999, the trio constitute Scandinavia's most powerful tugs. They have been constructed in compliance with Lloyd's highest class for tugs, Danish flag regulations and for sailing on all seas.

With this order Shipbuilding Yard Baltija Ltd. has proved its professional abilities. Four standby/rescue vessels are on order from Baltija, of which construction of the first of two for Svitzer's subsidiary company Esvagt has commenced. The other two are for The Maersk Company Limited.

On 22 August 1998, two new heavy-lift barges for A/S Em.Z. Svitzer were named at the Odense Steel Shipyard. Newbuilding no. 601 was named JARL by Mrs Merete Andrés, wife of Mr Claus Andrés, NKT Marine.

Newbuilding no. 602 was named SIF by Mrs Mette Klinker, wife of Mr William Klinker, Managing Director of Aabenraa Shipping A/S. The homeport of both barges is Odense.

The barges are of the flat top type, 60 m long and 20 m wide with a moulded depth of 5.5 m and a maximum draught of 4.5 m. The capacity is 4,500 DWT, and the barges are equipped with an advanced ballast system that makes it possible to load and unload transport vehicles directly. Both barges carry hatch covers and ships' sections from the Loksa Shipyard in Estonia and the Baltija Yard in Lithuania to the large container buildings at the Lindø Shipyard.



Mrs Merete Andrés was the sponsor of JARL.



The sponsor of SIF was Mrs Mette Klinker.

At the inauguration of Kommandørgården on Rømø, Mr Mærsk Mc-Kinney Møller was presented with a family tree with compliments from Rømø Local History Association. It traces the family back to 1490.

Inauguration on

Rømø

■ During the last three years, the National Museum's "Kommandørgård" (The Commander's House) and surrounding buildings on Rømø have undergone extensive restoration. The final result was unveiled on 28 September 1998. The restoration was made possible by a donation from the A.P. Møller and Chastine Mc-Kinney Møller's Foundation.

Mr A.P. Møller's farther's family came from Rømø, and all through his life he maintained a special interest in the island. Among other things, A.P. Møller supported the reconstruction of the Open-Air Museum's own Rømøgård in 1940 and the National Museum's purchase of Kommandørgården in 1951.

Kommandørgården – formerly called Thades Gård – dates from the 17th century when shipping was the source of Rømø's prosperity. Many of the men on the island were employed on German and Dutch whalers fishing around Greenland. Several were shipmasters – or commanders – as the captain of a whaling boat was called at that time. At some point there were no fewer than 40 commanders on Rømø, so when the National Museum inaugurated Thades Gård as a regional museum in 1951, the name Kommandørgården was chosen. The furnishing bears witness to a time of prosperity and strong cultural ties between the islanders and their neighbours in Friesland and the Netherlands.

Photo: Holger Bundgaard



LOCH RANNOCH is equipped with double propulsion and thruster systems. The two high-lift rudders and the twin propellers are clearly seen in the photo.



LOCH RANNOCH

Jens Hüttemeier ■ On 17 August 1998 the newbuilding m.t. LOCH RANNOCH was delivered from Daewoo Heavy Industries Ltd. to The Maersk Company Limited which, in turn, delivered the vessel to BP Exploration Oper-

ating Company Limited for a long-term charter.

LOCH RANNOCH has been specifically designed to ensure loading in all weather conditions from the 950,000 bbls storage capacity FPSO vessel SCHIEHALLION which, in a water depth of 400 metres, is turret moored to the Schiehallion oil field some 150 km west of the Shetland Islands.

Ready for Rough Weather

In order to cope with the weather extremes encountered on the Atlantic frontier of the Northwest continental shelf, the vessel has been equipped with a number of features available in very few other vessels.

The scantlings have been increased beyond class rule requirement; likewise, hull girder strength has been increased. The tanker's dynamic positioning (DP) performance has been based on a significant wave height of 6 m compared to 4.5 m for most other shuttle tankers operating in the North Sea. To allow for such wave heights, the bow loading station has been placed three metres higher than normal to cope with the harsh environment conditions west of the Shetlands.

