



MÆRSK *Post*

FRONT PAGE

This photograph was taken at Boelsbro, a small fishing- and yachting-harbour at a short distance from the Lindø Yard, which is seen in the background.

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LAUNCHING AT NIGHT

The first specific container-ship of the MÆRSK fleet was launched at the Ishikawajima-Harima's Aioi Yard on 6th July. The launching, which was in the traditional slipway fashion, was without the accompaniment of any ceremonial, as it took place in the middle of the night, around 2.15 a.m., when the necessary full tide was there.

Pages 4 to 8

AN URBAN COUNTRYSIDE

Driving north-east from Odense for a distance of about 8 miles, along the Kerteminde road, you meet signposts bearing names like Lindø and Munkebo. Of these Lindø is used today, at any rate in shipping circles, as the natural short form to indicate one of Europe's largest shipyards, the full name of which really is Odense Steel Shipyard Ltd., Lindø department. No local citizens today connect the name with an island, and visitors who would try to find one, would try in vain. Today the name of Munkebo relates to a town of about 5,500 inhabitants, and it is known as the address of several yard employees.

Let us for a short moment try to look back upon the past, and through the aerial photograph see what the names of Lindø and Munkebo have covered and cover today.

Lindø

Top left in the photo are the outlines of the present Lindø Yard. You see the new building-dock (No. 3), the large gantry crane, and an almost completed tanker at the new outfitting-quay. Further to the right are docks 1 and 2 and the large shipbuilding - and steel-processing sheds. The oblong area, marked with blue covering docks 1 and

2 plus part of the workshops, indicates the whereabouts and size of an original island, Lindø. It was of about 30 acres, and there were a farm and a couple of houses on it. In the 1870's, however, the island was swallowed up in a great reclaiming-project. The blue line curving down to the left edge of the photo indicates the original coastline. The planning of a shipyard in the middle of this landscape of Fyn dates back to 1956, when it was realized that ship sizes had now outgrown the facilities of the old Odense Yard.

Munkebo

The name of Munkebo can be traced back more than 700 years. It is given already in the Kong Valdemars Jordebog (1230) in the form of "Munkæboth". Until 1957 the village of Munkebo was more or less unknown. But the planning and layout of the Lindø Yard heralded a new epoch for the village. Many of the old houses still exist, but around them a new and modern Munkebo has grown up.

The first colour photograph shows the modern shopping-street, for pedestrians only, which exists side by side with the old characteristic Fyn willow fences, which have been extended to form a special traffic system for pedestrians, especially school-children, who practically never cross trafficked roads on their way to and from school.

The aerial photo shows how yard and town are placed in the landscape. The Ejendomsselskabet Lindø, who are responsible for the town-planning, have built in all 780 houses, the majority of which are houses for single families with their own gardens. The arrows in the aerial photo indicate two small yachting-harbours; opposite the southern one we still find the old Munkebo Inn, where they still serve fried eels. The circle covers the town centre.

The Ejendomsselskabet Lindø have also assisted in the starting of a Munkebo Haveforening. In September MÆRSK POST visited the chairman of the haveforeningen, Mr. Leo Pedersen. The photographs on page 7 show his garden,

and it was evident that he and the other members of this garden society were very keen on the arrangement and maintenance of their gardens. Several diplomas and prizes have been won by the members in competitions arranged by the Dansk Kolonihaveforebund.

Great care has been taken that the various facilities for the inhabitants should be there. For instance, an agreement with the municipal authorities has secured football fields. In this connection it should be mentioned that the Lindø Rugby Club has just won the all-Denmark championship for juniors. A sports and gym hall was planned in September 1966, and with a contribution from the A. P. Møller and Hustru Chastine Mc-Kinney Møllers Fond til almene Formål of 3/4 mill. kr. construction work was commenced in September 1968. On the 1.-3. November 1969 the hall was opened. Black and white photos on page 8.

Sailing is an important pastime at Munkebo, and through various subsidies the Munkebo Sejlklub has gradually acquired quite a number of craft. In 1971 Kgs. Nytorv donated three 606 Monark sailing-boats to the club (see page 8), and the Yard has given 5 so-called Optimist boats.

