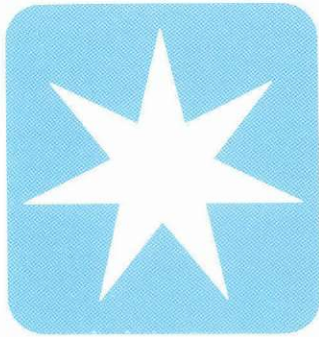




MÆRSK
Post



MAERSK

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Front page:
*Dolphins playing around
the bulb of m.t. "GUDRUN MAERSK".*
Photo by Capt. H. Eisenreich.

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On Friday, April 21, 1978, Mr. Mærsk Mc-Kinney Møller received the 1978 INTERNATIONAL ACHIEVEMENT AWARD of The World Trade Club of San Francisco.

When expressing his thanks for the honour bestowed upon him, Mr. Møller said among other things:

"The fact that yours is an achievement award makes it a special compliment – and indeed a challenge – not least because Americans have an uncanny gift for achievement by overcoming difficulties by simply ignoring them.

When travelling, as is my frequent lot, I often see proof of this American characteristic. And many are the times when even in remote places I have been struck by the achievements of Americans, by the establishments and businesses they have generated, and by the magnitude and complexity of the construction projects they have undertaken and mastered. The world is like a leopard's coat – dotted with American achievements."

After having expressed his admiration for the city of San Francisco, and for the way in which its people somehow manage to find more time to be gracious, kind, helpful, and hospitable than most other achievers in this competitive world, Mr. Møller went on to say:

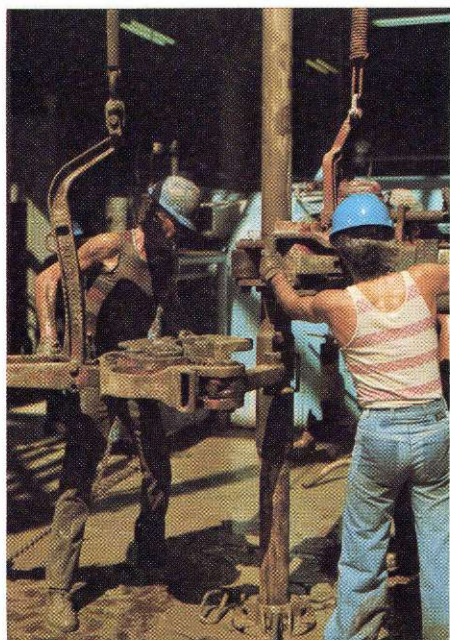
"You have one great inheritance in this country – which strikes me every time I visit the United States – Freedom. It is becoming a constantly scarcer commodity in this world of ours. Hold on to it! And beware of the creeping encroachments that might be exported to you from foreign lands.

There is a pronounced tendency – even in so-called democracies – to translate freedom into equality. Inasmuch as humans are not born with equal talents or with equal urge to use their talents, or with equal levels of energy, equality can only hamper use of unusual talent and hamper achievements in whatever field – the church – government – medicine – trade – industry. Freedom perishes with equality as has been so clearly illustrated in totalitarian countries.

In our part of the world, and I believe in yours, freedom is also being attacked by a growing belief that all kinds of controls are positive for society, and a belief that the public servant, who exercises control, has higher standards of ethics, higher morale, and is a better human being than the citizen he controls. Naturally, some controls are beneficial, but many are not and simply encroach upon the freedom of the individual. In my own principal world – ocean transportation – freedom of the seas has been historical. But alas, also here there are encroachments. Flag preferences and subsidies have become common, always at the expense of the taxpayer and the user. And there is a threat of a different kind – the aggressive challenge of fleets of some totalitarian countries, which operate on completely different economic criteria. And they do so worldwide, not least in trades between this country and other non-totalitarian states.

I am a strong advocate of free enterprise and a great believer in competition, but not with state enterprises that apply non-commercial criteria."

MAERSK MC-KINNEY MØLLER



The drilling rig "MAERSK ENDURER" operating near the coast of Western Australia in February this year.



Australian oil

One of Maersk Drilling's jack-up platforms is at present carrying out a series of exploration drillings near the West Australian coast. The rig, the "MÆRSK ENDURER", was built at Singapore in 1977, and after a 3-week tow it reached the operational area in Western Australia by mid September.

Since then the rig has carried out drillings in four different places, and at the

present time it is operating near Barrow Island between Dampier and North West Cape.

The rig is working for the West Australian Petroleum Company, "Wapet", and with its crew of about 50 it is the only offshore rig in operation in this area. Other drillings are being carried out on land.

Three Danes are among the crew, work-

ing as rig and barge engineers, responsible for machinery and deck operations, respectively.

It might be added that in 1952 m.s. "ELLEN MÆRSK" landed the drilling equipment in this very area for the first drillings on land ever to be carried out in Western Australia.



News from Maersk Air, by Bjarne Hansen



A group of pilgrims leaving the Maersk Air plane

Airlift to Mecca

Once every year large groups of Mohammedans set out for Saudi Arabia to be able to stay in Mekka during the great religious holidays. Thus, at the end of 1976 more than 750,000 pilgrims came to Jeddah in the course of only three weeks, Jeddah being the main centre of arrival for these travellers. The large majority make their pilgrimage by air, whereas only a small number arrive by ship.

Anybody can imagine the enormous re-

quirements that have to be met by authorities in Saudi Arabia – not least by the ground staff of the Jeddah airport – when so large numbers of people are to be admitted into the country during a very short interval, leaving it again a few weeks later. Naturally, all pilgrims wish to be present in the holy places on the particular days when the ceremonies take place.

The pilgrims are coming from a great



A Mohammedan prays with his head turned towards Mecca, even when on his way by air to this holy place. He is kneeling on his own prayer rug.



number of countries. Most of them are from Turkey (140,000 in 1976); but also pilgrims from Libya, Nigeria, Pakistan, Yemen, Iran, Iraq, and Morocco undertake the journey to Mekka.

Often a pilgrim (and his family) will save up money for years to enable the head of the family to make the journey of his lifetime; but in several countries the authorities contribute towards meeting the costs.

The pilgrims spend quite some time in Saudi Arabia (under rather primitive conditions in our opinion). So they bring along their own equipment, such as cooking utensils, tents, etc., meaning that the airlines have to deal with very large amounts of luggage.

In November and December 1977, one of Maersk Air's Boeing 720B's was leased with four complete crews to carry out a number of flights for Royal Air Maroc from Rabat/Agadir/Fez/Oudja to Jeddah, and thanks to good planning by Moroccan and Saudi Arabian authorities the Maersk Air Boeing was airborne for 17 out of every 24 hours during the entire period.

Special assignments for "Jette Mærsk"



The smallest aircraft of Maersk Air's fleet, OY-APM, usually called "Jette Mærsk", is used for a number of different purposes.

The managements of the A. P. Møller Shipping Companies and of the affiliated companies use the aircraft for important

business purposes; but as this use is of limited extent, Maersk Air is able to assign "Jette Mærsk" also to external tasks.

Several large Scandinavian companies have utilized this opportunity for speedy

and direct transportation, independent of fixed airline departures.

The S.O.S. International – a Danish undertaking responsible for co-ordinating the transportation home of sick and injured Scandinavians from abroad – frequently uses "Jette Mærsk". In many cases airliners cannot be used for such transportation because of the condition of the patient; so the S.O.S., which runs a 24-hour service, contacts Maersk Air's flight watch at Dragør, which also has round-the-clock services.

An unusual assignment in February might be mentioned. A German gramophone company chartered "Jette Mærsk" to take the ABBA group from London to Germany, after a stay there proceeding to Stockholm.

The "Jette Mærsk" was built at Hawker Siddeley's in England, its type known as H.S. 125-400. It was delivered in 1972, when it replaced the very first aircraft of the Maersk Air fleet. Also an H.S. 125-400.

On February 11th OY-APV left Copenhagen bound for London. On board were 4 captains, 4 second pilots, 4 engineers, 16 stewardesses, and administrative and technical personnel.

The aircraft – a Boeing 720B – had been leased with crews to the Afghan National Airways – ARIANA – who operate passenger lines from Kabul in Afghanistan to for instance Europe (Frankfurt/London/Amsterdam/Paris).

For a period of one month, during which ARIANA's own 720B underwent an extensive service check in London, Maersk Air had put one of its 720B's with crews at ARIANA's disposal.

Already on the following day the aircraft went on its first flight from London to Kabul via Istanbul. Whereas the majority of our crew members took up lodgings in Afghanistan for a month, one complete crew had to stay in Europe. The long flight from Kabul to Europe made it necessary that a fresh crew acted as stand-by in Europe, ready to take OY-APV back to Kabul, whilst the crew coming from there would rest until the aircraft reached Europe again.

On March 12th the lease was terminated in London, the aircraft having covered 3

Maersk Air in Kabul



round trips to Europe, one round trip to Amritsar, 2 round trips to Jeddah, and 2 to New Delhi. A great challenge to our air-crews and ground personnel had been met successfully.

Maersk Air is engaging itself on an increasing scale in solving problems of this kind for airline companies who may need assistance for a single day, several weeks, or even months.



New uniforms for stewardesses

**On February 15th
Maersk Air's stewardesses
started using a new uniform.**

During in 1977 it was decided to try to replace the model which had been in use since 1973, and a competition was arranged among several dressmakers (to-day called clothes-designers). Among the many entries made, the final choice was between a few that had met a series of main requirements, namely:

1. A shape that is not too tight when you move about.
2. Soft, gentle materials that do not cut or scratch or itch.
3. As few seams as possible; they may split. Not too many buttons; they may come off.
4. The uniform should be comfortable in summer and when under physical strain. But, it must also be warm in winter.
5. The uniform should be independent of the seasons, remaining smart and elegant, even though fashion may change.