Double Security

LOCH RANNOCH has a full DP 2 Class which means that it has dual propulsion and thruster systems. It has two B&W



LOCH RANNOCH was named on 12 August 1998 by Mrs Pamela Olver, wife of Mr Dick Olver, Managing Director of BP Group. In the middle, Mr Thomas Thune Andersen, The Maersk Company Limited.

7S50MC main engines, located in individual compartments and separated by a watertight bulkhead, delivering a total of 27,160 BHP. Each of the two engines is coupled to a controllable pitch propeller. The vessel also has two Schilling-type high-lift rudders, two high powered bowthrusters, each of 2,500 kW, and two sternthrusters of 800 kW.

To provide automatic station keeping during loading from the FPSO, two redundant dynamic positioning systems have been installed either of which may be used and controlled from the bridge, which is fully enclosed, enabling optimal working conditions irrespective of the weather.

Protecting the Environment

The cargo section has a total capacity of 850,000 bbls of crude oil and is divided into 18 cargo tanks, which provide a three-tank-across configuration as a result of two longitudinal bulkheads. By downsizing the individual cargo tanks, the sloshing effect is reduced, thereby minimising cargo vapour generation, the so-called volatile organic compounds (VOC).

Furthermore instead of the VOC escaping to the atmosphere during loading, the vessel is fit with a vapour return system. All vapours released in the tanks are thus collected and blown back from the shuttle tanker via a return hose to the FPSO.

LOCH RANNOCH is now in shuttle operation and is expected to make 70 to 90 voyages per year between Schiehallion and Sullom Voe, an oil terminal on the Shetland Islands, ensuring a consistent offtake from the FPSO. The latter is expected gradually to increase its daily production from 100,000 to close to 200,000 bbls.



Former Employees Meet

Once again Technical Organisation invited former employees of A.P. Møller and their spouses to the traditional two annual get-togethers: one for pensioners living east of the Great Belt and one for those living west of the Great Belt. Normally, each group meets on their "own" side of the Belt, but with the new Great Belt Bridge, inaugurated on 14 June 1998, the pensioners from Jutland and Funen this year visited Esplanaden, while the pensioners from Sealand visited the Lindø Shipyard on Funen.

They went East

The sun was shining when 137 former employees and spouses arrived in coaches from Aarhus, Esbjerg and Svendborg at Esplanaden. The Head of Technical Organisation, Ole Høg, welcomed the visitors and described some of the important events of the year in A.P. Møller. After that, lunch was served and there were plenty of opportunities to meet old friends and colleagues.

After lunch the Head of Maersk Supply Service, Tage Bundgaard, continued with information on the work of his department. Later, the pensioners were given the opportunity of watching A.P. Møller's slide show before a very

successful visit – judging from the atmosphere – ended at four o'clock in the afternoon.

... and West

Former employees from the on-shore organisation and the fleet and their spouses as well as participants from Esplanaden, a total of 141 people, left Esplanaden in coaches on a Saturday morning in pouring rain for a pensioner's day at the Yard.

Unfortunately, the rain and mist prevented them from enjoying the view from the Great Belt Bridge. They arrived at 11.30 when Manager Torben Andersen of the Lindø Yard welcomed the visitors and Ole Høg described some of the events of the year, including the major newbuilding programme. After lunch Managing Director John Skov Hansen described the activities of the Yard which were illustrated by a tour of the place. The weather alternated between sunshine and heavy showers which, however, did not damp the spirit of the group. After the tour it was time for refreshments and former Executive Vice President Christian Lund thanked the hosts on behalf of all the visitors for an interesting day with old colleagues, before the group returned to Copenhagen.



