MÆRSK
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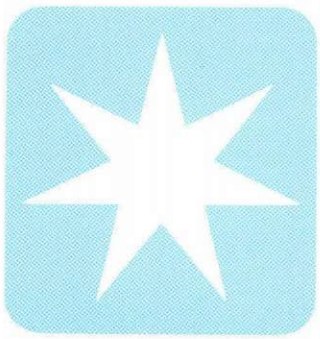

MÆRSK

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Front page:
A. P. Møller has taken delivery of No. 4 in a series of product-carriers from Odense-Lindo, m.t. "NICOLINE MÆRSK".
The photograph was taken during the trial run in late September.
Photo by Torkild Balslev.

Volume 17. No. 4
December 1978

The world of today necessitates thorough knowledge of and close connections with the countries that are included in our sailing-schedules, and with whom we have business relations. A. P. Møller has therefore, particularly during recent years, established a number of offices abroad to look after our interests, partly with regard to agency and business matters, partly providing contact and representation for us in these countries.

Today we have altogether 29 shipping offices abroad, besides 9 owner's representatives. These offices employ a total staff of about 1,400 people.

Our own offices enjoy the great advantage of being able to concentrate on and devote their full attention to our interests and their own; and the offices may be so organized as to attain uniform and efficient procedures within the fields of sales as well as of operation and administration.

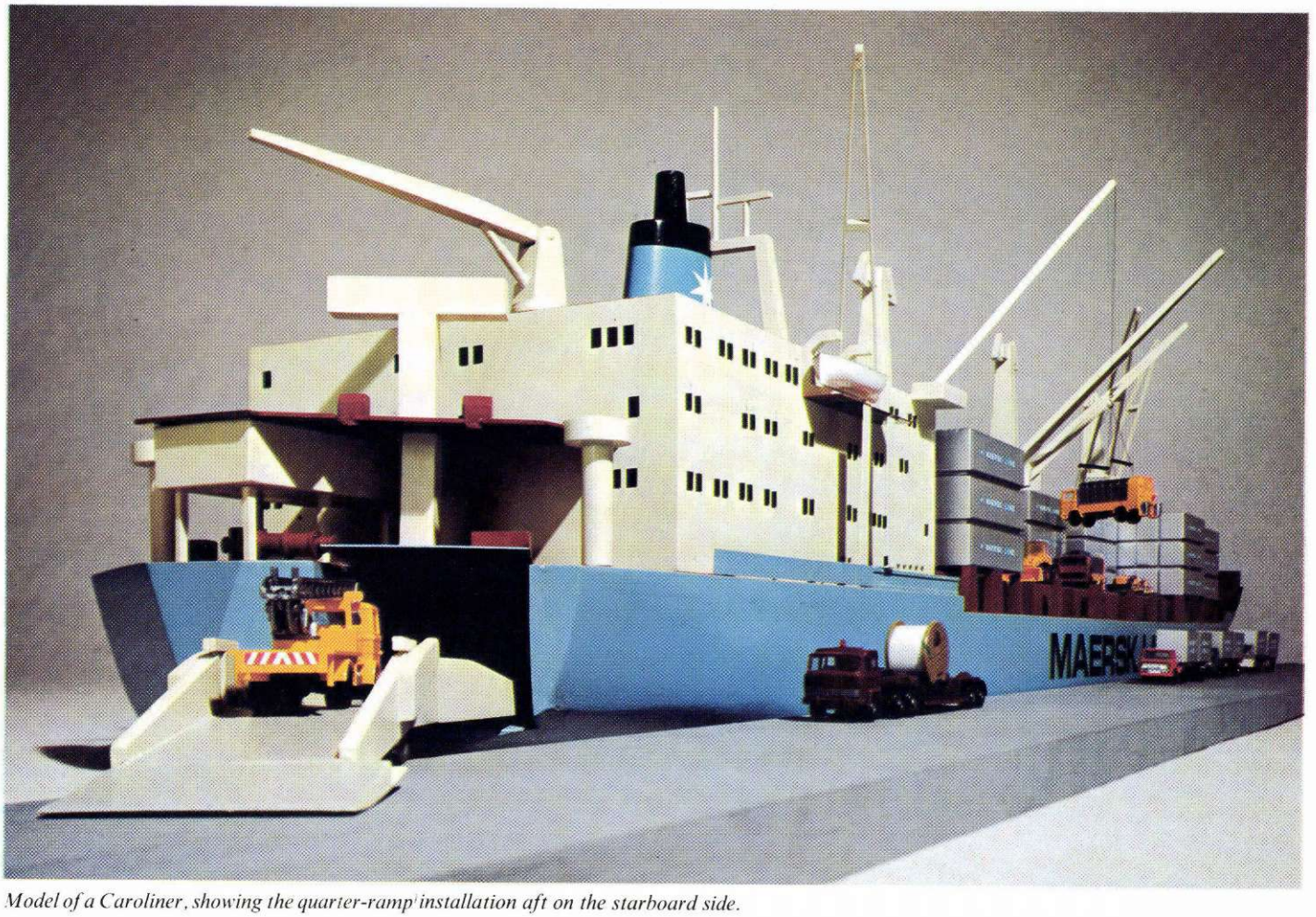
Experience has given us to understand that the correlation between Kongens Nytorv and the offices abroad has developed in a positive way, making the latter an indispensable factor in the daily routine of our shipping companies.

The latest offshoot of the stem, Maersk do Brasil in Rio de Janeiro, is a good example of how important it is to be represented where we carry on business. Through the competent management of the Rio office it has been possible to establish contacts and carry through new and considerable business enterprises in a country with which we have had connections during many years. Our offshore activities in Brazil have formed a solid basis on which to found further initiative. New opportunities will not come easily; but thanks to the Rio office we shall be able to watch the markets closely, keeping ready, at any given time, to give further service to our customers.

We are happy and proud of this extension of our activities in the dynamic country of Brazil.

Also, we are happy and proud, on the whole, of the considerable efforts made by our offices abroad.

MÆRSK MC-KINNEY MØLLER



Model of a Caroliner, showing the quarter-ramp installation aft on the starboard side.

The Caroliners

On June 1st, 1976, a committee was set up, with the object of ascertaining which type of ship might be considered favourable with a view to replacing some of the older units on the A. P. Møller liner service net.

With the assistance of the overseas offices and expert help from Kongens Nytorv sources it was possible to present, on September 15th the same year, a final report concluding in a recommendation to build some large dry-cargo vessels. With the recommendation a rough draft of the proposed ship was submitted, stating the main particulars and the requirements with regard to cargo facilities.

After thorough consideration it was decided to order six ships of this type, and the order was placed with the Odense Steel Shipyard at the beginning of 1977. But prior to this, intensive negotiations between owners and yard had taken place, so the Christmas preparations of that particular year were solely in the hands of the relatives of those who formed the special work-team, hiding away on the 17th floor of the Penta Hotel to be able to work in peace.

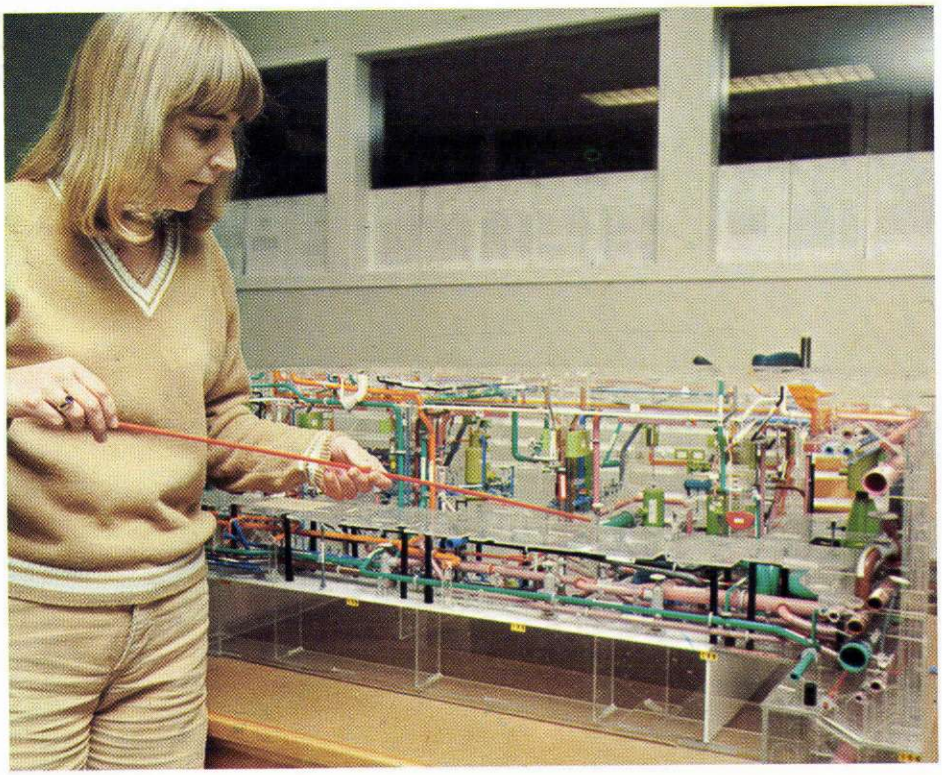
The project contained in the report of September 15th had now been supplemented by a detailed building specification and a fully prepared general arrangement, reflecting the requirements, plans, and calculations on which the project was based.

The ships, or rather the type of ship, had even been given a name; the Odense Yard termed it "Caroliner", a very descriptive name, as this was really a "multi-purpose" ship for **CA**rgo, **RO**ll-on roll-off and **LINER** service. Now, let us have a close look at the ship and its applications.

The over-all length of the ship is 598 feet (182.3 metres), as restrictions in certain areas set the limit at 600 feet. A breadth of 90 feet (27.43 metres) allows for a twin hatch arrangement, which makes it possible to stow 2 × 4 containers between the hatch coamings in hatches nos. 2, 3, and 4. The breadth of the ship enables the stowing on the hatch covers of altogether 11 containers from side to side. The length of hatches is also adapted to container modules, in the way that hatch no. 1 – with a length of 20.2 metres – corresponds to one 40-foot and one twenty-foot container, hatches 2 and 3, each of 25.7 metres, equal two forty-foot containers, and hatch 4 of 12.8 metres equals one 40-foot container. The depth moulded, of 16.5 metres, is also based on container modules, allowing for the stowing of six containers, 8′-6″ high, between the tank top and the hatch covers of the weather deck.

Judging by the main dimensions of the ship, all based on multiples of standard 40-foot and 20-foot containers, it looks as if we are talking of a containership; and, actually, this is the case if we so wish. A total of about 900 twenty-foot units may be stowed on board.

But, all cargo is not containers today, or tomorrow. Items such as steel in lengths or in coils can easily be stowed in the practically rectangular holds, the sides of which are made vertical for the benefit of non-containerized cargoes. More than 1,000 lashing-plates, mounted everywhere on bulkheads and decks, permit safe and efficient lashing of the cargo. Considering special ro-ro cargo and conditions prevailing in for example ports in the APG area, a quarter ramp is installed aft. This ramp can accommodate containers on trailers, allowing for



The engine-room model mentioned in the text. It is so exact that the blueprints for example for the pipe workshop may be based on this model.

an axle-load of 40 tons. The oblique position aft of the ramp allows it to be used both when the ship is moored alongside and at the stern. Water levels differing up to 5 metres present no problems to the 29 m. long and 6 m. broad quarter ramp, which is tripartite and able to adapt its gradient automatically to any change of the water level.

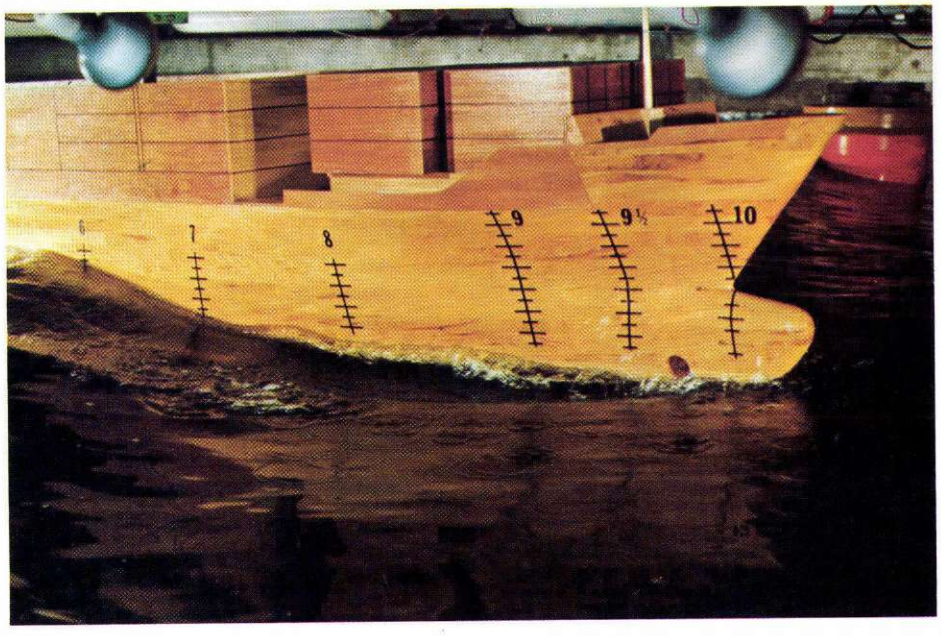
The quarter ramp serves the upper tween-deck, also termed the trailer deck, which can accommodate trailers in 8 lanes, each with a breadth of 2.5 metres, corresponding to a total of 900 trailer metres. Naturally, this deck is specially reinforced to cope with the axle-loads of the vehicles. The headroom of this deck is 14 feet – 4.27 m. – which will allow the free passage of highway trailers.

The lower tweendeck, which has a headroom of 3.95 metres, is equipped, like the trailer deck, with so many hatch covers, that may be opened and closed in a very large number of combinations, as to afford really great flexibility in the stowage of cargoes.

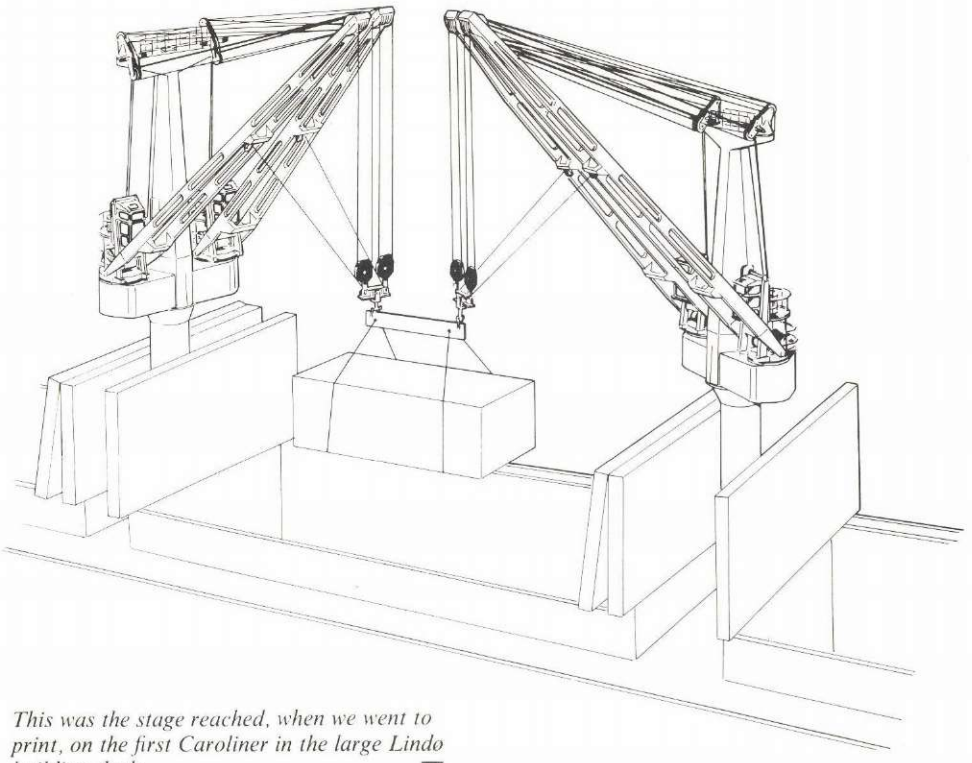
The cargo-handling equipment consists of 6 heavy cranes, placed in pairs between the hatches. Each pair is mounted on the same foundation, and these twin cranes may work separately, or synchronized in the way that one crane acts as master crane, and the other takes its orders, so to speak. The foremost set of cranes has a capacity of 2 × 16 tons, and the other two sets of each 2 × 30 tons, which means that the ships may also be termed heavy-lift ships. The drawing illustrates a combined 120 tons lift.