The competition was won by Steen Schnedler-Sørensen with a number of sketches which he sent from his residence in Rome; and the production of the different parts of the uniform took place in various Danish establishments.

The uniform consists of the following parts:

Jacket, skirt, divided skirt (known as "culottes"), blouse, dress, T shirts, pull-over, apron, summer coat, winter coat, handbag, nightbag, scarves, and gloves.



U.S. charter tourists



Maersk Air's Boeing 720B aircraft are widely used to transport holiday-makers from Scandinavian airports to the holiday resorts in the Mediterranean area and in the Canary Islands. The five Maersk Air Boeings of this type carried about 350,000 Scandinavians to their holiday destinations during 1977.

Three types of aircraft of the Maersk Air fleet seen together. In front the tail piece of a Boeing 720B, behind it a Boeing 737-200 Advanced together with the Hawker Siddeley twin-engined, executive jet, H.S. 125-400, known as "Jette Mærsk"



Increase of the fleet

Our third 737 was given the registration letters OY-API. The photograph was taken at Seattle in November 1977, when Boeing was visited by Danish government officials, on a tour of the US with the Danish Prime Minister Anker Jørgensen. Mrs. Jørgensen is seen in the middle (wearing boots).

New helicopter

In March a new unit was added to the helicopter fleet. A third Bell 212 twin-jet helicopter was taken over by Maersk Air and immediately went into active service. The new helicopter, which was registered as OY-HMC, will join OY-HMA and OY-HMB i supporting the work in the North

Sea, with the Esbjerg heliport as their home base.

New Boeing 737

Now the Maersk Air fleet also counts 3 Boeing 737-200 Advanced. No 3 Boeing was recently delivered by the Boeing Factories at Seattle. It was flown to

Copenhagen to go into service right-away.

It is now 16 months since the first two 737's, OY-APG and OY-APH, were taken over, and they have come up to Maersk Air's expectations in every respect.

But the Boeing 720B's have many other strings to their bow. In 1977, for example, they carried out a number of flights between the U.S. East Coast (New York, Boston, Washington, Philadelphia, and Harford) and Copenhagen. It was mainly American tourists who began their visit to Denmark on board a Danish charter aircraft.

Maersk Air is expecting a considerable increase in these trans-Atlantic flights during 1978.

The American tourist market is large and expanding heavily, not least because of the fact that through changes in the charter rules the American civil aviation authorities are primarily looking after

the interests of the users. Completely new charter rules have been introduced in the USA in recent years. The rules are rather detailed, but they mainly aim at enabling every single American to book a charter seat – broadly speaking according to the same system that applies for Scandinavians who have their holidays in Southern Europe.

Unfortunately, these new American charter rules are not recognized by the Scandinavian authorities, regarding American visitors who want to go to Scandinavia. In the case of American visitors the rules about affinity flights are still in force, which means that only organized clubs or societies are allowed to

arrange flights to Scandinavia on a charter basis, and that a number of Scandinavian special requirements apply for these groups.

Although Maersk Air transports quite a number of American visitors to Denmark, the Scandinavian countries stand in their own way regarding a further increase of the number of American tourists. Other European countries have altered their rules, harmonizing them with the American charter rules. This has been prompted by a wish to increase currency earnings and to benefit the employment situation of the tourist trade. However, there is little hope that the Scandinavian rules will be changed in 1978.



LIQUID COMMODITIES

Diethylphthalate
2-Ethylhexanol
Butyl Benzyl Phtalate
Rapeseed Oil
Dodecylbenzene
Di-Butyl Phtalate
Epoxy Fatty Acid Ester

The above chemicals are just a small extract of the liquid commodities which Maersk Line is regularly carrying in its vessels' tanks.

Many readers are probably not aware that Maersk Line's modern C-type vessels are able to accommodate liquid cargo in bulk, but on nearly every voyage from Europe to the Far East more than 1800 tons of liquid cargo is carried in the vessel's tanks, for example vegetable oils

for use in the food industry in Hong Kong, as well as plasticisers for use in various industries.

The liquid cargo for the Far East is normally loaded at Rotterdam and to some extent also at Hamburg. However, the voyage of the liquid cargo does not necessarily begin in one of those ports but in the Ruhr district, where most of the chemical factories are located.

In the Ruhr district the cargo is loaded into tank barges which proceed on the long voyage down the River Rhine to Rotterdam. In Rotterdam the barges come alongside our C-type vessel, and the liquid cargo is pumped into the vessel's newly cleaned tanks. At the port of destination in the Far East the liquid cargo is either pumped into tank barges or tank trucks.

When the ship reaches Europe again, the tanks are immediately cleaned and surveyed and are now able to receive another 1800 tons of liquid cargo.

The afore-mentioned commodities may suggest danger to many readers, but they are all harmless, and Maersk Line does not accept dangerous liquids (IMCO coded) in the tanks of the vessels.



Two barges lying alongside a MÆRSK ship in Rotterdam

Within



Containers and underground trains

News from U.S. West Coast,
by Jens C. Falster.

After having maintained their weekly trans-Pacific schedule from Port of Oakland's Middle Harbor Public Container Terminal for exactly two years, the fleet of Maersk containerships set up their own head-quarters at Outer Harbour on September 16th, 1977.

Close to the eastern end of the San Francisco Oakland Bay Bridge, a new, 13-acre, exclusive container terminal, Berth 4, was dedicated by Maersk Line. A 45-ton gantry crane, the newest and most efficient in the Port of Oakland, can boast an outreach of 115 feet and a lifting height of 85 feet from string piece, meaning a vast improvement in Maersk Line's container-handling. The terminal encompasses a 750-foot wharf, and a total of 600 container chassis may be accommodated.

Rumours of the terminal's efficiency must be widespread, and not only among our shippers, for on Friday, November 18th 1977, the terminal was visited by a party of Danish government officials, headed by Mr. Kjeld Olesen, Minister of Transport and Public Works. Accompanying Mr. Olesen was the Managing Director of the Danish State Railways, Mr. Povl Hjelt.

Mr. Bengt I. Henriksen, General Manager of Maersk Line San Francisco, guided the visiting party around. The containership, t.s. "AXEL MÆRSK", was alongside the quay, loading before departure for the Far East.

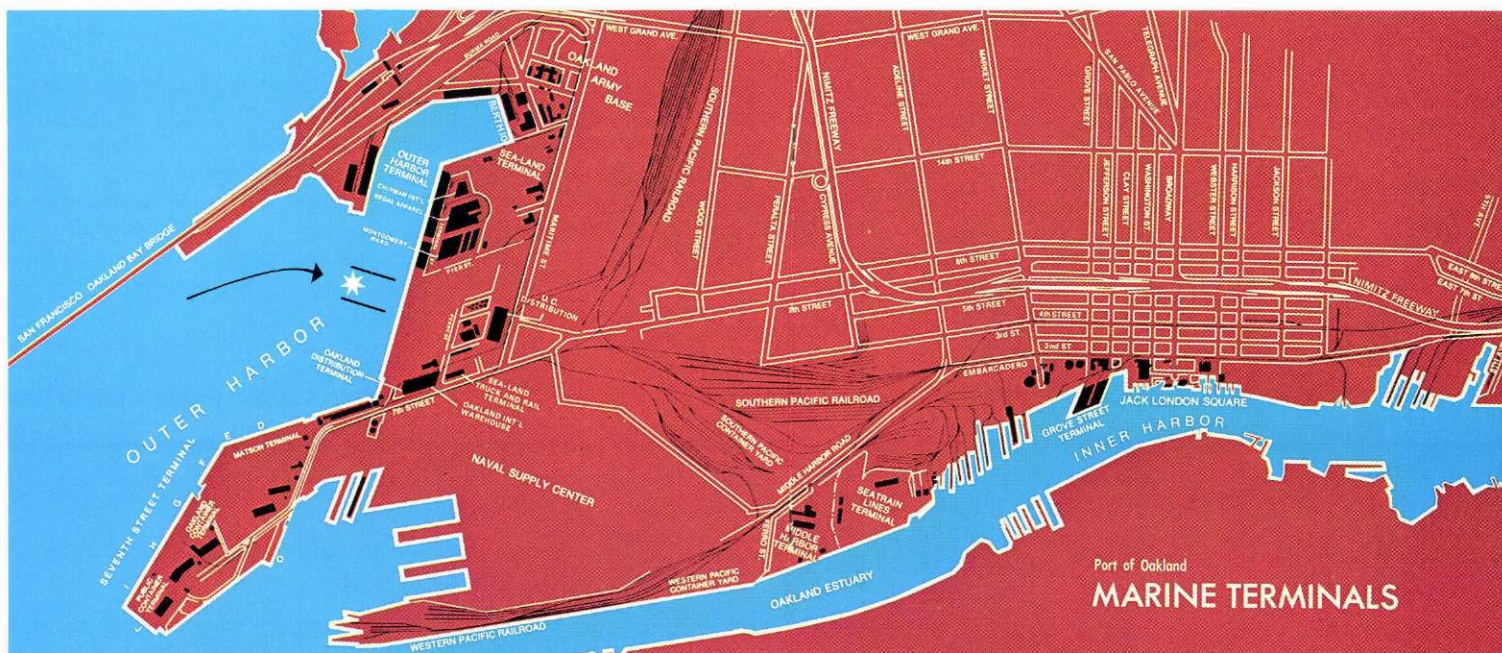
The main object of the California visit



for the two Danish government officials and their party was a close look at BART, short for Bay Area Rapid Transit system, a sleek, silver suburban train, traveling 80 miles an hour through a tube beneath the San Francisco Bay floor. The BART system is among the newest and most advanced in the United States, linking 15 Northern California communities along its 75 miles of elevated and subway tracks. From Powell Street in downtown San Francisco, for example, it is a matter of a 15-minute ride to Oakland's City Center Station.