The Falkland Islands

The Falkland Islands are an archipelago of around 200 islands in the South Atlantic, the largest being East Falkland and West Falkland. They are situated about 770 km northeast of Cape Horn and 480 km from the nearest point on the South American mainland.

David Blencowe ■ The Islands have a total land area of 12,200 km² and a permanent population of 2,200. Stanley, the capital, is the only town, with a population of 1,600. The population is almost exclusively of British birth or descent, and many families can trace their origins in the Islands back to the early post-1833 settlers.

The Islands are generally hilly and because of the climate there are few trees, the natural vegetation being grassland with some species of heather and dwarf shrubs. Outside Stanley there are few surfaced roads on the Islands and most journeys are undertaken by four-wheel drive vehicles.

A stormy background

The first known landing on the Falkland Islands was made in 1690 by a British naval captain, John Strong, who named the Islands after Viscount Falkland, First Lord of the British Admiralty at the time. French seal hunters, who were frequent visitors to the area in the eighteenth century, called the Islands "Les Iles Malouines" after the port of St Malo, and it was from this that the Spanish designation Las Islas Malvinas originated.

In 1764, a small French colony, Port Louis, was established on East Falkland. Three years later this was handed over to Spain on payment of a sum of approximately £24,000. The Spanish renamed the settlement Puerto de la Soledad.

A British expedition reached West Falkland in 1765 and took



Photo: Steen Larsen

The Falkland Islands are a haven for many species of penguin, albatross and other sea birds, seals, whales etc. There are 64 breeding species of birds, over half of which are dependent on the sea for food. The islands are the site of the world's largest breeding population of black-browed albatross, there are five breeding species of penguin on the Falkland Islands and three species of seal. Porpoises and dolphins are common, as are several species of whales.

formal possession of it and of "all the neighbouring islands" for King George III. The following year, another British expedition established a small settlement which was withdrawn on economic grounds in 1774. The Spanish settlement on East Falkland was withdrawn in 1811, leaving the Islands uninhabited.

British since 1833

In January 1833 the British warship HMS CLIO arrived at Puerto de la Soledad and British occupation was thus resumed.

From 1843, a Governor administered the islands and, in 1845, the first Executive and Legislative Councils were set up. The Falkland Islands were invaded and occupied by Argentine military forces on 2 April 1982. A British task force was despatched immediately and, following a conflict in which over 1,000 British and Argentine lives were lost, the Argentine forces surrendered on 14 June 1982.

Accelerating development

Economic development in the

Islands has been slow since there are few natural resources, the population is small and the Islands are remote from external markets. There are about 700,000 sheep on the Islands and wool was for many years the traditional mainstay of the economy and the principal export.

Since 1982, the pace of economic development has accelerated dramatically. This rapid growth resulted initially from the influx of British Government aid, but more recently from the development of the Islands' fishing industry. The size of the industry's revenues and their subsequent careful investment have enabled much needed improvements to be made to the infrastructure, and the promotion of tourism and other enterprises, which will help to diversify the economy.

Potential oil finds

Geologists have long believed that there could be oil in the continental shelf around the Falkland Islands, and some preliminary inconclusive seismic work was carried out in the 1950s and 1970s. In October 1996, the Falkland Islands Government awarded licences for oil exploration to Amerada Hess, Shell, LASMO, IPC and the local company Desire Petroleum. The first four companies formed a sharing agreement and

chartered the Dolphin Drilling semi-submersible rig BORGNY DOLPHIN to drill a programme of five wells.

In January this year MÆRSK PUNCHER left Aberdeen towing the rig via Las Palmas and Brazil and after 71 days and 7,500 miles arrived off the islands. They were met by MAERSK MARINER and the standby ship VEESEE PEARL. The rig was anchored up on location and the first well was spudded on 27 April. Amerada Hess awarded Maersk Supply Service the contract to support the rig on behalf of the consortium. The decision to charter MÆRSK PUNCHER and MAERSK MARINER was based on both commercial and technical evaluations of the need to have the right equipment in place. Most of the stores and equipment have to come by cargo vessel from Southampton monthly, wherefore planning is paramount and all involved have faced up to the challenge with an excellent performance.