The main engine is a 7-cyl. Sulzer diesel, type 7RND 76 M, with a max. development of 15,960 BHP. Through a 90% yield the ship will reach a trial speed of 18.5 knots. Elaborate speed tests with 6-metre long models in the NPL test tank in London have confirmed the speed calculations.

In order to secure unimpeded access to the trailer deck via the quarter ramp, it was absolutely necessary that the engine-room casing, which cut through the trailer deck, be made as narrow as possible, without, however, obstructing movements in the engine room. Valuable help in the assessment of space was secured through a large engine room model, scale 1 to 15. Within the last decade



A couple of photograhs taken during the tests of seaworthiness. The model is subjected to artifically created waves in the test tank at Skibsteknisk Laboratorium, Lundtofte.



The deck cranes, placed in twos on the same foundation. They are able to serve the hatches individually or, as in this example, work as twin cranes, together with another set of twin-cranes providing a total lift of 120 tons for hatch 3.

it has become customary for the Yard to build such models, even though the price is about 400,000 kroner. The model is so exact that the blueprints for example for the pipe workshop may be based on it.

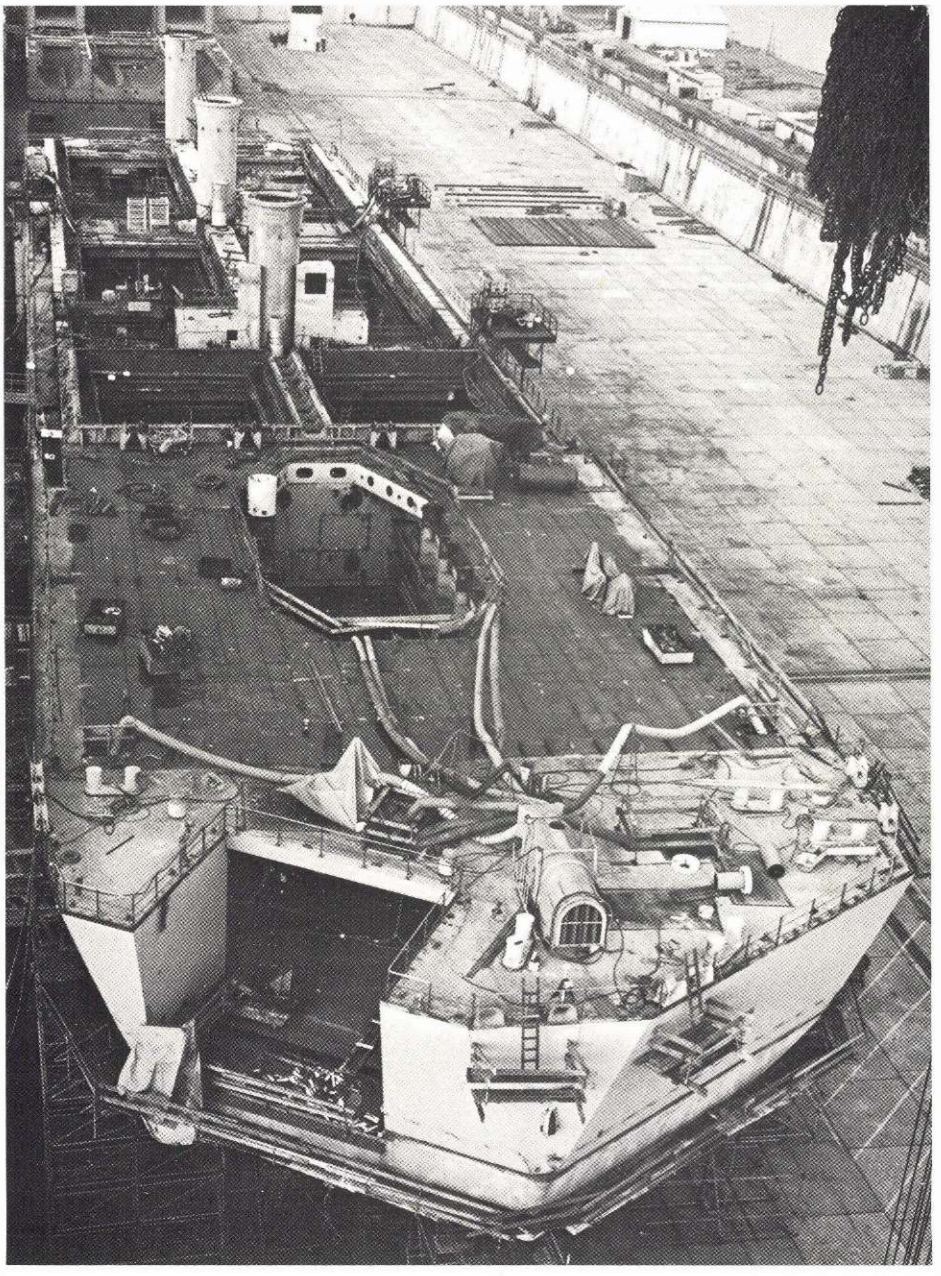
The accommodation is certainly the part of the ship that required the greatest number of hours to plan in detail. According to the building specification the Yard is expected to build a 1:1 scale model of a cabin representing crew and officers. Such a cabin was built in the joiners' workshop in the attic at Lindø, and against a background of noise from band-saws and planing-machines representatives of yard and shipowners changed the colours of bulkheads, moved furniture around, tried countless lamps, discussed types of ceiling, window recesses, carpets, water taps, hat-pegs, etc. This work was carried out while colleagues rushed off to Genoa to have a demonstration, on a ship only in port for a few hours, of a quarter ramp that might be the right thing for our purpose.

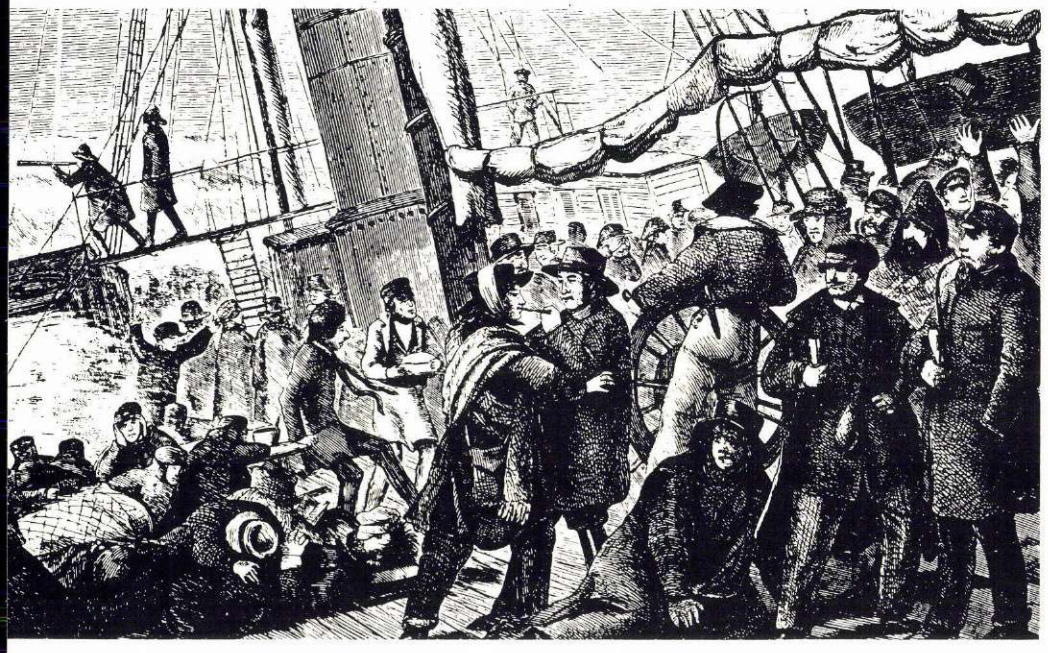
The trip to Genoa obstructed the week's schedule, because a demonstration of cranes had been planned at Hägglund's in Northern Sweden; however, by consulting a list of European air connections even this demonstration was crammed into the agenda. There was even time left over to discuss details at Mc Gregor's head-office in Paris of the quarter-ramp just inspected at Genoa, and to make an agreement in principle about the hatch covers for the ships.

At the Skibsteknisk Laboratoium, Lundtofte, a series of tests regarding seaworthiness were carried out. Waves were created in the trial tank corresponding to towering waves in the Pacific, the movements of the model were recorded by sensitive instruments, and cine-films were taken at five times normal speed so as to permit thorough studies afterwards in order to establish exactly where the waves would wash over the ship. This method eased any decisions that had to be made regarding changes in the shape of the above-water part of the hull.

At Sulzer's in Winterthur, Switzerland, work has been going on at high pressure to have the main engines tested and sent to Odense in time, the deadline for the first engine being early November. During the first quarter of next year the first Caroliner will be ready for trial run and delivery. Thereafter the ships will be delivered one by one, with intervals of a few months. *Arne Jorgensen*

This was the stage reached, when we went to print, on the first Caroliner in the large Lindo building-dock. ▼





The Danish emigrant ship "Hekla" in a North Sea gale. Sketch by Vilhelm Rosenstand.

The transatlantic passenger liner

Within the last twenty years or so a great number of the world's trade routes and ports have entered a new era in ocean transportation, both afloat and ashore. Where once the 10,000-ton cargo ship and the handy-size tanker were the norms, we are now in a shipping-world heavily populated by mammoth tankers, large bulkers, high-speed containerships, RO-RO's, L.P.G., and L.N.G. carriers, to name some types. The systems used to guide the flow of ships and cargo have radically changed as well. Maersk Line has been in the center of this revolution. Many of the intricacies of the new systems are hidden behind navigation and engine room consoles, under turbine casings, and within computer banks. Much of the dry cargo is handled and hidden from view within a 20′ or 40′ container.

All of this gives one pause for thought. Where will it all lead to, and what will be the peak of development? It is difficult to predict.

There is, however, one specific ship type which, it is safe to say, has already reached its peak – – the scheduled transatlantic passenger liner. There are no technical barriers today as to increase of speed or size. The only barrier, as in all shipping ventures, is economic, and barring political or personal reasons this is the sole criterion.

Reduction in the once great waves of emigration and the introduction of the high speed/capacity aircraft spelled doom for the grand transatlantic liners. Occasionally you will find a cruise liner making a passage, but this passenger route is to all intents and purposes, dead.

Having said this, it should be pointed out that many of shipping's greatest technical inventions and innovations came from the design and operation of these ships. When examining the particulars of these ships it is very interesting, but misleading, to compare the tonnages, lengths, and speeds, with our modern containerships, cargo liners, or tankers.

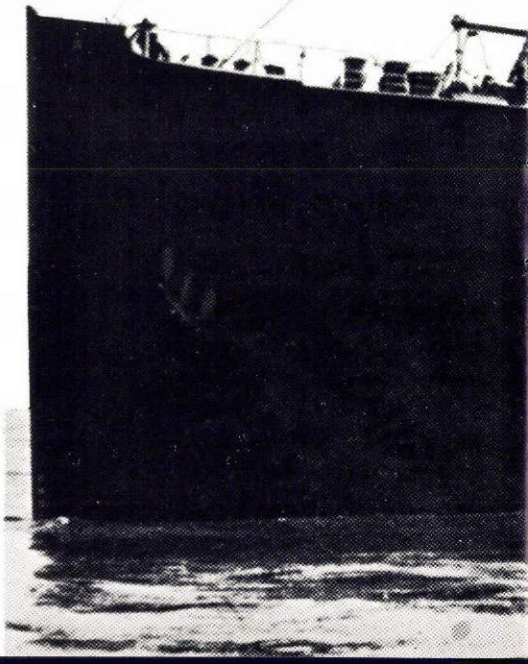
The "Pennsylvania", 14 knots, had a gross tonnage of 12,261; however, she was built in 1897, carried 2,340 passengers, and had 8 cranes and 14 derricks serving a large cargo capacity under 8 hatches.

The "Great Eastern" had a length (B.P.) of 680′; but she was built in 1860 and was driven by both paddles and a propeller (and had 5 funnels).

The "Mauretania" of 1907 could easily maintain 25 knots, but only with a "black gang" of hundreds of Liverpool Irish stokers and trimmers, hand shoveling up to 1,000 tons of coal daily into her furnaces. She had 192 furnaces. She was known as "The Grand Old Lady of the Atlantic", and held the Atlantic speed record, unchallenged, for over 20 years. Built just 70 years ago her 68,000 H.P. turbines drove her faster as she aged. In 1929, after losing the speed record to newer tonnage, she touched 30.5 knots, and once, going to a ship in distress in heavy seas, she made 29 knots. The "Mauretania" was probably the greatest sentimental favorite of all, and her career is loaded with legends.

All of this reminds one of the old saying: "There is nothing new under the sun". Many peaks of development were reached in the old days without the technology we have today, but with a prodigious amount of thought, ingenuity, and labor.

With some exceptions the hulls of these ships were almost entirely filled with



furnaces, boilers, engines, bunkers, passenger spaces, and service areas. The earlier passenger accommodations could be compared to a cake, with the greater part filled with low fare or austerity emigrant spaces, and the "rich icing" on the upper decks. Passengers in those days had to have a good deal of time and/or money. In the case of emigrants it meant cutting off all home ties and starting an entirely new life in America.

The German liner, "Kaiser Wilhelm II", built 1903, 19,361 GRT. Together with 3 similar consorts she made up the express fleet of Nord Deutscher Lloyd after the turn of the century. She could accommodate 1,900 passengers, and for her time her speed of 23 knots was considerable. She was seized by the USA in 1917 and finally scrapped at Baltimore in 1940.

19th century emigration

Looking over the years of transatlantic passenger operation it is difficult to choose a typical or representative steamer. Examples may be given though. In the 1860's a wooden-hulled paddler of say 1,000/2,000 tons with a single tall black funnel and minute superstructure, might leave Naples, Le Havre, Hamburg, Liverpool, Copenhagen, or Cobh, with a few hundred emigrants plus a sprinkling of cabin passengers, for New York.

The ship would likely be clipper-stemmed with a full suit of sails to assist the engines in favorable winds. Compared to the small horsepower produced, engine rooms were huge caverns of iron and brass machinery.