Photo shows from left to right: Mr. Børge A. P. Lund, Consul - Royal Danish Consulate San Francisco. Mr. Bengt I. Henriksen, General Manager of Maersk Line San Francisco. Mr. Povl Hjelt, Managing Director of the Danish State Railways. Mr. Ole Andresen and Mr. Ole Harritshøj, both gentlemen attached to the visiting Government official. Mr. Thomas G. Bertken, Deputy Executive Director of the Port of Oakland. Mr. Kjeld Olesen, Minister of Transport and Public Works, Denmark. Mr. Harry R. Lange, Commissioner - Port of Oakland.

Maersk Line's new terminal is close to the eastern end of the San Francisco Oakland Bay Bridge.





Dansk Undergrunds Consortium's managing director, Mogens Rørvig, left, together with the chief of the Esbjerg base, Henning Kruse.

Offshore base at Esbjerg

The oil has come to Esbjerg, and it has come to stay. On Thursday, February 2nd, the new buildings of the first Danish offshore base were opened. They are situated at the Frankrigskajen ("France

Pier") in the port of Esbjerg. The Dansk Borelselskab is behind the new enterprise, and the buildings have cost about 5 mill. kroner.

At the new base the operations will be

centralized in transporting crews and supplies to the Dan Field and to the drilling rigs exploring for oil and gas in the North Sea.

Besides the 3,000 square metres of floor space in the new buildings, the Dansk Borelselskab has at its disposal a 23,000 square-metre area in the southern part of the Esbjerg harbour. Pipes to a value of around 60 mill. kroner are stored here, intended for the continued activities in the Danish part of the North Sea.

Not only the staff of the Dansk Borelselskab will be housed in the new buildings; also a number of special companies that are employed in the search for oil will be given offices here.

In connection with the opening a survey was made of what the activities in the North Sea mean for Esbjerg, and it is roughly estimated that the Dansk Borelselskab continually employs about 50 local contractors, resulting in a one-million-kroner monthly turnover.



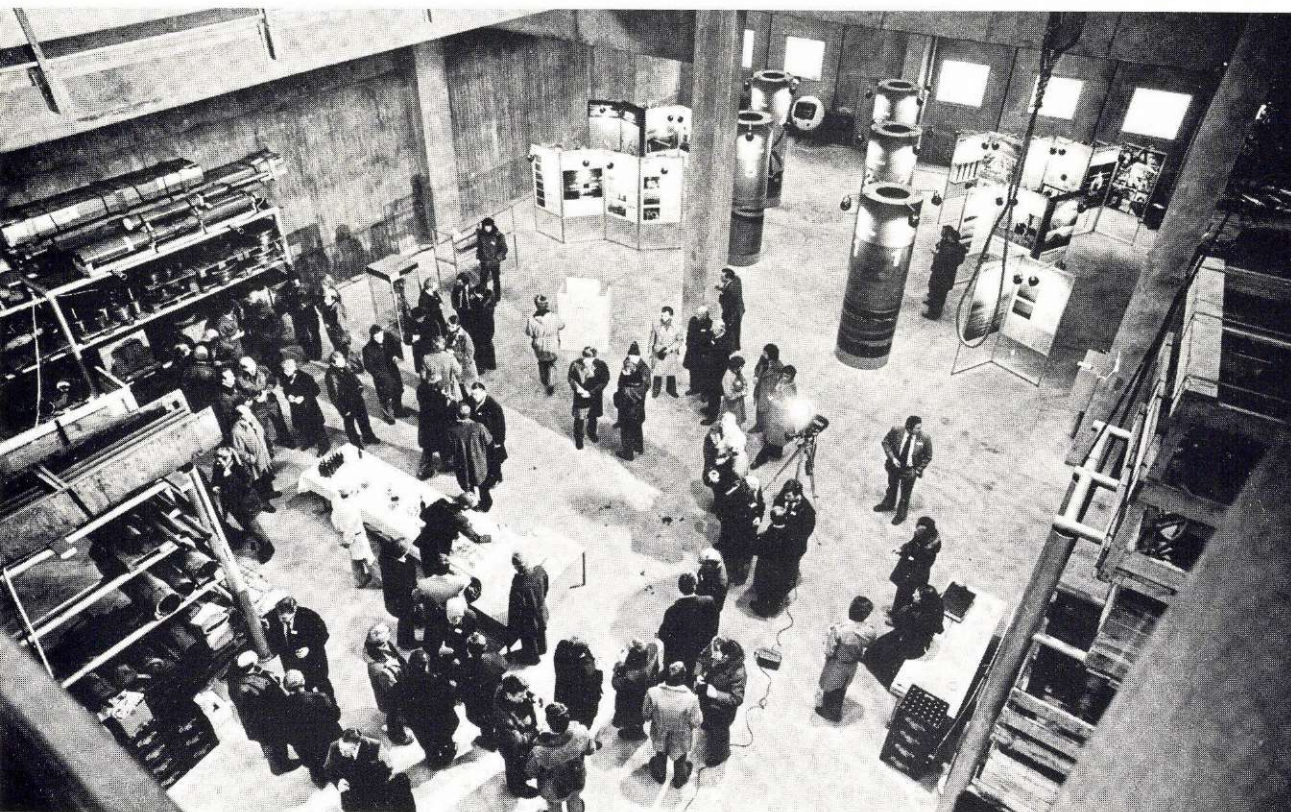
The new office and store building of the Dansk Borelselskab with the well-known Esbjerg landmark, the water tower, in the background.

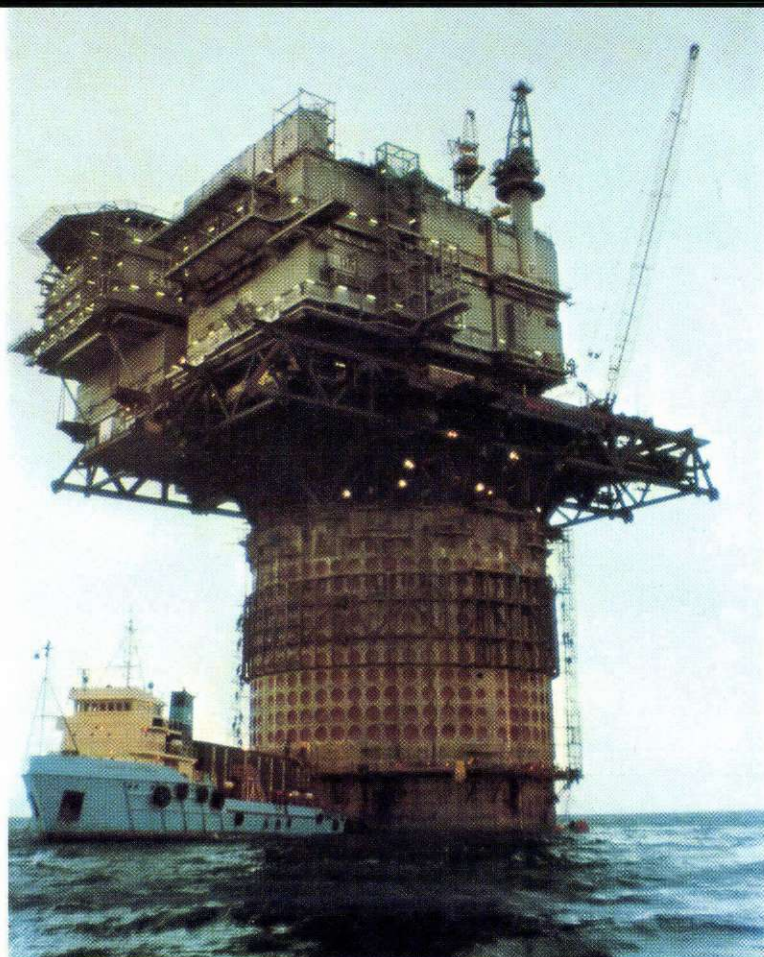


During the day one of the Maersk Air helicopters, responsible for keeping up speedy connections between Esbjerg and the various platforms in the North Sea, was demonstrated to the public.



In connection with the opening of the base, the travelling exhibition "Den danske Olie" was presented.





"MAERSK PLOTTER" moored with the stern against the platform

Photos by Capt. B. Looker.

Catering by sea

During the past years the Maersk supplyship fleet has shouldered the most diversified tasks. The units of this fleet have proved their adaptability also to functions one does not automatically connect with the exploration for and production of oil from under the sea bed.

MÆRSK POST recently gave a report on how a couple of these vessels had been shifting enormous icebergs about near

Greenland. These particular ships are of a type called "anchor-handling tugs", where the main stress has been laid on great engine power.

Other units are characterized by great carrying capacity. These somewhat larger ships are constructed with a very large deck for the transportation of pipes and other drilling equipment. Maersk Supply Service operates four such ships of about

2,000 tdw. With a total length of 65 m they are the largest of the supplyship fleet.

One of these ships, the "MAERSK PLOTTER", has for some time been functioning as a canteen ship in a firth on the west coast of Scotland. A very large production platform is under construction at some distance from the coast, and the need for a canteen of sufficient capacity has now been met by chartering the "MAERSK PLOTTER". The ship is moored by the stern to the platform, and a drawbridge gives the construction workers access to the modern canteen erected as a superstructure on the deck of the supplyship.



The canteen easily seats about 100 people

The canteen is built as a superstructure on the deck of "MAERSK PLOTTER"



On Friday 13th January a special exhibition was opened at the Maskinmesterskolen of Svendborg, telling about Shipowner A.P. Møller and the shipping companies which he headed for about half a century.

A.P. Møller exhibition

The exhibition was originally opened at the Kronborg Maritime Museum in 1976, to commemorate the 100th anniversary of Mr. A.P. Møller's birth; and during slightly more than one year it was visited by close to 150,000 people. The exhibition gave them an opportunity to have a close look at the history and everyday activities of the A.P. Møller Shipping Companies.