The rig is currently drilling the last planned well in the programme. Unfortunately, the drilling campaign has not yet been successful, and Amerada Hess is considering sending the rig and the vessels to another part of the world to face new challenges.



MAERSK MARINER and MÆRSK PUNCHER are employed at the Falkland Islands.

MAERSK HUMBER

On 25 September 1998, newbuilding no. 1451 for The Maersk Company Limited in London was named MAERSK HUMBER at Mitsui's Chiba Shipyard in Japan. The sponsor was Mrs Mitsuko Uchida, wife of Mr Mutsubu Uchida, of Mitsui & Co.

The first of two gas carriers being built by Mitsui Shipbuilding and Engineering for the A.P. Moller Group, she entered the Group's substantial



The sponsor Mrs Uchida at the namegiving of MAERSK HUMBER.

fleet of gas carriers in November. These vessels transport various types of petrochemical gases and LPG, which during transport are in liquid form and kept at freezing temperatures – some below minus 40°C.

MAERSK HUMBER has a length of 159 metres, a breadth of 26 metres, a draught of 10.5 metres and a cargo capacity of 20,900 m³. Its Mitsui-MAN B&W diesel engine ensures a service speed of 16 knots. The vessel has a crew of 15 headed by Captain Nigel Vause and Chief Engineer Albie Bowden, and its homeport is Douglas, Isle of Man.

The Prime Minister of Singapore, Mr Goh Chok Tong, with Mr Jess Soderberg.



All in a Day

Sonny Zin

■ Soon after a quick breakfast, first thing in the morning tropical rain, he headed for Keppel Marine Industries at the western part of Singapore to meet the Chairman, Mr Loh Wing Siew, and the top management team. Then he toured Singmarine Newbuilding No. 225, which is soon to be delivered to Maersk Supply Service.

Although his schedule was very tight he managed to meet all the management team and the staff of Maersk Singapore before proceeding to meet the Prime Minister of Singapore, Mr Goh Chok Tong, for a courtesy call.

Next, he met the Chairman, Dr Yeo Ning Hong, and the top management of Port of Singapore Authorities Corporation (PSA).

Later, he toured the newly built PSA Pasir Panjang Terminal and the Brani Terminal where METTE MÆRSK had set the unbroken world record of 228 container moves per hour in 1995. While on the PSA tour, he took the opportunity to visit SALLY MÆRSK as she was in the port.

After returning to the Maersk office at Southpoint he spent his evening with senior managers of Maersk Singapore companies at a cocktail party hosted by Mr Flemming Ipsen. As scheduled, at 20.00 hours he picked up his luggage and left for Changi airport to catch his flight to Australia.

This was the day's activity for Mr Jess Soderberg while he was in Singapore on 22 October 1998. Maersk vessels have very tight schedules which are followed – the same applied to the CEO. Probably this is the way we stay ahead in the industry.

Traditional Korean dancing marches at the inaugural call ceremony in Kwangyang.



A New Gateway to Korea

Chung-Eun Kim

■ Maersk Line made history by becoming the first line to start regular calls at the new container terminal at Kwangyang port, at the south coast of Korea, west of Busan, and, appropriately, the Korean-built container vessel GERD MAERSK made the inaugural call on 17 July 1998. About 1,200 guests celebrated the

event with the Minister of Maritime Affairs as guest of honour.

By adding Kwangyang to the schedules Maersk Line is assisting customers with substantial cost savings on inland transportation and other logistics. With the unique features of an on-dock

terminal and no congestion at port or road, Kwangyang will be an efficient gateway for customers.

All Maersk Line offices are encouraged to help promote Kwangyang port as the new gateway to Korea with a tremendous potential.



