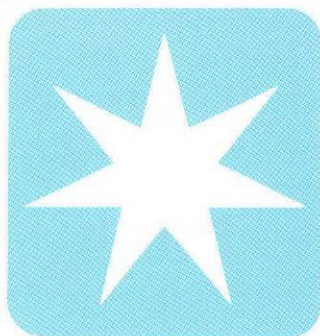


MÆRSK

Post





MÆRSK

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Editor: Poul Jægerholt
Design: Ole Jensen
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Local correspondents:

AUSTRALIA: Alan Reeves
HONG KONG: B. Arculli
INDONESIA: Niels T. Hansen
JAPAN: S. Osano
KOREA: Poul E. Dam
SINGAPORE: Lina Chua
TANZANIA: H. H. Munck
THAILAND: P. Bjerregaard Hansen
UNITED KINGDOM: J. D. Griffin
U. S. EAST COAST: Barney Brennan
U. S. WEST COAST: Susan Clare Falster

KONGENS NYTORV: Anne Jersild
BUKH: S. Pilegaard
DISA: Erik Hansen
MÆRSK AIR: Bjarne Hansen
MÆRSK DATA: Palle Andersen
MÆRSK KEMI: V. Mohr
PAPYRO-TEX: Helge Madsen
PHARMA-PLAST: Vicki Stene
ROSTI: Jytte Saugmann
ROULUND: K. Lindsbog
THE YARD: J. Hellesøe

Front Page:
One of Maersk Air's new
Boeing 737's touching down at
Vagar in the Faroe Islands.
Read about these new planes
on pages 10 and 11.

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May 1977.
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This issue of MÆRSK POST tells about the new office building now definitely decided upon.

Many of you will probably be delighted at this, considering the cramped conditions that have for years made themselves felt at Kongens Nytorv; even with some departments today housed elsewhere. Not having everybody working at the same address hampers operations and holds up communications.

Hence the decision to build. It was not an easy decision, investments in stone not being exactly tempting these days. It is costly to build and our rent will show a steep rise.

But, just as the ships are renewed, so must facilities ashore be modernized, and we look upon the new house as such a facility, being convinced that better and more spacious premises will further and improve everyday performance.

The final lay-out of the house, for instance the location of the different departments, has not yet been decided, but once these matters have been settled after consultations with department chiefs and other leaders, you will be informed.

Until the new building is completed we must still take pleasure in our present, slightly old-fashioned but friendly, place of work, in which we have been domiciled since 1915 when Mr. A.P. Møller moved in.

MÆRSK MC-KINNEY MØLLER

THE NEW OFFICE BUILDING

If everything works out according to schedule, it means that some time in the spring of 1979 it will be good-bye to the buildings at Kongens Nytorv.

The preparatory work for the new A. P. Møller administration building on the site of the old custom-house near the Langelinie, is now well under way. The demolition of the old buildings is progressing according to plan, and in the course of this year the site is expected to be cleared so that the building of our new domicile may begin. If everything works out according to schedule, it means that some time in the spring of 1979 it will be good-bye to the buildings at Kongens Nytorv that have for so many years – at home and abroad – become known as the head-quarters of the A. P. Møller Shipping Companies.

For the benefit of many of today's staff members, to whom Kongens Nytorv is the only address known for the Shipping

Companies, it should be mentioned that the head-quarters before 1915 were at King Christian IV's old Stock Exchange building on the Slotsholmen.

The office space, however, was too cramped in the venerable, old Renaissance building, so when in 1915 an opportunity presented itself to rent part of No. 8, Kongens Nytorv, a move was made to that address. At a later date the house was purchased.

The years following World War II saw considerable expansion, and demands made on the organization at home were increased. This brought about further extensions to and reconstructions of the premises, and available office space came to be rather restricted and often inconvenient. It has for a long time been

evident that sooner or later a more permanent solution of these office problems must be found.

Consequently, plans for the construction of a new office building are not of recent date. One very important problem remained unsolved, however, namely to find the right address. Considering the venerable addresses at the Stock Exchange and Kongens Nytorv hitherto appearing on the letterhead there was very limited possibilities. There did exist one acceptable solution, which was, however, opposed by the authorities. Then in 1973 a place was finally found which

The new site at Søndre Toldbod marked out on an airphoto taken before the clearing of the old buildings began.



seemed to meet all the requirements such as locality etc. that might be asked of the new head-quarters, and for which a building licence could be granted.

This place was the old custom-house "Søndre Toldbod", where a number of older buildings, warehouses etc. had become obsolete, and near which the Customs Authorities had planned to erect their new administration building. After agreement with the Ministry of

Finance this attractive site on the Copenhagen water-front was acquired in 1974.

The detailed planning of the new house was left in the hands of the architects, Ole Hagens Tegnestue A/S, and the project has now reached its final shape.

The new head-quarters will consist of two buildings, one of 6 storeys and one of 4 storeys.

The first stage of construction, covering about 20,000 m² of floor space will be

undertaken by the engineering firm of Kampmann, Kierulff & Saxild A/S.

The buildings will be in light colours, and will be made to blend with the local environment. The public will have access to the harbour promenade in front of the buildings, and between the new buildings of A. P. Møller and the Customs Authorities there will be a passage to the water-front.

Kurt Bjørndal

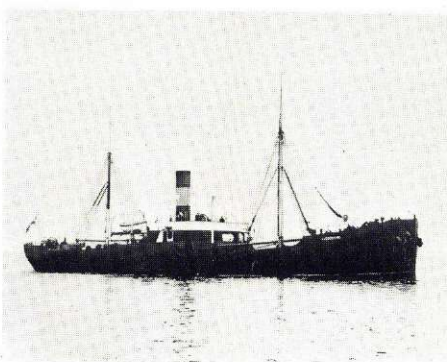
MÆRSK Ship No.

300

When ship No. 1 of the MÆRSK fleet, s.s. "SVENDBORG" of 2,200 tdw., was taken over at the beginning of October 1904, the foundation had been laid of a fleet, which has grown steadily, and which in 1977 comprises over 100 ships of various types. They range from fast containerships to other highly specialized dry-cargo vessels plying on the routes between the continents; from heavyweight tankers to medium-sized product-carriers and gas-carriers; and from bulkcarriers to the small but very efficient supplyships and anchor-handling tugs employed in oil exploration.

Ship No. 300, named "MÆRSK BLAZER", is an anchor-handling tug. It was taken over on January 18th, 1977.

It is tempting, against the background of the enormous development that has taken place during three quarters of a century, to make a comparison between ships No. 1 and No. 300; the former a traditional, coal-burning steamer, heavy, solid, slow, powered with a triple-expansion engine of 625 IHP; the latter a busy, Herculean, but comparatively small unit, powered with two 12-cylinder diesel engines totalling no less than 10,500 IHP, built into a hull weighing only 800 tons.



"SVENDBORG"

Length o.a.	76.35 m
Breadth mld. ...	10.90 m
Depth	4.90 m
Gross tonnage ...	1,469 tons
Deadweight	2,200 tons
Engine	MacColl steam engine
Horse power	625 IHP
Speed	abt. 6 knots
Price	297,000 kroner

As will appear from the list printed above there are a few great differences between the ships, not only as far as prices are concerned, but also as regards engine power and consequently speed and efficiency.



"MÆRSK BLAZER"

Length o.a.	45.70 m
Breadth mld. ...	12.00 m
Depth	6.00 m
Gross tonnage ...	abt. 665 tons
Deadweight	670 tons
Engine	2 MaK diesel engines
Horse power	10,500 IHP
Speed	15.65 knots
Price	about 28 million kroner

Regarding particulars that cannot be illustrated through figures, such as navigation equipment and accommodation, the development has been so enormous that it almost makes any comparison impossible.

Dansk Supermarked A/S

Only 16 years after being established the Dansk Supermarked A/S has developed into the second largest discount store chain in Denmark, with a turnover of well over two billion kroner in 1976. A result that complies very well with one of Mr. A. P. Møller's theses: To be among the best within every field where we engage ourselves.

Now, the word "we" in this connection is somewhat doubtful, for the Dansk Supermarked A/S, as is well known, is only 50% A. P. Møller-owned. The other half is owned by the Ferdinand Salling Family Foundation.

But despite the fact that Dansk Supermarked A/S has only one leg planted in the A. P. Møller Group, it is well worth having a look at this retail store phenomenon, which has not only set its mark on this type of business through its turnover, but which has also, through a

host of new ideas, influenced the development of Danish retail trade in the 60's and 70's.

At the beginning of the 1960's Herman Salling of Århus had established his supermarkets and a couple of FØTEX stores, and wished to expand. He had the ideas – the concept for the FØTEX chain was ready and had been tested; but money was hard to provide. Various approaches, among others to the insurance companies, were turned down. But this is where A. P. Møller came into the picture.

The A. P. Møller Group was interested, that is true, but inexperience within this field caused negotiations to slow down – so much so that Mr. Salling contacted a very large British retail firm. Mr. A. P. Møller heard about this, and national reasons prompted him to engage himself on a 50% basis in the newly founded company, Dansk Supermarked A/S.

Now things began to move fast. The contract was signed on a Saturday morning at 0730 at Kongens Nytorv.

Thereby the FØTEX concept had received a stimulus enabling their stores to spread over the majority of the country during the ensuing years.

What was so particular about FØTEX? What was the new idea that made this kind of store catch on so quickly and so efficiently?

FØTEX is a so-called double supermarket, that is to say that besides a full-line assortment of food every store offers necessities within clothing, hardware, electric articles, and toys. Other special characteristics are: a high level of activity regarding special offers, the self-service principle carried through to the utmost degree, a city-oriented location

FØTEX at Odense.



with ample parking space, and last but not least a price policy founded on lower prices than special shops, and not exceeding the level of competing supermarkets and department stores.

In short, the idea behind FØTEX is: Easily accessible locality and a range of articles covering the consumers' needs in daily shopping.

Today there are 18 FØTEX stores in Jutland and in Funen. And the first Copenhagen store is on its way, with a new 4,000 m² FØTEX opening in the City this autumn. But Dansk Supermarked A/S also comprises the BILKA hypermarkets.

The BILKA concept arose in 1968, partly inspired by ideas from various parts of Europe. At the beginning there were heated discussions whether such a development was justified. A visit to corresponding stores in Western Germany and Sweden convinced those in

doubt, and in 1970 the first discount store opened at Tilst near Århus.

The BILKA discount stores have a sales area of between 10,000 and 18,000 m², and a parking lot that will take between 1,500 and 2,000 cars. The BILKA concept is based on 4 main elements: 1) prices 10 to 15% lower than those of traditional retailing, 2) a wide family-oriented assortment of goods, 3) a 100 % self-service system, and 4) an atmosphere that appeals to consumers.

This type of store was unknown in Denmark when it all started at Tilst. Since then three other discount stores have sprung up, and with about 360,000 customers per week the BILKA hypermarkets are very well known today.

