

MÆRSK
Post



Cover Photographs

Front page: Sunset at a small fishing-village on the coast of the Sound. After tidying up his boat the fisherman has placed his bucket over the exhaust pipe and put the net to dry on top of it.

Page 31: This is an illustration of the Danish autumn as seen in the Geel's Wood near Holte north of Copenhagen.

Pages 3 to 7

Ships From Elsinore In Former Days

This article was written by director Knud Klem of the Kronborg Maritime Museum. On the occasion of his 65th birthday last year MÆRSK POST got a favourable reply to a request for an article on one of Mr. Klem's favourite subjects. The subject he selected was the building of wooden ships at Elsinore around the middle of the 19th century.

It appears that shipbuilding at Elsinore dates back several hundred years. The copperplate print on page 3, with the enlargement of a small section, shows how in the latter part of the 16th century ships were built on the waterfront itself without the use of a slipway or any other special gear. A prospective shipowner called in shipbuilders from elsewhere to construct the ship at his own home town, and not till the beginning of the 19th century do we see any shipbuilding installations at Elsinore that might in any way be termed "shipyard" in the modern sense of the word. In 1825 Jacob Løve opened a shipyard just south of Kronborg, and in 1843 another yard followed, initiated by Poul A. Barfoed. On page 4 a map of Elsinore from 1863 shows the situation of the two yards. On page 5 is a painting of Jacob Løve jun. and underneath a painting of the Løve yard.

The final stages of this wooden ship era also included the slipway seen on pages 6 and 7. It was constructed in 1863, but already in 1874 the building of wooden

ships came to an end, and in 1881 the forerunner of today's modern yard at Elsinore saw the light of day, taking over in 1896 the slipway which 33 years before had crowned the efforts of local men of initiative to make Elsinore a ship-building-town.

Pages 8 and 9

Scars On Japan's Face

When Japan is mentioned, most tourists are apt to associate the name with the blossom of cherry trees, geishas in kimono, and Kobe Steaks (the world's best, because the cattle are given massage and beer before they are killed). Very rarely does it occur to foreigners that Japan has a quite different face, one that is characterized by volcanic eruptions, earthquakes, and typhoons.

Every year in August and September typhoons destroy for millions. In September 1966 the typhoon called "Ida" hit the Tokyo-Yokohama area and killed several hundred people, at the same time laying waste some 50,000 houses, ruining the harvest, and grounding several ships.

Earthquakes are even more frequent than typhoons, but very few of them have any sizable destructive effects. Apart from the Niigata earthquake in 1964 (200 miles north west of Tokyo), which killed 38 people, no serious examples have been recorded since 1923 when very heavy terrestrial convulsions in the Tokyo-Yokohama area took the lives of no less than 142,800 people. Today small-size earth tremors take place every day, but few of them are registered at all except by means of very sensitive seismoscopes. One particular manifestation of the underground activity is the famous thermal springs, "spa" in Japanese, which today furnish the Japanese people with ample opportunities for recreation and enjoyment. In the "o-furo" (Japanese bath) the steaming hot water from these springs is led into large swimming-pools, where the bathers pick up strength and energy.

The photos serve to illustrate how the underground energy causes the surface of the earth to emit vapour and heat; the author of the article is seen in front of one of these boiling water recesses.

Pages 10 to 13

Maritime Collections

At Troense on the islet of Taasinge, opposite to Svendborg, Mr. F. Holm-Petersen, seen on page 11, has built up a private maritime museum, to which MÆRSK POST paid a visit last summer. The main bulk of exhibits is composed of ships' models, photos and shipping documents, illustrating the history of Danish shipping right up to our day. There is a separate wall dedicated to the MÆRSK fleet. Many examples of Far Eastern souvenirs, brought home by Danish sailors, together with the world's largest private collection of model warships, and East Asiatic painting, porcelain, and batik should enable the museum to cater for many special interests among visitors.

Quite apart from the maritime collections Troense is worth while visiting because of its numerous old, thatched houses, exemplified by one of Mr. Holm-Petersen's outhouses (left side of photo on page 13). Like most of the old Troense houses the museum is half-timbered.