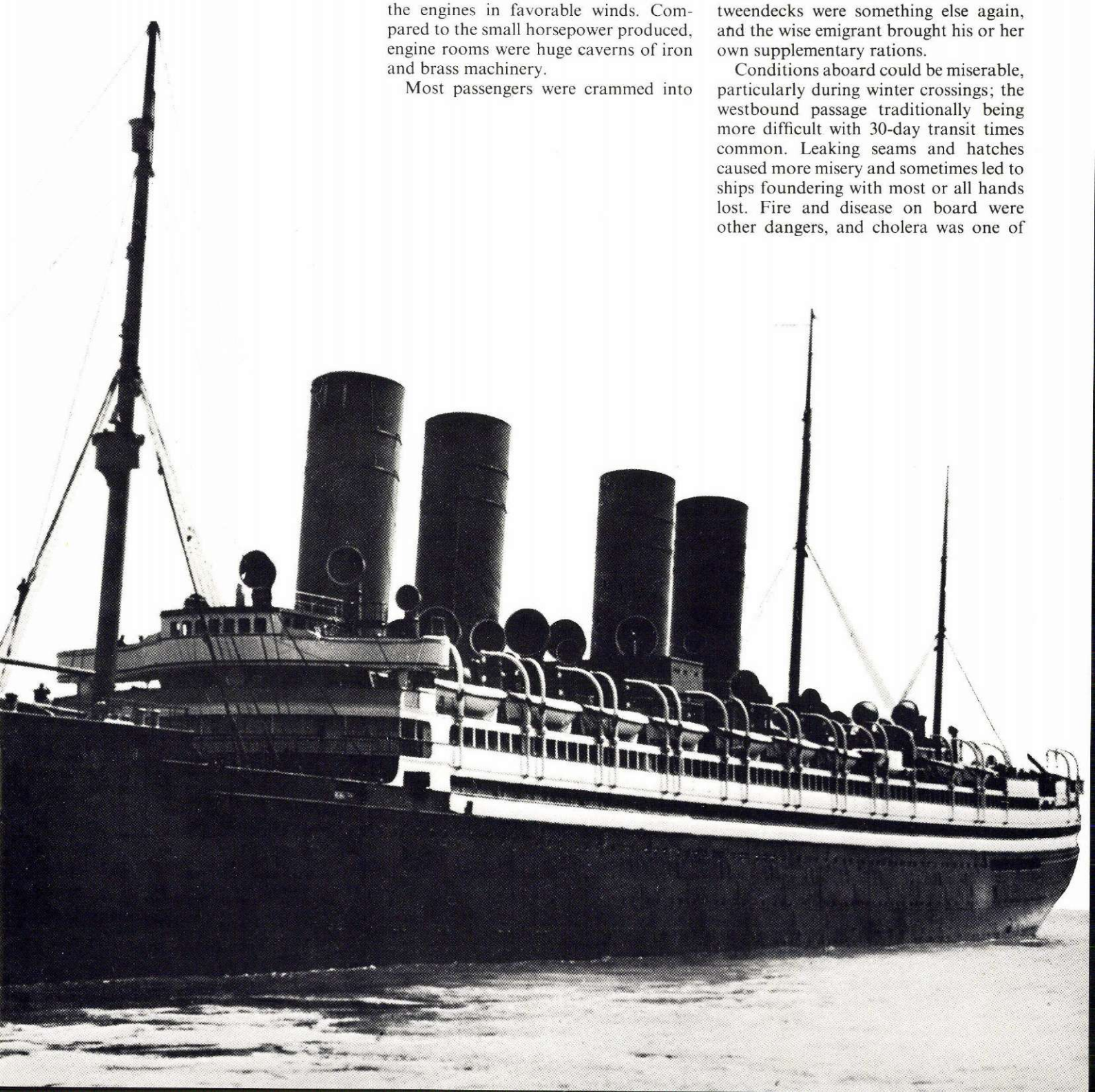
Most passengers were crammed into narrow bunks or shelves rigged in the holds and tweendecks, with men and women in separate accommodation. Communal food was spartan and monotonous, and passengers were "aired" on deck daily, weather permitting. They might be required to bring along their own bedding and mess gear, along with their meager possessions.

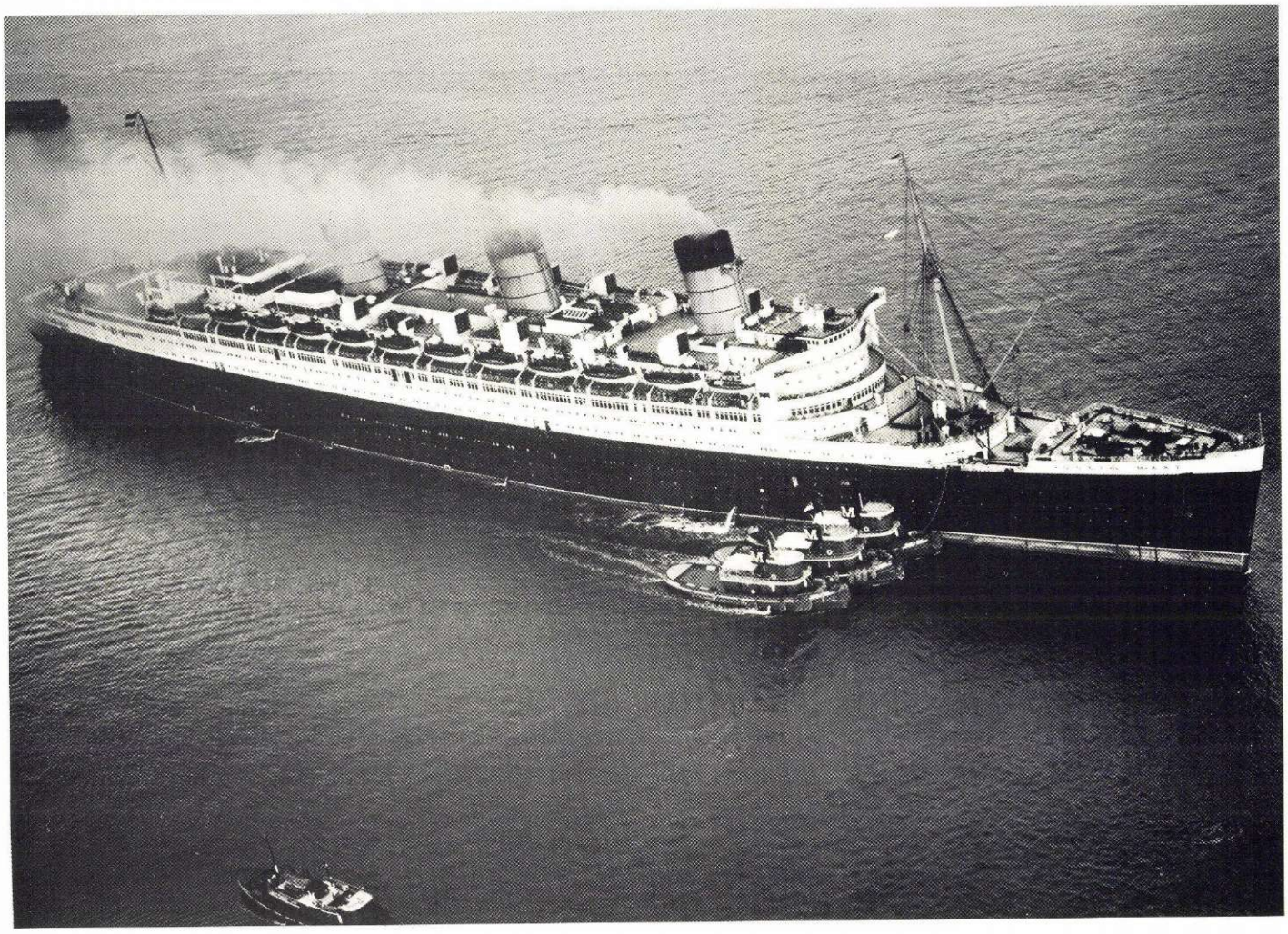
The higher-fare passengers were housed in cabins which were more like dark closets exiting onto a saloon shared by cabin passengers and officers.

However, it is amazing to peruse a cabin class menu of that era. A great variety of meals and delicacies were offered, and one wonders how they managed to store, preserve, and prepare the foods mentioned.

The "delicacies" offered below in the tweendecks were something else again, and the wise emigrant brought his or her own supplementary rations.

Conditions aboard could be miserable, particularly during winter crossings; the westbound passage traditionally being more difficult with 30-day transit times common. Leaking seams and hatches caused more misery and sometimes led to ships foundering with most or all hands lost. Fire and disease on board were other dangers, and cholera was one of





The Cunard liner, "Queen Mary", built 1936, 80,774 GRT, Great Britain's pride, and holder of the Atlantic Blue Riband from 1936 to 1952, interrupted only in 1937/38, when it was held by the French liner, "Normandie". In 1952 "Queen Mary's record was beaten by the new American "United States", which captured the Blue Riband in both directions on her maiden voyage.

the most feared plagues that sometimes swept the sailing packets and steamers.

When a vessel with disease arrived off Sandy Hook after a long passage, short of bunkers and rations, her passengers and crew couldn't land until things were sorted out. I was told some years ago that this is how "Cholera Bank", outside New York harbor, got its name. An immigration clearance station was set up at Castle Garden, off the Battery in Manhattan. In later years passengers were ferried to Ellis Island for processing, and in turn ferried to Manhattan and "turned loose" in the New World – – and they came by the millions.

Many of the immigrants of course spoke no English, and when they were interviewed by non-comprehending inspectors, many of them inadvertantly had their names mutilated or shortened for simplicity, and so entered the New World with a new name as well.

After making their way through a cordon of confidence men, alleged inland travel agents, boarding house runners, and sharp-eyed hiring contractors, the new citizens followed their plans, or whatever happened to offer itself. For some it was a matter of taking a job in a city or town's factory, mill or "sweat shop", or carrying out tasks that earlier arrivals had already risen above. Others took passage inland by wagon or canal boat north or south, or went into mid-America and West, where the broad plains and prairies were awaiting the plow. Halifax, Boston, New York, Philadelphia, and Baltimore were busy passenger ports with outports playing greater or lesser roles at various times.

Tourists of the 1930's

The voyage and arrival of a 50,000 to 80,000 gross tons liner, in say the late 1930's, was quite a different matter. Here we might have a two-, three-, or four-funneled flagship of a prestige national line, and the Atlantic passage time might be five days or less. This ship would be the nations's masterpiece of marine architecture, engineering, accommodation, and art, as well as a gourmet's delight.

The lowest priced cabins might be a bit austere and crowded, yet in an increasingly democratic world everyone shared in the possibly record voyage of a wonder ship. Remember that at this time the ocean liner was still the fastest way of travelling between continents, and the fastest ships were on the Atlantic.

When this vessel's four screws started turning, it commenced not only a voyage but an adventure. Heavy weather could still punish and damage the largest ship, but it was a rare occasion when precise schedules were not kept.

Special "boat trains" carried rail passengers from European capitals to the dockside coinciding with sailings. Frequent travellers had their favorite ships and would sooner not go at all if they couldn't sail aboard their favorite. Many novels and short stories, romantic and otherwise, have been written about the "goings-on" on board the celebrated Atlantic liners. Legends were built around certain officers and crew. Passengers' eccentricities, needs, wants, and strange actions were starting-points for thousands of stories and jokes.

The arrival of a crack passenger liner in New York could be a prime civic, social, and maritime event, particularly on a maiden voyage or record crossing. Members of the press would hurry on board to record the very latest inward bound remarks and impressions from famous golfers, prize fighters, captains of industry, politicians, celebrities, and

In 1967 the "Queen Mary" was laid up. She was later purchased and placed at Long Beach, California. Through careful renovation it has been turned into a combination of maritime museum – containing Jacques Cousteau's Living Sea exhibits – a floating hotel, and numerous restaurants and shops, appealing to tourists and local people alike.

One of "Queen Mary"s 4 propellers is exhibited on the quay-side. One of the ship's 4 steam turbines has been preserved in the engine room, for tourists to admire on guided tours.

other figures prominent in one way or another.

In procession through the harbor to her Hudson river berth the vessel would be accompanied by spouting fireboats, a flotilla of saluting tugs, steam lighters, police boats, excursion steamers, boats and launches. On arrival off the berth the ship's orchestra might break out with something patriotic. The berthing operation was accomplished with about ten smoking steamtugs, their various funnel marks adding touches of color against the looming black hull, which was surmounted by a long, high, glistening white superstructure studded with thousands of portholes and windows.

And so lying with her bow pointed at Manhattan's skyline, we would have a floating example of the very best in many fields that man could create. The following is a selection of vessels that might find themselves lying alongside each other at New York in the late 1930's.

Giants of the sea

The "Bremen" of 1929, with an L.O.A. of 938′ and beam of 102′, carried a crew of 960 to work the vessel and serve her 2,100 passengers. Twenty-one watertube boilers powered single reduction turbines, driving 4 screws to give a top speed of 27.9 knots. In appearance alone "Bremen" signalled the arrival of the modern, streamlined profile – – a sharp and pleasing change from past designs. She had two, low, sleek, buff-colored funnels. Her riveted hull plates overlapped in a forward direction. It was said the resulting avoidance of eddying, usually caused by the trailing edges of hull plates, plus the fitting of a bulbous bow, added over $^1/_2$ knot to her speed.

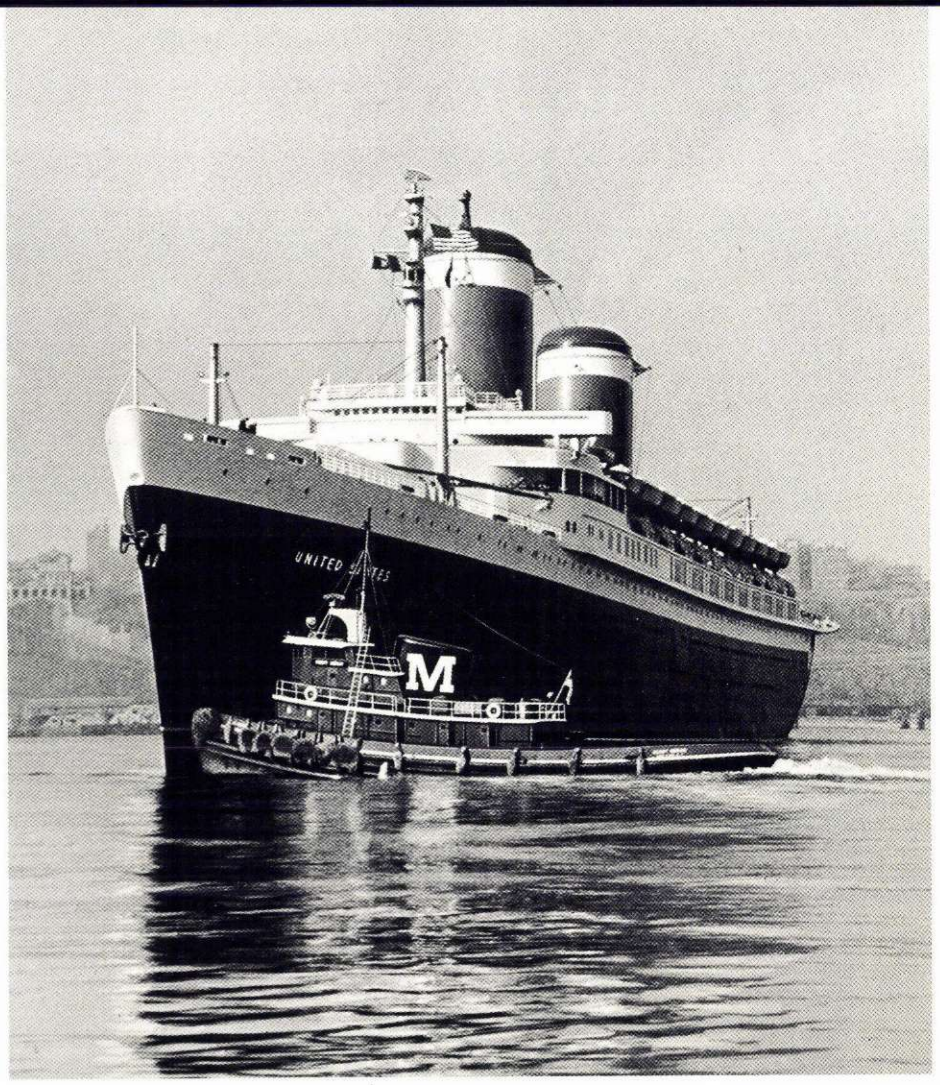
Internally she incorporated many innovations, including lightweight metals and very high pressure boilers. Her interior combined the modern lines of the day with the heavy, rich, and comfortable appointments of the recent past.