Certification Seminar

Alessandro Lunardi

■ In June Maersk Italy hosted a seminar for phytosanitary inspectors in Salerno under the supervision of USDA, the United

States Department of Agriculture, and the Italian Ministry of Agriculture.

By arranging such a seminar, new inspectors were certified by the USDA to conduct the required cold treatment procedures in South Italy, allowing this area to export fruit to the USA. Maersk Italy took this opportunity to show the capabilities of the A.P. Moller Group and Maersk Line's strong commitment to the reefer trade.

New Co-operation in the Air

Britt Sjøe Enegaard

■ At a press conference on 8 October 1998 Maersk Air A/S announced an agreement on future co-operation with the Scandinavian Airlines System (SAS). The agreement will take effect on 28 March 1999.

that Maersk Air is included in the SAS reservation system and that some of the passenger handling passes to SAS or SAS agents when the agreement comes into force.

Maersk Air's other activities (charter, helicopter operations, freight agency for other companies, purchase, sale and letting of aircraft) will continue as usual. Furthermore, the identity of Maersk Air will remain unchanged.

This co-operation means that SAS codeshare will be established on Maersk Air services (apart from services to the Faeroe Islands and where codeshare agreements already exist with other companies), that EuroBonus points can be gathered on Maersk Air flights,

The agreement is expected to contribute to the future growth in Maersk Air's regular traffic and employment. As a result of the co-operation Maersk Air will introduce a new daily non-stop service between Copenhagen and Athens when the agreement takes effect.



Senior Vice President Vagn Sørensen, SAS, and Chairman Bjarne Hansen and Deputy President Ole Dietz of Maersk Air at the signing of the agreement.



The impressive 1927 Armstrong-Siddeley.

Motor Museum at Beaulieu

Russell Harvey

■ Maersk Line recently assisted the British National Motor Museum with the transportation of a 1927 Armstrong-Siddeley from New Zealand to England. The classic car began its journey by being loaded on MAERSK TAUPO in Napier on 1 July and was eventually discharged from KNUD MÆRSK in Felixstowe on 2 August.

The museum houses an impressive collection of classic and rare automobiles to which the Armstrong-Siddeley is a treasured addition.

Danish Windmills Abroad

Damon Wyllie

■ The port of Napier in New Zealand recently hosted the arrival of a very unusual cargo. The first seven out of a total consignment of 40 containers arrived on board MAERSK BELAWAN. The containers held giant sails, part of 48 windmills which will be erected at the first windmill farm to be established in New Zealand. The sails are 23.5 m long each and were carried in standard 40' open top containers equipped with a special frame and counter weight to accommodate them.

The Danish manufacturer of the windmills, Vesta, nominated Maersk Line for their first contract in New Zealand. After discharge at Napier the sails will be taken 150 km south by road to the Manawatu Gorge.



The 23.5 m long sails represent one of the longest out of gauge cargoes to be carried by Maersk Line.



New Warehouse in Indonesia

Steffen Th. Steensbæk

■ P.T. MM Logistics was officially inaugurated on 6 October 1998 in Jakarta as a joint venture with Mitsubishi Logistics Corporation. The opening ceremony celebration took place in the warehouse and was attended by Mr Miyazaki, President of Mitsubishi Logistics Corporation, Tokyo, Mr Klaus Nyborg, Vice President of Maersk Singapore, Mr Soebagio, Mayor of North Jakarta and the Danish Ambassador Mr Michael Sternberg.

The warehouse is located 8 km from the Jakarta port Tanjung Priok and already serves as warehouse for Mercantile Indonesia and empty container depot for Maersk Line, as well as

serving Mitsubishi Logistics Corporation clients.

The warehouse is 15,100 m², almost the size of three football fields. P.T. MM Logistics provides export consolidation and has a bonded status for import cargo. Apart from the standard services provided by a warehouse, P.T. MM Logistics has been able to assist Mercantile in setting up a quality assurance centre for Liz Claiborne and a "Garment On Hanger" facility.