Svendborg

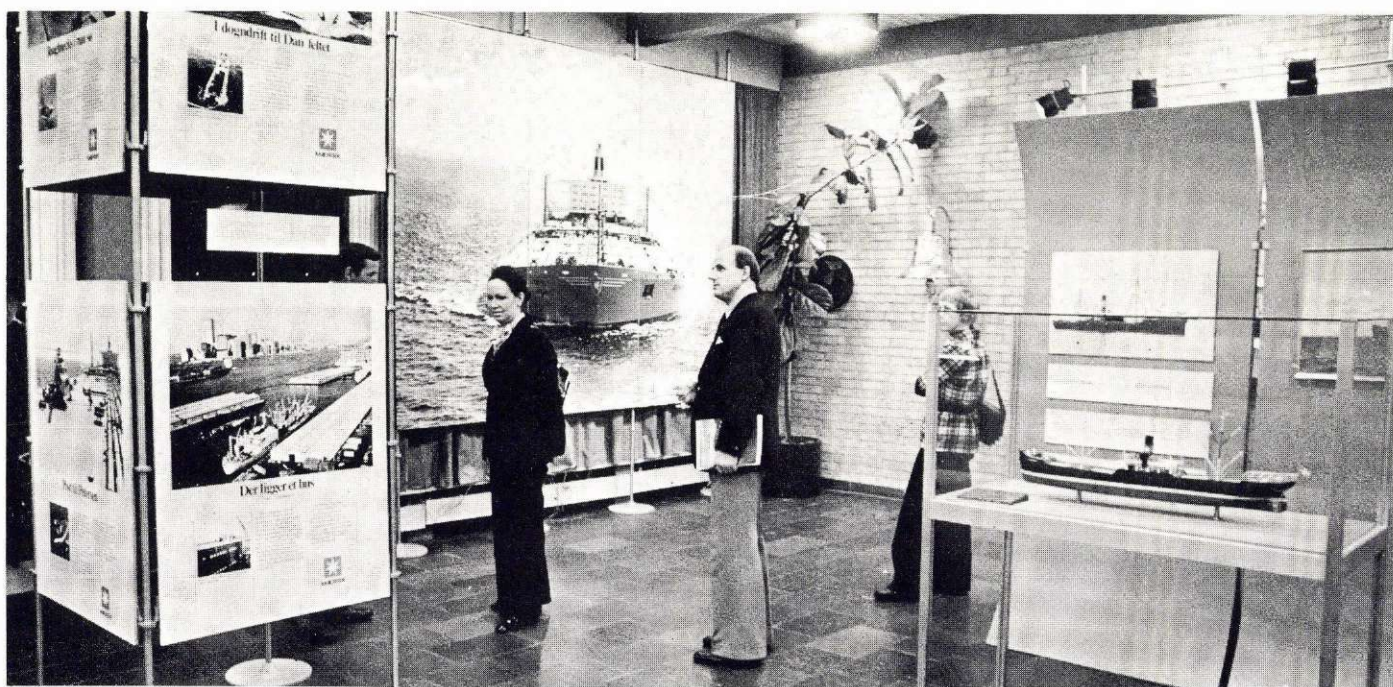
After the Kronborg exhibition was closed, many local representatives approached Kongens Nytorv, asking to have the exhibition shown also west of the Great Belt. This is one of the reasons why the exhibition began a tour of various provincial parts of Denmark about mid January. It

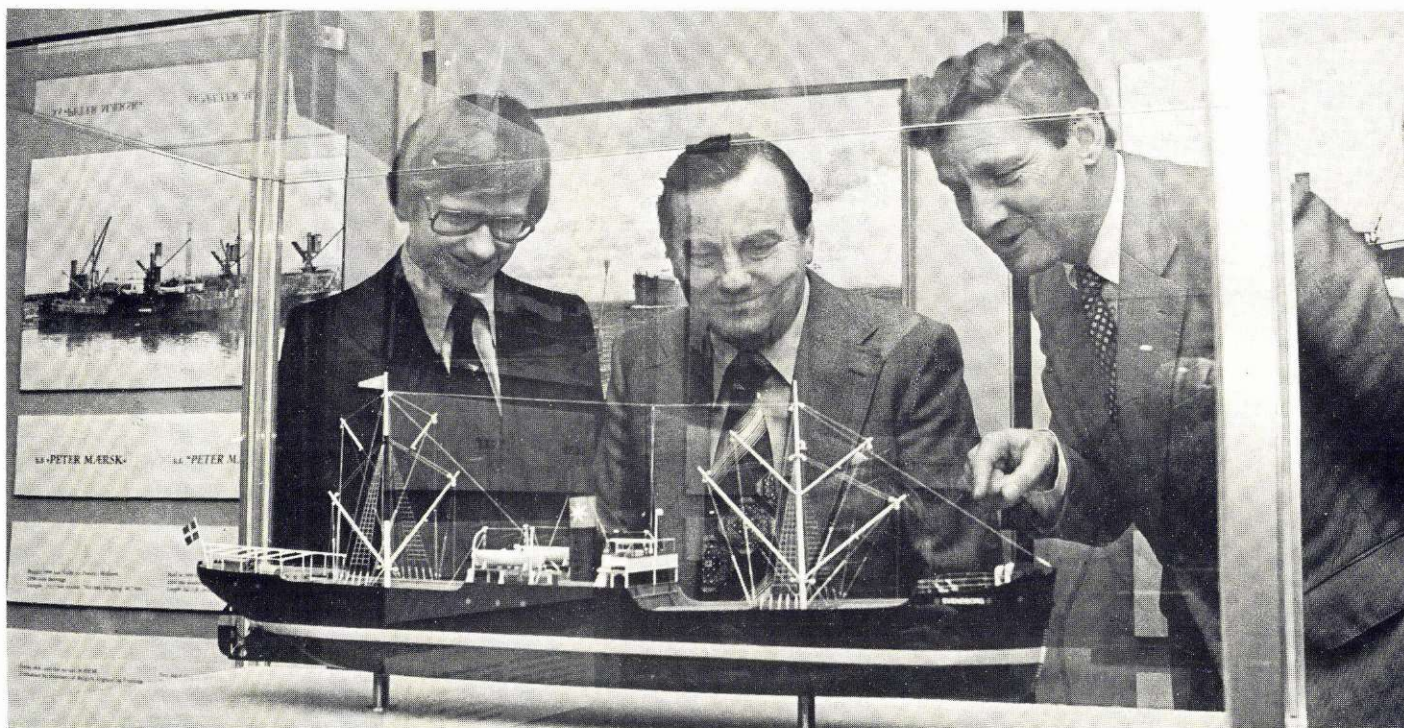
was only natural that such a tour should start out at Svendborg, the town which has, more than any other, been closely connected with Mr. A. P. Møller himself and the shipping activities that he began together with his father in 1904.

The official opening was made by Mr. Georg Andersen.

Mr. Georg Andersen is telling the mayor (until the elections in March) of Svendborg, Mr. Svend Aage Andersen, about an old family portrait, taken in the garden of Villa Anna, and showing Mr. A. P. Møller's father and mother with most of their children and children-in-law, and also a few of the grandchildren.

One of the dominating exhibits was a very large colour reproduction of the turbine tanker "KRISTINE MÆRSK".





A.P. Møller exhibition

Yard Manager Erik Quistgaard (right) together with Munkebo Mayor Axel Jørgensen (middle), and A. P. Møller Information Chief Kurt Bjørndal, admiring a model of the very first MÆRSK ship, the s.s. "SVENDBORG", delivered in 1904.

Munkebo.

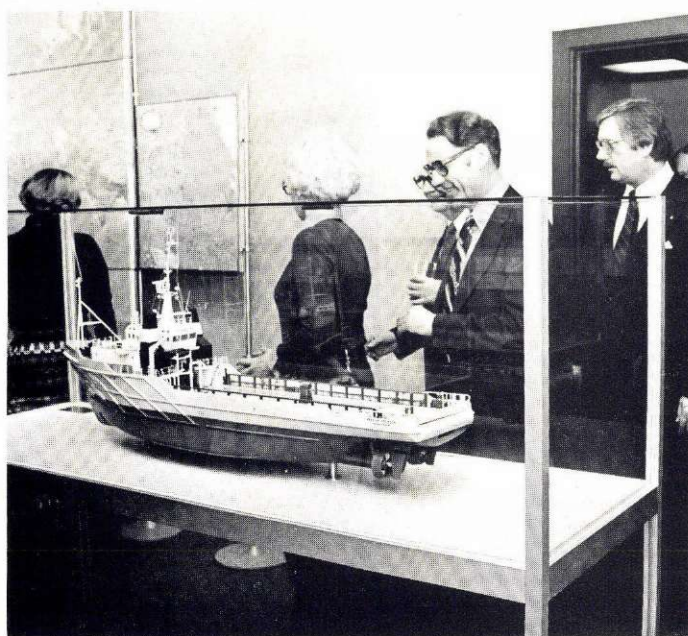
After having been shown at Svendborg for well over a week, and seen by about 6,000 people, the exhibition was dismantled and moved to Munkebo (residential community close to the Lindø Yard). Here, on February 17th, Mr. Erik Quistgaard, managing director of the Yard, made the official opening at the Munkebo town hall, and until February 26th the inhabitants of Munkebo, most of whom are attached to the Lindø Yard, had an opportunity to see the exhibition.

The Yard's financial director, Mr. E. W. Petersen, and his wife, watching a photograph of the old writing-table in the "office" of Villa Anna, from where, for a great many years, Mr. A. P. Møller's father, Capt. P. M. Møller, managed the office functions of MÆRSK fleet operations.



◁ One of the latest stages in the development is represented by a model of an anchor-handling tug of the supplyship fleet.

