
MÆRSK
Post
MAERSK LINE

MÆRSK

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Copenhagen
Responsible Editor
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Trykt: scanprint, jyllands-posten a/s

Front page:
The new MAERSK containership, t.s. »ADRIAN MÆRSK«, in the Panama Canal during her maiden voyage in September

Volume 14, No. 4
November 1975

At the inauguration of Pier 51 in Port Newark on Sept. 18th, Mr. Mærsk Mc-Kinney Møller addressed the guests as follows:

Close to 50 years ago Maersk Line initiated its liner service between the U. S. A. and the Far East – a brave decision by a relatively small shipowner in remote Copenhagen who had heretofore operated tramps in the Baltic and the North Sea. But my Father was a courageous and farsighted man.

The service he started then has continued ever since, broken only by the years of World War II.

And as the service developed new needs arose. New and improved vessels were constantly added and some of you will remember that almost two decades ago my Father, then about 80, was in New York to officiate at an event similar to the one you witness today. He came to inaugurate Pier 11 in Brooklyn — an outstanding facility of its day.

But with this dynamic society goes a constant demand for improvement and change, and so here we are to inaugurate yet another pier — geared primarily to containers — that relatively new American mode of transport.

And with the inauguration of this fine facility built by the Port Authority, go 9 new specially adapted vessels to provide weekly service, backed by a massive number of containers, chassis, straddle carriers etc. plus of course first class pier facilities in the other ports we serve.

You may feel that we are courageous and indeed we are. But it was a question of one big step or none at all.

You may feel the timing peculiar. But the present recessiqon was not of our making or choice and we must find consolation in Emersons words: »This time like all times is a good one if we just know what to do with it«. We think we know.

Service has always been our keynote, and the main reason to have this terminal specially built for us was to provide superior service. Maersk Line will be the sole user of this fine facility, and everything has been planned so as to give unsurpassed attention to customers' needs and to ensure speedy dispatch of cargo and trucks — export and import.

You may wonder why on earth a company from Denmark should tackle such a task. Well, small as Denmark is, it has historically been a good client and ally of the United States. And we of Maersk Line have always felt close to your country. My Father did — he even married a Kentucky girl. I do. My associates do. We have an inborn respect and admiration for the United States and its hard-driving people.

And we are proud to have on the 9 ships a good base of US equipment including the main propulsion plants and the very sophisticated computerised navigational aid systems.

It is appropriate on an occasion like this to say thank you. I will not attempt to name individuals but wish to express appreciation and thanks to each and everyone of the many personalities from the Port Authority of New York and New Jersey and to all other parties who have been involved. And to all who are going to work on this terminal I extend congratulations and express the hope that this place will always be a happy place and a safe place to work. We enjoyed and expect to continue to enjoy excellent relations with the waterfront labor in Brooklyn and are looking forward to a similar relationship at this terminal.

Let me conclude by thanking everyone of you for joining us here today. Our optimism for a successful venture is reinforced by your presence. Thank you.

CONTAINER SERVICE

The time is Wednesday, September 3rd, 1975, and the place Pier 51 of Port Newark, New Jersey. Here MAERSK LINE has at its disposal an area of about 45 acres, corresponding roughly to four times the size of Kongens Nytorv. In this area office buildings, a warehouse, garages, and (almost) a container crane have been put up, the latter having reached its completion when this issue of MÆRSK POST is out. On this particular day the area contains several hundred new MAERSK LINE containers, rows of chassis and trucks, and forklifts in various sizes.

Everything is MAERSK blue, (the containers are silvery), right from the big container crane to the smallest of the cars scooting about the area which they serve in the office of messenger boys and the like. Already from a distance you can distinguish the framework of the container crane, and the blue colour of the buildings and the different vehicles serves as a guide to anyone who visits this place for the first time.

Pier 51 is situated about half an hour's drive by car from The Moller Steamship offices in World Trade Center on the southern tip of Manhattan. You go under the Hudson river through the Holland Tunnel to New Jersey and follow bypass No. 1 (ending in Florida), a highway here termed »skyway« because it has been constructed above the normal traffic level on bridges and elevated ramps. You may also (especially during rush hours), be happy to use New York's newest subway train which, starting off from a completely new station in the basement of World Trade Center, will take you a long way out on the New Jersey side in a matter of 10 minutes. From here a taxi may help you the rest of the way.

First ship

Earlier in the day, at about 1 o'clock p.m., the editor together with the staff of Moller Steamship Co. Inc. watched from the office windows on the 35th floor how t.s. »ADRIAN MÆRSK« passed under the Verrazano Narrows Bridge, passed the Statue of Liberty and continued towards the Elizabeth Canal on her way to Pier 51. There was only just time enough to reach Port Newark by car before the ship, and with the chairman of Moller Steamship's board of directors, Mr. Thorkil Høst, and the president, Mr. Poul Rasmussen, at the head a welcoming committee was able to greet the new fine ship. In sparkling sunshine and with her bunting flying the »ADRIAN MÆRSK« proceeded slowly and majestically along Pier 51 to its berth. The ship came direct from Hamburg, where she had been taken over. The skipper, Captain Max Christensen, told that they had had a fine passage across the Atlantic, and that the ship had proved very seaworthy. Particularly the new fin stabilizers had proved very efficient. On the way wind velocities of 30 to 40 knots had been encountered, and the stabilizers had eliminated no less than 80 percent of the rollings to which such a slenderly built ship will invariably be exposed when having the swell abaft the beam.

Shortly after the ship had berthed at Pier 51 hectic activity dominated the quay. The lined-up 40-foot containers on chassis were pulled alongside by trucks. Here they were lifted on board the »ADRIAN MÆRSK« by a container crane borrowed from the neighbouring quay.

Some of the containers were full, others were empthy. The latter wil be transported little by little from Pier 51 to ports along the route.

River Passage

At the departure from New York on September 5th, marking the commencement of the new service, the »ADRIAN MÆRSK« set out with an initial cargo of 385 containers, mostly 40-foot units. The first stop on this voyage was Philadelphia. The route is along the Atlantic coast of New Jersey and up the Delaware River.

In Philadelphia another 50 containers were taken on board and the voyage continued back down the Delaware River, to the point where this river has been connected with the Chesapeake River by means of a canal. After having taken further cargo on board at Baltimore, which is on the western bank of the Chesapeake River, the ship proceeded down this waterway.

The names of these two rivers will no doubt sound familiar to most readers who will recall them from J. F. Cooper's novels about the Red Indians. And we did pass several places which have been of importance in the modern history of North America. One of the more specific points was Fort Delaware, a fortress on a tiny island just off the city of Delaware. From the bridge of the ship the old walls and ramparts could easily be discerned together with the Star-Spangled Banner flying over the old gate. The fortress is today a kind of museum, but it needed little imagination to people this historic stage with attacking Red Indians and soldiers on the defence dating from the period of the Last of the Mohicans, Leather Stocking, Black Eagle, and many others. Furthermore, the fortress played an important part in the Civil War. Its position in the middle of the stream allowed it to dominate completely this waterway to the regions above and around Philadelphia. On both sides of the Delaware River, escpecially the western one, large compact industrial areas have today developed. It is not so very strange that this became the fate of Pennsylvania. After all this was where Colonel Drake started by striking oil with his primitive drill. Refineries, factories and port installations extend along the river all splendidly illuminated as we trek past them on our nightly course. You smell sulphur, smelted iron and other products, and one heavily trafficked highway bridge after the other connects the two brinks of the river.

At sea

We are now out in the Atlantic after having passed Hampton Roads and having skirted Cape Hatteras. The sea around us is completely calm, topped only by little ripples. A light, very mild breeze reminds us that we are entering an area dominated by the Gulf Stream. A heavy thunderstorm which we experienced during the night has now departed to put the fair of hell into other regions of the earth, and now in the early evening we see the sun behind large, single, torn clouds tinged with reddish gold by its rays.

A few dolphins have for some time been entertaining us with their frolics on the starboard side. They are now lagging a bit behind. Dolphins are said to prefer ships doing about 15 miles, so I suppose we are a bit too fast for them. Looking ahead, or by walking right up to the stem of the ship, we see a kind of very small flying fish. They stick to the surface of the water, suddenly scooting off like little speedboats, keeping their belly just above the surface, at the same time keeping their propeller, sorry tail fin, periodically in the water, just enough to be able to manoeuvre and to draw a tiny wake. They have been disturbed by our approach and are now moving aside for about 20 or 30 metres, before they settle again like elegant little gliders.

Charleston

At the arrival to this place in the early hours of the morning you really feel that you are on your way into the subtropical belt. The streets of the (according to American standards) rather small city are bordered by palm trees, and a giant relative of the good old azalea completely dominates the verdant lawn in front of the public library, built in the typical colonial style. The dew has been so prolific that you are literally wading in water if you trespass onto the grass.

The very first container is taken on board.

Already by 9 a.m. the thermometer registers about 35 degrees Celsius in the shade and the air is very humid and heavy. When asking one of the local citizens whether this is a particularly hot day, you get the answer: »In no manner at all, at noon the temperature may easily reach 105« (corresponding roughly to 40 degrees C). So, the planned purchases are finished off speedily, and the return trip to the ship takes place, if possible, on the shaded side of streets and roads. And on our return to the »ADRIAN MÆRSK« we really enjoy the efficient airconditioning system of the ship.

Columbus' island

On the way from Charleston to Cuba we passed, at a distance of about five nautical miles, a tiny island by the name of San Salvador. It looked very attractive, sprawling in the sunshine, with a long sandy beach in front of the low jungly mountains rising at the back. Probably Columbus had the same impression in 1492 when he set his foot on this island, firmly convinced that he had now found the sea way to India.

His exploits are not belittled by the fact that he was not the first one to cross the Atlantic to find a new continent beyond the sea. It is true that he himself believed firmly that the earth was round and that he would invariably reach India provided he sailed far enough. But his crew, who were steeped in the maxims of the medieval church that the earth was flat, were unable, in spite of the royal authorization of Columbus as leader of their expedition, to rid themselves of the old superstition and fear that if you sailed too far in the direction of the sunset, you might risk toppling over the edge, precipitating yourself direct into hell or some other unpleasant locality.

We know that there were disagreements and direct attempts at mutiny on the three tiny ships of which the expedition consisted, and Columbus certainly meant it very seriously when after several months of hardships he felt solid soil under his feet, giving the island the name of San Salvador (literally translated »The Holy Saviour«).

