



MÆRSK
Post

Cover Photographs

Front Page:

Mountain streams are numerous in the Faroe Islands. This one is found near Kvívík between Tórshavn and Vestmanna.

Page 23:

One of the small Faroe Islands, Hestur. Its west coast bears witness of the constant action of the Atlantic carving picturesque grottoes such as this one. Compare for size with the pasturing sheep on top.

Pages 3 to 5:

Teir Sigla . . .

For many years there has been close relationship between the Faroe Islands and the A. P. MOLLER Shipping Companies, and Mr. A. P. Møller himself took a personal interest in the Islands. The close relationship has again and again been strengthened by the many skilled Faroese plying their trade in the MÆRSK fleet. In April this year the editor of MÆRSK POST paid a visit to the Islands and hopes to be able to give readers an impression through words and photographs of this unique group of islands. The headline of this article is a quotation from the Faroese poet, H. A. Djurhuus, paying tribute to the Faroese fishermen in his poem which begins: "Teir sigla so væl sin friða knör (so proudly they steer their splendid ships).

In their isolation in the middle of the sea the Faroese have always been compelled to consider the weather in any form of planning; and even today when you can fly to the Islands, the weather is a factor to be considered when keeping up connections with the smaller islands.

The first settlers on the Faroe Islands are believed to have arrived between 800 and 850 A.D., coming partly from Norway, partly from the northernmost British islands. At Kirkjubøur one has a veritable museum dating right back to the very first settlements. There is evidence here that Kirkjubøur was the spiritual as well as the administrative centre during the Middle Ages. There are ruins of no less than three churches, the most well-preserved one being that of the Magnus Cathedral (Múrurin), named after the saint of the Orkneys.

Already the first Scandinavian settlers established a thingstead on a rocky promontory, Tinganes, which today divides

the harbour of Tórshavn into two basins, and which is even today the seat of the Faroese administration. The photograph on page three shows the green-roofed buildings on Tinganes with some typical Faroese fishing-boats in front.

It would be a misunderstanding to believe that the Faroe Islands are a primitive and backward area, where the population lives on time-old traditions. True enough, many of the activities of Faroese fishermen are traditional, but at the same time progress has been made on a scale which easily compares with that of other countries fishing in almost the same waters, e.g. Norwegians, Scots and Icelanders. Thus the Faroese were very early on the go with trawlers in the North Atlantic. Today the Faroe Islands have almost 40,000 inhabitants distributed on 17 of the 18 islands; No. 18, Little Dimon, is so inaccessible that it is only visited now and then for the inspection of sheep grazing on it.

The capital of Tórshavn has had an increase in population from 5,000 just after the war to about 10,000 in 1969. There are 3,000 motorcars registered on Strømø, and Tórshavn alone has over 100 taxis. Several hundred miles of asphalt roads have been constructed. Tunnels have been pushed through the mountains of up to a length of one or two miles. Tórshavn has burst its frames, and new buildings and institutions, for instance the Queen Alexandrine's Hospital and the new sports fields, together with new residential areas, have been built along the coast and up the mountain slopes.

It goes without saying that the main stress of today's industry is laid on fisheries and related branches, such as canned fishing-products, shipyards, fishing-gear etc., but besides these there are factories producing for instance soap, margarine, and chocolate, besides dairies and breweries.

Tourism is also a growing trade today, and tourists will find that the Faroe Islands are not always cloaked in rain and mist. In summer the Islands offer a unique experience for tourists. The clean air, the colours of flowers on the mountain slopes, the mountaineering opportunities, the sailing, and many other attractions draw an ever-growing number of visitors from many countries. The photos on page 4 (top) are of the harbour area of Tórshavn seen from the steps on the navigation school, and (below) the so-

called "plantation", the only wood in the Faroe Islands, on the north-west outskirts of Tórshavn. The photo on page 5 shows a halibut of well over 200 pounds being landed at Tórshavn in the early morning. It is a very palatable fish, and the Faroese know how to catch it and how to prepare it.