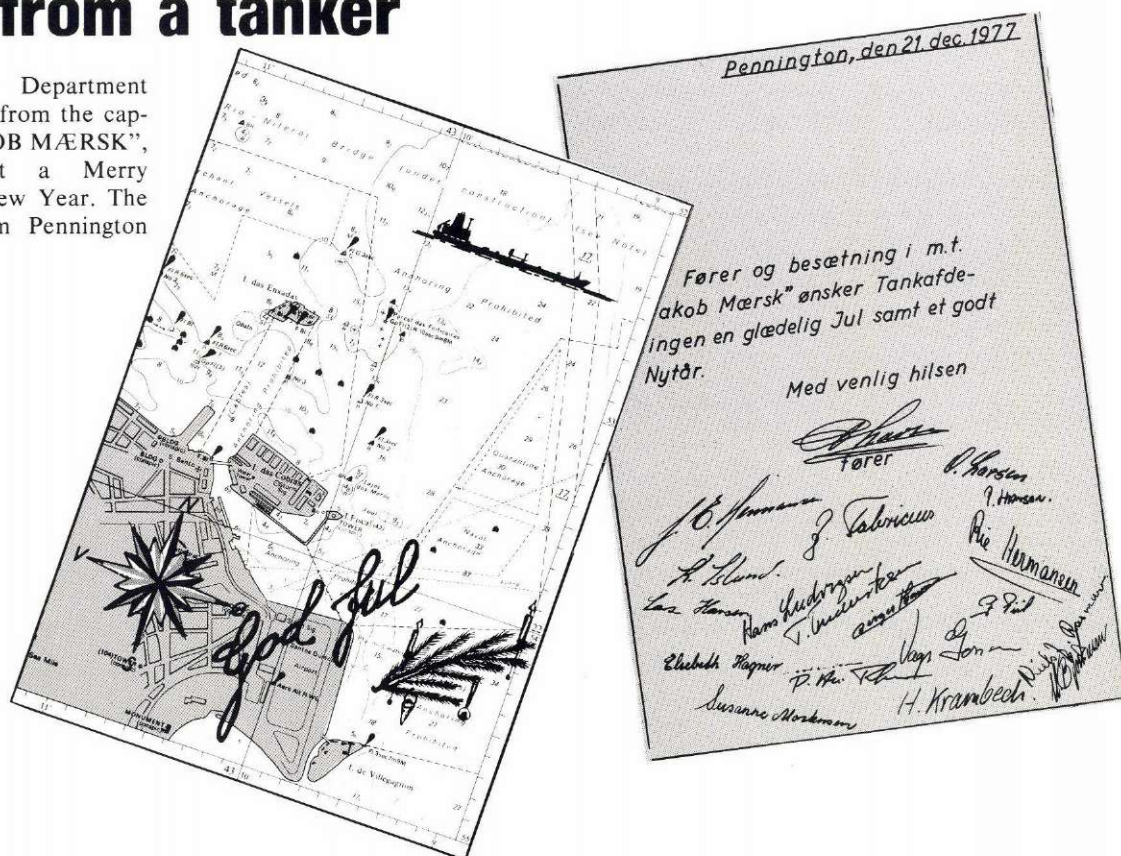
The exhibition comprised a great number of old family portraits. ▽



Christmas and New Year greetings

Greetings from a tanker

In January the Tanker Department received a special greeting from the captain and crew of m.t. "JAKOB MÆRSK", wishing the Department a Merry Christmas and a Happy New Year. The letter had been sent from Pennington (Nigeria).



Vietnamese calendar

In February Mr. Mærsk Mc-Kinney Møller received a Vietnamese calendar, produced by the 'Truong Xuan Friendship Association' for the Vietnamese New Year (7th February). This association was foun-

ded by the 4,000 shipwrecked Vietnamese on board the vessel "TRUONG XUAN", rescued by the "CLARA MÆRSK" in the South China Sea on May 2nd 1975. In the accompanying letter it says: "Wherever

we live now, we shall always remember
your outstanding kindness towards us. We
wish you all the best for the New Year.
Yours sincerely ---"

LỊCH MÂU - NGỌ

DO HỘI **TRUÔNGXUÂN** AN HÀNH

cung chức tấn xuân

The DISACORE Core-shooter



News from DISA, by Erik Hansen

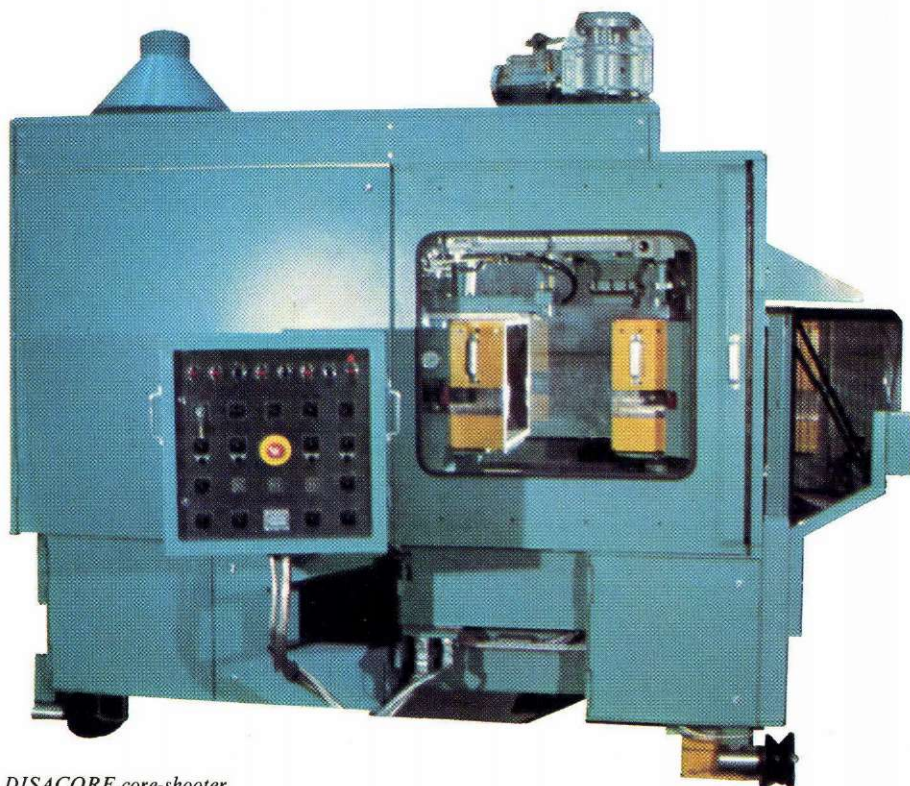
The DISAMATIC division has, during a great many years, been delivering its well-known moulding-machines to foundries all over the world. Since 1964 the figure has risen to more than 600 machines of the different models.

Such a success is not achieved in the foundry trade during so short a span of years, unless the firm in question turns out first-class products, and is constantly able to renew itself.

The DISAMATIC division has recently proved able to renew itself by presenting a new machine, which in an ideal way complements the DISAMATIC moulding-machine, model 2013 Mk 3. The new machine is a core-shooter, named DISACORE, which, when linked with the moulding-machine, is able to produce cores to be automatically inserted into the moulds. Cores form a necessary element in the moulding-process when producing castings with a cavity, such as valves and fittings.

The cores, usually chemically hardened sand moulds, are today normally produced in the core-making departments of the foundries. They are stored until they are needed, being transported to the moulding-machine and inserted into the DISAMATIC moulds either by hand or by means of the DISAMATIC core-setter.

As implied the new DISACORE core-shooter may eliminate the storing and transportation of cores, by synchronously producing and delivering cores to the moulding-machine without any intermediate manual handling. The advantages are evident, and it might be added that the DISAMATIC division has been following new trains of thought and new principles



DISACORE core-shooter

to construct this core-shooter, probably the fastest on the market.

Turn-key foundry

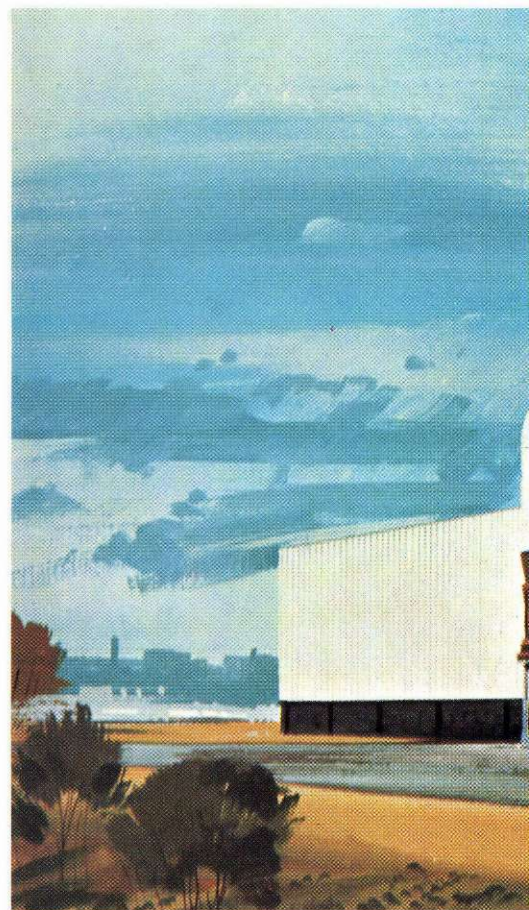
The products mentioned above have long enabled DISA to deliver the majority of what is needed for a foundry, provided the articles were in DISA's own production line. It was, therefore, not a deep plunge that was taken, when three or four years ago DISA began marketing the turn-key foundry, a highly developed product, with DISA itself as the main contractor, at the same time delivering the vital parts.

Through this DISA could guarantee the maximum quality of castings available. The delivery of turn-key plants mainly comprises:

- All buildings.*
- "Management Guide", including training.*
- Smelting works, sand installations.*
- Formline, including DISAMATIC model workshop and metal pouring.*
- Finishing of castings.*
- All-inclusive transport system.*

At this juncture you might ask whether the products that come from a foundry are ob-

Turn-key foundry being delivered by DISA to a customer in England



jects known from everyday life. In answer to this we may mention some of the typical tools produced "the DISAMATIC way"

Pipe bends for gas and water installations, central heating, and drainage.