The brains trust behind this impressive expansion is at Århus. It consists first and foremost of the Managing Directors, Herman Salling and Mogens Absalonsen, who are backed up by a large team of able specialists.

Success may be evaluated in many ways. One of the best known within the retail trade is based on the turnover.

Whereas the retail trade in Denmark as a whole rose by 30% during the period 1974-76, the turnover of Dansk Supermarked A/S, including a new discount store, rose by 83%. And if this expansion goes on, Dansk Supermarked will have a turnover of more than 5 billion kroner by 1980. But in spite of progress the management has been very careful regarding dividends. For instance, no dividend has been paid during the first 10 years, which of course highly favoured further expansion. Admittedly the initial process of building up was difficult. And yet it is not without a certain pride that the management announces: During this entire period we experienced several years of very low profits – but we never suffered a deficit!

First there was FØTEX – now BILKA – and next... well, you are allowed to guess. So far your guess is as good as ours. The only thing the management knows today is: we have a third new concept in the Danish retail trade on the drawing-board.

Kurt Bjørndal

BILKA at Hundige south of Copenhagen.



*On busy days there are queues
at all exits.*





Heavy Cargo to the East

The latest issue of MÆRSK POST carried an article about snakes and alligators that were transported from Yokohama to Hamburg on m.s. "CHARLOTTE MÆRSK".

These snakes and alligators are just one example of the many kinds of special cargo that can be accommodated by the C-type ships of the Europe/Far East Line.

Two diesel locomotives and six bogie carriages were booked for the latest voyage of the "CHARLOTTE MÆRSK" from Antwerp to Busan.

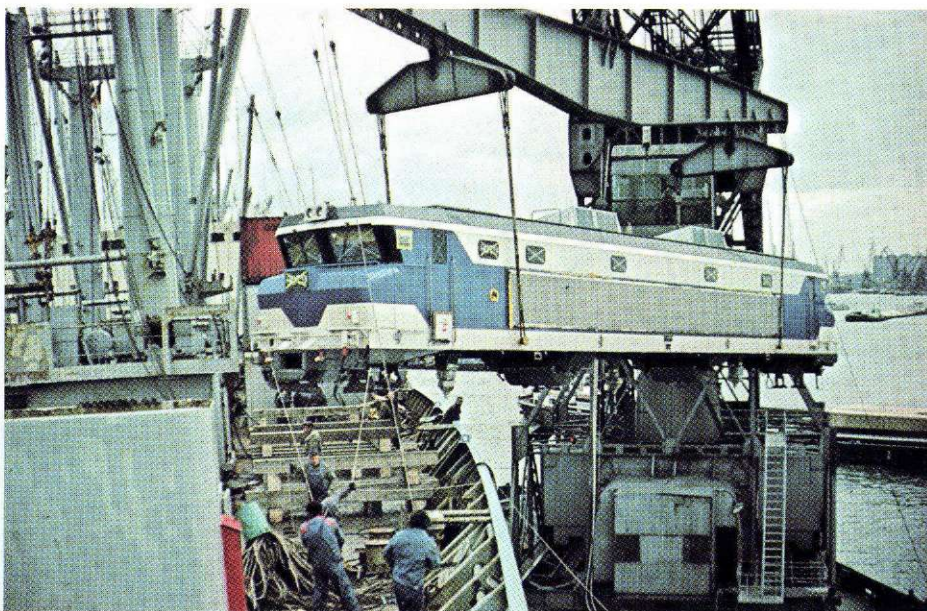
The locomotives weighed 75 tons each and their length was 20 metres, whereas the bogie carriages weighed "only" about 18 tons each.

A locomotive of this size is not just lifted from the quay and placed on deck. Very close co-operation is asked of the shipper, the stevedores, the port captain, and the shipping company to make sure that the cargo is placed safely on the ship.

Before the locomotives were loaded at Antwerp, special "beddings" were constructed on the deck of the ship, consisting of heavy planks to which the locomotives could be fastened.

The first photograph shows one of the locomotives on the quay with the

"CHARLOTTE MÆRSK" in the background. The locomotives were lifted direct from the rails by a floating crane, and, suspended in mid air, they were sailed to the ship and placed on deck. The other photo shows this operation.



The locomotives were lifted direct from the rails by a floating crane, and, suspended in mid air, they were sailed to the ship and placed on deck.

and Heavy Cargo from the East

One single section of the crank-shaft weighed «only» 34 tons.



Also in the opposite direction, from the Far East to Europe, this line carries many kinds of heavy equipment.

On her latest voyage from Japan to Hamburg m.s. "CORNELIA MÆRSK" carried the main engine for a Lindø newbuilding.

It was a question of heavy goods in the literal sense of the word. The heaviest single item, the cylinder casing, weighed 109 tons, whereas one single section of the crank-shaft weighed "only" 34 tons.

In Japan every single unit had been solidly fixed, partly through welding, to

make sure that the cargo would not shift during the long voyage from Japan to Europe.

When arriving at Hamburg the "CORNELIA MÆRSK" was welcomed by our port captain and representatives of the Shipping Companies and the Yard, who saw to it that the heavy goods were trans-shipped to coasters for transportation from Hamburg to Lindø.

Two welders went on board with the job of breaking the weldings that had been made in Japan.

At Hamburg the cargo was shifted to coasters by means of a floating crane, and at Lindø discharge from the coasters was carried out by means of the large gantry crane of the Yard.

Steen Withen Nielsen



The heaviest single item, the cylinder casing, weighed 109 tons. In Japan it had been solidly fixed, partly through welding, and at Hamburg two welders came on board to break the weldings



News from Maersk Air, by Bjarne Hansen

New planes

At the beginning of March 1977 Maersk Air's last Fokker Friendship was delivered to the French airline "Air Rouerque", and that marked the close of an epoch for Maersk Air. The Friendship planes were Maersk Air's first type of aircraft, by means of which the company established itself in 1969. During the seven years that Maersk Air has used the Fokker Friendship planes they have carried out missions of widely different character both in regular service and in charter operations.

The routes between the Faroes and Copenhagen and between Odense and Copenhagen were served regularly by the Friendship planes during this period.

The Boeing 737 taking off from Vagar.



The good-bye to the Fokker Friendships was also a good-bye to propeller planes as a whole, and the Maersk Air fleet now exclusively uses jet aeroplanes.

The Boeing 737-200 Advanced planes both became operational on February 1st, 1977, and as mentioned in MÆRSK POST No. 1, 1977 these planes serve the Faroe Islands. They also take care of the morning and evening flights on the Odense route, and like other planes in Maersk Air they are also used for charter operations.

In connection with the introduction of the Boeing 737's all Maersk Air planes were painted with the new speed stripe, as seen in photograph. Comments on the

new painting have been as numerous as those called forth when Maersk Air introduced the full blue colour at the delivery of the Boeing 720B's in 1973, a colour earning the name "Bluebird" for the planes.

Today the Maersk Air fleet consists of the following units:

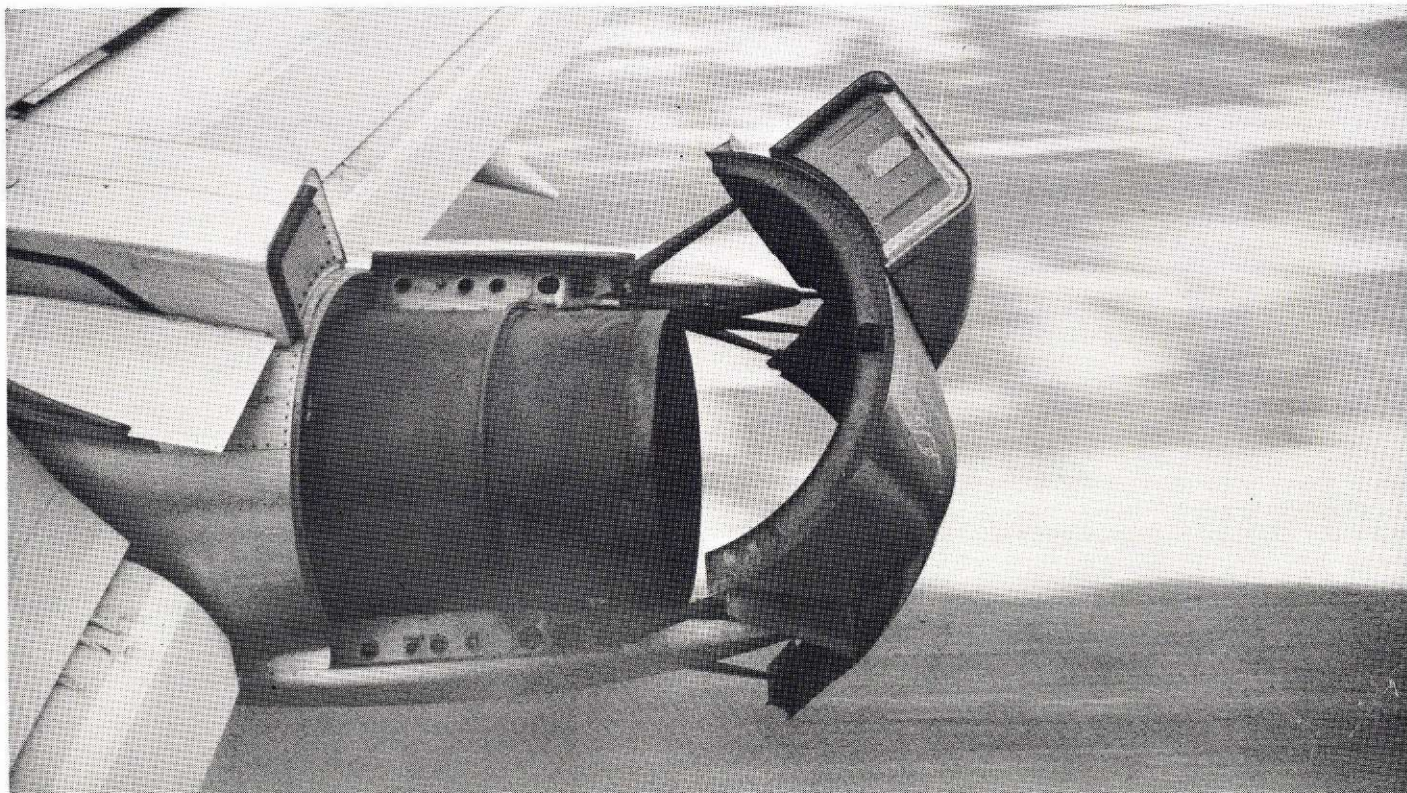
- 5 Boeing 707-720B's
- 2 Boeing 737-200's Advanced
- 2 Bell 212 Twin-Jet Helicopters
- 1 Hawker Siddeley 125 Executive Jet.

From the first trip to the Faroe Islands. The Boeing 737 at Vagar.