Mid-ocean Encounter

One early morning, on a level with Jamaica, crew members on the bridge of the »ADRIAN MÆRSK« were able to make out the contours of a ship which had for some time been registered by the radar, and which now showed an unmistakable likeness to a C ship. The chief officer called her via the VHF radio telephone, and at the very same moment the officer on duty on board the »CORNELIA MÆRSK«, as it turned out to be, had the same good idea. As is the habit the two officers exchanged greetings and details regarding speed, cargo, and destination. Then of course the crew of the »CORNELIA MÆRSK« were very interested to have details about this new ship and learn how she behaved during the maiden voyage. A brief encounter, far from home, between two little bits of Denmark.

Panama

Arrival on Saturday morning before sunrise. A fascinating scenery of waiting ships, moored on the sheltered roads, and like our ship fully illuminated from stem to stern. At 0630 it is our turn, the pilot gets on board and we proceed towards the first set of locks, the Gatun locks. A completely strange, very captivating scenery is passing before our eyes. The rising sun is reflected in the glittering water, which lazily washes the low, jungly coast rim, completely covered in palm trees and giant philadendrons, looking as if they had been standing with their feet in very potent fertilizer. Everything is so fresh and verdant (we are in the middle of the rainy season), and high above us is the azure sky and a mild, lazy wind hardly strong enough to set the palm trees in motion. The air is filled with strange sounds, singing and screeches from birds in the jungle, mingled with the feeble, polyphonic whistlings of the two tugboats, doing their level best to steer the »ADRIAN MÆRSK« in the direction of the open gate of the first lock.

There are large swarms of butterflies in sparkling green colours, shaped like swallowtails. At present they are leaving their infant home like bees swarming from their hives, in order to find new settlements for the new generation. The pilot tells us that now and again it may develop into swarms so colossal as if it were grasshoppers. These butterflies are hunted eagerly by a local jackdaw-like bird, somtimes using its wings, but mostly cavorting along the top of one of our containers to catch and gulp down these beings.

Higher up some frigate birds seem suspended in mid-air sailing along majestically on their angle wings. Now and then one of them will make a dive to the surface of the water, immerse its head and part of the body and shoot up steeply, carrying a fish in its beak. The pelican does likewise, though not quite so elegantly. With his duck-like body and heavy beak he has to make a regular landing in order to fish. There are small lively puffins, and circling around, above everything, are a couple of vultures. If you listen carefully, you will, so says the pilot, be able to make out some of the screeches from the jungle as those of a monkey.

The Gatun locks lift us by three steps to the fresh-water lake, Lake Gatun. Several rivers on the north and the south issue into this lake, and thanks to the quantities of water received, the lake is able to supply the locks both toward the Atlantic and the Pacific with the water needed for their operations.

The passage across the lake is very beautiful. It is filled with little wooded islands, and we were told that the canal authorities let these islands to their employees who may have their holidays or pursue recreative pleasures here at an extremely reasonable annual amount.

At the opposite end Lake Gatun narrows into a river, in certain places very narrow indeed, where deep excavations had to be made because of the character of the landscape. The deepest cut was made round a curve, the easthern rather high brink of which is called Golden Hill (because of the yellowish clay forming the surface of this hill until the low surrounding shrubs started climbing up about 25 years ago). Opposite to Golden Hill a stone has been erected bearing af plaque with a relief of workers in order to symbolise the meeting on this very spot of the two teams making their way from either side.

As we approach the first descending locks at Pedro Miguel, on our way towards the Pacific, clouds begin to build up for the daily downpour. The pilot tells us that it usually streams down from about 2 o'clock every afternoon, sometimes for several hours, sometimes locally, sometimes covering the whole canal area. After the rain the sun will break through again as is usual in the tropical areas, and the whole landscape will be literally steaming with moisture. We managed to get through the above-mentioned locks and also the locks at Miraflores a little further on before torrents of rain were unleashed accompanied by thunder and lighting. The rain moved slowly towards the Pacific so to speak on our heels, and with a totally darkened Panama and clouds reaching far down in Columbia, the »ADRIAN MÆRSK« sailed out towards a large bright open Pacific with a low gentle swell.

The Pacific

This ocean is very often true to its name. Ample opportunity is then afforded to watch some animals unfamiliar to af Dane. Apart from flying fish and dolphins, who will here appear in large shoals, you may also be able to see whales. Especially if the surface of the ocean is quite calm, it is easy to spot these giants when they lazily slip a small part of their enormous frame through the surface of the water, maybe to the accompaniment of a big splash of the tail before they vanish again.

Also in these waters you may come across a very large variety of turtles, floating along like driftwood or small islands. Their homeland is the Galapagos Islands well out at sea. They are seen all along the coast of Mexico and California. The easiest way to find them will be to look for gulls resting on seemingly nothing in the surface. It will then appear that they are standing on the back of a turtle quietly letting itself be transported by the swell.

Bengt Henriksen, F. Scully, Miss Port of Long Beach, Ib Kruse.

Between the Golden Gate Bridge and the Oakland terminal the »ADRIAN MÆRSK« was accompanied by fire-fighting barges, greeting the new ship with large cascades of water.

Long Beach

After about 2,900 nautical miles the »ADRIAN MÆRSK« is now approaching its next port of call, Long Beach, which like Wilmington and San Pedro are serving as ports to the Los Angeles area. Already between Ensenada and San Diego, at the Mexican border, a change in the weather sets in, due to the influence of the California Current. Cool waters from the north meet with hot air, resulting in the formation of fog. In the course of one day the temperature fell from the 32 degrees Celcius so far prevailing to about 18 degrees.

At Long Beach a welcome ceremony for the ship had been arranged. Representatives of the port authorities welcomed the ship together with Messrs. Ib Kruse of Copenhagen, Poul Rasmussen of New York, and Bengt I. Henriksen of San Francisco. At this meeting the newly chosen Miss Port of Long Beach was also present.

At the same time PCT (Pacific Container Terminal) trucks were speeding along the pier to bring containers on chassis alongside from the 8 acre marshalling-yard of MAERSK LINE.

When the »ADRIAN MÆRSK« had taken its cargo on board an arrangement had been made in connection with a reception in the warehouse on the pier for about 400 shippers and business relations to have a guided tour of the ship. Through this they got a vivid impression of MAERSK LINE's possibilities of living up to the great expectations regarding this new type of ships.

Oakland

The next chapter in this introductory voyage of the ship around the U.S.A. was written at Oakland, opposite neighbour of San Francisco, situated on the east bank of San Francisco Bay and connected with San Francisco by the Oakland Bay Bridge.

After having passed under the Golden Gate Bridge and Oakland Bay Bridge, a passage on which the ship was the object of intense activity on the part of helicopterborn photographers, the »ADRIAN MÆRSK« berthed on September 22nd at the new container pier in Oakland. As was the case in Long Beach rows of our own containers on chassis had been lined up, and with a view to a reception planned in detail for the same evening, a marquee and a rostrum had been put up.

The festive proceedings took their beginning when a special excursion boat from San Francisco brought about 350 guests direct to the quay side, and with the participation of local authorities, crew members of the ship, some Karoline girls (Danish food demonstrators), called in specially for this occasion, and MAERSK employees from San Francisco, the ship was once again the centre of celebrations, including a guided tour also at this the last port of call before the departure to the Far East. A powerful and very capable band highlighted the programme from the moment the excursion boat berthed at the pier till the last guests left for home in the late hours of the evening.

On the following day, at 10 o'clock a.m., Tuesday September 23rd, the »ADRIAN MÆRSK« set out towards her distant destinations in the East with a heavy load of containers from the east and west coasts of the U.S.A. The first important step had been taken in MAERSK LINE's new container activities. J.

North Sea summary

During three years Dansk Undergrunds Consortium (Danish Underground Consortium) has now produced oil from the Danish part of the North Sea from the Dan Field. The initiative of A. P. Møller with regard to oil exploration and the concession under which the work is carried out has often given rise to both positive and negative comments in the press. After three years of production it may well be worth while to make a status. But first a few facts about the concession and Dansk Undergrunds Consortium (D. U. C.) The concession owners are today Aktieselskabet Dampskibsselskabet Svendborg, Dampskibsselskabet af 1912 A/S, and Dansk Boreselskab A/S, through which the A. P. Møller interests are vested. D.U.C. is a joint venture between the concession holders and Shell, Chevron, and Texaco. In the past also Gulf was a member but withdrew from the operations in December 1974. The percentage interests of the present D.U.C. partners — which vary somewhat within the concession area — are shown on the map.

Until the end of 1974 Gulf had as operator conducted the exploration and the installation of the production facili-

Drilling activity on a platform in the North Sea.

ties in the Dan Field in the southwestern part of the North Sea, and the exploration both onshore and offshore in the interior Danish waters and the Baltic (the area which has been marked B on the map).

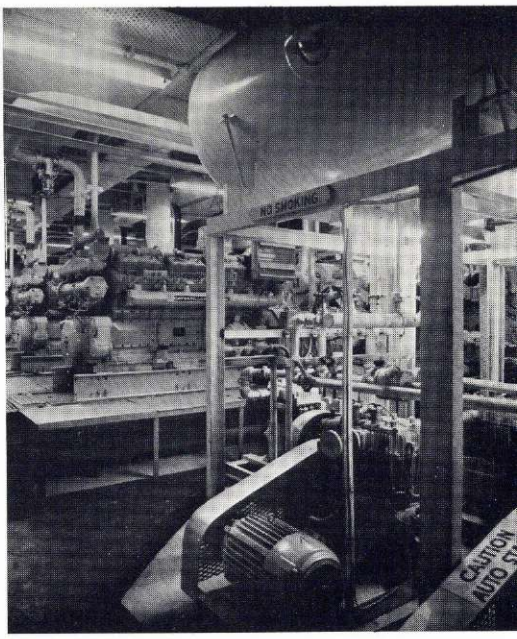
Since 1970, when Gulf withdrew from the northeastern area of the North Sea, Chevron had as operator conducted the exploration activities here. A. P. Møller's most important external activities were as concessionaire and spokesman for the Consortium vis-a-vis the authorities, the press, and the public. At the withdrawal of Gulf at the end of 1974 we had, however, in Dansk Boreselskab A/S built up our own organization to cope with operational activities. It was therefore decided that Dansk Boreselskab A/S as operator should conduct the production from the Danfield and its further expansion as well as the exploration in »Area B«, while Chevrons exploration activities were extended to cover the entire Danish part of the North Sea. Dansk Boreselskab's organization today comprises a full staff of geologists, geophysicists, and petroleum engineers as well as administrative personnel in the offices at 11, Landemærket. A total of about 50 persons are engaged in this work.