A $3^1/_2$ ton seaplane was catapulted from the ship's upper deck, on approaching landfall, to speed the arrival of transatlantic mails.

The "Normandie" of 1935, with an L.O.A. of 1,029′ and 118′ beam, carried 28 passengers in Grand Luxe class, 30 in Luxe, 790 in First, 16 Intermediate, 654 Tourist, 139 Mixed, and 315 in Third class. This plus a crew of 1,345 (including 120 deck and 187 engine room), gave a total complement of 3,317 people. With 12 decks in her hull alone, in addition to those in her huge and elegant superstructure, this was not crowsing things.

Three dark-red, pear-shaped funnels blended in with the ship's overall appear-

The U.S. liner, "United States", built 1952, 53,329 GRT, the fastest Atlantic liner so far to be built. Captured the Atlantic Blue Riband on her maiden voyage, and held the record unbroken during her entire service. At present she is laid up at Newport News. Her advent coincided more or less with the Atlantic traffic being gradually taken away from the passenger ship by the airliner, a destiny she had to share with many other great ships. Her speed was well over 33 knots.



The Danish America liner "Thingvalla", which was driven by steam as well as by sail. From about 1875 till the turn of the century the ship served regularly between Copenhagen and New York, chiefly carrying emigrants. A great number of the 300,000 Danes emigrating to the USA during this period crossed the Atlantic by this ship. The stamp was issued in 1976 in commemoration of the bicentenary of American independence.

ance of modern grandeur. Twenty-nine watertube boilers fed her turbines, connected to electric motors generating 160,000 horsepower for her 4 screws.

The "Normandie" and her arch-competitor "Queen Mary" both were able to claim at various times to being the world's largest and fastest vessel, this depending on their most recent tonnage remeasurement or most recent record crossing. From 1938, however, the "Queen Mary" held the Atlantic Blue Riband unchallenged, right up to 1952, when it was taken by the new "United States".

In the "Normandie"s case there is no doubt that the very last degree of her nation's pride went into her construction. Her daring, technical achievements aside, the accommodations and public areas were enough to entice even the most jaded luxury and art-worshipping traveller. A catalogue of large size photos would be needed to properly illustrate her furnishings and fittings, and the dimensions of her public rooms. (The first class dining saloon was over 300 feet long).

Remnants of the "Normandie" can be found in various parts of the world, and in New York the doors to her chapel have become the main doors of a church in Brooklyn Heights.

The "Queen Mary" of 1936, with an L.O.A. of 1,018′ and beam of 118′, had three lofty, raked, orange-red funnels, with thin black bands. Her commissioning and putting to sea as her nation's showpiece were causes for national jubilation. Ten million rivets were required to hammer her hull together, and the total weight of hull and machinery alone was 50,000 tons, compared to her gross tonnage of almost 81,000 tons.

Passengers numbered over 2,000 and crew 1,100. She had 11 elevators, 30,000 individual lights or lamps, over 2,000 portholes and windows, and could serve up to 50,000 meals per voyage.

With 27 boilers in 5 rooms and 4 sets of turbines in 2 engine rooms geared to 4 screws, this ship developed up to 180,000 horsepower at full speed with a daily consumption of over 750 tons of fuel oil.

Dozens of rare woods were used in her ornate paneling and decorations, and acres of the richest carpet paved the mammoth public saloons and dining areas. Tons of crystal and mirrors added to the effect. Picture all of this moving across the Atlantic at a steady 30 knots!

Pensioned off

When the *"Queen Mary"* sailed on her last voyage from New York on Sept. 2nd, 1967, many overseas were surprised at the farewell she was given by thousands of supposedly "hard boiled" New Yorkers, just as many Americans were surprised and touched at the tumultuous welcome the "United States" received in England after she had taken the Atlantic speed record from their own "Queen Mary".

On the day "The Queen" last sailed from New York, the writer was on board one of the chartered excursion boats which accompanied her out to Ambrose Light. We had on board a band of bagpipers who mournfully played her out to sea until she disappeared over the horizon, trailing a long "paying-off pennant".

The great transatlantic passenger liners have all "disappeared over the horizon" now, in one way or another. Many of them went to ship-breakers' yards; some were lost by accident, or worse by bomb or torpedo attack. A couple still exist in gloomy lay-up or as stationary hotel or exhibition ships. Whatever fate overtook them, they have left the Atlantic passenger traffic to the ubiquitous jet airliner. One can now quickly cross the Atlantic at an altitude of 7 miles, with hardly a thought of the stormy and history-laden ocean spreading below.

Peter K. Eagleton,
Yonkers, New York

On Monday the 28th all 23 pupils of Form 5V were going to Nyhavn to visit the ANNA MØLLER, an old ship from 1906. We were supposed to work in the old fashion. In one of our lessons of general information we had been reading a paper on how the masts and the equipment were arranged on the ship. When we came on board the ANNA MØLLER, we started by seeing a series of slides about how the ship was built. Later we were to take some barrels with sand on board, and after that the sails were to be hoisted. --- Next we had our sandwiches. We ate them down in the hold ---. Then we had to scrub the deck. We did that very nicely. We all got our trousers and shoes soaked ---.

We got home safely, and we had had a lovely day. We should like to recommend others to have such an excursion.

P.J. 5.V

With the Nyhavn anchor on the starboard ahead

The above is a quotation from the school magazine "Dyveke", edited by pupils of the Dyveke School of Røde Mellemvej. It illustrates the co-operation that exists between the service section of the Copenhagen School Directorate and the National Museum, the latter now having three ships docked in Nyhavn: The ketch "ANNA MØLLER", the former Gedser Rev lightship, and an old harbour barge.

During the autumn of 1977 an experiment was made regarding excursions for school children to Nyhavn, where National Museum staff were able to arrange object lessons on board the "ANNA MØLLER", with pertaining practical exercises. From the beginning of May till the end of June this year, the sails of the ketch have been hoisted on most weekdays by various youthful crews.

Before going on board the pupils have received some written material, giving information partly about the development of the small ships' traffic in Denmark during the past 150 years, partly about the ketch "ANNA MØLLER" itself, dealing with the building of the ship and the working- and living-conditions of her crew.

The trip to Nyhavn begins with a slide show, which serves as an introduction, at the same time supplementing the information already given.

Next the pupils are introduced to various manual functions of a working-day in port and at sea:

Tarpaulins and covers are removed from the hatch, the derrick is rigged, and the youngsters man the cargo winches and derrick guys when the cargo tubs are handled from the pier down into the hold. Then the ship is made ready for sea. The hatch covers are again placed on the coamings and covered with the tarpaulin, folded the right way at the corners. The hatch

After the summer cruise, mentioned on page 13, the

battens are mounted and the battening wedges hammered home – from the right side.

Now the dinghy is hoisted in its derrick abaft, gaff sail and head sail are hoisted, and the ketch distends her white wings. There is no wake astern and no froth round the bow, but when the wind comes in from astern, the "ANNA MØLLER" is tugging violently in her mooring-ropes. The deck is coming to life again.

The course is cast north by east holding the Nyhavn anchor ahead on the starboard bow, and the youthful helmsman can steady the ship on the course for hours on end.

After the lunch break, which is often combined with a stroll around Nyhavn to watch the other boats, the sails must be taken in again. Normally the weight of the canvas and the boom makes this not too hard a job, but when the wind is freshening up from astern, the gaff sails stay filled and tightened up. If they will not come down by themselves, a man (a grown-up of course) must go

Nyhavn anchor is now astern.

aloft to overhaul the throat halyards or perhaps man the gaff boom to weigh it down.

Later the sails are lashed down meticulously with seizings and covered with canvas.

Finally comes the deck-washing. Draw buckets and swabs are passed around, and although the operation is not meant to turn into a water show, many a young hand has got his sweater soaked in the process. This mostly happens at the moment of hauling up the full bucket, balancing it inboard over the gunwale. Quite a splash is bound to find its way down the unprepared boy.

The "ANNA MØLLER" is a veteran from 1906, and like the Gedser Rev lightship she was donated to the National Museum by the A. P. Møller og Hustru Chastine Mc-Kinney Møllers Fond til Almene Formaal (A. P. Møller and Wife Chastine Mc-Kinney Møller's Foundation for Public Utility). She is unique in that she is one of the very few old Danish ships that have been converted, quite uncompromisingly, to her original shape. That is to say with the exclusive use of natural materials, with no auxiliary machinery, no electronics, no modern conveniences; and without the security measures normally demanded by the Government Inspection of Ships. So, if the "ANNA MØLLER" is putting to sea, a dispensation is required from the Inspection, and the operation has to be sanctioned by the donor.

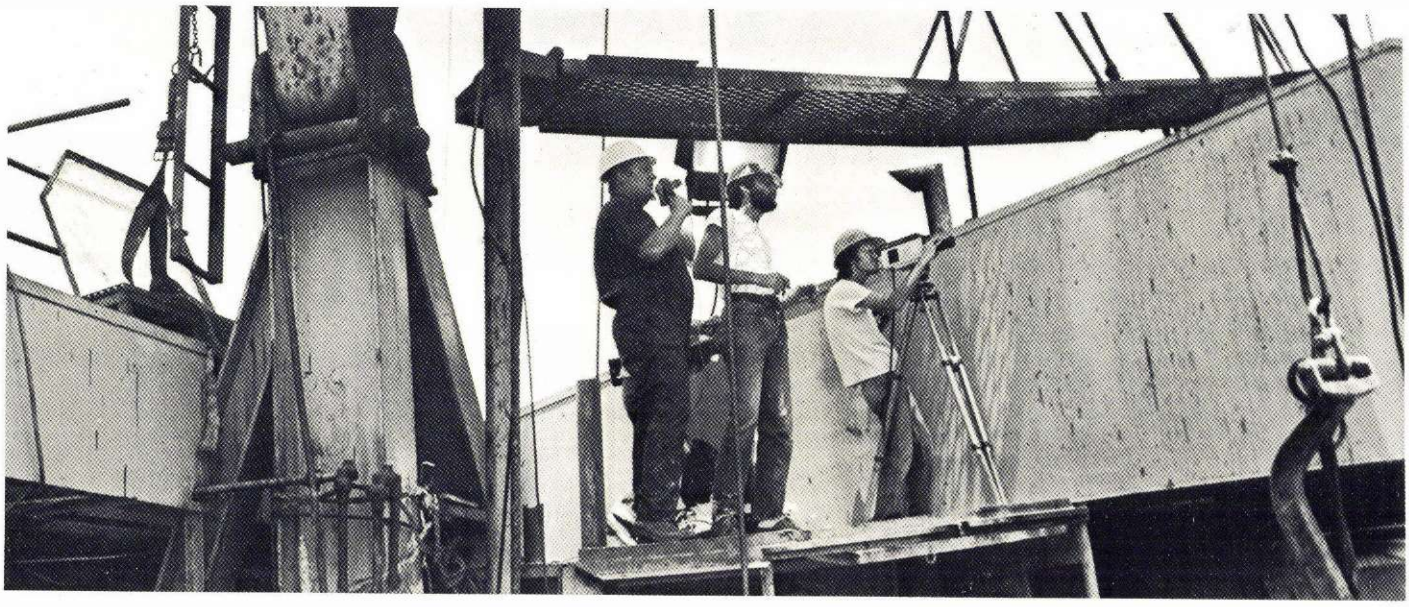
However, no permissions are required for the normal functions of the ship. Danish youth has so many other ways and means to get to sea under sail, either on board modern pleasure-boats or, if it must be an old-time craft, on one of the re-conditioned former freighters, a great number of which are today serving as passenger ships or camp-school ships – with the blessing of the Government Inspection of Ships.

"ANNA MØLLER" is a floating and very active museum that illustrates a chapter of Denmark's maritime past. At the same time the ketch has become one of the fine and well-known tourist attractions of our city. *Kaj Lund*

Summer task in the Kattegat

After two years of navigation on the spot in Nyhavn "ANNA MØLLER" put to sea in July this year. The operation was sanctioned by the donor, the A. P. Møller Foundation, which must be asked whenever the ship is going to serve any other purpose than that of a museum. "ANNA MØLLER" proceeded to Stavns Fjord of Samsø, where she anchored off the islet of Kyholm, with the object of serving as living-quarters and operational base for professional National Museum archaeologists. The latter were investigating a series of valuable maritime finds from the Middle Ages and the Viking period. With the assistance of a group of amateur skin-divers from Odense and Århus a great number of interesting pieces of wreckage were uncovered, measured, mapped, and catalogued.

APMC Drilling-School



"The days are over when men were of steel and derricks of wood". These words come from Chuck Waller, and apparently he does not exactly lament this. "In those days it might take up to 10 to 15 years to make a toolpusher – the hard way, by letting him have his own, hard-earned experience," says Charles P. Waller, which is his name according to his visiting-card. The latter also states that he is "training-manager" with APMC, the **A**tlantic **P**acific **M**arine **C**orporation at Houston.

Chuck Waller is of the opinion that with proper training a toolpusher is made in half the time, and this is one of the reasons why APMC is about to inaugurate a drilling-school of its own at Houma in Louisiana.

The school, which will start operations this autumn, is intended for APMC's own drilling-teams in the first place; but it is planned that even other Maersk Drilling teams should have access to the school's facilities. This drilling-school will, therefore, form the newest offshoot of the stem of the comprehensive training-scheme afforded by Maersk Drilling for its rig crews. They take courses like fundamental engineering at the Engineers' School of Svendborg, fire-fighting courses at Esbjerg, and blow-out courses in Scotland.

However, APMC's own crews will probably be rather frequent users of the school, as the company has no less than 11 rigs at its disposal, and another two building. At present four offshore and seven inland rigs are operating in the coastal areas of Texas and Louisiana.

"The necessity for such a school", says Chuck Waller, "is illustrated by various reports of accidents that have occurred on drilling rigs. These reports form depressing reading, and often give rise to the opinion that many accidents might be avoided if the crews were given more training.

Normally APMC operates only offshore, but it was decided that the Houma drilling-school should be on terra firma, and that the training-rig be placed over an old well on land. And that is about the only thing that makes school life different from the usual work on an offshore rig. Besides the training-rig the school has class-rooms and a crew accommodation similar to that of an actual rig.

Just the name "Houma" will make the mouth water for many people, as this part of Louisiana is known far and wide for its many restaurants and culinary subleties. The trainees at the drilling-school, however, will not be in a position to enjoy such things – at any rate not as long as they are attending school. When they arrive, the gates close behind them, not to be opened again till after a week – just the way it would be if they were on a rig. That means there is no chance of their seeking out the "clandestine joints" after hours; but as the catering service compares with that of a rig, they will probably pull through!

The stay at school and the teaching are combined with work at the rigs, and through this combination of theory and practice Chuck Waller estimates that it will take seven months to turn out a floorman, fitted for the work around a well.

14 months will produce a derrickman, the man standing at the top of the rig – the derrick – guiding the handling of pipes. It takes 25 months to make an assistant driller, who, after another 11 months, or a total of three years, may call himself a driller. A further two years are required to become a toolpusher. But, all things considered, it is both faster and more painless than when the men were of steel and the derricks of wood. In those days, as stated previously, it was a question of 10 to 15 years.