Demonstration of the "little giant"

By Einar Siberg



On January 27th one of Maersk Air's two new Boeing 737-200 Advanced planes was demonstrated to representatives of airport authorities, travelling bureaus, oil companies, breweries, banks, and the A. P. Møller Group in the shape of a trip from Copenhagen to Esbjerg and back.

The expectations of the about 80 persons who had been invited were great, and not without reason. Much mention had been made already of the new type of plane, the "little giant", described by the Boeing factories as the world's most advanced jet passenger-plane; it is able to take off and land almost anywhere on almost anything: hard concrete runways, soggy ploughlands, dusty and hot sand deserts, and ice and snow fields. Theoretically it should be able to land on the deck of one of the A. P. Møller supertankers! If it has to, it is able to touch down on a stretch of only 300 metres!

This is not done unless absolutely necessary, as it is not very pleasant for the passengers.

When landing at Esbjerg the captain demonstrated a short landing. A soft thud, and the aircraft touched the runway. Two metal shields slipped down

behind the jet engines, so that the exhaust was reversed, and it gave you a feeling that your tie began tightening, and that old mother earth suddenly started rotating backwards. And finally – after having used only a minor part of the runway – the plane came to a standstill.

In the cabin everything was quiet. A couple of seconds elapsed, then followed a round of applause. Even the most experienced and blasés among the passengers had to give vent to their admiration.

On the whole the plane is well worth admiring. Even if it is not very large – it seats 127 passengers – the tastefully arranged cabin with three seats on either side of the aisle, appears very roomy. Compared with Maersk Air's former Fokker Friendships, leg space has been greatly improved; something that was valued especially by the guests from the Odense Steel Shipyard and A. P. Møller, who often have to pass to and fro between Odense and Copenhagen, a route that will in future be served by Boeing 737-200 on two daily flights.

After lunch at Esbjerg where Maersk Air's Managing Director, Johan H. Paus (himself a Norwegian), made a speech

From the demonstration trip to Esbjerg. During the landing metal shields are slipped down behind the jet engines, thereby creating considerable braking effect.

which, according to himself, was as short as the world's thinnest book, "Norwegian humour through the ages", the trip continued over the North Sea to the Mærsk Explorer and the Dan Field, which were rounded at an altitude of only 150 metres. For most of the guests who had only heard and read about A. P. Møller activities in the North Sea, it was a great experience to see the platforms, hunting the Danish oil – an experience that very nearly overshadowed the real purpose of the trip, the demonstration of the Boeing 737-200 Advanced.

Once again, when the plane set its course towards Copenhagen, the comfortable seats in the very nice cabin were appreciated; and after landing at Kastrup and leaving the airport by the VIP exit the passengers congratulated Johan H. Paus as well as Sales Manager Bjarne Hansen on the acquisition of the new planes.

And there was every reason to do so.



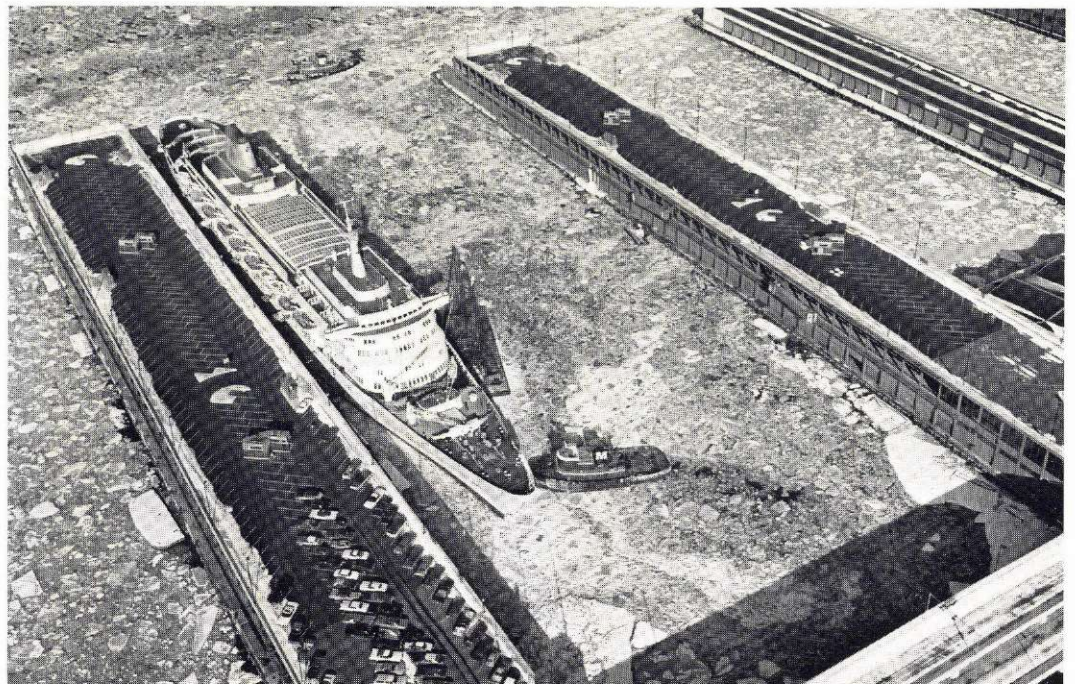
News from U. S. East Coast,
by Barney Brennan

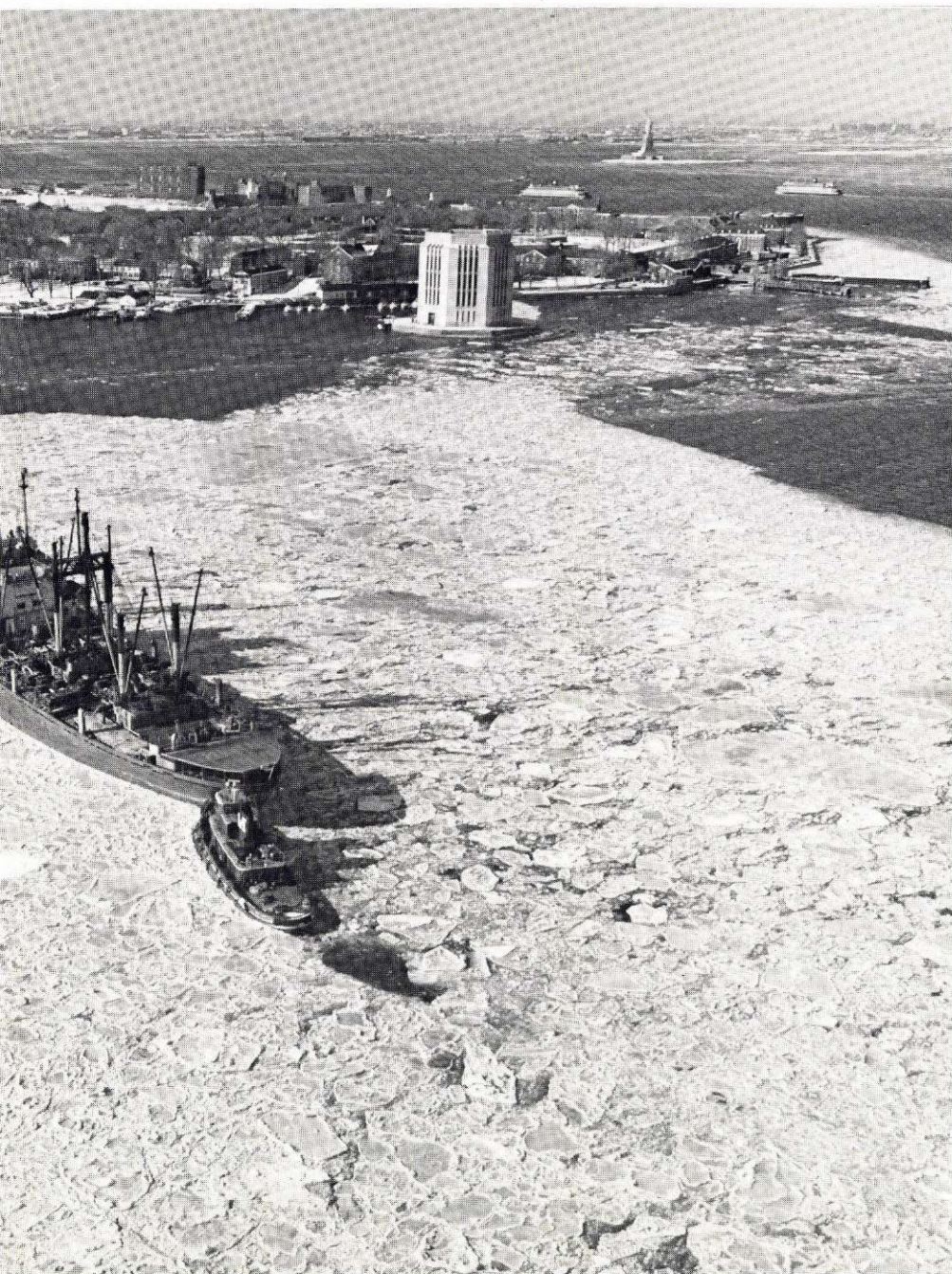
New Ice Age hit north-east coast of USA

The U.S. Weather Bureau recently stated that in the north-east part of the United States the month of January was the coldest in 177 years. Never before in this century has the nation been so much at the mercy of its weather. Man, animal, and machine (including ships) in many parts of the country and its waterways were immobilized under a heavy blanket of snow and ice. Getting to and from work was sometimes an impossibility, especially for suburbanites tied to commuter trains that seemed to die in their tracks when the first snowflake fell.

The killing factor was wind chill. The

term, glibly cited by TV weathermen but only dimly understood by a flash-frozen populace, is based on a scale that precisely correlates temperature and wind force. Wind chill – expressed in meteorological phraseology as “equivalent temperature” – measures the difference in impact on exposed skin, between what the thermometer registers and the wind delivers. The meteorologists’ wind-chill table starts at still air (0-m.p.h. wind) and ranges up to winds of 50 m.p.h. While 20 degrees on a windless day can be quite tolerable, a 20-m.p.h. wind makes the received effect of that tempera-





These photographs depict the situation in January in various parts of the New York harbour area. Beside these lines two tug boats are assisting a 12,000 ton dry-cargo vessel from Waterman Line through the ice off the southern tip of Manhattan.

The island in the photo is Governor's Island, head-quarters of U. S. Coastguard. In the top right-hand corner we get a glimpse of the Statue of Liberty. On the left, well outside the edge of the photo, is MAERSK LINE's Pier 11 in Brooklyn.

COURTESY OF JEFF BLINN, »TOW LINE«

ture equivalent to minus 9 degrees without wind, a sensation not at all unfamiliar to many Americans this year.