P.T. MM Logistics plays a major social role in the local community, and it is with pride that we welcome 48 highly motivated new staff members to the Maersk organisation.

Presidential Visit

Todd Pigeon

■ The President of Guatemala, Sr. Alvaro Arzu, visited Maersk Guatemala's stand during the recent Apparel Sourcing Show of the Americas. Guatemala, Honduras and El Salvador represent some of the largest sourcing areas for garments in the Western Hemisphere.

The Maersk stand displayed an on-line connection to the Maersk



President Alvaro Arzu with Todd Pigeon, General Manager of Maersk Guatemala. Patricia de Godoy, Sales Co-ordinator for Maersk Guatemala, is seen in the background.

Line Internet homepage where clients were introduced to the cargo tracking and booking functions.

Reefer Seminar in Thailand

Sumpann Jintakanon

■ Bangkok Marine Co. Ltd, a subsidiary of Maersk Bangkok Branch, held a reefer seminar in Chiang Mai, the centre of the northern region of Thailand, in September this year. The seminar was designed to assist shippers in the northern part of the Kingdom with information on transportation of frozen cargo and to outline the advantages of using Maersk Line's reefer equipment.

Experts from Maersk Bangkok, Maersk Singapore and the survey company SGS gave presentations and answered questions from the customers. The very detailed lectures included an overview of reefer technology, handling of products, stuffing, damage prevention and other important aspects of reefer transportation.

The interest shown by the participants marked the success of this seminar and confirmed Maersk's prominent position in the reefer trade to and from Thailand.



A field trip was arranged to demonstrate pre-transport inspection (PTI) at Northern Container Service and stuffing operation at Chiang Mai Frozen Foods.



Bjarne Hansen, President of Maersk Contractors, Mrs Alice Hansen, C. Brent Austin, General Manager, PanCanadian Petroleum Ltd., Mrs Marie Austin, D.A. Frederick, President of Pennzoil Exploration and Production, Mrs Terry Frederick and Y.Y. Chow, CEO of Amfels.

Pioneer and Pathfinder

■ The two latest additions to Maersk Contractors' fleet were named at Amfels Shipyard in Brownsville on 3 October 1998. Amfels Shipyard's hull no. P180 was named MAERSK PIONEER by Mrs Terry Frederick, wife of Mr D.A. Frederick, President of Pennzoil Exploration and Production Company.

Mrs Marie Austin, wife of Mr C. Brent Austin, General Manager of Western Hemisphere, Pan-Canadian Petroleum Limited, named hull No. P181 MAERSK PATHFINDER.

MAERSK PIONEER was delivered on 13 October 1998, after which she began a three-year contract with Pennzoil Exploration and Production. MAERSK PATHFINDER is

expected to be delivered in mid-December 1998, at which time a three-year contract with Pan-Canadian Petroleum Limited will begin.

The two sister rigs, called drilling barges, are designed for operation on Lake Maracaibo in Venezuela. They are capable of working in water depths of up to 45 metres and drilling wells of up to 4,500 metres. The rig hulls are 61 m long, 26 m wide and 5 m high. They each accommodate 44 persons.

Maersk Contractors already have six rig hulls working in Venezuela. In addition to this, Maersk Contractors have management contracts for four land rigs working in Apure, Venezuela.