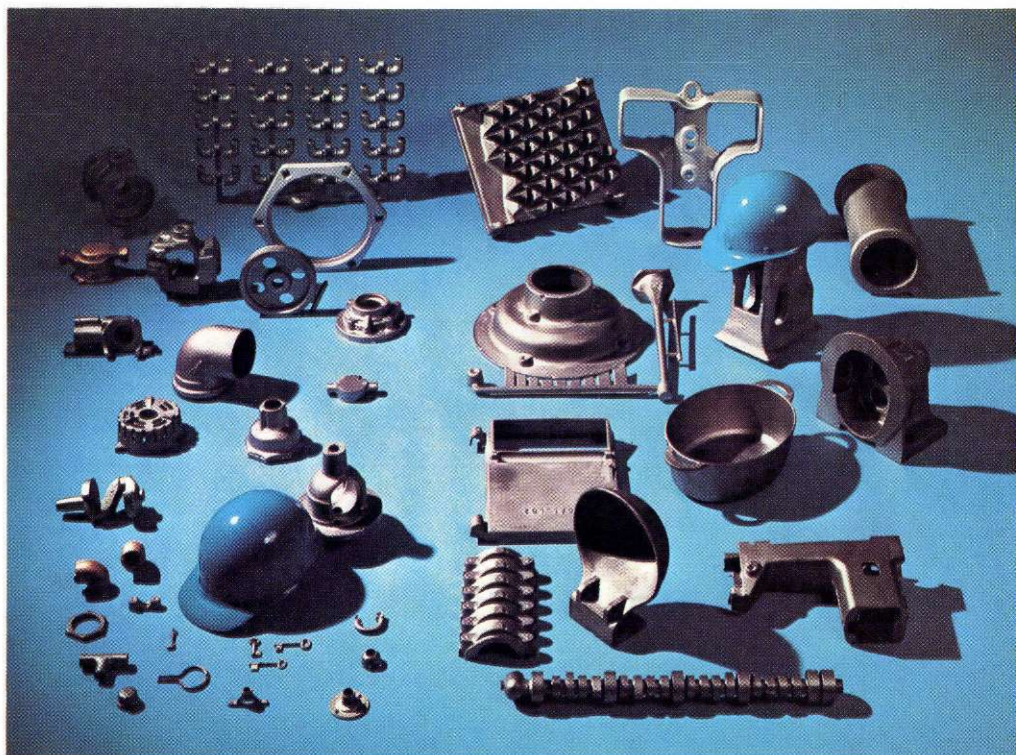
Cast-iron kitchen utensils. The Morsø Foundry is one of the most skilled DISAMATIC foundries in the world.

Auto spare parts, such as connecting-rods, V-belt pulleys, cylinder heads, camshafts, cylinder blocks, and differential housings.

Sundries, such as door keys, candlesticks, builders' hardware, sewing-machines, electromotors, iron stoves, etc.

A DISA foundry is adapted to future environmental requirements. This means there is a rapidly growing interest with foundry firms of the industrialized world and with our faithful DISAMATIC customers, who may have a 2nd generation DISAMATIC delivered with a DISA-produced turn-key plant.

Foundry products used in everyday life





The oldtimers' evening included dinner and entertainment with community singing

Oldest and youngest participants, Mrs. Elisabeth Hansen, who retired on December 31st 1977, and Mr. Vilhelm Holger Rasmussen, retired 1960



Old-timers' evening

"It was so nice to help creating joy and satisfaction!" This was one of the remarks frequently heard in DISA during the days immediately after the annual festive gathering of retired staff members, and it came from all who had had the privilege of lending a hand as hosts and hostesses on that particular occasion.

It is an established tradition at DISA's that the firm and the local union jointly invite all former staff, who retired because of age, to a get-together once every year. The gathering is hosted by members of the management, the local union, and the present staff, preferably of a certain seniority to enable them to talk

to their former colleagues about old times.

This year's gathering took place on January 13th in the canteen, which was decorated for the occasion. The guests were welcomed at 4 o'clock p.m. by their appointed hosts, headed by the "toast-master", and very soon all 150 guests were gathered round the tables, 12 at each, to partake of a meal in the shape of a Danish cold table.

When the toast-master had announced the programme for the evening, the chief shop-steward addressed a few words of welcome to the guests, followed by the managing director, Mr. H. K. Jørgensen, who took the chair to deliver a hu-

morous and spirited New Year speech, including information about the latest developments, and finishing off with "three cheers for DISA".

Next there was entertainment by the fantastic musical group, calling themselves the "Humble Banden" (the Humle Gang). This group, which was conducted by one of our apprentices, offered a repertoire of English, Scottish, and Danish folksongs, rendered in a joyous mood that was very catching.

The evening also included community singing, and was finished off with a dance.

VB
(Toast-master)

MÆRSK on top

The MÆRSK fleet wins the first two places in the annual athletics meetings between the ships of the Nordic mercantile marines

In the annual athletics meetings between the ships of the Nordic mercantile marines for 1977, two MÆRSK ships finished as number 1 and number 2, respectively. They were m.s. "CORNELIA MÆRSK" with 32,291 points and t.s. "ANDERS MÆRSK" with 29,464 points. The winner from last year and the year before last, the EAC ship "ALAMEDA", came in third on 27,576 points.

It was the 25th time that these athletics events were held.

The very first time, in 1953, m.s. "AGNETE MÆRSK" was the winner, scoring 19,700 points, and the MÆRSK fleet thus honoured the jubilee by giving this very good account of itself.

When "CORNELIA MÆRSK" arrived at Hamburg from the Far East on February 17th, she was met by welfare secretary Finn Fuldby, who handed over the silver cup and diploma of the Danish Merchant Navy Welfare Board. Electrician Carl Jørgensen received the prize on behalf of his ship.

In the first meetings, in 1953, 133 Danish seamen took part, and by 1977 this figure had increased tenfold to 1,355, a tendency noticeable also in the other Nordic countries.



Electrician Carl Jørgensen is handed the "CORNELIA MÆRSK" winner's cup by welfare secretary Finn Fuldby

Middle East Tour



During the month of January, Mr. Poul Rasmussen, chief of the Line Department in Copenhagen, visited the Middle East together with Mr. Ole Nygaard of the USA/APG Line. In three weeks they visited Tehran, Kuwait, Jeddah, Riyadh, Dammam, Bahrain, and Dubai.

While in Dubai they were the guests of the Dubai Port Authority and were given a privately conducted motor-launch tour of the Dubai Port and the new Dubai Dry Dock facilities.

From left to right: Mr. Jørgen Seidel, Maersk Line Owner's Representative at Bahrain; Mr. Poul Rasmussen; Capt. Arthur Jarman, General Manager Dubai Port Services; Mr. Ole Nygaard

New Year in Hong Kong



News from Hong Kong, by B. Arculli

Lunar Year

According to the Chinese almanac the year 1978 commenced on February 7th, and the so-called Lunar New Year is one of the most important dates in the Chinese calendar. It is so named because it coincides with the new moon (the second after Winter Solstice), which means that the date varies each year, a lunar month being of only 29 to 30 days, compared with the 30 to 31 days of a Julian calendar month. Offices and shops usually close for two or three days to celebrate New Year. It should be added that there are 13 months in a Chinese leap year, which occurs every three years.

Year of the Horse

Visitors to for instance Hong Kong will have noticed that the years are named after various animals, 12 in all, which keep recurring at 12-year intervals. Thus, 1978 is called the Year of the Horse.

Chinese horoscopes have it that those born under the sign of the horse are hard-working, persevering, and intelligent. They are well-groomed and conscious of their good looks, but they may also be headstrong and bad-tempered. Occasionally you will come across one who will take the bit between his teeth, but by and large he is tractable. Shyness is not one of his traits – on the contrary, he basks in the limelight.

A "horse" usually excels at sports, particularly in track and field events. He is quickly off the mark, has great stamina and endurance, and he can nearly always be depended upon to romp home an easy winner in any competition.

To check whether you were born under the sign of the horse you are referred to this list of years: 1906, 1918, 1930, 1942, 1954, 1966, 1978.

There are many ways in which a horse may be pictured. This frolicking steed is a so-called Chinese paper-cut by a Hong Kong artist.



Chinese Christmas

The above-mentioned Winter Solstice, celebrated on 22nd December, is also known as Chinese Christmas, the last festival of the Chinese lunar year. It was formerly one of the most important dates in the Chinese calendar, especially among farmers.

The custom of observing Winter Solstice dates back to the Han Dynasty (206 BC - AD 220). During this, the shortest day of the year, people took a holiday after labouring hard all year, looking forward to longer, warmer days to come. Families gathered privately or at temples to give thanks for past good fortune and to pray for future prosperity.

In recent years Winter Solstice has lost



Commemorative stamp issued by the Hong Kong Government for the Lunar New Year on February 7th, 1978, the first day of the Year of the Horse.



much of its significance, but many Chinese shops are still closed for the day.

Stamps and coins

Besides the commemorative stamp reproduced on this page, a master craftsman of London's Royal Mint was commissioned to produce the Year of the Horse Coin in the Hong Kong Government's Lunar New Year series. The design was based on an ancient bronze statue, and was a real challenge. A knot tied with the tail indicates that it is a horse for battle. To illustrate that its speed is superior to a bird's its right hind hoof is placed on a swallow in flight.

The Royal Mint engraver, working from an artist's sketch, had a difficult task translating the appearance of a three-dimensional statue into a low-relief model suitable for coinage reproduction.



News from the Yard, by J. Hellesø

New- building



The sponsor and her husband.



In the roads of Elsinore the MÆRSK fleet has taken over a product carrier of about 69,000 tdw., built at the Lindø Yard.