Pages 6 to 9:

Maritime Anniversaries

Memorial days in the maritime history of an old seafaring nation will always be plentiful, and many events in the Danish history have been celebrated by the issuing of special stamps. Strangely enough, however, few of the great maritime events have been marked by stamps, whereas other nations are more minded for public relations regarding the shipping-trade. One of the good examples of this is seen in the three stamps on page 6, occasioned by the centenary of the famous clipper, "CUTTY SARK". In Denmark there would have been good reasons for several memorial stamps in 1969. Let us go back in history and look at some of these maritime events.

100 years ago

Det Store Nordiske Telegraf-Selskab (Great Northern Telegraph Company) celebrated their 100th anniversary in 1969. A stamp has been issued in Japan commemorating the laying of a submarine cable between Japan and Russia; but no Danish stamp has appeared though the Telegraph Company has close connections with the Danish post and telegraph authorities.

125 years ago

On August 1st, 1844, Admiral Michael Bille founded the "Foreningen til Søfartens Fremme" (The Association for the Furtherance of Shipping).

The object of this organization was to promote the nautical education of young seafarers and to further nautical development as a whole. Already the same year evening classes were started for young sailors, and among the merits of the association must be mentioned the running of the Copenhagen Navigation School from 1862 to 1922.

But this was not the first time that Michael Bille had drawn the attention to himself. Among the many maritime events in which he was involved, the year 1819 is of special interest.

150 years ago

In 1819 Michael Bille, then a navy commander, took upon himself the task of taking the first Danish steamship across the North Sea from the Thames to Copenhagen. It was the paddle steamer, "CALEDONIA", which had been bought by his brother, who intended to use it for the passenger traffic between Copenhagen and Kiel.

Also in 1819 an Old Sailors' Home by the name of "BOMBEBØSSEN" was founded in Copenhagen. This peculiar name arose out of the fact that a 100-pound bomb was used for the collection of means for the building. Since 1956 the institution has been the owners of a modern building, also in Copenhagen, containing 30 single rooms and 4 flats for married couples.

200 years ago

At the end of 1769 a war broke out between Denmark and Algeria. This was just one of many episodes in the prolonged conflict with the Barbary states, whose pirate ships were a constant nuisance to neutral trade and shipping.

250 years ago

We all know the phrase: "Tordenskjold's soldater", and every Danish schoolboy knows that it has something to do with an event in The Great Nordic War, where the Danish/Norwegian naval hero conquered the Swedish town of Marstrand and the strong fortress of Karlsten on the 27th July, 1719.

350 years ago

The colour photograph on page 8 shows the oldest wing of the Holmen's Church in Copenhagen, built in 1562-64. In the attic of this wing (black and white photo on same page) the first Danish navigation school started 350 years ago.

The same year, on May 16th, the Danish skipper Jens Munk sailed out with two ships to find the North-West Passage and a shorter way to the Far East. Only one of the ships, the "LAMPRENEN", drawing on page 9, returned, and only three men survived, namely Jens Munk himself and two members of the crew.

Pages 10 and 11:

Plast in Bulk

Readers who have passed Danbritkem on Amager since July last year will have noticed a new silo plant consisting of 12 aluminium silos, 8 with a capacity of 100 tons and 4 of 50 tons each. They are one of the signs that Denmark has a growing plast industry, which can compare with that of other countries. Several of Danbritkem's customers have by now passed the 5,000 ton mark in annual consumption of raw materials, and the traditional way of supplying customers

with polyethylene granulate in 50 pound bags has been abandoned. Instead the Copenhagen street scene has been lightened up by the very special tank trucks with Danbritkem's letters on them, winding their way through the traffic to deliver large bulk cargoes of Danbritkem products.

As all customers could not be expected to have their own storage commodities for bulk cargoes right away, special boxes were constructed for smaller quantities (up to 1,000 pounds). As the photograph on page 11 shows these boxes are easy to stack by means of forklifts. The boxes by the way are emptied by conveyorators that take the granulated polyethylene direct from the boxes to the storage tanks of the extruders.