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NEWS FROM MÆRSK KEMI

In order to bring about an increase in the production of polyethylene a new distillation column, 50 metres tall, has been built during the summer.

The column was built at Gladsaxe, and as the transportation through Copenhagen to Amager required empty streets, as far as this was possible, the operation took place at night. Special, heavy trucks were escorted by the police, and from the photograph above it is easily seen that great skill was demanded from the drivers and other personnel taking part. After insulation (the daily operation temperature will be minus 25° centigrade) the column was raised by two large mobile cranes, as seen in the other photograph.

Pages 10 and 11

NEW SHIPS

On Saturday September 15th the MÆRSK fleet was enlarged by no less than two units in one day, a product-carrier from Tønsberg and a turbine tanker of the R class from Lindø.

The newbuilding from Tønsberg, m.t. "GUDRUN MÆRSK", is the first of a series of four product-carriers ordered at the Kaldnes Mekaniske Verksted. This type of tanker was dealt with in the July issue of MÆRSK POST in connection with the naming-ceremony.

The turbine tanker from Lindø had been named on Friday August 24th by Mrs. Eva Hoffmeyer, wife of Mr. Erik Hoffmeyer, director of the Danish National Bank. The name of the newbuilding is "RAS MÆRSK".

At Kaldnes on August 31st a sistership of "GUDRUN MÆRSK" was named. Sponsor was Mrs. Maureen Bowyer, wife of Mr. E. E. Bowyer, director of Shell International Marine, London. The name of the new ship is "GUNVOR MÆRSK".

Pages 12 to 14

THE PROFILE

In August MÆRSK POST visited the former head cashier of Kongens Nytorv, 83-year-old Mr. Einer Hildested. Mr. Hildested joined A. P. Møller already in 1913, and during his early years he acted not only as a very capable head cashier but he also revealed commendable horsemanship, and was therefore entrusted with the exercising of horses owned by Mr. A. P. Møller.

The editor of MÆRSK POST invited Mr. Hildested for a bicycle ride in the Dyrehaven near Copenhagen. This was the place where 40 to 50 years ago Mr. Hildested went on horseback, heading, as did today the two bicyclists, for the Hermitage Castle (see photograph on page 12).

During the ride the editor was told not only about horses and riding, but also about old days in the shipping offices, partly at the Exchange building, partly at Kongens Nytorv, at the time when the entire staff counted no more than 6 to 8 people.

Later, when having coffee at Peter Liep (a coffee restaurant very popular with Sunday trippers), Mr. Hildested had the opportunity to prove that he still knows how to handle a horse. Two young ladies came riding past, and one of the horses felt more like going back to the stables than pursuing the track chosen by the 16-year-old woman rider. The horse simply refused to move in the right direction. Mr. Hildested jumped up from the table, ran over to the horse, slapping its nearest hind quarters with his bare hand, thereby forcing it along,

and the young lady was able to resume her trot. Everybody around the place found it only natural that a man in riding-breeches (Mr. Hildested's usual cycling-outfit) should come to the assistance of the young lady. But few if any would have guessed that this man was 83 (photo page 13 below). The photo of Mr. Hildested on horseback is from 1928-29.

The black-and-white photograph on page 14 was taken at Mr. Hildested's home after the cycling-trip. Mr. Hildested, who formerly dedicated quite a lot of time and energy to piano-playing and composition, is holding an edition of a slow waltz by himself, named "Comprenez-moi". Today Mr. Hildested has laid off this pastime and devotes most of his time to indulging in nature, at all seasons, on foot or on his bike.

Pages 16 to 18

THE SEAMAN AND THE ALBATROSS

This article forms a kind of epilogue to the article about the albatross in the July issue of MÆRSK POST.

In his article Mr. Kaj Lund covers various aspects, not included in the original article, such as superstition, myths, and reports from all over the world.

The two drawings on pages 15 and 16 illustrate "The Rime of the Ancient mariner". This poem by Samuel Taylor Coleridge is based on the old belief that if a seaman killed an albatross it would entail all sorts of misfortune for the ship. (It was supposed that deceased seamen's souls made their abode in albatrosses).

In the poem an old mariner actually kills an albatross, and as is seen in the second illustration he has to carry around his neck the gradually rotting carcass of the albatross. This was a punishment agreed upon by his fellow mariners. The more or less hellish fish seen around the ship symbolize the supernatural about the affair.