On Thursday, March 2nd, the ship was named "NIELS MÆRSK" by Mrs. Connie Christrup, wife of Mr. Henrik Christrup, barrister-at-law.

As was the case with the sister ship "NORA MÆRSK", delivered in November 1977, the sponsor of "NIELS MÆRSK" reached her ship by pilot boat from Elsinore.

The naming was performed by the sponsor as she broke a bottle of champagne against a name plate mounted in the front of the funnel.

The newbuilding is constructed to carry four different cargoes simultaneously, distributed in 18 cargo tanks, and this type of ship is the largest of its kind in the world. The main particulars are:

Length pp	233.90 m
Breadth mld.	32.12 m
Depth mld.	17.40 m
Draught	13.09 m
Speed loaded	about 16 knots

The ship is equipped with a 7-cylinder Sulzer diesel engine, type 7RND76M, with a maximum continuous output of 16,800 BHP.

Soon after the naming the ship departed for the Mediterranean for a cargo of clean petroleum products, such as naphtha and gas oil.

Master of the ship is Captain Henrik Berendt, Hirtshals, and Chief Engineer Erling Meyer, Kolding, is responsible for the machinery.

The »NIELS MÆRSK« departing from the Lindø Yard on 22nd February.

Yard face-lift



In future the place-names Odense and Lindø together with the symbol of the Yard, the letter O and the three swans, will be used as a trademark instead of today's "Odense Steel Shipyard".

The reason for this is that the Yard wishes to manifest itself not only as a shipyard, but also as manufacturers of for instance industrial and offshore products.

The new name and symbol will be given a uniform appearance everywhere, and a sample of the new design has been displayed for some time at the main entrance to the Odense Yard.

The new design is intended for all kinds of publicity such as letterheads, signposts, vehicles, etc; and with it any lingering doubt regarding the mutual connection between the Odense and the Lindø Yards will probably disappear.



News from Roulund, by K. Lindsbog

"Export Oscar" for Roulund representative

The semi-official export prize, the diploma of the "Landsforeningen Dansk Arbejde", for commendable efforts in selling Danish products abroad, has been handed, together with a trophy, to Mr. Yew P. Ong of Singapore. Mr. Ong represents A/S Roulunds Fabriker of Hjallesø.

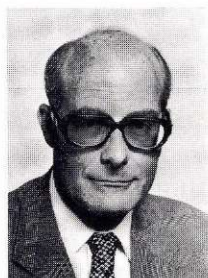
The handing over, which took place at the Danish Embassy of Singapore, was performed by Mr. Jørgen Holm, Danish chargé d'affaires, who emphasized that Mr. Ong had carried out fruitful and remarkable pioneer work by importing and selling Danish motor-car components in Singapore and Malaysia. Also, throughout 25 years of co-operation he had proved a true friend of Denmark, having assisted the Embassy on several occasions by pointing out additional export possibilities in the area.

The Danish "Export Oscar" was instituted by the Landsforeningen Dansk Arbejde in co-operation with the Foreign Ministry in 1967, and till now it has been awarded to 80 undertakings or single persons in 35 different countries, as a recognition of their efforts in furthering Danish exports.

Danish chargé d'affaires, Jørgen Holm, handing over the diploma to Mr. Yew P. Ong.



Maersk activities "quay-ed up"



News from Bangkok, by H. Mogensen

As the Port Authority of Thailand (PAT) operates a common-user terminal at Bangkok, no particular area or berth can normally be allocated to any one line. The containers of the different lines have so far been placed throughout the port, much to the inconvenience of the agents and of PAT itself. Each line might have containers scattered disorderly in several parts of the port, resulting in slow operation and poor security.

Last year PAT agreed to a trial allocation of separate areas to the most important container lines, and in November Maersk Line, as the first, moved into an approximately 20,000-square-metre area of the new East Quay extension. Here

a Maersk container yard was established, and another area, used temporarily since June 1977, was abandoned.

The new container yard has been laid out to accommodate 131 forty-foot and 25 twenty-foot units on chassis, as well as 117 forty-foot and 30 twenty-foot grounded containers, all lined up in numbered rows.

The new arrangement has greatly facilitated Maersk Line's container operations, as our feeder vessels from Singapore come alongside the adjacent berth.

The new Maersk Line container yard in the port of Bangkok with chassis and containers in orderly rows.



New local correspondent



As appears from the above, there has been a change of guards at Bangkok. MÆRSK POST will in future be represented by Mr. Hagbarth Mogensen, general manager of Maersk Line Bangkok.

We extend a hearty welcome to Mr. Mogensen, and at the same time give our best thanks to our local correspondent up till now, Mr. Poul Bjerregaard Hansen, for

excellent service during two years. Mr. Bjerregaard Hansen recently returned to Kongens Nytorv, where he has joined the Container Line Department.

The ancient mariner's drink

As a natural supplement to the article in the May issue 1977, "The old mariner's diet", we bring below an excerpt of a treatise, in which the same author, Mr. Henning Henningsen, Ph.D., describes the agonies of thirst on board the old-time sailing-ships



Drawings by Ulrik Schmidt

Grog is a treasured remedy against colds, not on the strength of its salutary influence, but because of the soothing effect it has. In North and South Schleswig grog has become almost an national drink, and in many Danish homes the steaming, odorous brew will be prepared whenever a bottle of rum has been included in the tax-free luggage. A generous helping of dark-brown rum, boiling water according to taste, rock candy, and a slice of lemon; there you have your grog. A delight for which you should really be grateful to the British Navy.

An anecdote gives this explanation of the word grog: The French governor of Guadeloupe, Guillaume Roussel, had died, and his body, preserved in a cask of

rum, bearing the letters GROG, was carried home by ship. This was presumed to mean: Guillaume Roussel Obijt (died) Guadeloupe. However, the French ship was taken by the British, who, of course, had not the slightest idea what the letters purported. They tapped the cask and enjoyed the rum, which henceforth they called grog.

A historically more convincing interpretation, in a treatise on the attitude in the different navies to alcoholic drinks, is given by Mr. Henning Henningsen, Ph.D., curator of the Kronborg Maritime Museum. In the recently published yearbook of the said Museum he has written a dissertation entitled "The ancient mariner's drink". Like last year's "The

ancient mariner's diet", this must be regarded as a sketch of the "Cultural History of Seafaring", which Mr. Henningsen simply must compose some day.

In 1688 the British Admiralty issued an order that on board ships bound for the West Indies a daily ration of one pint of Jamaica rum and 9 ounces of muscovado sugar were to be distributed to each crew member. This was considered of substantial and valuable nutritious value; but even after a certain reduction later on this ration of rum was the cause of many rows on board.

So, in 1740, the commander of a squadron heading for the West Indies, Admiral Edward Vernon, ordered that the rum ration be diluted, under the super-

vision of the ship's officers, with three times as much hot water, whereupon soft, brown sugar was to be added. Admiral Vernon went under the name of "Old Grog", because he was always wearing a grey cloak of grogram, a material made of silk and rabbit wool. Known by the admiral's nickname this beverage was gradually introduced in the entire British Navy, and it was poured out every day right up to August 1st, 1970. The rum ration was reduced several times, in the end amounting to barely 7 centilitres, but the ritual remained unchanged to the very last. At eight bells the tune "Nancy Dawson" would be played, and at the command of "grog ho" the entire crew lined up at the dispensing point on the tweendeck. At the feet of the petty officer in charge was the tiny rum cask, and beside it was the mixing- or steep-tub, bearing the words: The Queen - God Bless Her, in polished brass letters. Right to the end the Navy's grog was paid for by the Queen's Privy Purse, and was known as the "Queen's Allowance".

When the British Navy finally abandoned the daily grog, the US Navy had long been off alcohol. From 1775 a daily ration of 30 centilitres of rum or whisky had been meted out on American warships. But in 1842 this was halved, and in 1862 President Abraham Lincoln - in the face of heated protests - introduced prohibition in his navy. This is still in force.

On board French and Spanish men-of-war wine was preferred to concentrated spirits. Thus, in 1588 the Spanish Armada carried 82,000 litres of wine, and only 57,000 litres of water on their disastrous expedition against England. And in the French navy of today the daily allowance is half a litre of Bordeaux per head.

Even in the Danish navy large quantities of alcoholic liquors were consumed in former times. During the 1600's aqua vitae was simply recognized as medicine, so, morning, noon, and evening each crew member had to gulp down a dram. Should anybody, for inconceivable reasons, refuse to do so, the cat-of-nine-tails was within easy reach. After all, it was a question of endangering public health if you were abstinent! As a nourishing and warming drink aqua vitae was for a long time dominant in the Danish navy - even in 1826 the naval doctors opposed a motion to abolish it.

Ten years later, however, it was replaced by beer-and-bread gruel and tea. But only in 1909 when the senior petty officers were deprived of their weekly halfpint did the last remnants of distilled spirits disappear in the navy.

However, as early as the sailing-ship era distilled spirits had ceased to play any important part for the sailor; it had been reduced to acting as a stiffener in cases when health or unusual exertion called for it. The most important role by far was that played by fresh water, and in his treatise Mr. Henningsen describes the almost in-



surmountable difficulties that have only recently been overcome, in providing sufficient quantities of good, fresh water on board ships.

In coastal shipping the problem had been of limited extent; but in the case of men-of-war or ships engaged in overseas trade a catastrophic situation might have arisen.

For instance, when a big Danish sailing-ship set out on a voyage to China, it was a matter of course that among, and on top of, the ballast would be stowed a number of barrels and casks, containing the cleanest fresh water obtainable. Though containers represented the highest quality of cooperage, albuminoids in the new wooden staves made the water go mouldy or rot. Treatment with oil or vitriol, smoke of sulphur, or pitch was tried; but the problem remained unsolved until somebody got the idea of charring the inside of the casks. The water then tasted of smoke and contained lots of black particles, but it stayed more or less fresh, and might be filtered through canvas.

