



MÆRSK *Post*

Cover Photographs

Front Page:

During her maiden voyage m.s. "CLARA MÆRSK" passed under the Verrazano Bridge at the entrance to New York.

Page 23:

m.s. "CLARA MÆRSK" was saluted by the fire-fighting barges of New York when she made her first call.

Page 3:

Launching at Tønsberg

The first of two special bulkcarriers ordered by the MÆRSK fleet at Kaldnes Mekaniske Verksted of Tønsberg was launched on September 2nd. The ship was sponsored by Mrs. Lisbeth Mourier, wife of director Christian Mourier, Skandinavisk Motor Co., Copenhagen. The ship, which was named "BRIGIT MÆRSK", will be of about 25,000 tons deadweight and will be constructed for the special purpose of transporting automobiles. She will be fitted with six car decks, which may be partly hoisted under, partly placed on the main deck when the ship serves as an ordinary bulkcarrier.

The ship will for a longer period be engaged in transportation of cars from Western Germany to the U.S., and her capacity will be about 1,800 Volkswagen at a time (model VW 1300); this is about five or six times more than the largest Store Bælt ferries.

The main engine will be a B & W type 6K74EF.

Pages 4 to 9:

The Ship Carries Coffee

The word mocha means blessedness, and the little word moka at the bottom of bills of fare tells the guest that he may enjoy an extra good cup of coffee at the

end of the dinner. It would be wrong, however, to expect having coffee served which has been shipped from the town of Mokka, once an important seaport, but only as long as Yemen was the only place for coffee-growing. Anyway, Arabian coffee would hardly appeal to modern Europeans, and most likely the coffee today used in Denmark, whether it is called mocha or java, originated from South America; less than one thousandth of what is today imported in Denmark will be mocha. In 1967 the total world production amounted to 50 million bags of 60 kilos from altogether 60 different countries, and considering this fact and the net price for coffee, one really understands, why coffee is one of the most important articles in commerce today.

The photograph on page five shows a coffee plant which now leaves the "flowerpot kindergarten" in order to make its way in the world. The photograph on page four was taken in the freeport of Copenhagen, where the majority of 900,000 bags were discharged during 1967; this figure constitutes the annual Danish consumption.

As readers will know the habit of coffee-drinking was introduced in Western Europe during the seventeenth century, one of the most famous places of worship being Lloyd's Coffee House in London. The old print on top of page six represents such a scene. The girl in the next photograph is holding a bunch of ripe coffee berries; another phase in the processing of coffee is illustrated on page eight, where the beans are dried on large concrete surfaces. The ripe coffee beans are covered by a kind of fleshy fruit husks, and they grow in pairs in the way which is illustrated on page seven. When the above-mentioned drying-process is finished, the fleshy husk and two protec-

tive layers of vegetable parchment and so-called "silverskin" are threshed off. The beans are now ready for being sorted and packed.

Coffee is a difficult commodity for a ship to carry because it is very sensitive to moisture and smell. It should be kept dry, cool and well ventilated and also well separated from other commodities giving fragrance of a different kind, or which might themselves be affected by the coffee.

Brazil has for many years been dominating as a coffee nation. Several times upwards of 65 per cent of the world production came from this country; and it might be mentioned that during the years 1850 to 1854 the Danish ship "ROTA" carried many loads of coffee from South America to Denmark, and onboard was a young sailor named Peter Mærsk Møller, who acquired much of the know-how in these voyages that he needed when in 1904 he founded the MÆRSK fleet together with his son Arnold Peter Møller.

Pages 10 to 13:

The Last of the European Wilds

In the map on page 10 two tiny blue rings are to be seen round two place-names, Kvikkjokk and Akka. The place is northern Sweden and the occasion is an expedition on foot made by Mr. B. Hammershøj and three friends. There are no asphalt roads, and, as the photos reveal, not always bridges across the streams. Mr. Hammershøj tells us that the average age of these old boys was 55, and considering this fact it must be called quite an achievement that such a cross-country "walk" could be carried through without previous training. With 15 kilos on your back the daily average

of about 20 kilometres in this terrain will be quite enough. It must be remembered that ordinary heavy boots cannot be used because of the numerous watery stretches that have to be negotiated. Even colour-photos hardly pay full justice to the beauty of the landscape. The summer, and therefore the colours in these districts, will be very short-lived and therefore very intense, the snow not receding until June, thereby limiting the summer period to two or three months. The authorities have seen to it that these more or less "acknowledged" routes are supplied with little huts where hikers stay overnight. Apart from this you are completely on your own. Sometimes an inspiring thought in our community, sometimes a threat if you are overwhelmed by the forces of nature, disease, hunger or the like.