Two teams attend school at the same time, taking it in turns to be taught in class and immediately after to apply theory to practice on the training-rig. The school uses video sets to a very high degree. For example, when one class gets to work around the well after being instructed in the classroom, the whole operation is recorded by video. The other class has direct access to these video recordings, by means of which they may have a chance of learning about mistakes that should be avoided. Once the practical training is over, the class has an opportunity to see themselves in action, and to comment on what was done correctly, and what might need a bit of correction.

In addition, APMC has had a series of video programmes made, which form part of the regular training. A team of three, from the Houston firm Video

While visiting Houston, Mr. Poul B. Eriksen, industrial journalist, has had a look at the preparations for an APMC drilling-school at Houma.

Concepts, spent a week on board Rig No. 5 at the end of May this year, when the rig was operating in Galveston Bay.

In the course of the week spent by Rom Rosenbaum, Dennis Backer, and Mark McKain on No. 5, from the time when it was positioned till the drill had worked its way to a considerable depth in the subsoil, they made a thorough photographic survey of all operations by means of the their video equipment. With them was John White, a tanned APMC toolpusher, who was responsible for all the comments.

Since then all these recordings have been edited, and further texts have been supplied, so that they are ready to be fed into the projectors. To begin with all APMC rigs and the Houma School will be equipped with a complete set of these tapes. Later on other Maersk Drilling platforms will also derive benefit from the tapes.

The video tapes will be placed permanently beside the tape recorder in the dayroom of the rig, and they will be shown before any specific operation is commenced, so that just by watching the expert team from No. 5, everybody can see how it should be done.

John White says it is a great advantage that APMC has produced its own tapes. "The funny thing about it all is that the 'old hands' display the greatest interest in seeing the tapes. They know the team that appears on the screen, and I dare say that they watch eagerly to see if everything is done the right way."

A. P. Møller Exhibition

The island of Ærø has a total of 9,000 inhabitants.

Not least the schools of the island were well represented among the visitors, and special showings for pupils had to be arranged after school hours. 125 guests of honour had been invited to the opening together with A. P. Møller officers whose homes are on Ærø.

The commemorative exhibition arranged on the occasion of Mr. A. P. Møller's birth centenary in 1976, originally built up specifically for the Maritime Museum of Kronborg, has since then been on a tour to a number of seafaring localities in Denmark; and it is still able to attract great numbers of interested visitors. It is estimated that a total of about 200,000 people have so far had an opportunity to visit the exhibition and to watch the film and accompanying slide shows.

One of the last places to host the exhibition was Marstal, where the navigation school provided a perfect frame for the arrangement. The official opening was made by Capt. T. Dilling of Kongens Nytorv.

Marstal is one of the important seafaring centres in Denmark, having many proud traditions in this respect. Still, it made quite an impression when it was ascertained that during only four days no less than 3,000 people took the opportunity to have a look at the exhibition.

The photo shows, from the left: The two mayors of the island, Mr. Helge Hansen of Ærøskøbing and Mr. Robert Stærke of Marstal, together with Mr. P. E. Pålsson, principal of the Marstal Navigation School.

From Marstal the exhibition was moved to Fanø, and from there to the Faroe Islands, which formed the very last station of the tour.

Royal medal for long service

On November 1st, Mrs. Ella Hansen, No. 29 Høje Bøgevej, Svendborg, was able to mark the 50th anniversary of her being engaged as a housemaid at Villa Anna in Svendborg, Shipowner A. P. Møller's childhood home.

When Mrs. Ella Hansen took up her duties in 1928, Villa Anna was inhabited by Mr. A. P. Møller's three unmarried sisters, after the death of Mr. A. P. Møller's mother and father in 1924 and 1926, respectively.

Villa Anna is today preserved and kept in its original state, outside as well as inside; so the house still appears alive, and it is often visited by relatives and friends. The responsibility for keeping the house well-trimmed still rests with Mrs. Ella Hansen, who inhabits the neighbouring house together with her husband.

The anniversary was observed through a small gathering in Villa Anna, where the Royal Silver Medal for long service was handed to Mrs. Ella Hansen by Shipowner Mærsk Mc-Kinney Møller.

From left to right: Shipowner Mærsk Mc-Kinney Møller, Mrs. Ella Hansen, Mr. Valdemar Hansen, Shipowner Georg Andersen.

New ship

The A. P. Møller Shipping Companies have taken over the 58,900 tdw. product-carrier "JESPER MÆRSK", the fifth and last of a series of ships built at the Kaldnes Mekaniske Verksted of Tønsberg.

"JESPER MÆRSK" was the last ship which A. P. Møller had on order from Norwegian yards. Since 1967 – when the first post-war order was placed at a Norwegian yard by A. P. Møller – a total of 28 ships have been delivered to the MÆRSK fleet from various Norwegian yards, counting altogether more than 700,000 tdw.

As an appreciation Shipowner Mærsk Mc-Kinney Møller was made a Knight Commander of the Order of St. Olav, the Cross being handed over by the Norwegian ambassador to Denmark, Mr. Paul Koht, at the naming of the ship.

The new ship has Højer in South Jutland as its home port. By choosing Højer A. P. Møller has wished to manifest particular interest in this area, where the A. P. Møller Foundation has contributed strongly towards the restoration of the Højer windmill.

Like her four sister ships "JESPER MÆRSK" is constructed to carry 10 different cargoes simultaneously, distributed in 21 cargo tanks. Immediately after the delivery the ship departed for the Mediterranean to load a cargo of clean petroleum products.

Master of the ship is Captain Bjarke Hernø, Copenhagen, and Chief Engineer Kristjan Djuurhus, Odense, is in charge of the engine room.

The technical data of "JESPER MÆRSK" 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
Engine:	Nyland/B&W of 20,500 BHP

„Maersk Container Line and the incredible, edible egg"

Barney Brennan

Maersk Line, with their refrigerated containers, has now become one of the leading carriers of eggs to the Hong Kong market.

For centuries, eggs have been the subject of legends and myths. They have been respected as good-luck charms, worshiped, used in fortune-telling and fertility rites; they have been sacrificed and feared. The ancient Chinese believed that an egg dropped from heaven eventually hatched man. According to Hindu scriptures, the world itself began as a golden egg.

With the above in mind, and also to find out more about a lucrative source of cargo for Maersk Line, your New York correspondent recently paid a visit (by invitation) to Co-hen Egg Farm in Dayton, Maine. Co-hen is one of the leading producers, processors, and distributors of "brown" eggs in the New England area.

First of all, you may now be saying, "why brown eggs?". Well, to give you a little historical background. When the port of Shanghai was opened to foreign shipping in 1843, chickens were a part of the first cargoes to be exported. Many colors and considerable variation in type existed, but all were prized for their extremely large size. In general, the large dark-colored birds laid brown-shell eggs.

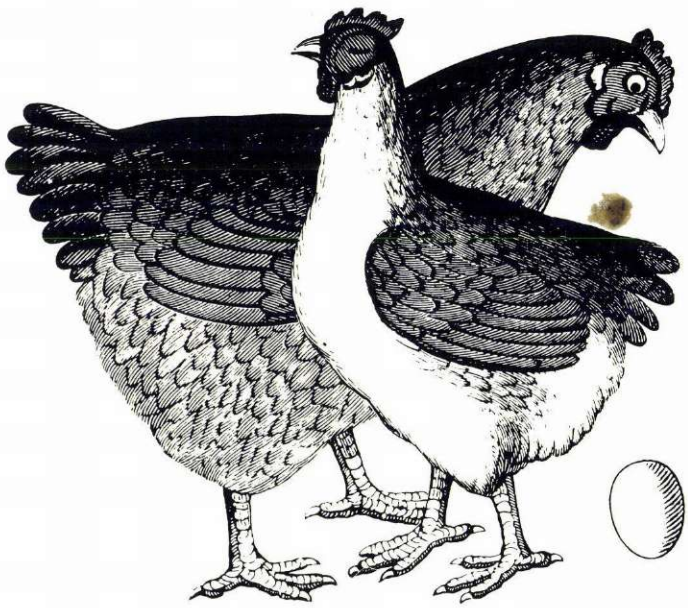
The "Malay" and "Red Cochin China"s were typical and dominated in the development in the United States of the strain known as the "Rhode Island Red". The considerable attention that was focused upon poultry in the community of Little Compton, Rhode Island, during the 1840's and 50's had much to do with establishing that area as a focal point in the history and origin of the "Rhode Island Red" in the United States.

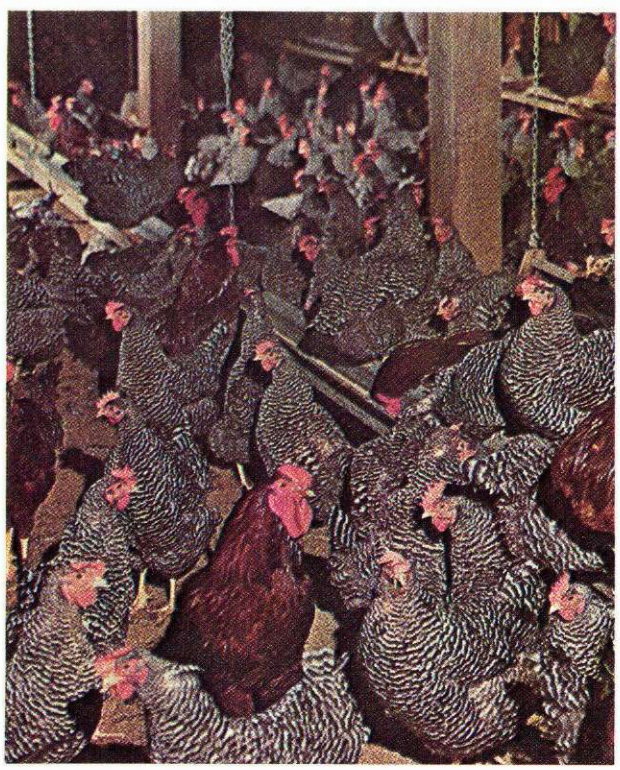
The fact that the "Malay" was an extremely hearty bird, whose features typified vigor and whose stamina seemed to be transmitted easily to its offspring, was responsible for the "Rhode Island Reds" early acceptance in the United States.

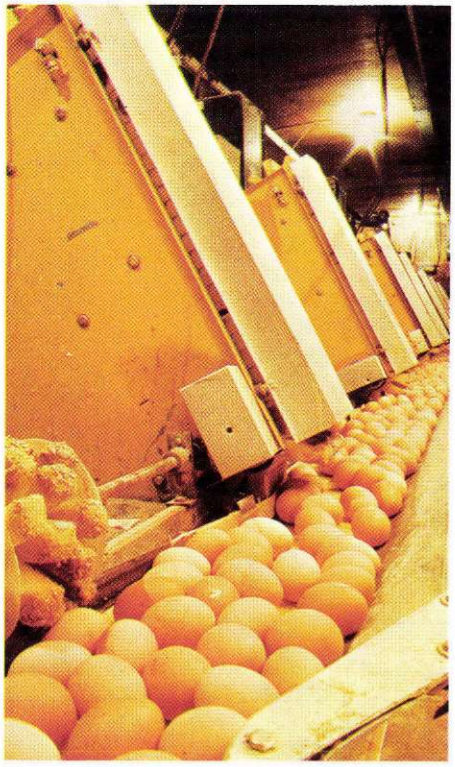
Housing and management for the most part were woefully inadequate for the birds; but the "Reds" survived. They laid some eggs, and in many cases these eggs brought a good price. The fact that these eggs were brown-shelled was incidental. Therefore, it is understandable that this bird and its descendents were favorites among the pioneer New England families.

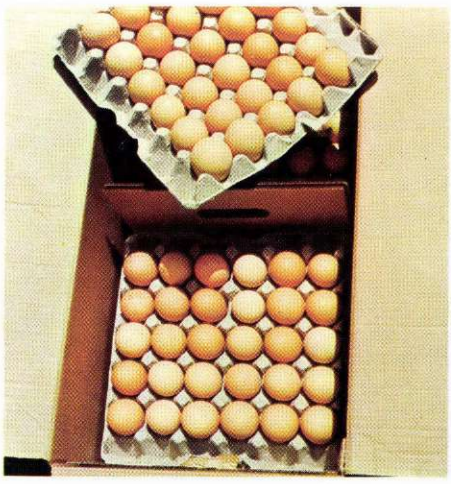
The pendulum has now swung the other way – from West to East – and it is now the Chinese who are showing a marked preference for the brown eggs of their former barnyard progeny. In fact, if white eggs do arrive in Hong Kong, they have to be tinted brown before they will be bought by the local population.

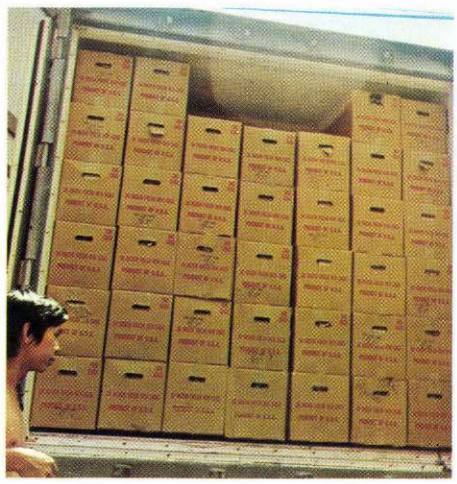
In addition to Co-hen Egg Farm, the other major shipper, in New England,











of brown eggs to the Far East is De Coster Egg Farms in Turner, Maine. The operation of both "egg factories" is primarily the same. The first thing I learned is that the hen is no longer considered a hen; it is an "egg machine". Co-hen and De-Coster have approximately 750,000 to 1,000,000 hens laying for them at all times. Such impressive operations are possible partially because of breeding organizations where scientists and technicians concentrate on genetics and the research and development of improved strains of poultry. In 1930, a laying hen produced an average of 121 eggs a year. Today, thanks to the efforts of these breeding organizations, the average is 235 eggs per bird. Less than 30 years ago, hens weighed $5^{3}/_{4}$ pounds and consumed almost nine pounds of feed to produce a dozen eggs; today's far trimmer specialists weigh one third less than yesterday's hens and eat half the amount of feed to produce the same number of eggs.

In the Co-hen operation, the birds are kept in sanitary wire cages. Water and carefully blended, nutritious feed are supplied automatically six times daily; eggs are collected on a moving conveyor belt. The clucking "egg-machines" are spurred into maximum laying by artificial lighting that is gradually increased, until a total of 16 hours of "springtime" light is provided every 24 hours. They begin laying at about 22 weeks of age, produce for one year, then become soup chickens. The distribution end is also completely automated, including mass candling (using strong electric lighting to gauge quality and detect defects), cleaning, oiling, grading, sorting, and packaging. The purpose of all this speed is to get the eggs into refrigerated trucks and out to the consumer as quickly as possible.

Both Co-hen and De-Coster have fleets of refrigerated trucks and tractor-trailers, which rush the Hong Kong bound eggs to Berth 51, where they are then reloaded into Maersk Line refrigerated containers. Each container holds about 750 cartons of eggs, and each carton contains 70 dozen eggs – 630,000 eggs per container – what an omelette that would make.

Is a super-hen in the offing? Several scientists in the United States are now attempting to develop a strain of chicken that will better the current output. By inbreeding, using artificial daylight 23 hours a day, and selecting as breeders only hens that lay every 23 hours, they hope to reach the dream of all egg-producers: a flock of hens that will each lay an egg a day. With the lengthening of the Maersk containerships, scheduled for completion by the end of this year, our reefer container capacity will be increased from 30 to 60 containers – so hopefully we will be ready to carry the increased production of the super-hen.

News from Thailand

New feeder vessel

It was interesting to read my Jakarta colleague's fine article on the "MAERSK MANGO" in the latest MAERSK POST issue; especially pleasing for the Bangkok staff to read about the vessel's record performance in Jakarta as the feeder vessel, which usually serves Bangkok, was "on loan" to Jakarta on account of an extraordinarily large number of containers that could not be accommodated by the regular Jakarta feeder.