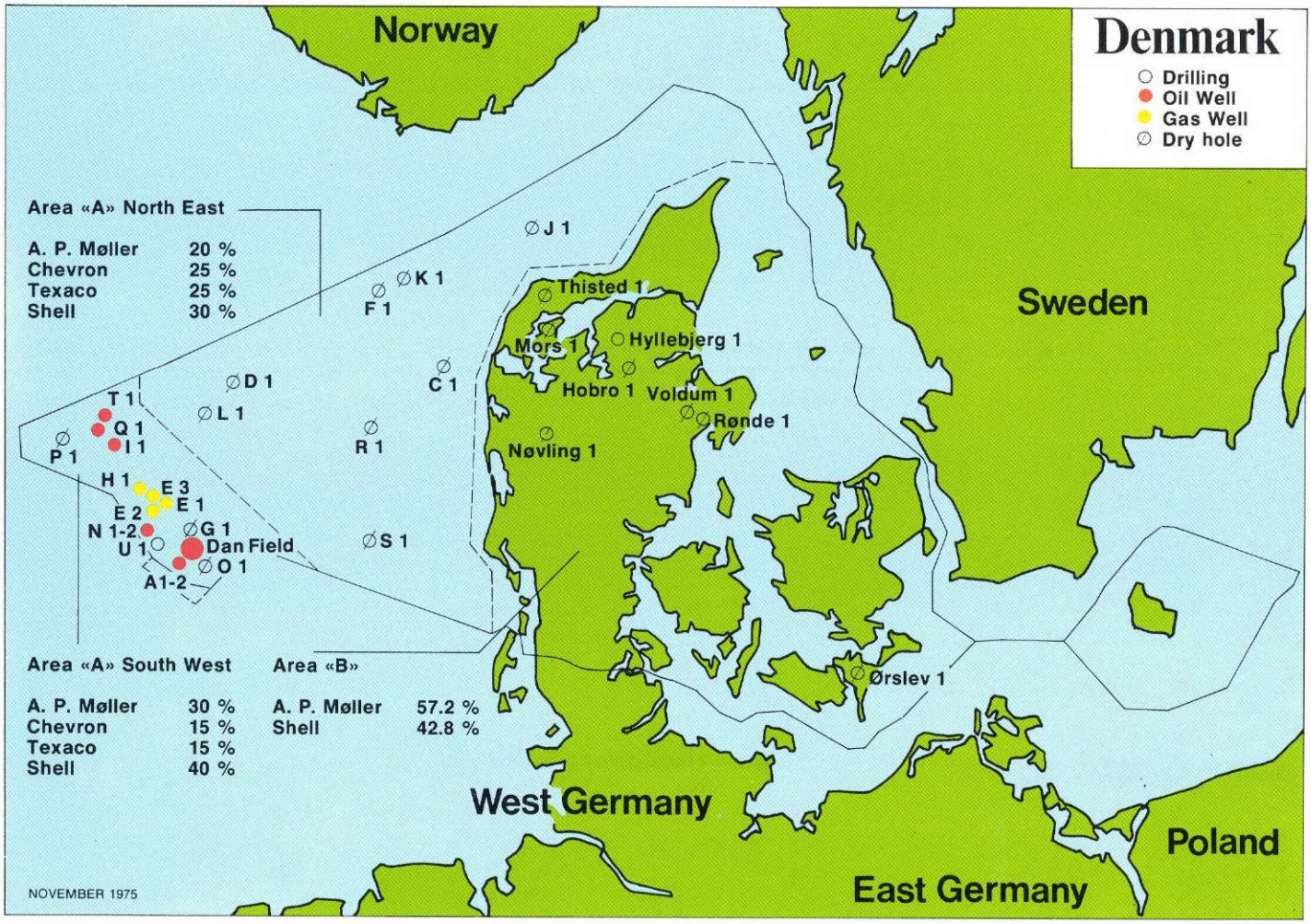
The D.U.C. has today, as you can see from the map, drilled a total of 26 exploratory wells in the North Sea and 7 exploratory wells on shore. Furthermore, in connection with the oil production in the Dan Field, a total of 9 production wells have been drilled. The D.U.C. has invested approx. 600 mill. kr. in the exploration activities and approx. 300 mill. kr. in the production system in the Dan Field. The Consortium has through frequent press releases informed the public about its activities, but nevertheless you hear rumors time and again that the Consortium hides the truth about the magnitude of the oil and gas finds from the public, or, what is even worse, bottles large oil discoveries in expectation af even higher prices. As it appears from the map, oil and gas have today been found only in the southwestern part of the Danish North Sea, and the facts in short about the oil production and the yet unexploited structures are as follows:

The production system — the first permanent one in the North Sea as a whole — was installed in the spring of 1972 and consists of a well-head platform with six production wells, a production platform, where water and gas are separated from the oil, and a flaring platform where the gas, which is not used for power generation, is flared. From the production platform the oil is pumped through a 1.5 kms pipeline and through a single buoy mooring to the tanker »MARIE MÆRSK«.

We must admit that the annual production from the Dan Field has not lived to our expectations. The reason is that the chalk layers from where the oil is produced tend to be far more impermeable than we had originally expected. Contrary to the large Norwegian oil find, the Ekofisk Field which is also a chalk structure, the chalk at the Dan Field appears to be far less fractured. So to speak the Dan Field lacks the necessary natural draining system, and this of course influences the economy af the Field. The increase in the oil prices during the last years has, however, improved the economy of the Dan Field considerably, and the D.U.C. has therefore decided to expand the Field through two further well-head platforms with each six production wells. The first of these new well-head platforms has been installed in the spring of 1975. Close to the production platform and connected to it through a bridge production wells are at present being drilled by a jack-up rig, the »ORION«. The next well-head platform, which is being built by the Danish firm Monberg & Thorsen A/S, will be located some kilometres from the production system in another part of the structure and connected with the production platform through a pipeline. The impermeable chalk has caused the D.U.C. technicians much trouble. How can one speed up the oil flow through the chalk layers to the production wells? The oil is there, the problem is to get it up. At present experiments are carried out with a so-called sand-frack treatment. A fluid containing acid and coarse sand is pumped down through the well and out in the formation under so high pressure that the chalk is

Detail from the engine room of a drilling-rig.





cracked and the fluid is spread through the fractures. When pressure is lessened, the coarse sand will prevent that the fractures close and through this treatment we hope to stimulate the production.

Other Oil Structures

Besides the Dan Field, the following exploratory wells have predominantly had oil shows:

Drilling	Year	Shows
A-1	1966	thin oil column in chalk
A-2	1967	thin oil column in chalk
I-1	1969	thin oil column in chalk
N-1	1971	60 m thick oil column in chalk
N-2	1975	100 m thick oil column in chalk
Q-1	1973	thin oil column in deep-lying sand layer
T-1	1975	thin oil column in chalk

For the time being the technicians and the economists in the Consortium are working on an evaluation of the N-structure for a possible future production. The structures where the »Q-1« and the »T-1« wells were drilled are studied further to ascertain whether more exploratory wells might be justified on these structures. Also a new exploratory well, the »U-1«, has been spudded in July 1975 and is still drilling.

Gas Structures

The following exploratory wells have predominantly had gas shows:

Drilling	Year	Shows
E-1	1968	gas in chalk layers
E-2	1968	gas in chalk layers
E-3	1974	gas in chalk layers, but estimated gas amount considerably downgraded
H-1	1968/69	small quantities of gas in chalk layers

Based on the gas discoveries after the drilling of the »E-1«, »E-2«, and »H-1« wells, the D.U.C. had hoped to be able to start a gas production. The production difficulties from the impermeable chalk on the Dan Field combined with the disappointing results from the »E-3« well, have, however, so far not made an economically justified production possible. The investments in a production system for the gas, including compressor stations, will be very substantial and therefore carefull considerations both concerning price and delivery possibilities for the gas are needed before a decision – positive or negative – can be made. These considerations and investigations are being continued and will also include the possibility of producing associated gas from the Dan Field which is flared at present.

Related A. P. Møller Activities

The Consortium uses vessels from A. P. Møller's fleet of supply ships and helicopters from Maersk Air. Later this year the Consortium will have at its disposal the new A. P. Møller jack-up rig, »MÆRSK EXPLORER«.

Great challenges are waiting ahead and the D.U.C. continues its exploration efforts in the hope of making new, large discoveries. This not least with a view to making Denmark more independent of energy from abroad.

Meeting with Rescuer

106 Vietnamese from among the 3,628 shipwrecked rescued on board the »CLARA MÆRSK« (see MÆRSK POST of August) had an opportunity, on October 13th, to meet their rescuer, the master of the ship, Captain Anton M. Olsen.

The 106 Vietnameser are installed in Denmark, to be more exact at the Tåstrupgård Centre west of Copenhagen. In October Captain Olsen stayed in his home at Rødovre, and through the Dansk Flygtningehjælp, responsible for the Vietnamese at Tåstrup, MÆRSK POST arranged a meeting between the two parties.

It was a very moving reunion. The Vietnamese had wished to thank the Captain for the great efforts done in the rescue work, but at the speedy and well-organized landing at Hong Kong there had not been any time for that. Now everybody had an opportunity to shake hands with the Captain, who, together with the name MAERSK LINE on the hull of the ship, had become a symbol for them all of rescue and survival.

Seated on a couple of chairs the Captain and his wife, Mrs. Bergthora who was also on board the ship during the rescue act, had their hands and arms grabbed by Vietnamese, who wished to express their thankfulness and joy over this meeting. Many of the small children climbed onto the Captain's knees, and some of them addressed him by the name »Daddy«. For want of maybe both a father and a mother this reaction was quite understandable.

Several photographs were taken, and the little ones finally had to be dragged away from the Captain and his wife. After this enthusiastic welcome several groups of Vietnamese made performances in different ways. Six very tiny »temple dancers« appeared, confident as old stagers, on the floor of the meeting-hall, followed by four young girls who showed us some of their national dances, both groups in national costumes. Other young people — to their own guitar accompaniment — rendered some Vietnamese songs, and a very impressive finale was reached when the entire group stood up to sing one of their national anthems. On behalf of all the shipwrecked the local Vietnamese committee finished off by handing over a beautiful porcelain vase with a bouquet of roses together with a memorial plaque to Captain Olsen and his wife, and the same to MAERSK LINE, a name which even the youngest ones had learnt to pronounce almost without a flaw.

Photo Competition

The editor would like to remind readers that the results of the MÆRSK POST photo competition will be announced in the January issue 1976. For the information of new readers it should be mentioned that all employees may submit photos at any time of the year until December 15th, when the committee of judges gets to work.

Names of the winners will be published in the January issue of the magazine, and three prizes will be distributed, a First Prize of 300 kroner, a Second Prize of 200 kroner, and a Third Prize of 100 kroner.