In direct contrast, with far less snow-fall than usual, the West was suffering from a prolonged drought. Water was being rationed in parts of California, and forest fires were breaking out in Oregon. "Some say the world will end in fire" wrote Robert Frost, "some say in ice". During several weeks American had their choice of disasters. If that was not enough, they might also undergo trial by water. When the massive snow-drifts melted in the warming weather, torrential floods were expected to sweep many parts of the country.

However, in spite of the freezing conditions we had no delays in berthing vessels at Pier 11 Brooklyn and Berth 51 Port Newark. The main ship channels from Ambrose to Buttermilk Channel were covered with drifting ice coming down from the Hudson River, and Pier 11 Basin were for many days almost filled with iceflakes up to six and eight inch thickness. Docking of vessels at Pier 11 was accomplished without any problems by having one of the docking tugs fan the berth just prior to berthing a vessel. Berth 51 was comparatively ice free during this entire period.

"Need a Date? -Call MAERSK LINE"

That was exactly what five major date importers did when they made arrangements with MAERSK LINE to carry some 8,500 tons, or approximately half of this year's import of dates from the Middle East.

The dates were loaded on three MAERSK LINE vessels, all discharging during January at the Port Authority's Pier 11 in Brooklyn – the pier utilized by MAERSK LINE for their conventional service for almost 20 years.

The vessels involved were "TREIN

MÆRSK", "THOMAS MÆRSK", and "CHASTINE MÆRSK", all well known to the New York shipping community from the time they served on MAERSK LINE's Far East Service.

About a year and a half ago, these vessels were placed on the newly opened USA – Arabian/Persian Gulf Service, and whereas the container vessels call at MAERSK LINE's terminal at Port Newark, the conventional MAERSK LINE Arabian/Persian Gulf Service remains at Pier 11.

Like many other people, you may think dates are related to the holiday season, in which case the many dates brought in by MAERSK LINE were late – or too early. However, this is not the case. For the Food and Confectionery industry dates are an all-year-round item, and after being processed upon arrival here, they may end up on your breakfast table if you are one of those who enjoy a cereal with natural fruits.

Trans-Atlantic Five-a-side



Below Moller Steamship's winning team. From the left standing: Henrik Bjørnsen, Hans Henrik Sørensen, Stig Christensen, and sitting: Jess Søderberg and Henrik Gunge. The other photos show scenes from the various matches.

On October 30th, 1976, the Danish employees of Moller Steamship Company participated in a "Cup Five-a-side Tournament" for Danish companies in New York. It was the fifth time this (European) football game took place, and the arrangements were made by the Danish Seamen's Church in conjunction with the Danish Soccer Club. Altogether, eighteen teams fought for supremacy in the day-long tournament.

Unlike American football these games are played with a round instead of an oblong ball, and the object is to kick the ball (not your opponent) past the goalie and into the net. All the violence in this game is directed against the ball and not against each other as in American football. Consequently, the casualties are usually limited to a few scraped knees or elbows, whereas in many cases ambulance attendants can be seen carrying American football players off the field with dislocated shoulders or brain concussions. We thought this short explanation would be necessary for our American readers who have just lived through the "Super Bowl Trauma".





This was the first time that Moller Steamship Company competed with two teams – in former years we didn't have enough young Danish employees with sufficient stamina to last through an entire tournament (What is happening to the Viking tradition?).

Our second team was the first to see action, and unfortunately they went down to defeat in their very first game – losing to "D.A.K." 1 to 2 after a very close and well played game.

Our first team, consisting of Jess Søderberg, Henrik Gunge, Stig Christensen, Henrik Bjørnsen, and Hans Henrik Sørensen, did much better. In spite of a complete absence of luck which seems to play such an important part in amateur soccer, "Moller" succeeded in beating the "Danish Consulate" 1 to 0, "Oticon" 3 to 0 and "D.A.K." 2 to 1. The game with "D.A.K." was the most fiercely contested, but due to the superb skill of the dauntless "Moller Five" plus the fact that the "D.A.K." team were evidently weary after their game with our second team, the final outcome was never in doubt.

During the games, which were played in beautiful Indian summer weather, "Gløgg" and other refreshments were

served. For the uninitiated, "Gløgg" is similar to the stimulants Americans usually imbibe while watching football games, and both have the same end results – they keep you warm when the weather is cold, and you usually wind up happy whether your team wins or not.

The final game, which was watched by a great number of spectators including Mr. E. Krog-Meyer, the Consul General of Denmark, was between "Moller Steamship Company" and "Fritz Hansen's Furniture Company". Before the game was a couple of minutes old, "Moller" had already put three balls through the net, and even though the opposition came back with a goal of their own, they were unable to cut down "Moller's" early lead. The final game of the tournament was won by a score of 3 to 1, and "Moller" not only won the trophy for the second year in a row, but each member of the winning team was also awarded a turkey (not a live one).

Barney Brennan

The winter of 1976-77 brought the "SINE MÆRSK" to Houston under conditions almost as unusual as the weather besetting the North and Middle United States.

Gas and oil shortages resulting from the record use of heating fuels in homes and institutions even necessitated the closing of many factories in order to conserve dwindling supplies.

Normal intercoastal trade in the U.S. must be carried by American-flag vessels due to strict government regulations. The need to provide a continuing supply of fuel, however, led the Treasury Department to grant a rare exemption to "SINE MÆRSK" and several other non-American flag LPG and LNG vessels.

"SINE MÆRSK" was one of a small number of gas tankers which were available in the U.S. Gulf, and it came to Houston under such an exemption in early February to load a cargo of LPG for discharge on the East Coast.

Thus it is that a new technology and extreme weather combined to allow this advanced vessel a place in U.S. coastal trade.

Larry Keller

Newbuilding Visits Houston





News from Singapore, by Lina Chua



Operation Helicopter

"ANNA MÆRSK", one of the new container vessels of the MÆRSK fleet, called at the port of Singapore on December 26th to discharge one of the Sikorsky helicopters ordered from the USA by the Royal Malaysian Air Force.

The helicopter was later carried to Port Kelang (ex Port Swettenham) on the feeder vessel "MAERSK MANGO".

As this was the first helicopter to be carried by a MAERSK LINE container vessel, it was imperative that a really good job was done.

The operation was successful, and since then additional units have been loaded on "ALBERT MÆRSK" and "ALVA MÆRSK".

The photos were taken on board "ANNA MÆRSK" during the discharge.





Blessing of Bangkok Office

News from Bangkok,
by P. Bjerregaard Hansen

A Buddhist religious ceremony was arranged recently in the office premises of MAERSK LINE, Bangkok Branch. The ceremony was conducted by nine monks from a Wat (temple) on the outskirts of Bangkok. The monks arrived at the office on Saturday morning, and the ceremony, which took around two hours, consisted of three parts.

First, the monks said prayers in the ancient language of Pali, and several of the staff members participated. At the end of the prayers the monks were offered gifts – along the lines of Buddhist tradition – consisting of daily necessities for use at the Wat. Next, the monks, clad in their typical saffron robes, received their last meal of the day, even though the time was only around eleven o'clock in the morning; a Buddhist monk is forbidden to take any food between noon and sunrise the next morning.

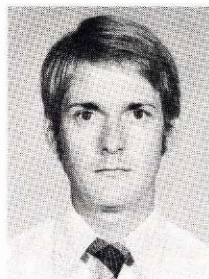
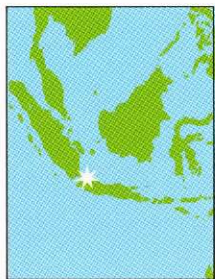
The last part of the ceremony took place after the meal, when the monks walked around the office premises, spraying lustral water on all the desks and painting ancient signs on the doors to bring luck and prosperity to the office.



MAERSK LINE Donation

In commemoration of the wedding of H.R.H. Crown Prince Vajiralongkorn on the 3rd January, 1977, a nation-wide collection was made with the object of raising funds for the construction of hospitals in remote areas of Thailand. So far this drive has generated around 5 mill. baht and made the construction of 20 hospitals possible.

MAERSK LINE, Bangkok Branch donated a sum to the fund through the Port Authority of Thailand, and the picture shows Mr. Kjeld S. Johansen handing over the donation to Capt. Lapo Israngkura Na Ayudhya RTN, Director of the Port Authority of Thailand.



News from Indonesia, by Niels T. Hansen

New Offices

In 1976 MAERSK LINE LIMITED, Jakarta, moved from the offices so far taken in the old city, to new and spacious facilities in the heart of modern Jakarta.

The attractive new offices occupy a 566 m² area on the 6th floor of the Metropolitan Building, which is situated in the part of the city that also contains the business quarters and the international hotels.



The new offices are in the Wisma Metropolitan Building.

Conference room.



Entrance to the MAERSK LINE offices.



One of the large new offices.



News from Japan, by S. Osano

Team-work 和

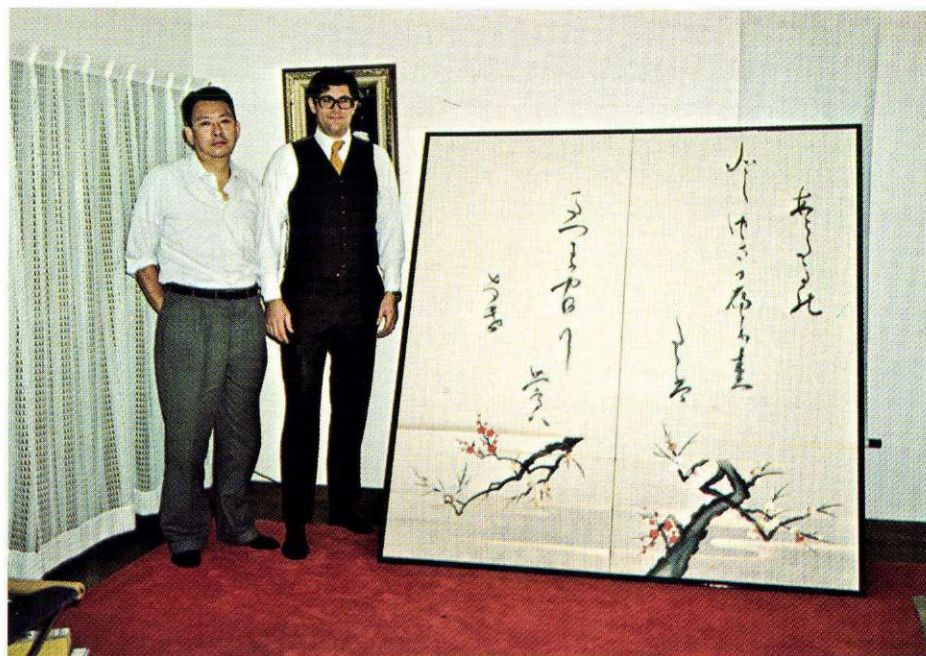


Mr. E. Miccio of MAERSK LINE Agency, Los Angeles, who was about to return after one year's job-training in Japan, one day dropped a word to the writer saying: "I have been wishing someone would write a poem or proverb peculiar to Japan on the blank part of my Japanese folding screen I am taking back as a souvenir. I feel sorry that I am leaving without my wish coming true".