Page 14

Spotlight

Reading Technique: At Kongens Nytorv a reading course took place during the months of September and October. The prime purpose of this particular course, which is being repeated in January 1967, is to make people read not only faster but with an equally good or even better understanding of the contents. This is brought about by teaching the pupils to split up the text into units which are read and understood as a whole. Methods such as "vertical reading" and "skimming" form part of this technique.

The photo shows an ophthalmograph where the movements of the eyes may be controlled. These movements are revealed by the curves that are registered on a piece of paper.

"GJERTRUD MÆRSK" Model: This is one of the many MÆRSK ships that have been adopted by school classes. The adopting class at Jyderup had a visitor from "their" ship on November 25th, and this visitor, able seaman Peder Pedersen, presented the class with a model of the ship, made by himself. He is seen here amidst a number of enthusiastic youths, admiring his work and listening to his sailors' yarns.

Page 19 Rømø Poem

This old poem, which is written in the Rømø dialect, was found on the island by one of Mr. A. P. Møller's relatives, Mr. P. Iversen. As the editor has found it very difficult to render in English the special mood conveyed by the humorous and terse style of these stanzas, he has refrained from any translation. In order not to let down the English-speaking readers completely it should be mentioned that the poem deals with an old widow who, out of pure curiosity, staged a general rehearsal of her own funeral.

Pages 20 to 23 Mud, Cockroaches, and Krupuk

During the years 1964-66 Mr. Erik Nielsen (Nybo) of Kgs. Nytorv office was stationed in Indonesia, and part of his job there was to visit various outposts. During 30 months he covered about

125,000 kilometres of cross-country travelling, thereby encountering many different types of roads at varying stages of quality, and he got into close contact with Indonesian cooking and ways of life. The first photo illustrates a rather comfortable way in which to proceed by river, if you are so lucky as to have access to a fibre-glass speedboat. Quite the opposite impression is rendered by the illustration on page 21 where the otherwise almost omnipotent landrovers have had to give in to the mud of an unusually sticky character. The passengers of the cars very strongly suspected local people of keeping the mudhole up to "maximum capacity" by means of water, thereby securing a steady income of tips for themselves for kindly helping travellers through this obstacle.

On page 22 we see a ferry crossing a river, its only means of propulsion being the pressure of the heavy river current against the side of the craft, which is held at a fixed angle by means of a wire system.

Finally on page 23 is an illustration of the beauty of the Indonesian landscape. Padang harbour with a hotel in the foreground is a good example of Mr. Nielsen's argument that Indonesia is the most beautiful country of the entire Far East.

Pages 24 to 26 Toying With Ships

This article by Mr. Kaj Lund gives us an idea of how boys one generation ago amused themselves with home-made ships along the sound at Svendborg. The model ships they used ranged from very primitive craft, such as the iris leaf

or the walnut shell on page 24, via the so-called 10-minute ships on page 25 to the masterpiece of workmanship seen on page 26; the latter having often been contributed to by the boy's father or uncle.

Mr. Lund being a Svendborg boy himself his reminiscences are highly autobiographical, and everybody who has tried this game will readily share with him the regrets that today the boys at the sound have other recreations. The joy over home-made, primitive toys is a thing of the past in our mechanical age.

Pages 27 to 29 Photo Contest

1st prize for black-and white, 200 kroner, was awarded to Mr. Børge Rasmussen of the Tanker Dept., Kgs. Nytorv.

No 2nd prize was awarded in this competition.

1st prize for colour, 200 kroner, will be sent to Mr. H. Mogensen, p. t. Tokyo office. The picture is of the "Golden Pavilion" at Osaka.

2nd prize for colour, 100 kroner, was won by Mr. K. Damsgaard Jensen, 1st engineer of t.t. "JAKOB MÆRSK". The photo was taken while he served onboard t.t. "CAROLINE MÆRSK".

As a reply to several questions asked by readers the editor should like to underline two limitations to participation in our contest.

1: No single photograph may take part more than once.

2: No competitor may take part in a contest if he was awarded a prize in the preceding one.