For this competition you may submit colour photographs, either as diapositives (slides) or colour negatives. In the latter case you should kindly submit the negative as well as a paper print. Black and white photos cannot compete.

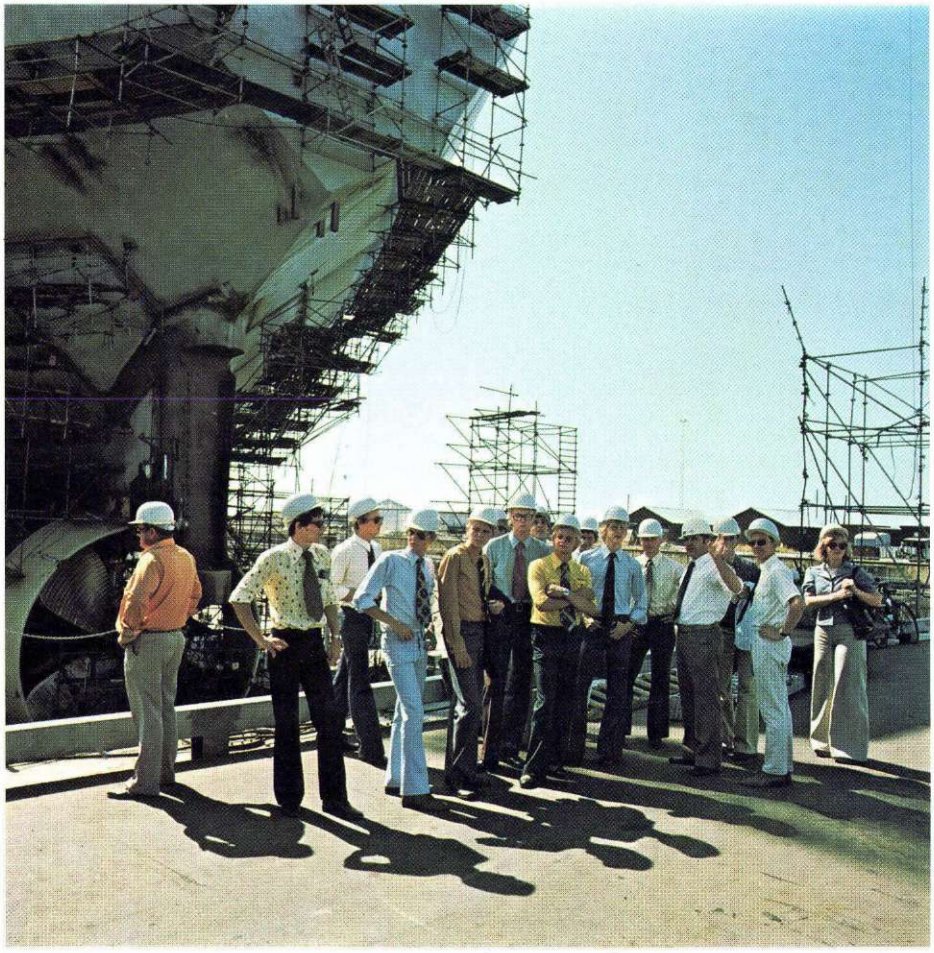
Please do not forget to enclose your name and address. Careful wrapping of especially dias in glass is recommended.

All photos will be returned to their owners when the January issue is out.

45 Years

On the 30th of September Mrs. Inger Eskildsen, responsible for the daily management of the canteen at Kongens Nytorv, retired from this job after 45 years.

New Shipping Apprentices



On August 1st a new team of shipping apprentices started at Kongens Nytorv. During the introductory course, which was very concentrated this year, the new apprentices acquired fundamental knowledge of the A. P. Møller companies in general — and of the shipping companies in particular. A number of A. P. Møller employees introduced their departments and spheres of activity in a very commendable way, and a great demand for concentration was asked of the apprentices already from the first day.

During the introductory programme various A. P. Møller companies were visited, i.e. Mærsk Data, DISA, and the Lindø Yard, everywhere with the kind assistance of local employees.

The photo was taken at Lindø where on the hottest day of the year the apprentices undertook the four mile long guided tour on foot to the various departments of the Yard.

LARGE NEW JACK-UP

On Saturday August 16th Mrs. Ebba Rasmussen, wife of the mayor of Esbjerg, Mr. Henning Rasmussen, sponsored a new drilling-rig for A. P. MØLLER at the IHC-Gusto Yard at Schiedam in Holland.

It was named »MÆRSK EXPLORER«.

The rig, which has been adapted to the very rough weather conditions of the North Sea, is of the so-called jack-up type, resting, when operating, on the sea bottom by means of its almost 105 m long legs.

This drilling-rig is among the world's largest of this type. Its dimensions are enormous. (See particulars). The home port of the new rig is Esbjerg — centre of the Danish offshore drilling activities.

The A. P. MØLLER Group already have at their disposal 16 drilling-units of various types working today all over the world, from the waters around Borneo in the east to the Mexican Gulf in the west, from the sea areas around the Shetlands in the north to Brazil in the south.

Main Particulars of jack-up	»MÆRSK EXPLORER«
Basic Configuration:	3 hull-penetrating, independent legs, triangular, watertight hull.
Hull:	IHC-Gusto design.
Length:	73.07 m
Depth:	7.62 m
Width:	68.60 m
Number of legs:	3
Length of legs:	104.50 m
Air Gap:	16.76 m
Rated drilling capacity:	ca. 7,620.00 m
Accommodation:	54 men
Variable loads:	3000 sh. tons
Classification:	American Bureau of Shipping
Design criteria:	
Water depth (North Sea):	62.50 m
Wind (one minute sustained):	90 knots
Wave (trough to crest):	22.40 m
Wave period:	16 sec.
Current:	1.5 knots

MÆRSK CUP

Football 1975

Benignantly sponsored by the Clerk of the Weather the 10th Inter-Company football tournamemt took place at Odense during the weekend 6th–7th September, 1975, hosted by A/S Roulunds Fabriker.

Football-minded and enthusiastic youth and seniors from MÆRSK, The Steel Shipyard, BUKH, and Roulund met to compete for the silverware. This year, for the first time, there were three classes in the field, namely:

SENIORS
OLD BOYS
GRAND OLD BOYS

The Senior Class

The Senior Class which is played after the cup system (the winning teams proceed to the finals, and the losers play in the so-called »consolatory« finals) began on Saturday afternoon in sparkling sunshine with at match between BUKH and the Yard. This was won without greater efforts by the »steel« with 4 goals to nil.

In return the combat between MÆRSK and Roulund became a nerve-racking, exciting and very even fight, played at a breathless speed. The result, one goal to nil in favour of Roulund, contained a good deal of luck.

The consolatory finals on Sunday morning between MÆRSK and BUKH was an easy win for MÆRSK with 4 to 1.

The finals between the two Odense teams was a true shocker, where everybody gave all they had in them. After a multitude of muffed chances of goals, the match ended with one–nil for the »steel«, who thereby earned another share in the MÆRSK CUP, a challenge cup which can be won permanently by three annual victories on end, or five victories in all by the same team.

Old Boys

In this class, as well as in Grand Old Boys, everybody plays everybody. After many excellent matches, where the »halfolds« really went all out, the final results were:

		Points	Goals
1	ROULUND	6	8– 0
2	THE YARD	4	10– 3
3	MÆRSK	2	3– 9
4	BUKH	0	2–11

Grand Old Boys

The »elders« worked at a more moderate speed, but in return these teams played with the inside of their heads, well-polished, technically elegant football with precise passings, in short, as football should be played.

After many entertaining matches, not least for those taking part, this class ended with the following results:

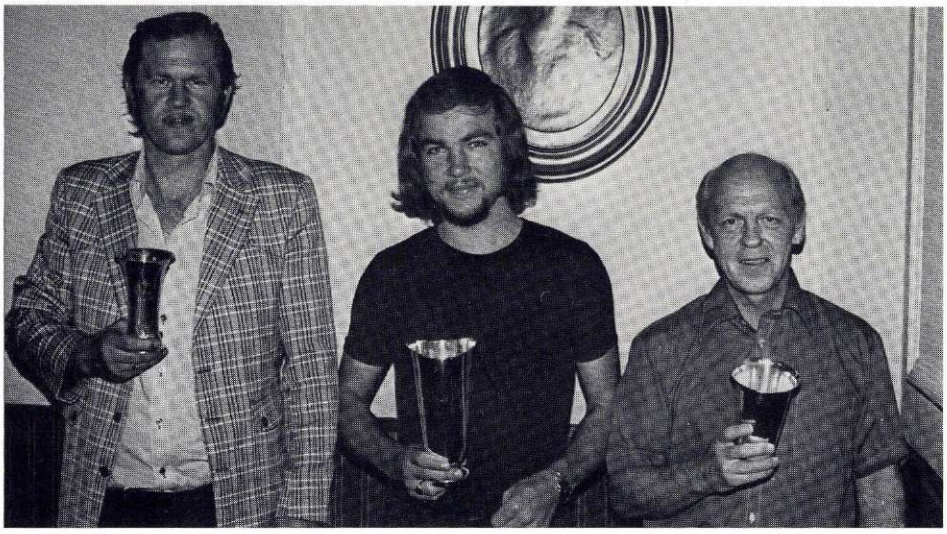
		Points	Goals
1	THE YARD	6	11– 3
2	ROULUND	4	12– 3
3	MÆRSK	1	4–10
4	BUKH	1	3–16

The 1976 tournament will be arranged at Copenhagen and hosted by MÆRSK. – Au revoir.

F. Holmskov

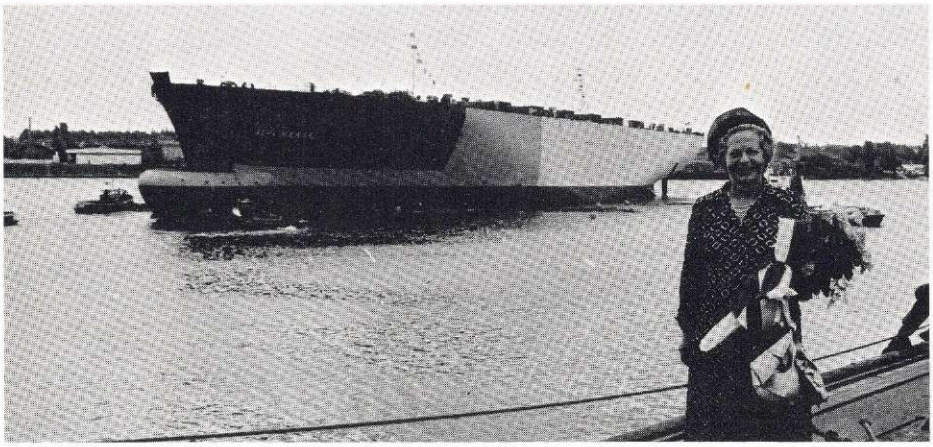
Roulund scores in the match against MÆRSK in the Old-Boys match.