Mr. Hammershøj strongly recommends this type of holiday to those of our readers would like to make a change just for once from the ordinary, prefabricated, easy-chair type of holiday that so many of us are nowadays apt to choose.

Pages 14 and 15: Photo Contest

1st prize was awarded to Mr. Jens Raun for his Hong Kong panorama. 200 kroner will be mailed.

2nd prize of 100 kroner was won by Mr. Erik Holtegaard, Kongens Nytorv office, who found this landscape in Indonesia while he was stationed at Djakarta.

As mentioned before MÆRSK POST would very much like to receive more photos from the MÆRSK fleet and especially from the T.P.C. plantation. These two "members" of our family are mentioned specifically because our colleagues there should have a chance of submitting good shots that have not only the tourist element in them, but which might also illustrate living- and working-conditions that are totally different and mostly new to the majority of MÆRSK POST readers.

Pages 16 to 18:

Japan's Bastion to the North

This is the 3rd "chapter" in the trilogy in which Mr. H. Mogensen has given us his impression of Japan. The two first articles were brought in January 1965

and in January 1966, dealing with the islands of Honshu with Mt. Fuji and Kyushu with her many volcanoes and hot springs. The article in this issue concentrates on Hokkaido, the northernmost of the four large Japanese islands. Anthropologically Hokkaido differs from the rest of Japan because of the natives of the island, the ainus, though very few full-blood ainus have survived today. It is estimated that there are about 500 or so, although about 15,000 of the inhabitants are of ainu blood. The photograph on page 16 shows some of the above-mentioned 500. Until about 100 years ago Hokkaido was inhabited only by the ainus and about 50,000 immigrants from the main island Honshu. In an area the size of Denmark and Switzerland put together they subsisted on bear-hunting and fishing—the sea around Hokkaido where warm and cold currents meet is one of the world's three largest fishing-areas with an abundance of salmon, trout, cod and crabs—until the Japanese government found it necessary to divert some of the ever-growing surplus population especially from Honshu, where less than 20 per cent of the soil can be tilled.

Today Hokkaido can show up not only modernized agriculture and dairy products but also a rapidly growing industry, partly based on the large forests of the island—about 70 per cent is covered by forest, but even steel and chemicals are making themselves felt. There is also a large shipyard, the Hakodate Shipyard, and the Sapporo breweries cover about 25 per cent of the total beer consumption in Japan.

The climate of Hokkaido is different from that of the rest of the country, and snow covers the island from December to April. There is an annual snow-festival at Sapporo in February and there is a competition for the best snow sculptures each year. Some of last year's "entries" are seen at the bottom of page 17 and on page 18, and the photograph on top of page 17 serves to show how the American methods of town and country planning have influenced the layout of the communities today. Today Hokkaido has about five and a quarter mill. inhabitants, 70 per square kilometre, which is not very much compared with the 250 per square kilometre on Honshu.

Pages 19 to 21:

Spotlight Mail

The postal illustration on top of page 19 refers to a small folder recently published, telling about the easiest and cheapest method of communication between ships in overseas service and family members in the home country. Copies may be had by applying to the mailing-department of Kongens Nytorv 8.

Japanese Visitor

As readers were told in the July issue of MÆRSK POST the new line between Europe and the East is served partly by two of the new C ships of the MÆRSK fleet and partly by two ships of the Kawasaki Kisen Kaisha. "CHARLOTTE MÆRSK" was the first ship to make a full voyage in this service, returning to Copenhagen on June 17th; and on August 17th the first Japanese ship, the "FRANCE MARU", called at Copenhagen. The ship is seen in the photographs during this first call. The cargo comprised among other things tiles, sewing-machines, and Japanese motorcars (Dat-suns).

News from the Mærsk Refinery

A special transport by rail through Copenhagen was necessary in order to supply the Refinery with a new distillation column of rather unusual dimensions. The column, which is 36 metres long and weighs about 20 tons, is seen in page 20 partly at the marshalling-yard, partly when passing the Langebro.

1910 to 1968

These two years serve to symbolize the span of years between the first MÆRSK ship named after Mr. Mærsk Mc-Kinney Møller's mother and the newest unit of that name. The steamer "CHASSIE MÆRSK", seen in the photo, was built in Holland in 1910, and Mr. A. P. Møller chose his wife's name for the newbuilding using the short form of Mrs. Møller's name. This ship was torpedoed in 1916, and a new ship of the same name was delivered to the MÆRSK fleet in 1920. The following ships, which have all been named "CHASTINE MÆRSK", were delivered in 1923, 1945, 1953 and in 1968, the latter seen in photograph on page 21.