It was, incidentally, the last possible chance for Jakarta to make a write-up on the "MAERSK MANGO", which, although having since called at Jakarta, now does so under the name of "MAERSK PINTO". Like Phoenix a new "MAERSK MANGO" has risen on the feeder lane between Bangkok and Singapore – newbuilding No. 331 from Taihei Industry Akitsu Shipyard in Japan, which was delivered at the end of September; this vessel is registered in Singapore and is under the command of Capt. C. R. Thomas.

The new "MAERSK MANGO" is of about 11.000 tdw, makes about 16 knots, and has a carrying capacity of 422 TEU (20 foot equivalent units), 20 of which may be reefer containers. As special equipment she has a LIEBHERR-TSUJI container crane with telescopic spreader to alternate between 20 and 40 footers, and the crane can lift up to 40 tons.

A small reception was held onboard for officials from the Port Authority of Thailand on the occasion of "MAERSK MANGO"s first call at Bangkok in mid October; the photo shows from the left Mr. H. Mogensen, General Manager of Maersk Line Bangkok Branch, Capt. Thomas, Mr. Krisna Settiwongse, Operations Manager of Maersk Line Bangkok Branch, Mr. Sanit Watanakorn, Deputy Operations Manager of Port of Bangkok, and Chief Engineer J. Shanks. The other photo shows part of the operation with the swing crane at work.

Watch the birdie - a study in ornithology

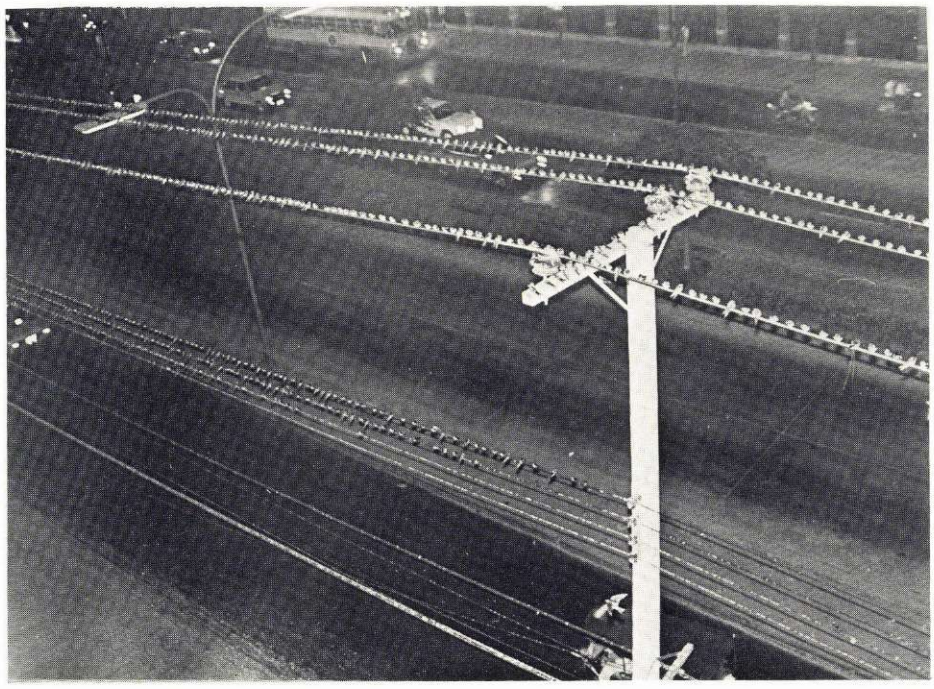
Visitors to Bangkok during the period November to April will have the chance to see a rather rare phenomenon around the intersections of the Silom-Suriwongse-Patpong Roads; I am not thinking of the pretty "birds" that may be seen strolling along here throughout the year, but of real birds, huge numbers of barn swallows, which during the said period descend upon Bangkok. They migrate to this country when winter grips Eastern Siberia, Korea, and North Vietnam, where these birds nest and breed to secure the survival of their species; incidentally, other similar birds nesting in Japan and Taiwan are found wintering in Borneo and the Philippines.

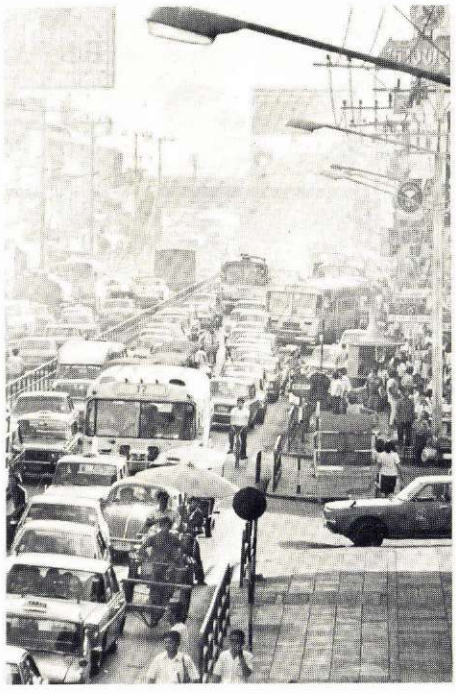
The barn swallows set out in October on their long migration from their northern homes through Vietnam and Laos to Bangkok. Here they are usually seen during the daytime, catching insects in the suburbs; but a dusk they settle on the electric wires above the streets mentioned – as many as 200,000 of them packed like sardines!

These swallows are different from those known in Denmark in that they have very long feathers and feet so small that they can hardly walk on the ground; but the feet serve well for perching on the wires. The birds measure about 7 inches and have the tail deeply forked as can be seen in the photos. At night the swallows rest on the wires and feed on the swarms of insects that are attracted to the neon lights, thus rendering a great service to Bangkok by helping to limit the number of mosquitoes and other insects infesting the area.

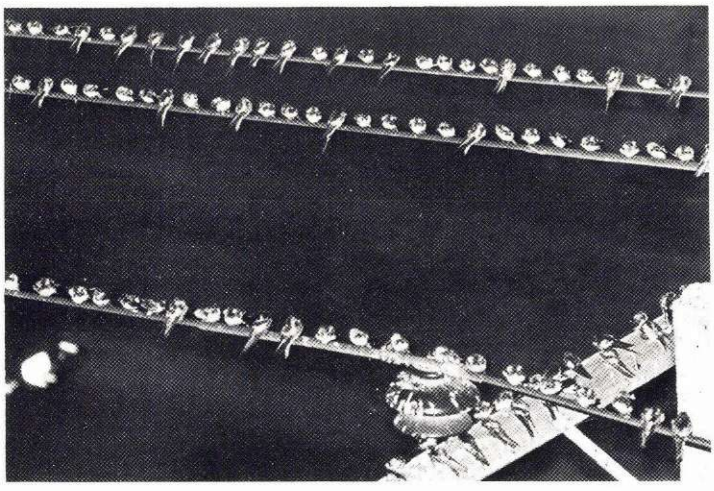
Now, how does one notice these barn swallows sitting high above the ground, appearing to integrate with the wires they perch on, their chirping being drowned by the roaring Bangkok traffic? – After all, the pedestrians usually have their eyes elsewhere. Well, walking unsuspecting at night near these specific street corners, you will invariably be "blessed from above" as the saying goes; pedestrians passing the area in the daytime are more lucky, because they will see the unmistakable warning: Pavements and kerbs looking like the Milky Way, dotted with bird droppings.

But the spectacular cloud of swallows in the evening hours is an unforgettable sight for those who have once witnessed this phenomenon.





Even on the wires high above the street, Raja Damarn, where the dense traffic with its traffic exhaust is not exactly inviting, you may see long lines of swallows even during the daytime (top right corner of photograph).



Thousands and thousands of swallows are perched in close ranks on the electric wires in the centre of Bangkok, especially after nightfall.

H. Mogensen

Mechanization coming up in TPC cane-cutting

At present TPC LIMITED (**T**anganyika **P**lanting **C**ompany) uses two different systems when harvesting the sugar. One consists in cutting the canes by hand, and loading them onto special railway trucks, also manually. The other has the manual cutting combined with mechanical loading onto tractor-drawn harvesting-trailers, which deliver their cargo to the railway trucks.

A cane-cutter (the man who cuts the canes) must reach a daily target of about two tons of sugar cane by the former method, including cutting and loading, and at least 5 tons of cane, cut and stacked for mechanical loading, by the latter.

It has proved increasingly difficult to get sufficient manpower for cane-cutting. It may seem incredible that it should be difficult to find the necessary manpower in a country like Tanzania; but the fact is that not only is it a very hard and physically demanding job to cut cane, but the technical developments have brought about a situation whereby it is possible to earn the same pay, or even more, by less strenuous work.

The production of sugar is directly dependant upon the amount of cane that is cut. So TPC and the rest of the sugar industry in Tanzania will have to face mechanization of the harvesting methods. The way to do this is well known, these methods having been adopted first in areas with a high wage level.

As an intermediate step TPC will introduce mechanical harvesters, which will replace the cane-cutters. In this way they hope to be able to ease the immediate shortage of cane-cutters.

Before taking any final decision TPC has bought two harvesters on trial. These machines, which are mounted on ordinary tractors, cut the canes in the same way as it is done by hand, and leave them, mostly without tops, lying parallel to the track of the tractors.

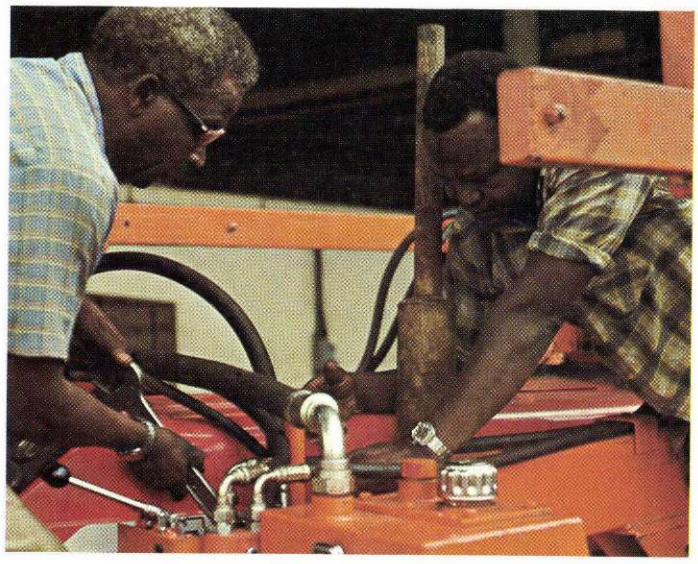
Field personnel will then cut off the tops of canes that have not already been "topped" by the machines. They will sort them and turn them 90 degrees to assist the mechanical collection and loading. The people who carry out this function need not have special training or great bodily strength.

The harvester relieves trained cane-cutters, thereby slightly reducing the use of manpower, one man being able to handle from 50 to 100% more cane when he has not to do the cutting first. The mechanical harvesters may be used in 25 to 30% of TPC's growing-area, without changing the character of the fields.

Through this mechanization of harvesting the need for cane-cutters is reduced, and manpower is saved, albeit on a modest scale; and, not least, a changeover to complete mechanization may be commenced.

Full mechanization comprises mechanical cutting, cleaning, and chopping up of canes into smaller pieces, loading in the field, and transportation of the canes to the factory without any manpower apart from the people manning the various vehicles. Such a mechanization is a giant step to take. It will require a rearrangement of the fields, and extension of the maintenance section by highly skilled mechanics and, incidentally, a considerable investment.

Harvester mounted on ordinary tractor.



Harvester being checked by a mechanic and one of the employees engaged in the trial programme.

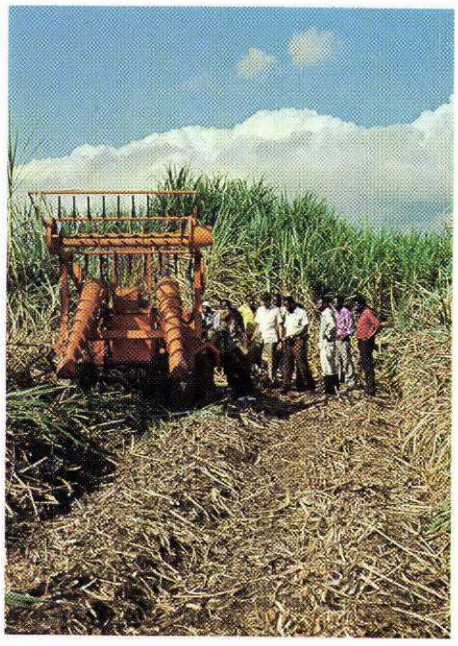
The running-in instructor from the suppliers giving his last orders before the machines start work.

First difficulties are encountered.

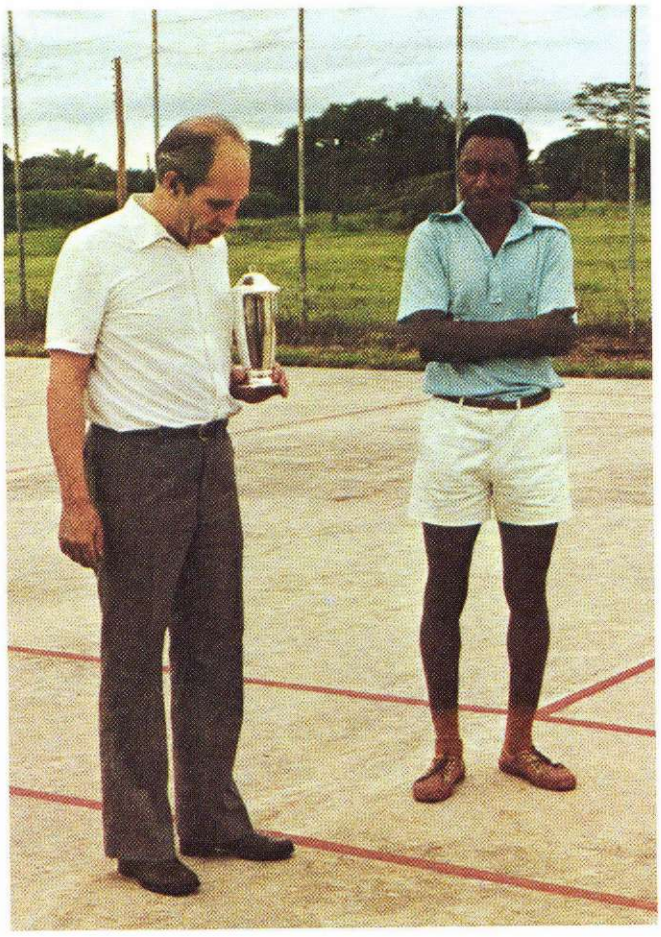
The machine leaving the TPC workshop to be taken to its first place of action.

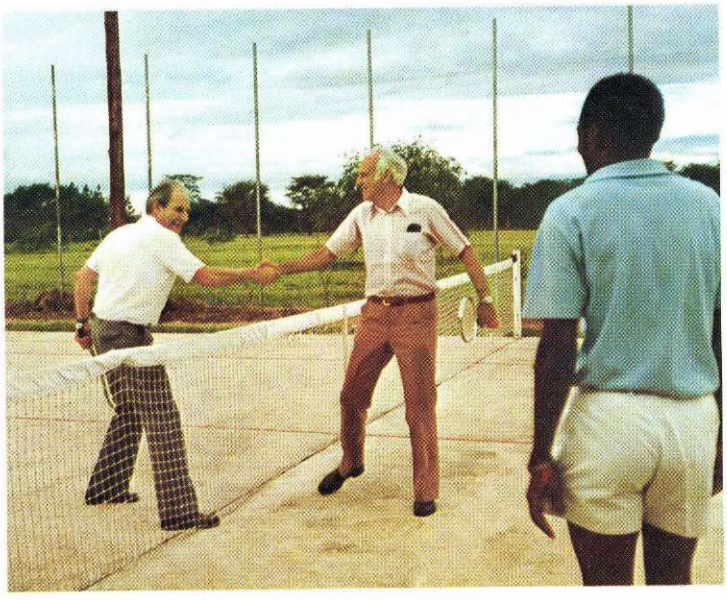
Harvesting begins.