The »Steel« winners in the Old-Boys tournament.



Representatives of the winners with the cups from left to right: Kaj Hansen, Roulund's Old Boys, Benny Bendiksen, THE YARD's Seniors, and Karl Hallundbæk, THE YARD's Grand Old Boys.

m.s. »MC-KINNEY MÆRSK«



t.s.»ALVA MÆRSK«

NEW SHIPS

NAKSKOV DELIVERY

On October 2nd A. P. Møller took over the newbuilding »MC-KINNEY MÆRSK« of 16,980 tdw. from Nakskov Shipyard.

The »MC-KINNEY MÆRSK« is the last of four sisterships, taken over by the MÆRSK fleet with a period of only 9 months.

The Captain is Hans Hartvig Kolmos of Nordborg, Als, and the chief ingenier is Aage Sams of Randers.The ship has a crew of 27.

NAMING AT HAMBURG

On Saturday August 23rd Blohm+Voss of Hamburg staged the naming of ship number four in a series of 6 fully containerized sisterships.

Sponsor was Mrs. Marie Oldenburg, wife of the Danish Ambassador to Western Germany, Troels Oldenburg. The name of the ship was »ALVA MÆRSK«. Details of this ship are given in the description of »ADRIAN MÆRSK«.

NEW GIANT FROM LINDØ

The most recent 339,000 tonner of the Lindø Yard was named »KIRSTEN MÆRSK« on October lst. Sponsor was Mrs. Eva Plessing, wife of Director Ove Plessing, board member of the Yard.

The newbuilding, a turbine tanker, is a sistership of the »KRISTINE MÆRSK« and the »KATRINE MÆRSK«, both delivered by Lindø in 1974.

The »KIRSTEN MÆRSK« is remarkable by probably being the largest ship in the world equipped with a propeller nozzle. The nozzle is a ring, with a diameter of more than 10 m, placed around the propeller. The purpose is a reduction of the ship's energy consumption.

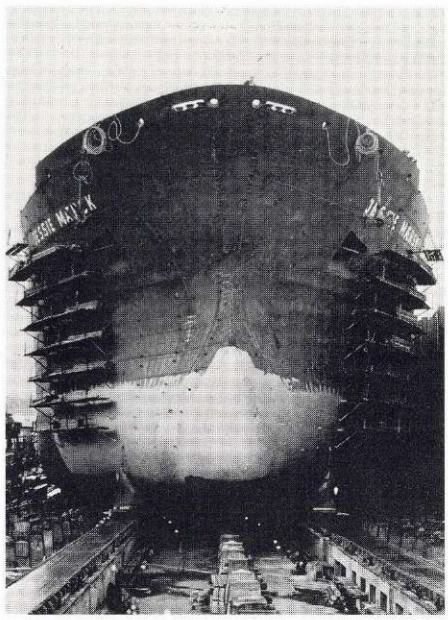
The main dimensions are: length 370 m, breadth 56 m, and depth 28 m, with a draught fully loaded of 22 m. The main engine is a steam turbine of 36,000 hp.

The »KIRSTEN MÆRSK« was taken

t.t. »KIRSTEN MÆRSK«

Mrs. Eva Plessing, sponsor of »KIRSTEN MÆRSK«

Mrs. Agnete Koch, sponsor of »JESSIE MÆRSK«



m.t. »JESSIE MÆRSK«

over by the MÆRSK fleet on October 17th.

NAMING AT TØNSBERG

»JESSIE MÆRSK«, No. 2 in a series of four product-tankers of 58.700 tdw from the Kaldnes Mek. Verksted for the MÆRSK fleet, was named and launched on September 26th.

Sponsor was Mrs. Agnete Koch, wife of former permanent undersecretary H. H. Koch. The launching took place two days after the first ship of the series, m. t. »JANE MÆRSK«, was delivered. Technical details are mentioned in the description of »JANE MÆRSK«.

DELIVERY

The A. P. Møller Shipping Companies have taken over the »JANE MÆRSK« from the Kaldnes Mek. Verksted, Tønsberg. »JANE MÆRSK« is the first ship of a series of four for A. P. Møller, each of 58,700 tdw.

»JANE MÆRSK« is constructed to carry 10 different cargoes in 21 cargo-tanks. The ship is equipped with a Nyland/B+W 6-cylinder engine, type K90GF, with a maximum operational yield of 20,500 BHP.

The Captain of the »JANE MÆRSK« is Bjarke Hernø, Viborg, and the Chief Engineer is Hans Christian Helmuth Hansen, Thurø. The ship has a crew of 22.

The »JANE MÆRSK« will be transporting crude oil and oil products in the Atlantic area.

The technical data of the ship are as follows:

Length o. a.	211.18 m
Length p. p.	201.20 m
Breadth mld.	32.20 m
Depth mld.	17.50 m
Draught	13.20 m
Speed loaded	16.8 knots

FIRST CONTAINERSHIP DELIVERED

A. P. Møller has taken over the newbuilding »ADRIAN MÆRSK« of 25,000 tons deadweight from the German yard, Blohm+Voss of Hamburg.

The »ADRIAN MÆRSK« is the first of six identical containerships ordered by A. P. Møller from Blohm+Voss. Besides these, A. P. Møller has ordered another three ships of the same type from the Flender Werft A. G. in Lübeck.

All 9 ships will join the MÆRSK LINE Panama service between the U.S.A and the Far East. This service was opened in 1928 and is today one of the most important of the A. P. Møller Shipping Companies. With the delivery of the »ADRIAN MÆRSK« the containerization of this service is commenced, during the latter years it has been served by semi-container ships.

The »ADRIAN MÆRSK« was the first ship of the new service, with departure from New York on September 5th. The change-over to container traffic and the introduction of nine new ships has demanded very extensive preparatory work, comprising a. o. things the installation of special container terminals at most of the ports to be called at, together with the development of special EDP computer systems. A. P. Møller has invested a total of more than 2 billion kroner in ships and installations.

The »ADRIAN MÆRSK« has a crew of 24. The Captain is Max Christensen, Fredericia, and the Chief Engineer is Ivar Mikaelsen, Næstved.

Technical Data

The »ADRIAN MÆRSK« is constructed with a cellular system, where containers are stowed on top of each other in 7 tiers below deck. With two tiers on deck the container capacity is more than 1200 twenty-foot units.

The ship is equipped with a General Electric MST 14 turbine, giving the ship a cruising speed of about 25.5 knots.

The ship has been classed by Lloyds Register of Shipping in Class + 100 A1 + LMC. UMS., and it is built as a single-screw containership with the engine and all accommodation three-quarter aft. It is equipped with fin stabilizers of the Sperry Gyrofin type, which reduces the rollings of the ship. Also a bow thruster with an effect of 1200 HP has been installed.

The dimensions are:

Length o. a.	210.6 m
Breadth mld.	30.5 m
Depth mld.	18.7 m
Deadweight, summer	25,600 tdw

The navigational equipment is the newest available. Particularly, the IBM system/7 computor aggregate should be mentioned, comprising a system to avoid collisions, satellite navigation system, automatic steering, etc.

A VHF telephone system has been installed with all international frequencies. Radio telephone calls may be connected to the local telephone system of the ship.

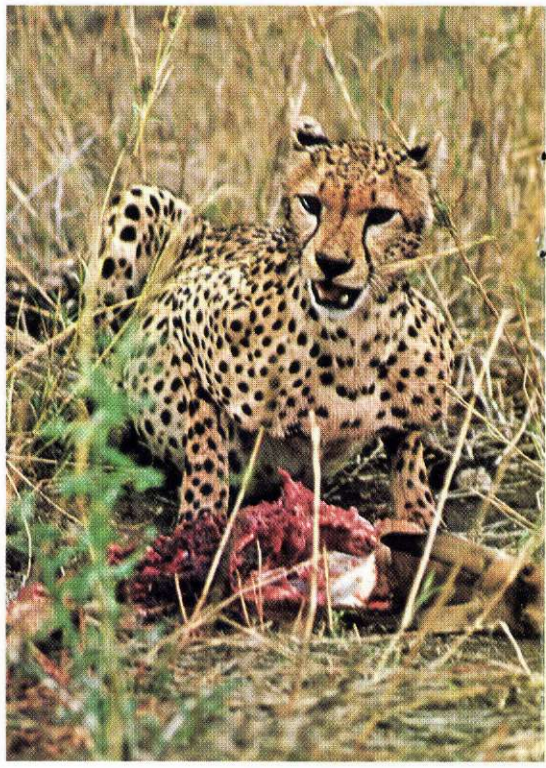
The accommodation has 7 storeys with deck office/deck control room and provisions room on the main deck. There are single cabins with private bath and toilet for everybody. Fireproof and fire resistent materials have been used everywhere.

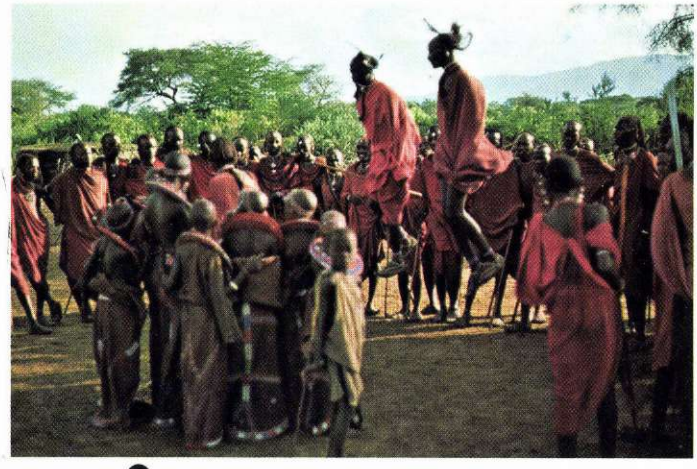
All cabins may be connected to the radio and TV aerials. The gymnasium may be converted into a film room, and on the boat deck the ship has a 10 metre swimmingpool. The ship is equipped with extensive fire security and fire-fighting installations.

Special bunkering and sewage discharge systems have been installed for the prevention of pollution of oceans, ports, and coast lines.

m.t. »JANE MÆRSK«

t.s. »ADRIAN MÆRSK«





Spotlight on Tanzania

Breathtaking landscapes, traditional folklore, and dramatic adventures among the animals of the jungle — subjects of several books and of TV-programmes. Employees of the The Tanganyika Planting Co. Ltd. still have the opportunity for on-location incidents as seen in these three photographs. They were taken by Mr. H. H. Munck, who has very kindly sent them to MÆRSK POST.