Fifteen Years on Charter

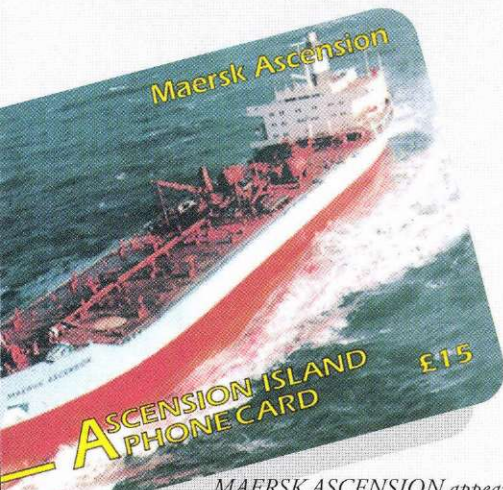
Russell Harvey

■ The year 1998 marks the 15th anniversary of MAERSK ASCENSION on charter to the British Ministry of Defence. MAERSK ASCENSION, a 59,850 DWT product tanker owned by The Maersk Company Limited, is employed as a stra-

tegic storage tanker off the coast of Ascension Island.

Ascension Island is located approximately 800 km south of the Equator in the eastern Atlantic Ocean, surmounted by an extinct volcano.

Known locally as "the Maersk", MAERSK ASCENSION has become part of the community. "The Maersk" is usually anchored about one mile off the beach, which makes her a common sight for all the islanders. The crew are regularly involved in local community events, such as the annual Ascension Day Fair, and play host to visits by local and visiting dignitaries.



MAERSK ASCENSION appears on the £15 phone card issued by Cable & Wireless for use on Ascension Island. This is the second time that the vessel has appeared on a local issue item. The previous appearance was on a 12p stamp issued in 1997 to celebrate the involvement of various military and civilian services on Ascension Island.



Drydocking in Hamburg

Frank Gerner

■ During the third quarter of this year, eight Maersk vessels were scheduled for drydocking at Blohm & Voss in Hamburg for regular maintenance work. The series began with REGINA MAERSK in early July when

more than 100 people watched the docking operation with great interest. After REGINA, seven M-types have been scheduled for drydocking and thus ensured a proper presentation of the Maersk colours in the port of Hamburg.

The Fleet



25 Years Anniversary
Chief Engineer
Svend Erik Appel
1 January 1999



25 Years Anniversary
Chief Steward
Peter Vedel
Nommesen
30 January 1999



25 Years Anniversary
Captain
Per Brinch
Sonnichsen
1 February 1999



Retiring
Chief Engineer
Hans Andreassen
Winther
30 September 1998



Retiring
Chief Engineer
Kaj S. Mortensen
31 December 1998



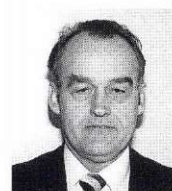
Retiring
Electrician
Erling Stengaard
31 December 1998



Retiring
Chief Steward
Poul E. Würtz
Andersen
31 December 1998



Retiring
Captain
Hans Petersen
31 January 1999



Retiring
Chief Engineer
Karl Rahbæk
Sørensen
31 January 1999



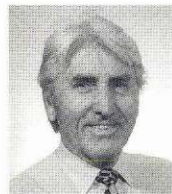
Retiring
Captain
Otto Christiansen
28 February 1999

Esplanaden



Retiring
Merete Thomsen
31 January 1999

Mærsk Container Industri



**25 Years
Anniversary**
Jens Peter
Sørensen
27 January 1999

Organisations Abroad



**25 Years
Anniversary**
Takao Ushirone
Moji
10 December 1998



**25 Years
Anniversary**
Machiko Yamaguchi
Yokohama
15 December 1998



**25 Years
Anniversary**
Hiromi Sekino
Tokyo
1 January 1999



**25 Years
Anniversary**
Shinichi Nasu
Yokohama
4 January 1999



**25 Years
Anniversary**
Makoto Kobukata
Kobe
14 January 1999



**25 Years
Anniversary**
Takaaki Hoshi
Yokohama
16 January 1999



**25 Years
Anniversary**
Yoshito Hayashi
Osaka
23 January 1999



**25 Years
Anniversary**
Katsumi Okudaira
Tokyo
4 February 1999



**25 Years
Anniversary**
Tomoyoshi Ito
Tokyo
18 February 1999



**25 Years
Anniversary**
Takao Yanagisawa
Tokyo
25 February 1999

Roulunds



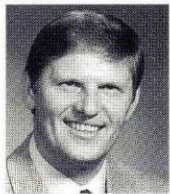
**25 Years
Anniversary**
Mogens A.
Dyrehauge
8 January 1999