But, fortunately Mr. I. Matsukawa of our Sales Department, who is interested in calligraphy, offered his co-operation hearing of Mr. Miccio's wish through the writer, and he selected a famous Japanese poem composed by a master about 750 A.D. to match the plum-tree drawn on the lower part of the folding screen. The poem translates:

"On the day when spring has come,
I wish a bush warbler
would come to my garden first
and sing for me".

The combination of the bird in the poem and a plum-tree in flower stands for happiness and new hope on a sunny spring



day when some cold still lingers, and it has been made much of since olden times in Japan, and is still used as an object of drawings today.

The photos show partly the process of writing, partly the result together with the artist and the owner.

New local correspondents



Four new local correspondents have joined the editorial staff of MÆRSK POST, and we bid a hearty welcome to:



KONGENS
NYTORV
Anne Jersild



MAERSK AIR
Bjarne Hansen



PAPYRO-TEX
Helge Madsen



INDONESIA
Erwin Saropie,
who will replace
N. T. Hansen
from No. 3/1977

Old horse! old horse! what brought you here?
 From Sacarap' to Portland pier
 I carted stone for many a year
 I labored long and well, alack,
 Till I fell down and broke my back.
 They picked me up with sore abuse
 And salted me down for sailors' use.
 The sailors they do me despise,
 They pick me up and damn my eyes,
 They eat my flesh and gnaw my bones
 And throw the rest to Davy Jones



The ancient mariner's diet

Drawings by Ulrik Schmidt

Lobscouse is the only dish on a modern menu card that dates from the sailing-ship era.

Lobscouse with a lump of butter and a dust of parsley had already been invented and was very popular in the big sailing-ships, but it never became an everyday feature on board. On the contrary, the food was usually so devoid of vitamins and so distasteful that a farmer of today would think more than once before feeding his pigs on anything like that.

The shipboard bill-of-fare of the sailing-ship era has been dealt with by Henning Henningsen Ph.D., curator of the Kronborg Maritime Museum. For many years Henning Henningsen has been collecting material for a comprehensive treatise on the cultural history of the sailing-ship era, and naturally an account of how the crew fortified themselves gastronomically will be an important part of such a book.

When a sailing-ship took in supplies, these invariably comprised barrels of bread, flour, grain, dried peas, and beans. The barrels were carefully closed to fight off the attacks of moisture, mould and insects; but that was no success, to put it mildly. The results were somewhat improved – though not very much – when by the end of the 1800's the barrels were replaced by metal boxes in which lighted candles were placed before closing them up. This was based on the scientific theory that the lights would consume all oxygen in the box and bring about a preserving atmosphere. However, barrel or box – provisions were never safeguarded efficiently, which meant that the peas got mouldy and the bread became alive with maggots.

Ship's bread consisted of biscuits – a word that literally means baked twice (to get rid of the humidity). The result was something that looked like a biscuit and

was hard as wood, meaning that you could easily break a tooth when trying to chew such hard tack unless it had been softened in soup or tea.

Among the crew it was rumoured that ship's biscuits were made of bone meal, originating from the cattle bones that were loaded at Rio de Janeiro or on the Rio Grande. The usual raw material, however, was rye flour.

In England wheat flour was used for the famous Liverpool pancakes or pan-tiles which had 52 small holes indented in them. The best you could have in the way of biscuits, however, was the American Frisco breads, whereas the rice biscuits from Java, China, and Japan were universally detested.

When the biscuits were taken on board, it was arranged to have them stored in iron boxes or in well fumigated and dried barrels, which had formerly contained rum or distilled spirits. Usually the supply of biscuits was so ample that no rationing was necessary. In the fo'c's'le there was a bread box which was filled up every day, and where everybody was allowed to take what he felt like. The biscuits were softened and butter or margarine was spread on them, that is if there was any left of the ration. First, however, the bread had to be cleaned of vermin – usually by knocking the biscuits hard against the table, which caused a certain number of maggots to appear. More of them came out when you soaked your biscuit in the hot tea which therefore had to be skimmed. Some animal life, however, would always be left in the biscuits, but that was accepted – after all, it stretched the meat ration – so the sailors would comfort each other.

It might be added that the cook had a variety of ways in which to prepare biscuits. A great delicacy consisted of biscuits that had been soaked in salt water, sandwiched with soft brown sugar and toasted. Another popular dish was a kind of "French nightcaps", made of softened biscuits that had been fried on a pan and given a dust of sugar. You might even crush your bread with a belaying pin, mix the crusts with "galley lard" and sugar syrup and bake it in the oven.

The "galley lard" came from the barrels of salted meat which formed the main ingredient of the sailor's fare. The fat and the meat from oxen and sheep – the crew were convinced, however, that flesh from mules and horses had been admixed – was put in heavy brine in barrels or steep tubs, i.e. large conical oak casks with neatly polished brass handles, lashed and solidly locked up somewhere aft.

Saltpetre had been added to the brine that was supposed to preserve the shape and red colour of the meat. The result was bluntly referred to as "arse of Red Indians", and that did not exactly give an edge to the appetite when the lumps were fished out of the brine. The meat had an

offensive smell, bones, hoofs, and patches of skin with hairs attached accompanied the meat, and the slushy meat was oozing with dripping and green with the pungency of the salt. The cook began by sorting out the best pieces for the officers in the cabin, and next the remaining matter was steeped several times in salt water or it was stored in a meat buoy which was trailed in the wake. Despite this steeping the meat was still so salt that after being cooked the lean pieces had a veritable crust of salt. The meat would invariably be cooked before being served together with peas and beans, later with potatoes. Naturally, the lumps of meat were stringy and rather tasteless, but what was worse, they were so destitute of nourishment and vitamins that many sailors suffered from scurvy, while others contracted gastric ulcers from the offensive brine.

In the cooking process slush and tallow would float on top. It was skimmed off, forming the "galley lard" used in countless dishes. It might be used for frying and baking, and it might be spread on biscuits; still so much of it was left over that the sailors were able to grease their leather, masts, and blocks with it, and even to save potfulls of it for the cook to sell in port, according to time-old tradition.

An important part of the provisions was made up of dried fish. Split cod was cleaned cod that had been salted and dried on the rocks in Norway, Iceland and the Farao Islands. Stockfish was a kind of flat fish which had been dried on a frame.

Dried fish was usually hard as wood. It therefore had to be treated properly with a steak hammer or a stone before it was leached, skinned, cut to pieces, and cooked, which produced a smell that spread all over the ship. When served it was garnished with melted butter or lard, maybe a dash of vinegar and fried pork cubes, and in later days mustard sauce and potatoes. A popular dish in the latter part of the sailing-ship period was dried cod with tomato slices, onions, beans, oil, and macaroni.

Grain and peas were indispensable to the mariner's diet. The grains were used for a breakfast porridge which warmed the stomach and eased the digestion. The crews of the British Navy were served with burgoo – porridge made with water, and based on wheat flour, a dish so nauseating that the navy hands would usually spit on Admiral Sir Cloudesly Shovel's tomb in Westminster Abbey. For it was Shovel, who made burgoo a compulsory breakfast dish in the navy.

Burgoo was said to taste somewhat better with butter, salt, and sugar or syrup. But it never became so popular as buckwheat porridge in Danish or German ships. This was often prepared in so large quantities that left-overs might be eaten later on as cold cubes with hot skimmed milk, or even toast-

ed on the frying-pan together with margarine and rye bread.

Oatmeal porridge could be taken with melted butter or beer, and barley porridge became almost palatable if taken with prunes, raisins and butter; that is if it wasn't so solid that it had to be cut with a knife. Most highly thought of, however, was rice porridge cooked with water and served with syrup. Sugar, cinnamon and canned milk were not used until later on.

The cook was able to produce gruel in no time by adding hot water to the solid porridge, but the crew protested against having a bowl of gruel for a meal. By the way, ordinary barley gruel was called "gafftopsail gruel", whereas a fluid of coarse, decorticated barley grain with syrup, vinegar, and a couple of prunes was termed "terror of the gun deck". The gruel might be somewhat solidified by means of a little pork and a couple of dumplings.

Peas and beans were cooked as accompaniments for the salt dishes. A handful of soda or even a lump of soap accompanied the peas in the pot. That would soften up the food, but it had to be done with care, as it might result in a bad diarrhoea.

"Boiled rice" often accompanied the

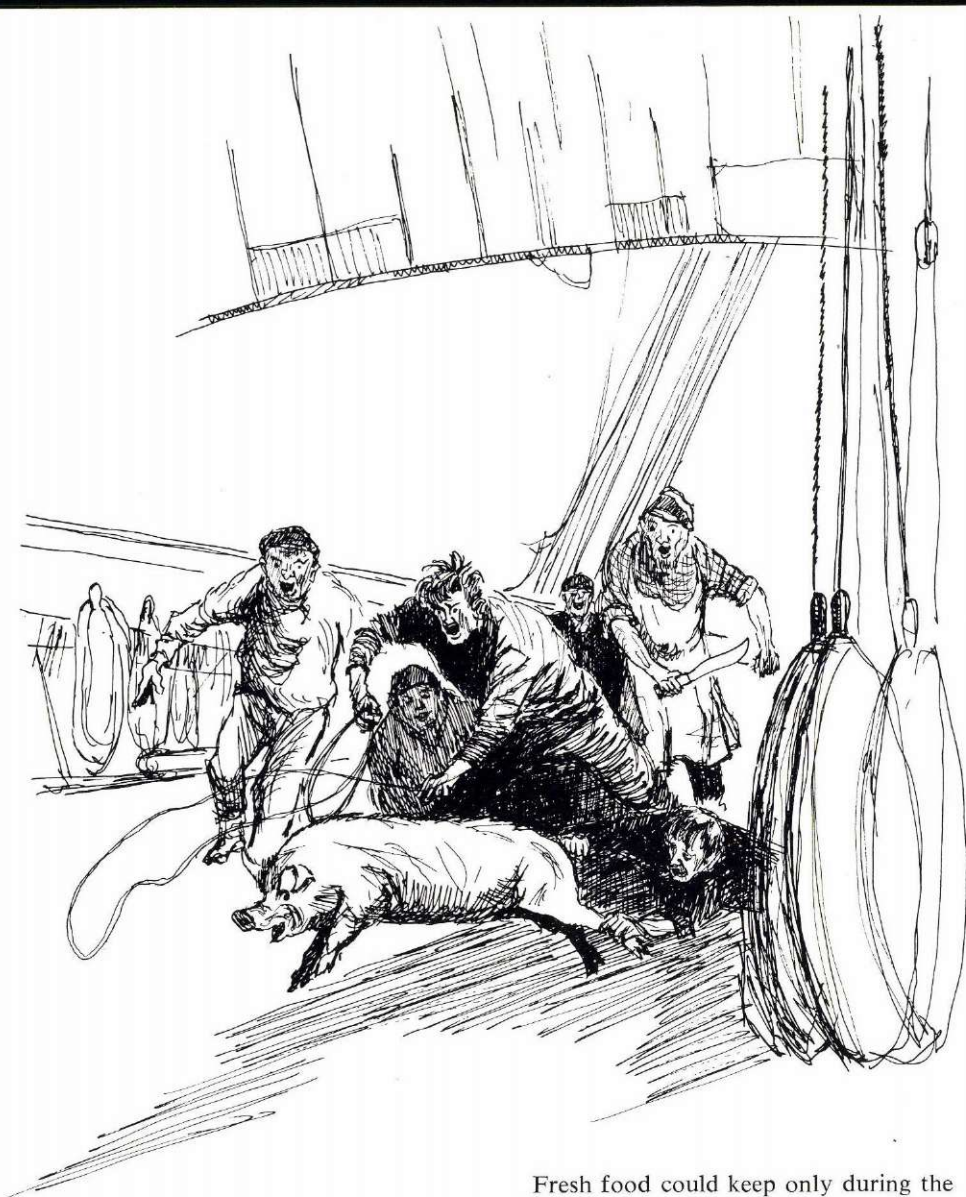
meat on board ships that had to take in supplies in the East. This was done reluctantly as Scandinavian sailors were convinced that rice, whenever used for anything but dear old porridge, was pure poison. You might get blind from that trash, it was maintained – that was before anybody suspected that the deficiency disease beri-beri may be caused by polished rice.