The first photograph renders all the beauty of Mount Kilimanjaro silhouetted by the moon beams against the hazy blue of the night sky. In the foreground a bit of Mr. Munck's garden.

The next photograph was taken at a ritual ceremony of the Masai people during the annual revival of one of their traditional customs. What we see is a giving-away ritual where young girls, who have by now come of age (seen in the foreground with clean-shaven heads), are watching how young men, courting them, are performing high jumps on the spot over and over again to impress the bride of their choice — a truly awe-inspiring, gymnastic event.

Mr. Munck took the last photograph shortly after a cheeta, one of the fastest animals in the world, had felled an impala, a typical Tanzania antelope. The cheeta had started devouring its prey, and though it eyed the uninvited guests marching with their cameras, it did not stop munching.

The SUEZ CANAL

No. 8 in the series of canals in this area since 2000 B.C.

Since 1843 far-sighted shipping people, among them Mr. Arthur Anderson, co-founder of The Peninsular Oriental & Steam Navigation Company, had tried to convince the British government that a canal between the Mediterranean and the Red Sea might become »an object of almost universal utility«, both politically and commercially. The government had taken a very negative attitude to any applications in the matter. The negative attitude was advocated first and foremost by the Foreign Secretary, Lord Palmerston, one of his arguments being that if such a canal were to have dimensions allowing the passage of sea-going ships it would be an economic failure. Besides, it might turn out to be a strategic threat in the event of a conlict with France, which was situated nearer the canal, and would therefore be able to send ships and troops to the Far East before Britain could.

Lord Palmerston instructed British embassies and consuls to utilize every imaginable influence and strategy especially in France, Turkey and Egypt to prevent that concessions were given to the building of a canal, and when the French engineer, Count Ferdinand de Lesseps, did succeed in securing a consession in 1854, Britain took great efforts, especially political, to wreck the project.

On one point Lord Palmerston was successful: In 1857 Lesseps undertook a crusade to Britain to gain support for his canal project, arguing that a canal crossing the Suez isthmus would be of very great advantage to Great Britain, having more colonies, more ships and more seamen than all other nations put together. Three times during this period Lord Palmerston thundered in Parliament against the project, which in his view had the sole object of fooling the British financial world, and which was really »a complete hoax« from first to last.

Lesseps abandoned his plans for support from Britain and next year founded his own joint-stock company.

75 per cent of the ships passing the canal during the first year were under British flag, and one could justly anticipate that this stretch of water would become a main artery in the British Empire. The attitude began to turn, and when the Egyptian Viceroy, Mohammed Said Pasha, almost went broke in 1875 and offered his 177,642 shares for sale at 80 million kroner, the British acted quickly. Parliament was prorogued and that suited Prime Minister Benjamin Disraeli admirably. Overnight he made his cabinet agree to the transaction. Ten minutes after this decision Disraeli's private secretary applied to the international banker, Baron Rothschild, to raise the necessary funds, and Great Britain had thus become af factor af power in the game for the Suez Canal.

Already in ancient history great efforts had been made to establish and maintain navigable waterways across the Suez isthmus. The Greek geographer and historian Strabo (63 B.C. to A.D. 20) thinks that a navigable canal has existed as early as 2000 B.C. He writes amongst other things: »There is another canal terminating in the Arabian Gulf at the city of Arsinoe, sometimes called Cleopatria (Suez). It passes through the Bitter Lakes whose waters were, indeed, formerly bitter but which, sweetened since the cutting of this canal by an admixture with those of the Nile, now abound with delicate fish, and are crowded with waterfowl. This canal was first made by Sesostris before the war of Troy. Some say that Necho first began the work (about 1400 years later) and that it was carried on by the first Darius«.

The Nile delta at that time had a third, rather large branch which flowed off to the east. From this branch a canal was built, running eastward to join Lake Timsah where it turned south passing through the Bitter Lakes. This left only a short stretch to be dug to get connection with the Red Sea.

The existence of these canals up to about 1400 B.C. is confirmed by an inscription at Karnak near ancient Thebe. Let us have another look at Strabo's theory of Pharaoh Necho (610 to 594 B.C.) being the first canalbuilder. He probably passes on information going back to the father of history writing, the Greek Herodotus, 480 to 425 B.C. who wrote (of course without any knowledge of the hieroglyphics of Karnak):

». . . Pharaoh Necho was the first who commenced that canal leading to the Red Sea which Darius, the King of Persia, afterwards continued. The length of this canal is equal to four days' voyage, and it is wide enough to admit two triremes abreast. . . In the prosecution of this work under Necho no less than 100,000 Egyptians perished. He at length desisted from his undertaking being admonished by an oracle that all his labour would turn to the advantage of a barbarian«.

The Persians later conquered Egypt. The crucial naval battle took place in the year 525 at Pelusium situated on the main artery of the Nile, and it cleared the way for the Persian King Kambysis' ships to the inner waters of Egypt. His successor, Darius the First, later had this achievement cut in stone; the text reads: »With the power of Persia I conquered Egypt. I ordered this canal to be dug from the river called Pirava (the Nile) which flows in Egypt, to the sea which comes out of Persia (the Red Sea). This canal was afterwards dug and I had commanded. . .«

In the course of about 250 years great efforts were made to keep the waterways open to inland navigation and to a connection between the Mediterranean and the Red Sea. Under Xerxes the canal from the Bitter Lakes to the Red Sea was deepened so that the largest ships of those days were able to pass; but diggings and extensions had to be kept up in a constant race with the drifting sand of the Sinai desert, and after a couple of hundred years' struggle to keep the canal navigable man gave in to nature.

The construction of canals on a larger scale was not resumed until the beginning of the Christian era when Egypt was under Roman rule. The greatest promotor was the Emperor Trajan, who re-established the canal from the Bitter Lakes to the Suez Bay pushing on from there via Lake Timsah with a partly new canal to the Nile shortly north of where Cairo is to day.

After Trajan's death in the year A.D. 117 the waterways fell into disuse. Drifting sand filled some of them, others were blocked against possible invasion.

Through the ensuing centuries the transit road across the Suez isthmus was open during certain periods, closed during others, either because of technical impotence against sand drifts or upheavels, or because the political situation made it a strategic advantage for the rulers to create a blockade against shipping.

From the big European commercial houses constant pressure was exerted to have the transit road re-established between the Mediterranean and the Red Sea. Above all Venice, then centre of trade and navigation, made several appeals, especially after 1498 when the Portuguese Vasco da Gama had found the way to India round the Cape. Venice had been flourishing through its fine position on the trade route to and from the Orient, and the city soon felt the economic effect of the new Portuguese competition.

Concrete proposals put forwards by Venice were, however, rejected because of strong resistance from Turkey having the great say in this strategically very tender corner of the world.

After the decline of Venice as an international trade centre France, having tried from the days of Richelieu at the beginning of the 1600's to win the Turkish sultan for a new canal project, now did her best to promote these plans. Without any effect, however.

In 1798 Napoleon Bonaparte tried with force. His campaign against Egypt did not, as indicated, aim solely at the protection of French subjects against Turkish-Egyptian encroachment. It is true that India might be one of his secondary projects, but first and foremost he was after the Sinai isthmus. He intended to cut it thereby creating a French dominated passage to India with the final aim of breaking the dominating economic position of Great Britain. Had Napoleon been able to carry through his canal plans, the world might have been different today. He was thwarted in his plans by political resistance from the Turks and a military defeat to the British.

Also, Napoleon's engineers told him that there was a difference in level of 30 feet between the Mediterranean and the Red Sea, which at that time put an effective stop to the technical possibilities. The error of the engineers was not disproved till many years later.

What finally brought about the opening of a passage through the Suez isthmus was not military power nor political scheming, but French diplomacy, first of all carried through by the young French nobleman, Ferdinand de Lesseps.

He was made consul in Egypt in 1831 when, under Turkish domination, Egypt was governed by Pasha (Viceroy) Mohammed Ali.

His son, Mohammed Said, was immensely fat, and his father therefore prescribed a very strict diet for him, including physical excercise and slimming treatment. Mohammed Said found sanctuary in the French consulate where he was clandestinely fed and where permanent friendship developed between the Prince and the Consul.

It is very likely that the extremely rich macaroni meals, secretly served by Lesseps to the son of the Viceroy during the 1830's, was instrumental to the official opening of the Suez Canal about 35 years later.

Ferdinand de Lesseps was no politician, and as a diplomat he fell into disgrace because of party politics. Not till 20 years later did he have an opportunity to carry out his canal plans, which had ripened more and more since 1831 in Egypt, when he had acquainted himself with the original project of Napoleon the First. Backed on his education as an engineer he had worked out a completely new plan which was ready by 1852. He sent it to the Turkish government in Constantinople and to the local Egyptian government, but in the first round the address resulted in nothing.

In 1854 Pasha Mohammed Ali died and his son, Mohammed Said, Lesseps' friend of his youth, was appointed new Viceroy. Shortly afterwards he invited Lesseps to visit him in Egypt. During a shooting expedition, Lesseps laid his plans before him, they were accepted and a concession was worked out. According to this a canal company was to have the right and the obligation to run a canal for 99 years from the day of the official opening. The Egyptian government was to have 15 per cent of the profit, whereas 10 per cent was to go to the founders, and 75 per cent to ordinary shareholders. Ships of all nations were to have the same rights to pass, and they were to pay the same duty per ton. The Egyptian authorities made the necessary area available free of charge, also the land through which fresh water canals were to connect the Nile with the main canal.