**25 Years
Anniversary**
Kirsti Hansen
14 January 1999



**25 Years
Anniversary**
Clas N. Andersen
1 February 1999



**25 Years
Anniversary**
Søren Pedersen
Vørret
11 February 1999



**25 Years
Anniversary**
Finn Nielsen
20 February 1999



**25 Years
Anniversary**
Søren Heldager
19 February 1999

The Yard



**40 Years
Anniversary**
Anders Willy
Kristensen
5 February 1999



**25 Years
Anniversary**
Helen Steensgård
Rasmussen
8 January 1999



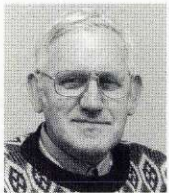
**25 Years
Anniversary**
Kurt Andreassen
8 January 1999



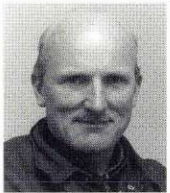
**25 Years
Anniversary**
Kurt Skyggelund
15 January 1999



**25 Years
Anniversary**
Kai K. Christensen
15 January 1999



**25 Years
Anniversary**
Karl Ejnar
Damgaard
15 January 1999



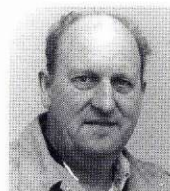
**25 Years
Anniversary**
Tom Frydenlund
22 January 1999



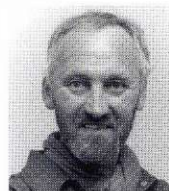
**25 Years
Anniversary**
Torben Pedersen
22 January 1999



**25 Years
Anniversary**
Hans Chr.
Mogensen
29 January 1999



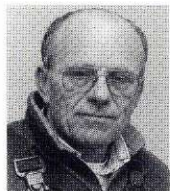
**25 Years
Anniversary**
Ove Nielsen
29 January 1999



**25 Years
Anniversary**
Erik Højer
Christiansen
5 February 1999



**25 Years
Anniversary**
Ib Holm
12 February 1999



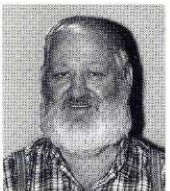
**25 Years
Anniversary**
Knud Erik M.
Hansen
12 February 1999



**25 Years
Anniversary**
Erling Littau
12 February 1999



**25 Years
Anniversary**
Johannes B.
Madsen
19 February 1999



**25 Years
Anniversary**
Frede Knudsen
26 February 1999

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

Ship's Assistant
Asbjørn Straarup
Ex JESSIE MÆRSK
8 September 1998

Lead Floorhand
Jens Brix
ex MÆRSK
ENDEAVOUR
8 November 1998

Electrician
Børge Nielsen
EDC "Rig 44"
17 September 1998

Captain
Finn Vibestrup
Pedersen
ex GERD MÆRSK
12 November 1998

Niels Kurt Nielsen
The Yard
17 September 1998

Anne Lise
Andersen
Roulunds
14 November 1998

Torben W. Stage
Roulunds
17 September
1998

Steward
Reynaldo
Consumido
Ex CHRISTIAN
MÆRSK
25 September 1998

Roustabout
Jim Blank
Klingenberg
ex the Dan Field
30 September 1998

First Engineer
Peter Mahler
Ex MAYVIEW
MÆRSK
5 October 1998

Chief Officer
Poul Johannessen
Ex LAUST MÆRSK
9 October 1998

Driller
Luis Torrealba
Venezuela "Rig 12"
26 October 1998

Leif Søgaard Jensen
Roulunds
5 November 1998

Maersk Air



MAERSK