At the beginning of the 1800's sailors took a rather dim view of potatoes, which were regarded as pig-fodder. Also, potatoes were very difficult to keep on board a ship because they would soon sprout and rot. When in the end they became popular, they had to be kept with care in the lifeboat or on top of the ballast sand. Potatoes were healthy, they filled up the stomach, and they had a nice taste when taken with the salted food; so it was considered a great loss when they gave out on long voyages.

Sugared food was highly favoured, so the sugar boxes and syrup casks were closely guarded. Cane sugar was meted



"Go aft if you want to grumble, young man, maybe the skipper will tell you how to make chicken stew of salted meat."



out very carefully – it might be a question of 30 lumps of sugar per person per week – whereas the syrup was used in a great many dishes. Also raisins, currants and prunes were counted carefully and handed over to the cook by the mate.

This enabled the cook to produce the so-called “sweet soup”, cooked on oats or barley and sweetened with syrup and seasoned with a few drops of vinegar. Pancakes would invariably be served with the sweet soup, they consisted of flour, water, a little baking-powder, “galley lard”, or margarine.

Another favourite dish was pudding, especially relished by the British. It consisted of flour, water, “galley lard”, and maybe a bit of ox tallow and some dried fruits. The whole lot was put into a bag and boiled in a water bath, after which it was served with syrup, raisins, prunes, spices, and even lemon or wine sauce.

The time it took to prepare a stodgy pudding was anything between 2 and 12 hours, and the result might be “heavy as a cobble-stone, sticky as pitch, and odorous as tainted tallow”. If you dropped a piece of it on the floor, it would bounce and return elastically on to the plate!

22. Still, it was a highly thought of Sunday dish.

Fresh food could keep only during the first short period of a voyage that might take months. That applied for instance to the loaves of rye bread – politely referred to as “anchor stocks” as they became mouldy very soon; it applied also to the cheese which very soon became a stinking, slushy mess. Only on Dutch whalers, heading for the most northerly latitudes was it possible to distribute five-pound cheeses to everybody. The crew were able to get some fresh food by fishing – mackerel in the North Sea and turtles in the Pacific. They didn’t care for the shark, because the sailors looked upon him as the devil incarnate, and the dolphins jumping before the bow were only caught in the utmost need, as dead sailors were supposed to take up their abode in them, whereas flying fish were always welcomed with thanks when they got caught in the sails and fell on the deck.

On the deck there were also cages with domestic animals brought along to supply fresh delicacies. There might be hens that gave eggs, and on the ships of the East India and West India companies there were even cows, turkeys, and ducks. It was more usual to have a pig on board. It was fed on the waste and left-overs, and it was killed at a suitable time.

– Butter might be brought along even though it went rancid in the butter casks.

In the tropical areas it would melt so that it had to be spread on the bread with a butter brush. When margarine was invented, it replaced the butter, but it was not welcomed by the crew. In the heat, the margarine divided itself into three layers – on top an oily substance, next something that smelt like sour milk, and at the bottom a yellow sediment. In this mass you dipped your biscuits.

Some vegetables might be kept on board. Best suited were carrots and swedes that kept very well in the ballast sand or in a sand box in the lifeboat. Sailors of Marstal found out that kale would keep very well in bottles, and from the Germans they learnt how to make sauerkraut of shredded, pickled cabbage and salt.

Smoked and pickled goods were rare on board, and new preservation methods were of little importance in the diet of the sailing-ships. Meat cubes for soup were known already in the 1760’s when James Cook took along portable soups, called “soup cakes” on his expeditions in the Pacific, but these tasteless, dried soups never gained popularity.

At the beginning of the 1800’s the first tinned food turned up. It was a luxury, so only on Sundays did the cook have to produce ham and chisel to open the large 6-pound tins with colourless shredded meat, denominated “cable yarn”. It was often ground, mixed with pepper, salt, and lots of flour and fried in “galley lard” to form “frikadeller” (meat balls) – three per head. They were hard as bone and tasteless, but there was a bit of gravy with them from the tin – and potatoes were served with them.

It is characteristic of the entire period of sailing-ships that surprisingly little was done in the way of preparing and serving the food. The cook ranked very low on board, and not without reason, as his qualifications were very poor. He had one excuse, at any rate: he was given miserable raw materials to work with. The contents of the meat barrels might have been on several long voyages before, and maybe the Chandler had swindled. The attitude quite openly was that second or third quality was more than good enough for sailors, seen only too distinctly from the famous advertisement that “a load of slightly tainted peas, suitable for use on board ships, sold cheaply”. These peas might very well have been soaked in sea water, but after all that was no reason for throwing them on the scrap-heap.

When judging the ship’s fare of those days one should, however, compare with the situation on land – and seen against that background sailors didn’t seem so badly off after all. The majority of the population were reduced to salted food in winter, spring, and summer until the slaughterings of the autumn. Lack of vitamins in winter was very common even here, and scurvy was far from being unknown in the countryside.

Birger Mikkelsen

A Seafarer's wife voices her opinion



Crew members of a MÆRSK ship watching a TV program based on video cassettes received from home. The photo was taken during the initial trial period when Kongens Nytorv sent out cassettes to a small number of the ships of the MÆRSK fleet.

"I think it is an affront to our seamen when the chairman of the Radio Council, Mr. Jørgen Kleener, suggests that the profit made by the Danish Radio should be spent on establishing a second TV channel or a fourth radio channel.

As long as our sailors have to endure the present totally unacceptable reception conditions, both regarding Radio and TV, all discussion about new programs ought to cease."

This broadside is discharged by Mrs. Doris Damsgaard, living at Rantzausmindevej in Svendborg. Her husband has been serving in the MÆRSK fleet since 1958. Today he is chief engineer of the "REGINA MÆRSK".

"Being married to a MÆRSK officer I know quite a bit about it. As an accompanying wife I have learnt that current information about events on land is in very great demand at sea, one has a great need for mental stimuli, on which to found a fruitful discussion," says Mrs. Damsgaard.

She was among those who welcomed the A. P. Møller initiative to circulate video-tape programs in the ships. Today she is among those who were sad to read about the decision of the Supreme Court, putting a sudden stop to any further distribution of video cassettes from Kongens Nytorv.

"I cannot conceive why some vaguely formulated copyright acts, made before TV existed, should prevent our seamen from watching TV on an equal footing with other citizens.

And what is even harder to understand is that nothing seems to be done about it. Everybody realizes that there is a problem, everybody has given expression to great goodwill – and there

the matter rests. For despite any goodwill the fact is that there will be no TV on board.

"Is it just that the intellectual life of this group of the population working for months far away from home to bring in foreign currency for the slender Danish Treasury, should content themselves with low-quality westerns?" she asks.

Mrs. Damsgaard has been asking for a long time, but without ever getting an acceptable reply. During the recent election campaign she brought up her question once more. There was no reaction. That is why she has reached the point when she has got tired of asking and has taken action instead. This came about in the following way:

At the beginning of 1976 a number of seamen's wives of the Svendborg area took the initiative for the formation of an association of seamen's wives. From the very beginning this was extremely successful. Today they count more than 100 members, and sister organizations have sprung up in several other parts of the country.

"The establishing of our association also resulted in the airing of many of the questions that engage seamen's wives. At our initial meeting 74 concrete pro-

posals were made about problems that we ought to tackle. One of them dealt with TV cassettes," says Mrs. Damsgaard.

"Since then the matter has been speeded up, and when this issue of MÆRSK POST is at hand, the first program will probably have been distributed.

Together with one of the local banks and a local video company we have started producing the first programs on a trial basis; they will deal with economy and family budgeting for a sailor's family.

These programs will be based on a number of study circles arranged at the bank in question. They will be recorded and later edited to comprise two or three cassettes.

We intend to send these tape cassettes, together with written material used by our study circles at home to our husbands. This will enable them to take part in the circles almost on an equal footing with us," says Mrs. Damsgaard.

The production from Svendborg is still in the initial stage, and it will hardly develop into a local BBC or DR.

"That doesn't bother us very much. What matters is that, besides producing something that may be distributed, the initiative from Svendborg also serves as a kind of provocation.

Most important of all is that somebody gets started right now. Whether it is done by us, the shipping companies, or Danmark's Radio does not matter very much, as long as something is done. Considering the fact that the technical possibilities have been there for a long time you cannot in decency allow legal subtleties or political trickery to protract the matter for years. That is just too bad!" says Doris Damsgaard.



News from the Yard, by J. Hellesøe

Triplets once more



The three sponsors, from the left: Signora Teresa Castellano, Mrs. Vera Bruun Rasmussen, and Madame Catherine Maillotte.

On February 4th another triplet naming ceremony was staged at the Lindø Yard. The three ships, building numbers 508, 509, and 510, were the last three of 6 anchor-handling tugs for the MÆRSK fleet, and the names were: "MÆRSK BLOWER", "MÆRSK BOULDER" and "MÆRSK BREAKER".

The three sponsors were:

"MÆRSK BLOWER"

Madame Catherine Maillotte, wife of Chartering Manager D. Maillotte, Elf Norge A/S, Stavanger, with whom the A. P. Møller Shipping Companies have close co-operation.

"MÆRSK BOULDER"

Mrs. Vera Bruun Rasmussen, wife of Mr. Arne Bruun Rasmussen, owner of Arne Bruun Rasmussen's establishment for sales of art in Copenhagen.