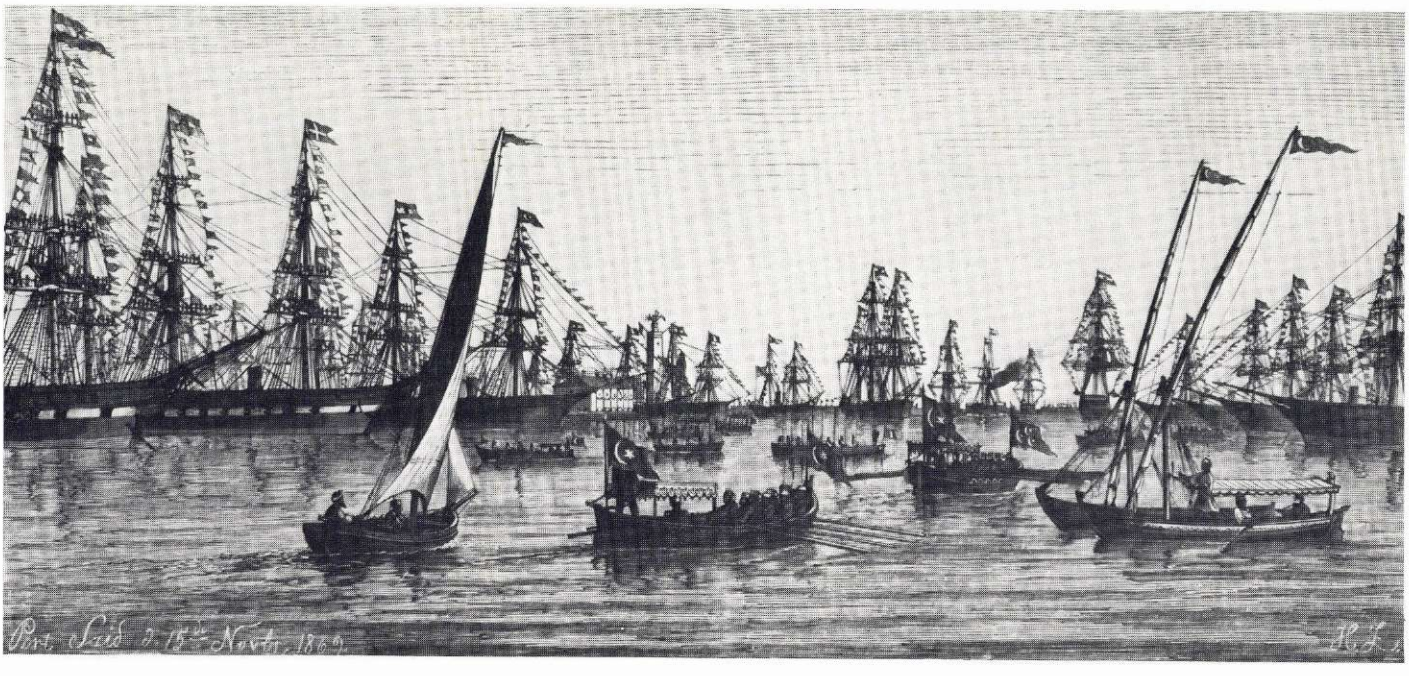
The construction of the canal was not going to be a purely French undertaking. A commission was set up of engineers representing a number of different countries, and it was agreed to use Lesseps' plans. A preliminary estimate fixed the costs at an amount corresponding to about 120 million kroner.

In 1859 everything was ready for the operations to commence. One important thing, however, was missing, namely the official sanction of the Turkish government. As this was still long in coming, it was decided on April 25th, 1859 to start digging without any such sanction.

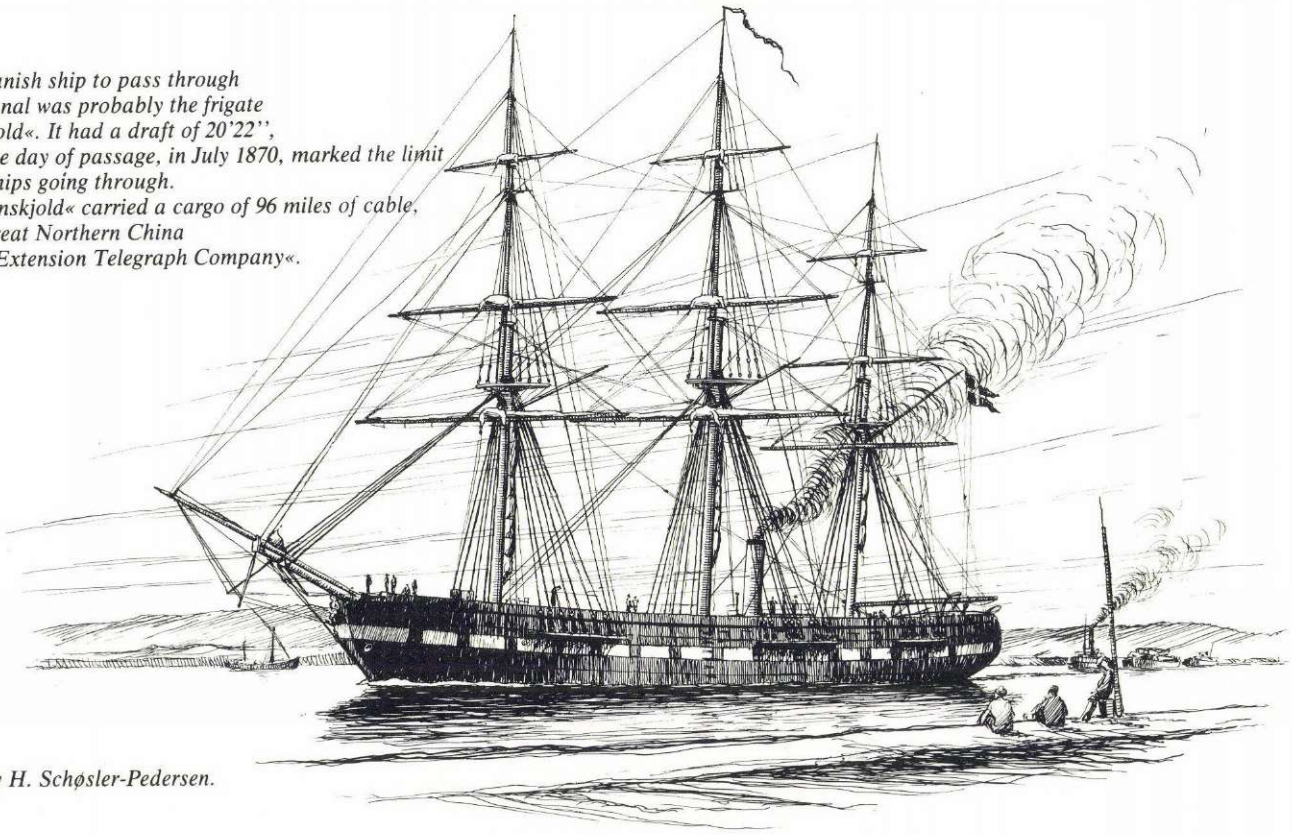
To begin with technical equipment was scarce. Excavators able to work on land had not developed very much so far, and floating excavators could not get to work until they were able to float. The prime source of labour was 25,000 Egyptian workers whose only tools were in many cases their bare hands.

Construction work progressed according to plan however till 1863, when Mohammed Said died. His successor, Ismail Pasha, did not automatically accept the promises given by the deceased. Especially, he was very much against the large secessions of land and against the agreement to conscript forced labour. Another formidable adversary was Great Britain seeing an economic and strategic threat in the canal and she organized a violent campaign against the use of »slave workers«. On top of this somebody had called the Turkish sultan's attention to the fact that the entire project was with-

On December 19th, 1869, the »Illustreret Tidende« carried this illustration of the opening-ceremonies at Port Said. The drawing is by Hugo Zachariae, who watched the inauguration onboard the Danish frigate »Sjælland«, ship No 2 from the left.



The first Danish ship to pass through the Suez Canal was probably the frigate »Tordenskjold«. It had a draft of 20'22'', which on the day of passage, in July 1870, marked the limit so far for ships going through. The »Tordenskjold« carried a cargo of 96 miles of cable, for »The Great Northern China and Japan Extension Telegraph Company«.



Drawing by H. Schøsler-Pedersen.

out any official sanction of his government. From Constantinople orders were issued to cease work.

Ferdinand de Lesseps now asked for support from the Emperor, Napoleon III, through whose influence a commission was set up for a change of the concessions. According to the new agreement the canal company had to abandon the use of forced labour and also — against a compensation from Egypt — it had to give up large areas of land.

Construction work was resumed — with the permission of Turkey. More and better machines were provided and instead of using forced labour about 18,000 paid workers were recruited, 8,000 of these came from France, Greece, Italy, Belgium, and Great Britain.

New difficulties arose, however, when in 1865 a cholera epidemic broke out. Numerous workers died and even more fled in panic. It was difficult to find new manpower. In return this was compensated by new machinery. In most cases it was easy to work the soil as soon as one had learnt how to attack mud and quicksand. Usually they started by deepening a stretch of land by hand, filling it up afterwards with water from a supply canal on a higher level, upon which excavators and sand-pump dredgers could move in. About half way use was made of the large lakes which, however, needed further excavations. Already by 1867 very small craft were able to sail through. On August 14th, 1867 the Suez Canal was passed by a convoy of coal barges from Port Said to Suez, and on that day the price of coal at Suez dropped from 90 to 50 francs per ton.

In the autumn of 1869 the canal was more or less completed with a depth of 8 metres and a width of 20 metres at the bottom. According to the changed construction plan, it had been estimated that the canal would cost about 160 million kroner. The final costs were about 360 million kroner. From now on the sea route from London to Bombay had been shortened by about 44 per cent. The distance round the Cape of Good Hope is 10,900 nautical miles and through the Suez Canal 6,100 nautical miles. From Mediterranean ports the saving in mileage was considerably greater.

Several crowned heads and notabilities had been invited to the official opening on November 17th, 1869. Many had, however, declined the invitation for political reasons and had sent less prominent representatives. This applied to f.inst. Scandinavia and Greece who had no wish to fall out with the Turkish sultan.

From Denmark the frigate »Sjælland«, commanded by Captain R. C. M. Bruun, attended, and similarly Sweden had sent the frigate »Vanadis« and Norway the frigate »Nordstjernen«. On November 17th the Empress Eugenie entered the canal at Port Said on board the Imperial French yacht »Aigle«, being the first ship in a convoy of 80 craft.

It took more time, however, than expected to have the steamship traffic directed through the Suez Canal, and the economy was hampered during the first years. Calculations were based on the passage of about 1 million tons the first year, but the result proved to be less than 50 per cent of this. In 1871 the figure had grown to 3/4 million, but the economic result was so deplorable that the Canal Company was offered for sale. Now Great Britain had a chance to acquire the whole Canal Company for a petty sum, but they desisted.

As already mentioned they repented this a couple of years later when the Company started to yield a profit. The whole Company was not for sale this time, but the opportunity was taken to buy the shares of the Egyptian sovereign, when he became short of money. It cost Disraeli political embarrassment to perform this transaction without consulting Parliament, but Great Britain made a nice profit from the deal.

The importance of the Suez Canal grew, and with it the profits of the Company. Several times it became necessary to extend and deepen the Canal, and in 1951 another siding was opened, extending 10 miles from Port Said. The last excavations were made in 1961 and the Canal was now able to take ships with a draught of 37 feet.