The experience that has been gained is discussed before work is resumed.

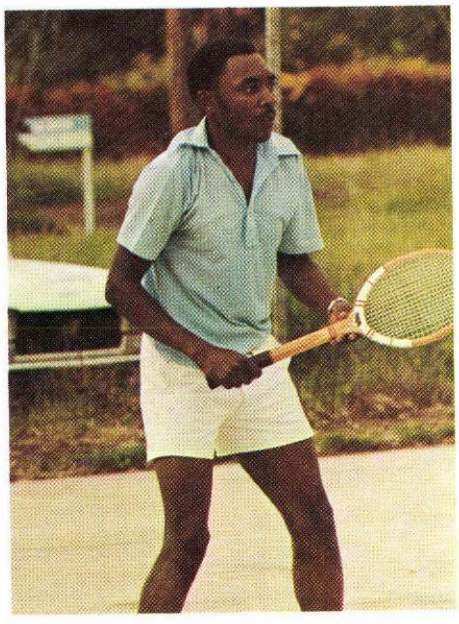


Mr. H. Brüniche-Olsen handing the cup to the tennis captain, Mr. S. A. Mtezo.





Mr. H. Brüniche-Olsen and Mr. H. H. Munck shaking hands.



The two finalists, to the left Mr. S. A. Mtezo, to the right the winner, Mr. J. S. Jeberg.

New tennis court

At the beginning of May TPC was paid a visit by Mr. H. Brüniche-Olsen, Managing Director of the Danish Sugar Corporation, and Vice Chairman of the TPC board of directors.

During his stay Mr. Brüniche-Olsen handed a cup to the tennis captain when, on the 1st of May, a small ceremony was staged at the TPC tennis tournament court. Following the handing over, the tournament for this cup was opened by Messrs. H. Brüniche-Olsen and H. H. Munck, upon which a presentation doubles match was played by the top four male players.

The cup tournament was played as a single handicap for both ladies and gentlemen, and it was won by Mr. J. S. Jeberg, who beat Mr. S. A. Mtezo in the finals.

H. H. Munck

Coal barges

In September 1977 ELSAM, the Jutland-Fyn power-plant association, ordered two large coal barges, of about 7,500 tdw., from the Yard. The barges are designed primarily for the transportation of coal from the Ensted power station near Åbenrå to the Fyn power plant at Odense.

With this transport system ELSAM will secure constant delivery of coal from the world market at the same prices as hitherto. Coal delivered to Åbenrå by large ships may be moved to for example Odense by means of the barges.

The barges are constructed to be pushed by powerful tugs. For this specific purpose Svitzer has had the "MJØLNER" changed so that its stem fits into the specially constructed stern of the barges. The barges are equipped with a propeller in front to facilitate their manoeuvering. The propeller as well as the spotlights at the stem are remote-controlled from the tug that is pushing. The speed will be about 10 knots.

This system of pushing the barges is not very well known in Denmark, but it is used on an increasing scale in Germany and the United States, and also between Japan and her neighbouring countries.

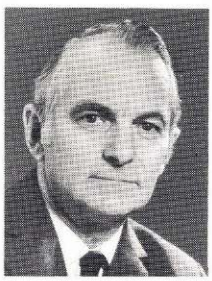
Never is a long time

When m.s. "LAURA MÆRSK" (Odense No. 177) was launched on March 7th, 1966, and the production of fully completed ships was taken over by Lindø, most people were convinced that the Odense Yard would never again stage a launching.

On 29th September, however, many staff members once again felt some of the thrill that used to characterize an old-time Odense launching. It happened when a new tiny ferry for the Stige ferry service north of Odense was named and launched from the outfitting quay.

The ferry had been ordered by the Odense Port Authority as a replacement of the former, wire-operated ferry. The new vessel can accommodate 18 passengers, who may bring along bicycles or mopeds. The length is 8 metres and the breadth 3.5 metres. The ship is propelled by two 20HP Volvo diesel engines.

The ferry is the smallest vessel ever delivered by the Yard. It was named "STIGE II" by Mrs. Emmy Nielsen, wife of Mr. Hans Nielsen, lease-holder for a great many years of the Stige ferry service.



J. Hellesøe

Looking back

When 1978 comes to an end, Vice-President Poul Strøbech will go into retirement, after having careered his way through all the levels of DISA's commercial hierarchy. As MÆRSK Post goes to print, he is covering the last leg of a world sales tour; but awaiting his return MÆRSK Post's local DISA correspondent has been allowed to pick a few details from his comprehensive memoirs.

My pistol had a longer range

"Before joining the Dansk Industri Syndikat, Compagnie Madsen A/S in 1937, I had had five adventurous years. Having passed my finals at the Niels Brock Commercial Highschool in 1932 it would have seemed natural to supplement the theoretical knowledge gained with practical training in Germany, England, or maybe France. But the world crisis prevented that; a crisis completely dwarfing the present one, not least socially.

Mr. Poul Strøbech in his office in the Sales Department.

In spite of crowded shipping offices I succeeded in acquiring a discharge book and a job below deck on a ship that took me far and wide. Finally I sneaked ashore in England, was put in gaol, released at the request of the Danish consul-general, and got unpaid work on Danish territory, on condition that I shared an office with him in the consulate. Six months later I bound myself to a three-year contract with a trading house in Central America. My passage was booked on first class, and I was salaried from the day of departure; it was four weeks' sailing, and this time well above deck.

The three years became four – almost a Wild Western – in beautiful but corrupt countries. Revolutions were an everyday affair, life on horse-back – also when carrying out business – became part of my life in exuberant, mountainous landscapes. On many occasions the saddle served as my pillow under the star-spangled sky. There were hardly any roads, and many dangers lurked. I was stung by mosquitoes and threatened with machetes – but my pistol invariably had a longer range.

Back in Denmark

I returned to Denmark, was engaged by DISA and offered the princely salary of 300 kroner per month. I began in the correspondence department, but I was soon moved to the newly opened air-defence department, selling sirens, filter ventilators for air-raid shelters, beds for first-aid stations, and gasmasks. The sirens are still heard every Wednesday at 12 o'clock noon all over Denmark. We also exported our articles to Holland, Belgium, Greece, and England.

War and occupation hit us on April 9, 1940, and our board of directors preferred to close the factory; but the German occupation forces made an agreement with the Danish Government about deliveries, and the Government urged us to resume production. If we did not, the Germans would most certainly take over the factory. DISA was sabotaged three times; the third time, which was on 22 June 1944, was a really efficient job. Our company co-operated with the resistance movement, at times with dangerous effects.

Post-war production

Already during the first war years our board had formed plans that after the war a civilian production should be established, alongside with or as a replacement of arms. To fill the time space until the right products had been found, we produced a varied assortment of goods, such as baby prams, children's bicycles, stoves, lopping-shears, padlocks, and articles for the furniture industry. In 1947 we began our projects for the ordinary lathe and the reproduction lathe, and substantial exports to Sweden and Brazil took their beginning. But with an increased production of arms the demand for lathes decreased, the total sales amounting to about 50 pieces.

DISA Electronik

As early as 1940 we may talk about the rudimentary stage of what is today DISA Elektronik, as we aquired the sole rights to produce and sell the electro-medical instrument called the MYOTENSOR, a device used to rehabilitate retarded muscles through electric stimulation. In 1944 a low-voltage laboratory was installed in Store Strandstræde for the development and production of electro-medical instruments and measuring devices for industry and science. The Myotensor was transferred to this laboratory, and only in 1947 did I get another chance to sell electronics, when the low-voltage laboratory was moved back to the Copenhagen Free Port under the name of the Electronics Department.

Hot-treatment workshop

Another branch of our civilian production sprang from the old arms hot-treatment workshop, which, after having been connected to the civilian department, was to sell its services to Danish industry. It took some time, however, because being situated in the Free Port we were so to speak abroad as fas as customs were concerned, meaning that everything had to be controlled by the customs, and that duty had to be paid. Our management was not very keen on investing in new and costly hot-treatment installations on Danish soil. Then I got information through the chief of our hot-treatment workshop that our greatest competitor, the "Jernkontoret", had planned to close down their tempering installations, and I suggested to our management that we might go together and establish a joint hot-treatment workshop. A careful evaluation was made, resulting in 1964 in the "A/S Industrihærderiet", a new neighbour of DISA's at Herlev, to which new

After World War II the Danish cartoonist Robert Storm Petersen illustrated DISA's transition from compulsory war production for the Germans to peace-time articles in this way.

address all our activities had been transferred in the meantime.

Motor-cycles

Our venture in the motor-cycle sphere was of rather short duration, though it seemed promising at the outset. Mr. Skafte Rasmussen, doctor of technology and founder of the DKW motor-car factories, was expelled from Germany during the War. He had constructed a light-weight motorcycle, powered by a refined 150 cc two-stroke engine. DISA acquired the right to produce this motor-cycle, and in 1950 the production got underway, in the first stage based on a 98 cc engine. Sales were organized first through Hans Lystrup and later through the Nimbus dealers' network. Unfortunatly, the authorities imposed a 100 pct. duty on most motor-bicycles, whereas the moped, which was just being introduced, went scot-free. The competition became too unequal, and in 1953 I had the humiliating experience of witnessing the sales at the Copenhagen Motor Auctions of our remaining stock of motor-cycles.

Petrol-pumps

In 1947 the petrol pumps for filling-stations came in, and they still constitute a very solid and not unimportant part of DISA's activities. We made an agreement with Ljungmans Mekaniska Verkstäder of Malmö about production on license of pumps for Denmark – and later even for Finland. In contrast to the hand-operated petrol pumps of those days our pumps were electric, and naturally, through the years many different models were turned out; thus, in 1962 Mobil Oil had a very festive opening of the first self-service station in this country, using our pumps, of course.

Petrol pumps are exposed to the weather and to rough handling, and the fact that service cars of the different oil companies were crossing each others routes all over the country prompted me to start the DISA Service. A country-wide service organization managed as a single unit was bound to be the thing. The oil companies bought our idea, and ESSO was our first customer in 1956. The other companies came little by little, and in the course of 5 years this arrangement covered 14,000 petrol pumps.

The DISAMATIC

As most of our readers will know we had our greatest success with the foundry machine DISAMATIC, an automatic and in many ways very advanced sand moulding-machine. Number one of (so far) 600 units produced was delivered in 1964, and now, 14 years later, a DISAMATIC still represents the most modern equipment that a foundry can get hold of. It says something for the foresight shown by our management when in 1961 the patented rights covering this machine were acquired. Space does not allow me to write even a fraction of the DISAMATIC story, which, by the way, has not yet come to an end. On the contrary, in every field of activity new developments take place. New machines and new accessories are delveloped, new applications are contemplated and tested, and new markets are cultivated. It is of great importance to us that we are now able to deliver complete turn-key foundries.

Summing-up

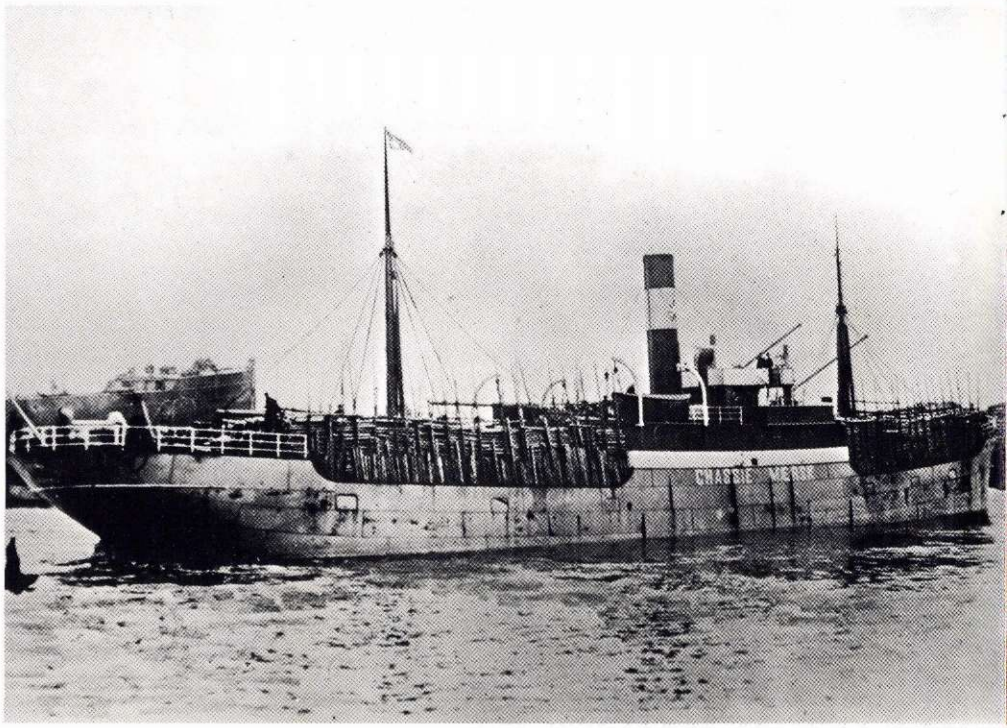
I consider it a piece of good fortune that I have been able to reach the climax of my DISA career with the DISAMATIC. It has been very nice to work together with clever and well-merited colleagues, to move about freely all over our establishment, and to feel the solidarity on the floor of the sheds, in the offices, and in the drawing-offices. During my many journeys abroad I have also had an opportunity of seeing not only airports, hotels, and offices. Japanese politeness, Chinese friendliness, Latin American charm, distorted business methods of East-Bloc countries, and countries where the taking of bribes has become the life style; these are all experiences I've gained as a businessman. And considering the fact that I've been so fortunate as to walk on the Chinese Wall, to visit the Imperial graves in China, Taj Mahal, and Agra in India, the Temples of the East, the pyramids of the Aztecs, the old Maya culture in Central America, and the Inca settlements of Peru – well, I am hardly entitled to say that I've missed much.

In short, it has been 41 wonderful years."

Erik Hansen

A difficult return journey

"It was a fine ship – new, big, and fast. At any rate, that is how it appeared to me, a 17-year-old schoolboy."
The ship mentioned is s.s. "CHASSIE MÆRSK", the fourth ship of the MÆRSK fleet (beginning in 1904), and the laudatory words are from a retired technical constructor had the opportunity, during his 1910 summer holidays, to sail in her on a voyage from St. Petersburg to Newcastle.
A couple of months ago the "schoolboy", now 85 years of age, Mr. Kai Jørgensen of Roskilde, called on MÆRSK POST, as he thought that an original photograph of the ship, taken at North Shields (Newcastle) in 1910 while he was aboard, might be of interest to us. It most certainly was and, naturally, the editor was very keen to hear the story of the voyage. We got such an account during a conversation in Mr. Jørgensen's comfortable sitting-room at Svogerslev near Roskilde.



During the summer of 1910 Kai Jørgensen was invited to spend a holiday with his uncle and aunt in St. Petersburg. His uncle was employed with a local shipping firm, and he succeeded in arranging a passage for his nephew on board a Dutch steamer leaving Elsinore during the month of July. After four days the ship called at Kronstadt, and continued to St. Petersburg where the schoolboy disembarked.