"MÆRSK BREAKER"

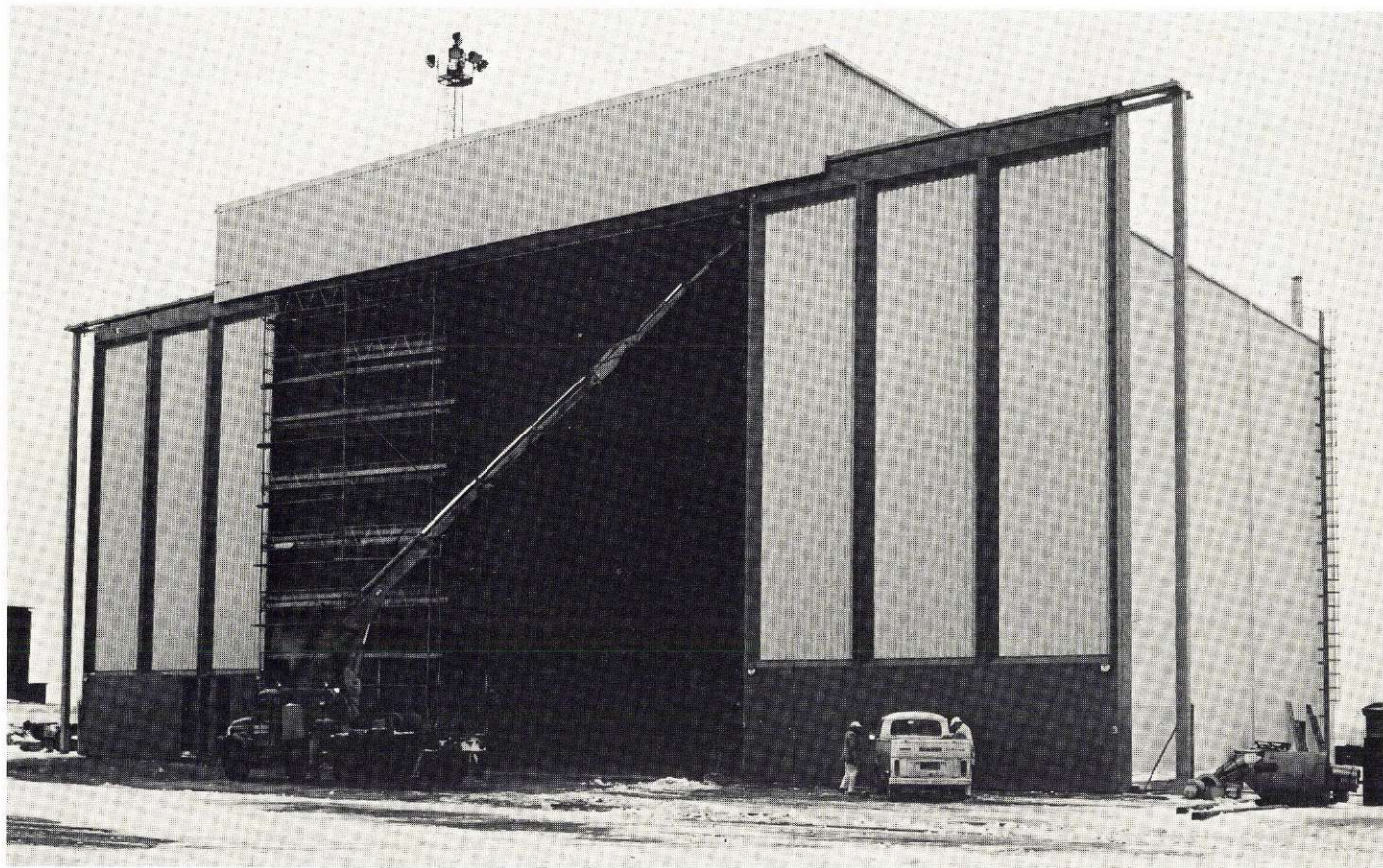
Signora Teresa Castellano, wife of Mr. L. Castellano, Chartering Manager of the great Italian offshore construction firm, Micoperi SpA Construction, which has recently chartered a couple of Maersk Offshore's big barges.

The ships are dimensioned for worldwide service and they have a radius of action

of 6,500 nautical miles. The ships have a length of 45.70 metres, a breadth of 12.00 metres, and a draught of 4.60 metres. The engine power of about 10,500 IHP provides a bollard pull of about 100 tons, and the speed is over 15 knots. Anchor-handling operations can take place on depths of several hundred metres. Each ship can accommodate 12 crew members in single cabins.



The »first-born« of the new triplets, »MÆRSK BLOWER«, shortly before the naming.



New paint-spray drying shed

The press called it »the world's largest oven«.

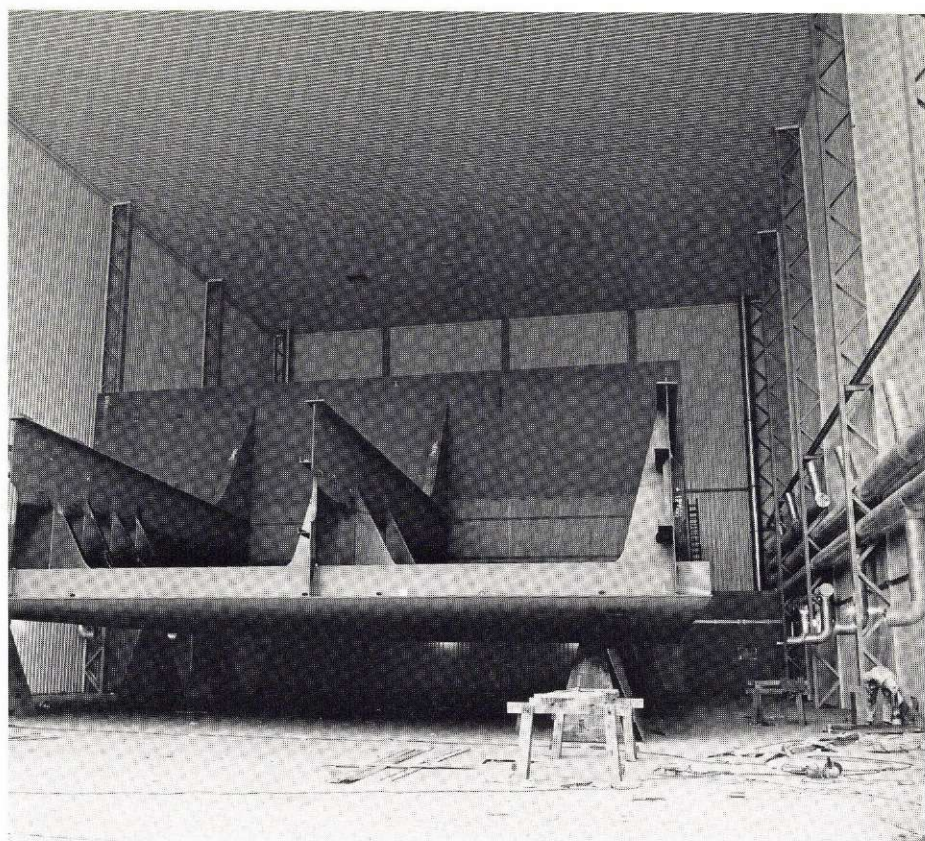
In view of the great increase in the amount of painting caused by the switch-over to new and smaller types of ships, the Yard decided, during the spring of 1976, to increase the capacity of the paint-spraying sheds by putting up a new 1,000 m² shed for the final drying of steel sections.

After surface treatment in the paint-spraying sheds the sections are taken to the new shed, where they are "baked" for about 8 hours at a constant temperature of 60° C.

The Yard participated on an equal footing with other firms when the delivery of steel-structures for the shed was put out to tender and, being the lowest tenderer, was assigned this part of the construction work.

Regarding employment this did not mean a great change to the Yard, but it was encouraging, of course, to learn that we were competitive also outside our traditional sphere of activity, the more so as the Yard is now aiming at steel structures for non-shipping purposes.

The time limit for the construction work was kept, so the new shed could be put into service on December 1st, 1976, and it is now in full swing.





Dirch Passer took the lead in the horse-play. He is seen here in a sketch together with Lone Helmer, the actress.

Mr. Ole Schmidt conducted the Radio Variety Orchestra in the Munkebo Hall on December 5th, 1976.



Culture flourishes at Munkebo

One out of five inhabitants of Munkebo is a member of the local cultural society.

Munkebo experiences no difficulties in drawing people to social gatherings, least of all to cultural arrangements.

The Munkebo Cultural Society is barely two years old, and it set out with about 700 members. At the beginning of the second season the membership had risen to about 900. That is just about what the large Munkebo Hall can house, when leaving space enough for the artists, either on a stage or a bandstand.

The 1976-77 season, which has just come to a close, included a couple of the greatest Danish theatrical successes. For

the opening night the Society engaged the Holstebro Variety Show headed by Dirch Passer. Later during the season the audience were given excerpts from one of the latest triumphs of the Royal Theatre. The Society had succeeded, through co-operation with the Danish Radio, in persuading the leading actors and singers from the "Fledermaus" to come to Munkebo with selections from this popular operetta. The royal singers were "backed up" by nothing less than the augmented Radio Variety Orchestra (60 musicians), conducted by Ole Schmidt. The concert was later broadcast on the Third Program.

The purpose of the third event of the season was to have members entertain each other. On this occasion a band of nine delivered the music for the Society's traditional New Year's dance in the gaily decorated Munkebo Hall.

The last trump of the Society was an evening with readings by Jørgen Reenberg, the actor, and with musical entertainment by the Neumann trio.

Bubbling with initiative the Cultural Society is already planning its third season. It certainly has something to live up to.

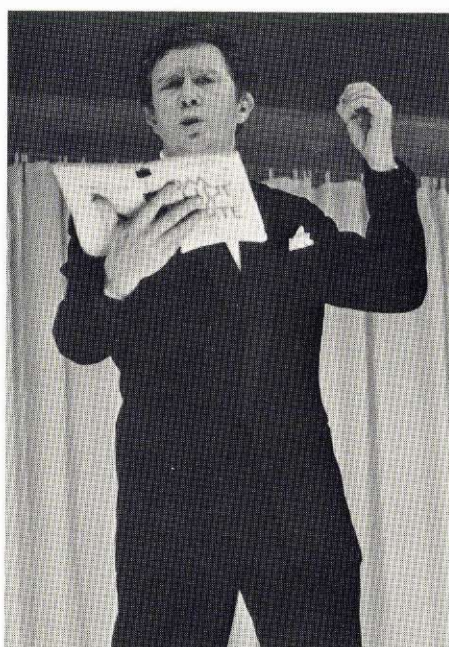
Jørgen Petersen



All Danish listeners had the opportunity to hear a relay of this performance of the »Fledermaus« in the Munkebo Hall.