But, even worse, it was impossible to provide really clean water, even from springs or rivers. At every filling a certain amount of algae, plankton, larvae, insects, or tadpoles - plus, of course, bacteria - would be included. As time went by, especially when the ship approached the tropics, all these organisms would multiply and transform the water into an abominable fluid. Old reports have it that "worms as long as fingers" vegetated in it, and that it became "livid, fibrous, pasty, thick as jelly, and covered with green foam". Sometimes it might even contain dead fish and rats, so, small wonder it had a "stench of carrion, liquid manure, or rotten eggs".

Today it is hard to imagine how people could face drinking that sort of water, but to the ancient mariners it was a necessity if they wished to survive. Often they would have liked to have more than was available.

It has been proved through medical tests that a minimum of 1½ litres of water per day is required to preserve normal health, and usually sailors were given that much or even more. Thus, on board Swedish ships around 1650 the daily consumption per head was estimated at four litres. In this connection it should be borne in mind that the maritime diet was pungent with salt and caused an enormous thirst.

When a ship was at sea for a long time, strict rationing might be necessary; the Danish East Indiaman "OLDENBORG" serves here as a good example. When in 1672 the ship was bound for Java, the ration went as low as 0.9 of a litre, a level which was by no means unusual. The daily ration might get down to a cupful or two table-spoonfuls, and if a man drank it all at once, he would have to face 24 hours of the most terrible thirst. To alleviate his ordeal he could resort to placing a lead ball on his tongue, sucking at coffee-grounds, or drinking his own urine - quite a few most certainly saved their lives in that way.

All sailors knew, of course, that it was certain death to drink sea water, but some of them were unable to resist, and they went mad. Others waited patiently for a miracle, such as a shower, or a turtle whose blood they might drink.

Being fully aware of the benefits of such visitations, the officers of the ships naturally did their best to supplement their fresh-water supplies whenever possible. When in the neighbourhood of a river estuary one of the ship's boats was cleaned carefully. It was then taken a short way up the river, filled to the gunwale with fresh or brackish water, and towed very gently back to the ship, avoiding any splashes of salt water. By means of pails and buckets the water would be hauled up and poured into the ship's barrels.

During long voyages the ships depended on the possibility of getting fresh water on the way. This might entail the risk of encountering belligerent natives and wild animals, but there were also certain safe places where supplies might be had. Especially on the route to India there were a number of localities which sailors had been using for centuries. One of them was Sierra Leone in West Africa, which can - or could - show up a number of names, cut or carved by hundreds of mariners, among them Sir Francis Drake, Admiral Ruyter, and several notorious pirates.

When leaving Denmark the ships carried, besides the water barrels, several casks of beer, a beverage that at any rate alleviated the unpleasantness of the first stages of the voyage. Like people ashore seamen preferred beer to the impure water, and a ration of 12 pints per day was held to be suitable; not so much for its intoxicating effects (as the beer had an alcohol content of only 1 or 1½ per cent), but simply because the perpetual salt provisions made large quantities of liquid necessary.

For ships' provisions Elsinore brewers





produced, around 1696, three types of beer. An agreed, basic unit of 12 bushels of malt was used; and if the result was 5 barrels of beer, it was termed "double beer", seven barrels resulted in "middle beer", and ten barrels in "ship's beer". These beverages were bitter because of the use of smoked malt and large quantities of hops; it was excellent for quenching the thirst, however, and there was profound grief on board when after a few weeks the beer gave out. Beer would rarely keep any further than the Bay of Biscay. It would then turn sour and undrinkable.

The Merchant Shipping Act stipulated that if a ship chanced to put into port after that, the beer was to be replaced by wine; but that was a drink which Nordic seamen never got round to appreciating. The sweet port from Oporto was accepted, but the sour sherry of Cadiz was commonly detested. Whereas the crew were reduced to water and the aqua vitae ration, drinks were a little more refined in the cabin, where the skipper presided at the table of officers and passengers. Quarterdeck men were entitled to bring along their own drinks – usually kept in beautiful cut-glass decanters in a mahogany casket. In the Danish Asiatic Company, during the 1700's, the rules were very liberal. Shipmasters were allowed no less than 1200 bottles of wine and 8 barrels of beer, with decreasing quantities for other officers right down to the sailmaker's 150 bottles of wine and one barrel of beer.

In the cabins of the East Indiamen a new drink was introduced, called punch, a corruption of the Indian word 'pantch', which means five. In a punch-bowl five different ingredients were mixed: Hot water, sugar, lemon, tea, and – most important of all – arrack, a distillate of palm or rice juice.

Punch had a great vogue during the years around 1800, both on land and at sea, and for any skipper it was the highlight of the day when he walked into the marine stores of Elsinore and was handed one of the celebrated "Elsinore porcelain bowls", bearing a portrait of the client's ship. That added considerably to the gay atmosphere in serving punch from the bowl on board ship.

The importance of liquor as a stimulant was to dwindle rapidly during the 1800's. This was due, above all, to the introduction of the new beverages, coffee, tea, and to a lesser extent cocoa, drinks that were

since to become indispensable for seamen.

It all began on board the clipper ships that carried large quantities of tea in the holds; but soon there was a tendency in all ships to replace the rations of aqua vitae and rum by coffee and tea. It should be added, however, that a new drink was invented, coffee punch, consisting of black coffee, rum or aqua vitae, and sugar. The rum was here termed "skipper's cream".

In 1823 coffee replaced the morning spirits of the French navy, and the following year the grog ration of the British Navy was halved in return for the introduction of the dearly beloved "morning tea".

In the merchant marines the tendency was the same, and little by little coffee or tea was served many times during the day;

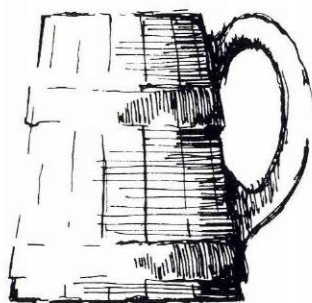
with meals, during watches, and after a tough job. In the tropics a kettle with cold tea was placed on the main hatch, for everybody's free use.

But, naturally, there was still a difference between the cabin and the forecabin. The English language distinguishes between "cabin coffee" and "crew's coffee", the latter being an utterly slovenly affair. Already-used tea-leaves and coffee grounds were left in the kettles every time, and the crew grumbled indignantly that the tea smelt of cement, rusty water, or broom hairs, and the coffee of herring, sour socks, boot-leather, and floor-sweepings.

In Danish ships coffee was nicknamed "tar water", and it is true that the allotment of coffee beans was so scanty that it had to be supplemented with burnt peas and biscuits, or the cook might throw in some chicory or dandelions.

Mr. Henningsen finishes off his essay with a short survey of drinks available in today's merchantmen – such as strictly controlled water supplies, stainless tanks, cooling apparatus, and "iron cows", the latter delivering milk, an unknown phenomenon at sea in the old days. The contrast between then and now has unfathomable dimensions, and yet barely a century has elapsed since the sailing-ship era, with its putrid water, rations of aqua vitae, and tar water.

Birger Mikkelsen



PERSONALIA

KONGENS NYTORV



1

25 Years Anniversary

1. Ebbe Safeldt
July 1st



2

Retiring

2. Arne F. Plum
May 31st
3. Hans Robdrup
July 31st



3

MÆRSK KEMI



1

25 Years Anniversary

1. P. Østergaard Nielsen
May 14th

THE FLEET



1



2



3

25 Years Anniversary

1. Chief Engineer Preben T. Valsted, June 26th
2. Captain Aksel Jensen
June 29th
3. Radio Officer Viktor Flodin
July 12th



4



5

Retiring

4. Captain Jürgen von Hielmcrone
June 30th
5. Captain Hans E. Eisenreich
July 31st

DISA



1

25 Years Anniversary

1. Johannes E. Christensen
Skovlunde
May 14th

ORG. ABROAD



1



2



3

25 Years Anniversary

1. Jørgen Stahlhut
Maersk Drilling, Singapore
June 1st
2. Margaret Kiratibhongse
Maersk Line, Bangkok
July 7th
3. Sv. Aa. Rud Pedersen
Maersk Line, Singapore
August 4th



4



5

Retiring

4. John F. Lewis
Moller Steamship Co. Inc.
New York
March 31st
5. B. E. Sargeant
managing director
The Maersk Company Limited
London
July 31st

THE YARD



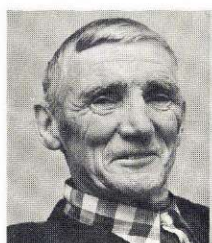
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50 Years Anniversary

1. Henning P. E. Sørensen (L)
May 1st



2



3



4

40 Years Anniversary

2. Holger W. Laurits Jensen (L)
June 30th
3. Aage Richardt Larsen (O)
June 30th
4. Carl Peter Pedersen (L)
August 4th



5



6



7



8



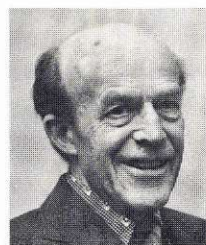
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10

25 Years Anniversary

5. Carlo Ingvard Nielsen (L)
May 16th
6. Henry Poulsen (O)
May 19th
7. Niels Larsen (L)
June 8th
8. Børge Jørgensen (L)
June 30th
9. Alf Eigil Knudsen (L)
June 30th
10. Bent Arresø Olsen (L)
July 3rd
11. Peter Frederiksen (O)
August 11th



12



13

Retiring

12. Jens Gregersen (O)
May 31st
13. Søren Kruuse Larsen (L)
June 4th

Obituary

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

2nd Officer Philip W. Harding
ex m.s. "Trein Mærsk"
February 7th, 1978

Stewardess Susanne Kristoffersen
ex m.s. "Olivia Mærsk"
February 15th, 1978

1st Engineer Hans Kurt Andersen
ex m.s. "Maersk Wave"
March 27th, 1978