The concessions of the Canal Company were to have expired by 1968, but when the British occupation of Egypt came to an end in 1956, the Suez Canal was seized and nationalized by the Egyptian Government — 12 years ahead of time.

As is well known this brought about a military intervention from Great Britain, France, and Israel, which was curbed by the United Nations, and it took several months of hard work to clear the Canal of wrecks.

When peace and quiet had been partly restored after this episode a period of growing traffic ensued, but theoretically Egypt was still at war with Israel and the faith in the Canal had been weakened. Bigger ships were now being built and greater interest was shown in the route round the Cape of Good Hope.

About 10 years elapsed, and then came June 1967. For a period of 8 years the Canal was not a transport road but a moat, and by the irony of fate the Suez Canal was closed to traffic on its official 100th anniversary in 1969.

Kaj Lund

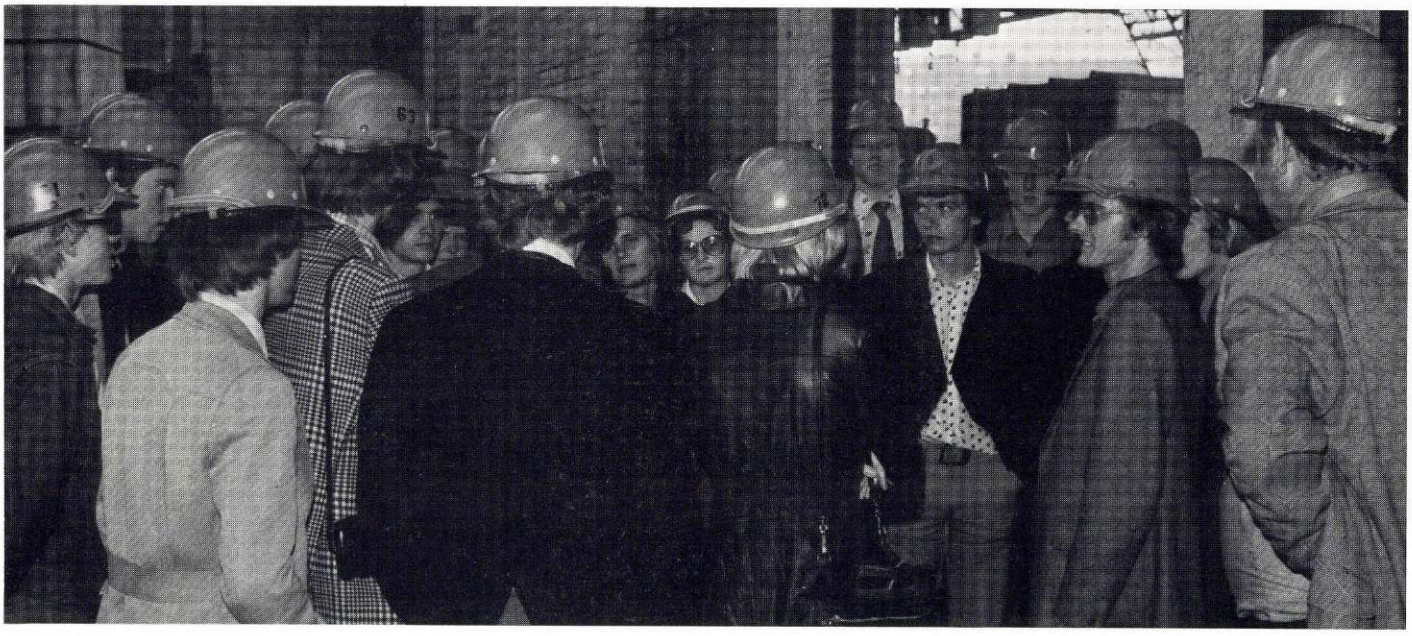
Collective Departure

Crews for the supplyships departing from Kastrup by MAERSK AIR on September 26th.

Six of the supplyships of the MÆRSK fleet are at present operating in the Mediterranean based in Tunisia.

The shifting of crews every two months has been arranged through an agreement with MAERSK AIR, who with a Fokker Friendship once every month takes relief crews for three ships (3 x 9 crew members) to Monastir and returns to Kastrup with crew members who have been relieved.

Besides the 27 passengers the machines can carry 1.5 tons of goods and spare parts.



Trip to Hamburg

The annual study tour for senior shipping apprentices took place at the beginning of October.

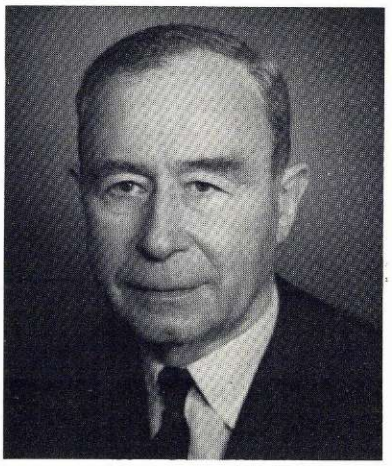
29 apprentices were the guests of the Port of Hamburg for a guided tour of the container terminal and of the 160,000 sq.mtr. complex of warehouses, the Übersee-zentrum, where representatives of the Port lectured and answered questions.

Early in the morning one of the fast liners of the MÆRSK fleet, the »CHRISTIAN MÆRSK«, had entered the port, and in spite of the great activity always dominating the stay in port, the officers of the ship willingly placed themselves at the disposal of the visitors from Kongens Nytorv, and arranged a thorough tour of the holds, as well as the deck, the bridge, and the engine room. The visit gave ample opportunity to study cargo-handling in practice, and when the 29 apprentices returned home, they were exhausted but filled with impressions from fields of activity of which their knowledge had so far been only theoretical.

Congratulations

At Kongens Nytorv, Mr. Søren Jung has been selected as the 1975 top apprentice.

Søren Jung began his education in A. P. Møller on July 23, 1973, and through his performance in the daily work as well as in the shipping school he has deserved this honour. On August 21st, Mr. Mærsk Mc-Kinney Møller congratulated Søren Jung and handed him a watch as a remembrance.



After more than 43 years of activity at Kongens Nytorv director Gunnar Falslev passed away on October 30th, at the age of 78.

As chief of the Tanker Department Mr. Falslev worked for many years in close contract with Mr. A. P. Møller and Mr. Mærsk Mc-Kinney Møller, and at this post he shared the responsibility of building up the Maersk tanker fleet.

Also outside the office Mr. Falslev contributed greatly to benefit Danish shipping, as vice-chairman of the Danish Shipowners' Association, member of the Danish Shipowners' Defence Association, and in many other honorary offices.

Greatly interested in his daily duties, always co-operative and ready to make an extra effort when needed, and amidst his bustling activity always willing to share his experience with young employees, he earned respect and devotion both from the shipowners and among his colleagues.

We will honour his memory.

Subscription

As mentioned earlier in a circular letter from the Ship Personnel Department of Kongens Nytorv, MÆRSK POST will in future be sent to the ships only in three copies, which will be despatched by air.

Crew members, who have hitherto collected the various issues, and who wish to continue this practice, will be given an opportunity for this. If you do not already receive MÆRSK POST at your home address, please send us a letter stating this address. The magazine will then be sent to you.

Editor

TEHRAN FAIR

From 13th to 24th September the A. P. Møller Group participated in the annual, international trade fair at Tehran. The MAERSK stand, which covered 100 sq.ms., made a good account of itself among several thousand stands, representing more than 40 nations.

OBITUARY

The A. P. Møller Companies regret to announce the following deaths during the past three months:

Chief Stewart Erik Arvad Olsen, m.t. »Svengulf Mærsk«, July 29th.

Capt. Hans Viggo Hansen, m.t. »Louis Mærsk«, August 11th

Niels Gert Melskens, Lindø, August 12th

Carl Erik Gjørret, m.s. »Leda Mærsk«, August 23rd.

Børge Chr. Grønning Hansen, Odense, August 25th

Aksel Hansen, Lindø, September 2nd

Dorthe Eriksen, m.s. »Chastine Mærsk«, October 7th.

personalia

KGS. NYTORV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40 Years Anniversary
1. S. Møllegaard, November 5th, 1975

25 Years Anniversary
2. Eigil Finsen, November 1st, 1975
3. Capt. John Hansen, December 29th, 1975
4. Chr. Jørgen Lorentzen, January 9th, 1976

Retirements
5. C. E. F. Søgaard Nielsen, August 31st, 1975
6. H. K. Pedersen, November 30th, 1975

BUKH


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25 Years Anniversary
1. Søren Rønshof, November 1st, 1975
2. Henning Petersen, January 2nd, 1976
3. Poul Larsen, January 6th, 1976

ROULUND


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25 Years Anniversary
1. Vagn Grønvold, November 1st, 1975
2. Mrs. Agnethe Vestergaard, November 7th, 1975
3. John Aunfelt, November 8th, 1975
4. Mogens Granly, January 2nd, 1976

THE MAERSK FLEET


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40 Years Anniversary
1. Chief Engineer Preben Kruuse celebrated his 40 years anniversary on September 17th, 1975 and will retire on December 31st, 1975

25 Years Anniversary
2. Capt. Wolfgang Martin Karl Hansen, November 20th, 1975
3. Chief Officer Anders Chr. Jensen Nipper, December 27th, 1975
4. Capt. Evald Møller Christensen, January 18th, 1976

Retirements
5. Capt. Knud M. Helm Petersen, September 1st, 1975
6. Chief Engineer Hans L. Hindsgaul, September 30th, 1975
7. Chief Officer Wagn Seier, December 31st, 1975
8. Capt. Ole B. Thorn, December 31st, 1975

ORGANIZATIONS ABROAD


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25 Years Anniversary
1. Mr. S. Fujii, Tokyo, December 1st, 1975
2. Mr. Stig V. Barchager, Hong Kong, Dec. 10th, 1975

MÆRSK KEMI


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Retirements
1. F. V. Nielsen, November 22nd, 1975
2. Ove Hansen, February 1st, 1976

THE YARD


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50 Years Anniversary
1. Marius Køster, (O), November 1st, 1975

25 Years Anniversary
2. Knud M. Jacobsen (O), November 3rd, 1975
3. Svend B. Kjær (L), November 21st, 1975
4. Rolf Grube Hansen (L), November 21st, 1975
5. Chr. M. Krogsgård Larsen (L), December 5th, 1975
6. Ejvind Larsen (L), December 12th, 1975
7. Ejner Møller-Jørgensen (O), January th, 1976
8. Kaj Arne Hansen (L), January 9th, 1976
9. Knud Erik Christensen (L), January 16th, 1976
10. Axel Louis Jensen (L), January 16th, 1976


ADRIAN MÆRSK
DRAGØR