Several reports, among others by the famous Ernest Shackleton, who explored the polar regions, deal with the brighter aspects of the old tradition. In these reports the albatross turns up when the weather and conditions as a whole are about worst.

In these cases the bird brings hope back in the hearts of despairing crews. Sometimes an albatross may even act as a guide. This explains why the idea of killing of an albatross was so repellent to seamen of the past.

In more modern days the respect for the albatross has decreased to a very high degree. The photograph on page 18 shows how an albatross, caught on a ship, is displayed in front of the camera before it is killed.

In the memoirs of the Danish captain

Aage Brettschneider we are told that the taste of albatross meat is very good. Besides, tobacco pouches might be made from their feet, and the beak might be used as a handle for a walking-stick.

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FOOTBALL

On September 1st and 2nd at Odense Steel Shipyard the annual football matches between Bukh, Roulund, Kgs. Nytorv and The Yard took place.

Old Boys

The initial matches on Saturday had the following results:

Roulund - Kgs. Nytorv	....	2 to 1
The Yard - Bukh	.....	2 to 1
The Yard - Kgs. Nytorv	..	1 to 2
Roulund - Bukh	.....	5 to 0

The Sunday matches gave the final results which were:

Bukh - Kgs. Nytorv	.....	2 to 1
Roulund - The Yard	.....	3 to 1

This result gave Roulund their first share in the cup with a maximum of 6 points for 3 matches, whereas Kgs. Nytorv, The Yard, and Bukh each got 2 and were placed in this order according to the scoring.

Young Boys

The tournament for young boys is a cup tournament, and Saturday's matches gave the following results:

The Yard - Bukh	.....	4 to 3
Kgs. Nytorv - Roulund	....	5 to 1

On Sunday Roulund beat Bukh by 5 goals to 1 in a good fight, whereas the final match between the Yard and Kgs. Nytorv was not particularly interesting. The Yard came off with an easy 4 to 0, which gave the Yard their first share in the cup, which has been won by Kgs. Nytorv 4 times, by Bukh twice and by Roulund once.

Next year's tournament will take place in Kalundborg.

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The photographs on this page were taken partly (colour) at a show put up by the commercial and industrial institutions of Odense. Visitors were told about the possibilities for employment. The Odense Steel Shipyard had a stand at this show.

The two b/w photos were taken at the Lindø Yard, where they had a so-called "Open House" on September 1st and 2nd. A large number of Odense visitors had the opportunity to see an almost completed supertanker, the "RAS MÆRSK".

Page 21
ANNIVERSARY

On August 27th the Danish Merchant Navy Welfare Board celebrated their 25th anniversary at the offices of Holbergsgade 14. The two gentlemen top left are (on the right) department leader G. Worm, the Danish Ministry of Commerce, who is entertaining his Norwegian colleague Mr. Markus Endresen. To the left of this text we see the daily leaders of the office, Captain Kaj Lund between Mr. Finn Fuldby-Olsen (left) and Mr. Bent Ohrt. Above right MÆRSK ship crews will recognize two faces from their calls at Bangkok, Welfare Secretaries Ole Loft and Bendt Mortensen, who have for many years

been responsible for arranging athletics and other competitions for the crews at Bangkok.

The photo at the bottom of page 21 was taken at the Lindø Yard when, on July 23rd, a team of new office apprentices from Kgs. Nytorv were visiting. This visit was part of a preliminary 2 week's introductory course.

Page 22
ROWING

We have often heard about football in MÆRSK POST, whereas the more maritime hobbies have not been dealt with so far. Mr. Steen Nielsen thought it about time to tell readers something about rowing.

Members of the MÆRSK rowing team are automatically members also of the SKJOLD club at Svanemøllen. The photographs show one of the typical boats that may be used both for short evening expeditions and for week-ends, going f. inst. to Nivå, where rowers may stay overnight in SKJOLD's very nice week-end house.

Even longer trips may be arranged in the way that members of the club can borrow boats at f. inst. Limfjorden, South Jutland, and other places. These boats are equipped with tents as well as cooking-gear.

The club hopes for many more members in future seasons, female as well as male.