*The royal artists relaxing during a break in the concert.
From the left: Edith Brodersen, Ib Hansen, and Tove Hyldgaard.*



The actor, Jørgen Reenberg, reciting »Hannibals Træsko« during the last arrangement of the season.

The Neumann Trio contributed to the finale festivities at the close of the second season.



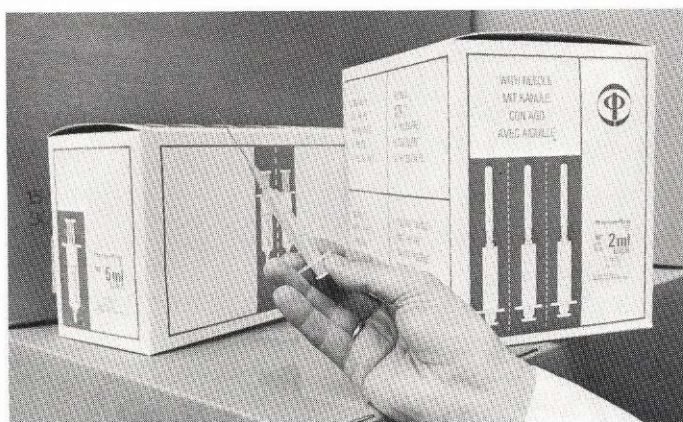


News from Pharma-Plast, by Vicki Stene.

First aid for Romania

As part of the national and private aid for victims of the earthquake catastrophe in Romania the A. P. Møller-owned company PHARMA-PLAST has donated 20,000 medical disposable 2-ml syringes for use in the very extensive vaccinations carried out among those hit by the catastrophe.

The Romanian Embassy in Copenhagen was also notified by PHARMA-PLAST that the firm was prepared to supply further quantities of syringes as occasion might require.



Romeo and Juliet

The love affair of two pigeons, named Romeo and Juliet, dealt with in the February issue of MÆRSK POST, has come to a happy ending.

After an 80,000-mile cruise on board m. s. "BRIGIT MÆRSK", starting way back in the summer of 1976 in the English Channel, they disembarked in Japan together with their "keeper", Radio Officer Robert D. Twist, who was going home for leave. With him on the plane were his Norwegian wife Astrid plus the two lovers, and the foursome landed in Dublin en route for the home of the Twists.

At the very last moment it seemed that various fowl pest regulations might prevent the pigeons from entering their

home country. Mr. Twist spent several hours dashing about in taxis between the Ministry of Agriculture and the British Embassy, and it looked very much as if the pigeons would have to have their necks wrung.

Finally, however, through the interference of the Royal Pigeon Racing Association, a special 35-day quarantine was arranged for them, and it thus seems that the pigeons have avoided sharing the fate of their Shakespearian namesakes.

The photo was taken on board the "BRIGIT MÆRSK" and shows Romeo attacking a suspected rival, Radio Officer Robert Twist.

My first glimpse of Katrine left an imprint on my mind of yellow and red. Later on this was to develop into an affair lasting more than two and a half years.

Lest my wife should get worried I hasten to add that Katrine is a ship, her full name being "KATRINE MÆRSK".

Our next meeting marked the beginning of a busy but interesting period; we were to get well acquainted between the dates of her birth and her naming. This was a busy but fascinating time, and little by little it was instilled into my mind that this was "my ship". Katrine was given her make-up and all her outer trappings, the scaffolding was taken away, and finally she was ready for the name-giving ceremony.

When a ship is named, champagne or orange juice may be used, it doesn't really matter which. But there is something impressive about what lies ahead of the naming, the many hours of work, the amount of know-how and technique. It is a dream that has come true and that, in my opinion, calls for champagne.

Before long Katrine is ready to say good-bye to the Yard. Tiny tugs have moved alongside as if they were seeking shelter; and then suddenly the navel string is broken, and she is a self-contained unit.

The tugs tow her in a somewhat undignified manner, backwards through the harbour basin into deeper water. And all of a sudden her big heart begins to beat. The trial run has started.

A trial run is not a luxury trip. An accommodation normally intended for about 40 crew members will have to take 200 during this voyage. Tests are being made day and night, and every piece of automation must be adjusted minutely. Every now and again somebody wants just to demonstrate this or that, and you need all the time you can get to acquaint yourself with the engine which you will finally take over. When at length you hit the hay you will drop off right away, but if the rhythm of Katrine's heart changes just a little bit, you instantly wake up. What are they trying to do now?

Ten to twelve days pass in this way, and at long last we enter the roads of Elsinore. Now the final adjustments will be made. This takes a couple of days, and we are ready for the take-over ceremony which will be at 1600 hours. A few words are expressed by the representatives of the Yard and of the Shipping Company, there is a change of flag, the champagne glasses are emptied, and now it is "our ship".

Down below, in the engine control-room, there was a crowd of men not long ago, and now a lonesome 3rd engineer is looking a little nervously around. He is in charge now, he is no longer a spectator with no responsibility.

The evening is spent moving in and getting the worst mess off your hands. The crew have come onboard; they



A separation

By Helge Robert Petersen

Drawing: Einar Siberg

queue up to get their bedding and other equipment, so the chief steward is busy.

The next morning we weigh anchor, and we glide slowly past Kronborg. I really think they ought to salute us, after all we are big, nationally and internationally. Even the large American supercarriers are not so big. But Kronborg is dozing in the rays of the rising sun, and I suppose that Holger Danske is not awake.

The pilots disembark, and we round the Skaw reef; and now the moment comes when all our 36,600 h.p. are to be unleashed.

Slowly we are gathering speed, and with every notch we listen, check and calculate. Finally we reach our maximum number of revolutions. Katrine is vibrating; but the engine works perfectly, and now we are going to check every bit of machinery in the engine-room, put up minor supports, and improve the strap-pings. A maiden voyage is a busy time.

New voyages follow, Katrine's behaviour is that of a real lady. She has a steady rhythm, and she earns a reputation

for being a dependable ship that just goes on sailing.

Two years have elapsed, and Katrine is in for her guarantee docking. The fowling has become pretty bad, because for want of freights, we have been idle during a couple of periods and lying idle in the Persian Gulf is not exactly salutary for a ship's hull. In the dock big black barnacles are removed together with long green grass, and Katrine is reburnished.

Katrine is at sea once again, moving steadily and quietly as usual; and now her speed is as it used to be, that is when the charterer wishes so.

..... and now we are to be separated!

In a couple of weeks, no days, we are going to say good-bye at Rotterdam, as I am returning home for a course and for a new ship. It is rather sad to say good-bye. Even though a new ship will always be an exciting challenge, there is something special about a ship which you have got to know so well as I know Katrine.

I wish you happy days for yourself 29 and your crew, and bon voyage, Katrine!

PERSONALIA

KONGENS NYTORV



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2

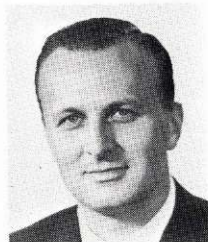
25 Years Anniversary

1. Kurt Larsen
July 7th
2. Ulla Solivellas
July 15th

ORG. ABROAD



1

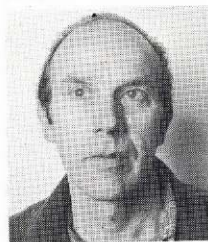


2

25 Years Anniversary

1. Thomas Overgaard Larsen
New York
June 7th
2. Ole Carøe, New York
August 1st

BUKH



1



2

25 Years Anniversary

1. Borchers Petersen
May 19th
2. Harry Jensen
June 9th

THE MÆRSK FLEET



1



2



3



4



5



6



7

25 Years Anniversary

1. Captain Christian Mortensen
May 1st
2. Chief Engineer
Einar Moody Simonsen
May 10th
3. Chief Engineer
Bernhard Michael Joensen
July 1st
4. Captain Svein Sørensen
July 1st
5. Captain Einar Adolf Stengaard
July 7th
6. Captain Ole Højberg
July 15th
7. Chief Engineer
Aage Viggo Sinclair Andersen
July 16th



8

Retirement

8. Captain Arne Hansen
July 1st

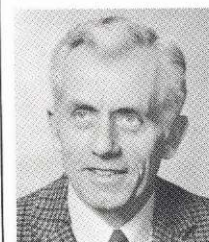
ROULUND



1



2



3

25 Years Anniversary

1. Kaj Edvard Madsen
June 8th
2. Svend Aage Andersen
June 14th
3. Villy Pedersen
July 25th

ROSTI



1

Retirement

1. Ejner Larsen
July 1st

THE YARD



1



2



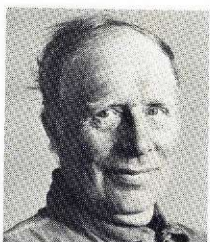
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40 Years Anniversary

1. Ernst Carlo Rask (L)
June 10th
2. Jens Marius Rasmussen (L)
June 17th
3. Niels Børge Jensen (O)
July 1st



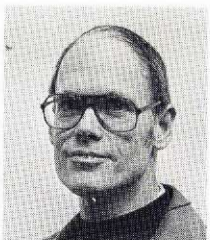
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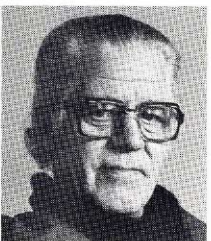
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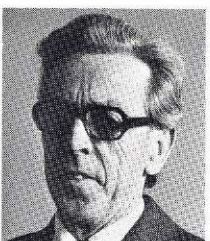
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10



11



12



13

25 Years Anniversary

4. Einar Jørgensen (O)
May 1st
5. Villy Chr. F. Olsen (O)
May 13th
6. K. Heinsen (O)
May 15th
7. Knud Rasmussen (L)
May 20th
8. Leo Søgård (O)
May 27th
9. Villy Balle Eriksen (O)
May 28th
10. Lauritz Nissen Andersen (L)
June 10th
11. Tage H. Søjdis (L)
June 20th
12. Niels Unger (L)
July 1st
13. Knud Andersen (L)
August 5th

DISA



1



2

40 Years Anniversary

1. P. Strøbech (Herlev)
July 1st
2. Erik Lyng (Slangerup)
August 11th

Obituary

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



One of Moller Steamship Company's trusted staff members, Vice President William C. McKay, passed away suddenly on March 2nd. Mr. McKay celebrated his 25th anniversary on June 23rd, 1972, and employees in the offices at Kongens Nytorv and abroad and members of ships' crews who have had close co-operation with Mr. McKay, will miss him as a friend and colleague.

Carlo Eigil Nielsen, Lindø
December 27th

Motorman Arne Flemming
Jørgensen, ex. »Gjertrud Mærsk«
January 24th

Aksel Reimer Christiansen, Lindø
February 6th

Frederik Egon Andersen, Lindø
March 15th

Axel-Johan Trolle, Maersk Air,
April 17th