Pages 12 to 14:

Hurrah

This interjection, which has been known in Danish for about two and a half centuries, appears in similar forms in many countries. The first time we see it in print dates back to 1727 at a launching in Copenhagen, where it is reported that the sailors gave their usual "hurrau".

It is very difficult to state the etymology of the Danish form as well as of the various foreign variations. Originally the English version was **huzza** or **huzzay**. This form still survives, but is being rapidly replaced by **hurrah**; but on the whole these variations seem to be limited to the Germanic languages. In Romance languages, for instance, the equivalent exclamation usually contains a cheering of or homage to the regent, for instance **vivat** (Latin: May he live), **vive le roi** (French), **viva el rey** (Spanish) or **evviva il re** (Italian). Whereas there were divergences between the linguistic forms, the usage was the same almost everywhere, viz. for paying tribute to a person of high rank or for the celebration of a solemn act, such as launchings or receptions.

One special kind of ceremony is illustrated on page 7, namely a man-of-war saluting the king or members of the royal family passing by. Sailors are manning the yards of the Danish frigate "JYLLAND".

We have descriptions in English literature dating back to 1630, and it appears that this special ceremony spread during the seventeenth century not only to Scandinavia and western European countries, but also to the American, Russian and even Turkish navies.

Page 15:

More Tanker Tonnage

During the summer the MÆRSK fleet has been augmented by 415,000 tons deadweight. The turbine tankers "DORTHE MÆRSK" (205,700 tdw.) and "DAGMAR MÆRSK" (209,400 tdw.)

were delivered on July 15th and August 31st from Lindø and Amsterdam, respectively.

The maiden voyage of both of these two tankers went to Mena al Ahmadi, "DORTHE MÆRSK" commanded by Captain Jes Salling with Poul Jensen as chief engineer, "DAGMAR MÆRSK" commanded by Captain Erik Lyck with Ole Martin Rasmussen as chief engineer.

Page 18 and 19:

Spotlight

Tipping Wagons

In July a number of heavy tipping wagons were shipped by m. s. "SALLY MÆRSK" from Kaohsiung to Bangkok (Photo page 18 top).

95th Birthday

At the "BOMBEBØSSEN" in Copenhagen Mr. Andreas Andreassen celebrated his 95th birthday on July 22nd. Mr. Andreassen is a former MÆRSK boatswain, and one of his guests on this particular day was a retired MÆRSK skipper, Mr. H. Houmann (now 86). These two men had not seen each other since 1929, when they were together on the first tanker of the MÆRSK fleet, the "EMMA MÆRSK". For a moment they did not recognize each other (MÆRSK POST had arranged the meeting), but soon they were lost to the surrounding world, reviving old memories as seen in the two photos, Andreassen on the right. There is another Andreassen in the MÆRSK fleet today, Mr. Torlak Andreassen, a grandson, who is chief steward of t.t. "CAROLINE MÆRSK".

Visitors to Lindø

The colour photo on page 19 was taken at the launching of t.t. "DORTHE MÆRSK" on June 28th. On the right is Mr. S. Okada, President of Japan Line Ltd., in the middle The Rt. Hon. Lord Poole, C.B.E., chairman of Lazard Brothers and Co., Ltd. and husband of the sponsor of the ship. On the left is their host, Mr. Mærsk Mc-Kinney Møller.

Football

At the annual soccer tournament between the MÆRSK team (Kongens Nytorv) and teams of the Odense Yard, ROULUND and BUKH the results were:

MÆRSK-ROULUND	4-3
BUKH-Odense	4-1
MÆRSK-BUKH	6-1
ROULUND-Odense	4-3

Girl Drummers

During the winter 1968-69 the Music Association of the Odense Steel Shipyard started training a team of young girls to augment the drumming-section of the Yard band. They are seen here in action at the launching of t.t. "DORTHE MÆRSK".