After a three-week holiday his uncle succeeded in getting him on board the brand new MÆRSK steamer, "CHASSIE MÆRSK", which, on her maiden voyage, had discharged a cargo of coal from Newcastle at Reval (today Tallinn), and was about to return to England with a cargo of props from St. Petersburg. The master of the ship was Capt. Hans Mærsk-Møller, Mr. A. P. Møller's eldest brother; another brother, Oluf Mærsk-Møller, later engine superintendent and technical chief at Kongens Nytorv, was serving as chief engineer in the ship.

The departure from St. Petersburg took place in the evening, and during the night a storm built up. Heavy showers lashed down over the ship, which rolled violently in the rough seas. Kai Jørgensen was lodged in the chart room, and he was able to watch events from the bridge.

During a heavy lurch part of the deck cargo shifted towards the starboard side. It pressed against the gunwale, unfortunately catching the rudder chain. The latter became immovable and was partly destroyed, making it impossible to steer the ship. However, by good seamanship, in spite of wind and rain the crew managed to put the damage right during the night. When in the morning the wind was dropping, it was possible to resume the voyage.

Without any further adversities the ship reached Copenhagen, where they waited in the roads for the pilot to come on board. Captain Møller had counted on having Kai Jørgensen taken ashore by the pilot's boat before he headed towards Newcastle; but the pilot definitely refused to have anything to do with it, as the ship came from St. Petersburg, which was known to be in the grip of a cholera epidemic. As the Captain did not like risking further delays by waiting for the port medical officer, he shaped his course for Elsinore.

Outside the harbour another ship was at anchor, and it appeared that it was waiting for the Elsinore port medical officer. They had been told, however, that they would have to wait for at least 7 or 8 hours, a piece of news that did not exactly please Capt. Møller.

The approaching dusk tempted the skipper to try a little stratagem. He turned "CHASSIE MÆRSK" about, heading south as if he might be coming from Norway. A fishing-boat had now come within hail, and its owner did not mind taking a passenger back with him to Elsinore. Down came the ladder, and Jørgensen was about to disembark, when the fisherman requested to know

where they had come from. They then had to admit that St. Petersburg had been their last port of call. Immediately the fisherman put off, and they were now back again where they started. Faced with the risk of having to wait for a long time the Captain was easily persuaded by Jørgensen to take him along with him to Newcastle. The school holidays were not quite over, and once again they hailed the fisherman, who promised to send a message from Elsinore to Jørgensen's parents at Roskilde about the extended voyage.

The schoolboy rejoiced. At that time it was not the lot of just anybody to be taken unexpectedly on a voyage to Newcastle. As far as the weather was concerned the voyage was an absolute success, and besides the English did not take the cholera problem all that seriously.

At North Shields a photographer was at the quay-side with his camera. He took some photographs of the ship as it came alongside, and sold a few to the crew. Kai Jørgensen bought one, that which now he presented to the editor, and which is reproduced on this page.

It might be added that the Captain soon succeeded in finding a passage for Jørgensen on a United Steamship Co. steamer returning from Newcastle to Esbjerg.

Visiting señorita

After three years' studies at the University of Madrid, in the department for business and economics, Señorita Paloma L. Granda spent 8 weeks in July-August 1978 as a trainee at Kongens Nytorv.

Such a stay forms part of an international trainee scheme which aims at supplementing the theoretic studies at universities and business colleges with practical work in big firms at home or abroad.

The organization behind this exchange arrangement is the AIESEC (Association Internationale des Etudiants en Sciences Economiques et Commerciales). It has local committees composed of representatives of trade and institutes of advanced education from every country that takes part – at present 55. Miss Paloma is a member of the local Madrid committee.

In 1977 AIESEC exchanged 3,200 students from all over the world by means of an extremely advanced EDP programme. Based on the specified requirements of trade and industry and also on the qualifications of the trainees – such as study level, knowledge of languages, etc. – an EDP selection from a great many applicants is made. The subjects of study most likely to be considered are accounting, EDP, marketing, import/export, personnel administration, and organization.

AIESEC arranges for lodgings and a work permit, and sees to it that somebody meets the trainee at the airport or the railway station. The trainee pays the travelling expenses, but is salaried (and taxed) during the exchange.

Señorita Paloma has been employed in our Financial Planning Dept., and thanks to the standardization of office functions world-wide, there have been no difficulties finding suitable work for an English-speaking Spanish girl at Kongens Nytorv.

"Has the Financial Planning Dept. benefited from Miss Paloma's stay?" We put this question to Mr. Peter Jann Nielsen, who has been responsible on behalf of the Department for arranging the various tasks and giving instructions in the tackling of them; and we got the following answer:

"Miss Paloma joined our Department at a time when we were very busy. But we were delighted to find that she was able to perform a series of tasks in the EDP field, after very short instruction, thereby relieving our regular staff of a great deal of work. Besides the current functions of the Department, it was a question of making final tests of new systems for a budgeting model for Maersk Air."

The studies that Miss Paloma pursues at the University of Madrid will last 5 years in all, and the trainee periods are usually arranged for the summer recess, so as not to interfere with the curriculum. Thus, after her first two years of study Miss Paloma had a period of practical work in Greece. Next year, or after finals, she hopes to be able to go to the USA.

Quite apart from practical work this exchange arrangement aims at furthering international relations and understanding, and it includes a number of social and cultural programmes. This means that Miss Paloma will return to Spain with a sound knowledge of Danish everyday life, including Danish cooking, which appeals to her; and at her departure she was kind enough to express a certain sadness that she now had to take leave of Kongens Nytorv and Denmark.

SPORTING EVENTS

Sports arrangement Oslo-Copenhagen

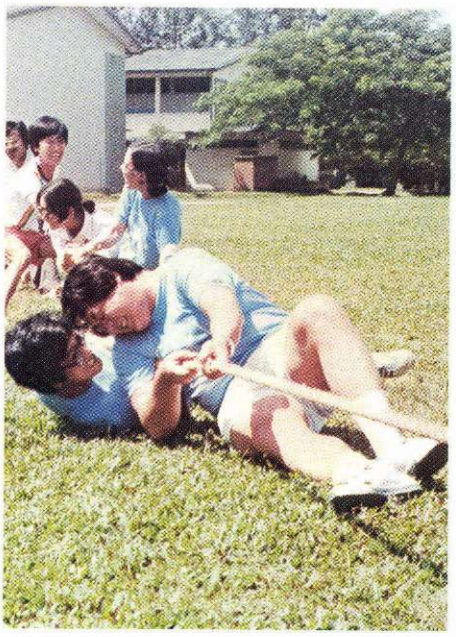
During the weekend 26th and 27th August the annual sports arrangement between Fearnley & Eger (Fearnsport), Oslo, and A. P. Møller (MÆRSK) took place. It comprised a football match for men and handball matches for women and men, and the arrangements were pulled off at Gentofte Stadium and the Kildeskov sports centre, respectively.

The football match resulted in a MÆRSK victory of 11-1.

The first handball match, the women's match, afforded a really great surprise in that our girls won by 5-3, the first MÆRSK victory so far over the Fearnsport girls.

The men's handball match did not give the usual thrill. The loss, suffered by Fearnsport, of an eminent goalkeeper, for so many years the backbone of the Norwegian team, tipped the scale in favour of MÆRSK. We won by 28-16.

K. Hedemark.



2nd Annual Sports Meet

Sunday, 25th of June 1978, was the 2nd Annual Maersk Line Sports Day in Singapore.

"The Sports Meet" as it is fondly remembered by all, was organized by the Maersk Line Sports Club for the benefit of the staff, their families, and close friends.

Every sportsman and sportswoman looked forward to this occasion with great enthusiasm and many of them, all geared for a day of "battle", were at the "arena" as early as 7.00 a.m.

Our "arena" was the New Town Secondary School field, where a tent was erected to provide shade, and chairs placed for the spectators.

Official judges, starters, field stewards, and marksmen were appointed to ensure that the events were conducted according to programme. A Refreshment Committee was also appointed to cater for snacks and drinks to competitors as well as guests.

A total of more than 15 events were held, and it was very gratifying to see that response from the "big boys and girls" was so overwhelming that several heats had to be conducted before the finals. The kids too had their share of competition.

Among the most popular events were the relay, sprints, gunnysack race, and the spoon and pingpong race in which almost every competitor committed fouls, resulting in the judges' decision not to disqualify anybody at all; otherwise there would be no winners.

Of course, the event which provided most fun and drew most laughter was the muscle-flexing tug-of-war.

After 5 hours of hard-fought competitions, the winners received their well-deserved prizes from Mr. Jorgen Lund, Honorary Advisor to the Sports Club.

The meet ended with a warm and lighthearted speech from the President of the Sports Club, Mr. Yim Choong Chow.

It was a day well spent, full of fun and laughter, and everyone went home with fond memories, looking eagerly forward to the next Maersk Line Sports Day.

David Tan.

Football tournament 1978

The annual inter-company football tournament with teams from MÆRSK, Bukh, Roulund, and the Yard, was this year hosted by Bukh, and the matches were played at the Gisseløre Stadium of Kalundborg.

Though the arrangement was not exactly favoured by the Clerk of the Weather – it was streaming down all day – the starting-signal was given on Saturday afternoon for all three classes: Grand Old Boys, Old Boys, and "Young Boys"/ Seniors.

Grand Old Boys

The first match was between Bukh and MÆRSK, and not quite unexpectedly MÆRSK had little trouble in winning, the result 4-0. Next, Roulund and the Yard met in a match where the weakness of the former resulted in an easy win for the Yard of no less than 13-1. After a short pause Roulund was in for it again when they met MÆRSK, who defeated them by 14-1. The last match of that day, between Bukh and the Yard, was won by the latter by 7-0.

On Sunday morning – it was still raining cats and dogs – the first of the finals, between Bukh and Roulund, was to be played. It was a very even match, and the result was 5-4 to Roulund. The next match was between the winning teams from the day before, the Yard and MÆRSK, contesting for the silver cup. The wet field and the streaming rain seemed to favour "the MÆRSK blue", who needed little time to outdistance the Yard by 2-0, which might have increased to 4-0 had it not been for a series of scores on the goalposts and the crossbar. Fortune did not smile upon MÆRSK; the Yard team very soon pulled themselves together, scoring 3 goals, the last one just before the final whistle. That last goal was a real beauty, a shot that left the goalkeeper no chance at all of asserting himself. The result, 3-2 to the Yard, also meant that MÆRSK's chance of securing the silver cup for Kongens Nytorv, by winning for the third year running, had been foiled.

Old Boys

Unfortunately, the Yard team had had to cancel the engagement, whereby this class was reduced to three teams and a total of three matches. First Bukh beat MÆRSK by 4-1, the next match between Roulund and Bukh was drawn, 1-1, and finally MÆRSK beat Roulund by 7-2. As a result of this Bukh secured for themselves another share in the Old Boys challenge cup.

Young boys

This class began with a match between MÆRSK and Roulund, a match in which MÆRSK lived up to their reputation. Through excellent passes and first-class head work they soon split the Roulund defence, and after a 9-0 victory they could relax and brace themselves for the Sunday finals.

The other Saturday match was between Bukh and the Yard. It was a very even match, resulting in a score of 3-2 to Bukh, who were now to meet MÆRSK in the cup final on Sunday.

The "consolation" finals on Sunday morning between Roulund and the Yard developed into a miserable affair. The Roulund team was simply unable to put up any resistance worth mentioning. The Yard swept them completely off the field in a nightmare of a match, ending 19-0 to Odense, a result Roulund ought to be ashamed of.

In return, the finals between MÆRSK and Bukh was an example of really good football, an even match between two equally strong teams. The finals ended in a draw, 1-1, so did the extra 10 minutes' play, and the winners had to be found through penalty kicks. This resulted in a MÆRSK victory of 5-4, meaning that the so-called MÆRSK cup will now be exhibited among other prizes at Kongens Nytorv.

Next year's tournament will be hosted by Roulund.

Final score:

Grand Old Boys.

1. The Yard	23-3	6 points
2. MÆRSK	20-4	4 points
3. Roulund	7-31	2 points
4. Bukh	4-16	0 points

Old Boys.

1. Bukh	5-2	3 points
2. MÆRSK	8-6	2 points
3. Roulund	3-8	1 points

Young Boys/Sen. cup final.

MÆRSK – Roulund	9-0
Bukh – the Yard	3-2
Roulund – the Yard	0-19 (cons.fin.)
MÆRSK – Bukh	5-4 (finals)

Finn Holmskov

The winning MÆRSK Young Boys after the finals. Rain and mud have left their marks on them.

Bukh's managing director, J. B. Nielsen, handed the MÆRSK Cup to the captain of the Kongens Nytorv team, Flemming Jacobs. This cup can be earned by winning three years in succession, or five times in all. The Yard and MÆRSK now have each one share in it.

Photo Competition

1

2

1st prize, 300 kroner, was awarded to Hans P. Barild, MÆRSK DATA.

2nd prize, 200 kroner, was won by Deck Apprentice Soren Larsen.

3rd prize, 100 kroner, went to Niels Jensen, Munkebo.

3

The MÆRSK POST annual photo contest has been settled, and the prizes have been awarded based on photos submitted from 15th September 1977 to 15th October 1978. Staff members of A. P. Møller undertakings everywhere can participate. Photos for the next round must reach the editor by September 15th 1979, and the results will be given in the November issue, 1979.

There are three prizes, a 1st prize of 300 kr., a 2nd prize of 200 kr., and a 3rd prize of 100 kr. You may participate in the contest with colour photographs only, either diapositives (colour slides) or colour negatives.

In the latter case you should submit negatives as well as paper prints. Black-and-white photos cannot compete.

Do not forget to enclose your name and address.

PERSONALIA

KONGENS NYTORV

1

25 Years Anniversary

1. Anders Christian Østergaard
   February 7th, 1979

BUKH

1

40 Years Anniversary

1. A. P. Andersen
   November 21st

THE FLEET

1

2

3

25 Years Anniversary

1. Captain Niels A. E. Nielsen
   February 6th, 1979
2. Captain Henning Sørensen
   February 19th, 1979
3. Captain Knud Hove
   February 22nd, 1979

4

5

6

7

8

9

Retiring

4. Chief Engineer Karl Th. Greve
   August 31st
5. Chief Engineer Gudmund Fog
   December 31st
6. Chief Engineer Carl V. Hassager
   December 31st
7. Captain Holger H. F. Ibsen
   December 31st
8. Captain Kaj Omme Mogensen
   December 31st
9. Chief Engineer Erik Emil Larsen
   January 31st, 1979

DISA

1

40 Years Anniversary

1. Sigurd Iversen (Herlev)
   February 5th, 1979

2

3

Retiring

2. Leo Ehlers (Jægerspris)
   December 31st
3. P. Strøbech (Herlev)
   December 31st

ODENSE-LINDØ

1

40 Years Anniversary

1. Børge Carl Nielsen (L)
   December 8th

2

3

5

6

7

8

9

25 Years Anniversary

2. Karl Alfred Larsen (L)
   October 27th
3. Poul Erik Dam (L)
   November 17th
4. Erik Petersen (L)
   November 17th
5. Bent Bødker (O)
   December 1st
6. Jens Peter Petersen (L)
   December 1st
7. Reinholdt Harboe Jensen (L)
   December 1st
8. Egon Sjølund Pedersen (O)
   December 8th
9. Poul Holst Christensen (L)
   January 5th, 1979

10

Retiring

10. Hans Albert Hansen (O)
    December 31st

MÆRSK KEMI

1

25 years anniversary

1. E. Maaløe
   December 1st

Obituary

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

Karl E. Madsen
Lindø
August 21st

N. Valentin Sørensen
DISA (Herlev)
September 8th

Bent Sommer
Maersk Air
September 17th

Y. Iwasaki
Maersk Line Tokyo
September 19th

Carl Chr. Petersen
Lindø
October 3rd

Villy Henrik Nielsen
Lindø
October 11th

John Schippel
DISA (England)
October 23rd