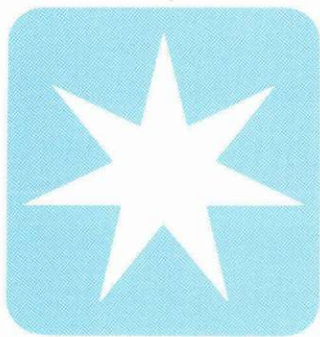




**MÆRSK**  
*Post*





# MÆRSK

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Front page

The anchor-handling tug "MÆRSK BLAZER" holding the drilling rig "Sea Conquest" up against the waves. With her 10,500 hp this ship belongs to our most powerful class of supplyships. The photograph, which is from the North Sea, was taken from the supplyship "MÆRSK TRAVELLER" by Chief Officer Aage Christensen.

Volume 18, No. 1  
March 1979  
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As a matter of course my inside cover articles in the first issue of each year have touched upon the economy of our country, the question of employment generally, and the results and prospects of our companies.

I did cherish a hope that this year I might strike a more cheerful chord when looking ahead, and it is true that a certain optimism regarding 1979 has been expressed by some economists. But I feel obliged to refrain from too great optimism, as I find it difficult to envisage an early improvement in the shipping field.

I am sure the old text about the seven years of famine would hold true, if the economic forces were allowed to develop freely. We have, however, seen and we still see too many unproductive schemes, too many subsidies, too much flag preference, too unreasonable competition from the state-owned Eastern-Bloc fleets. On top of this Danish shipping is handicapped by the much too high Danish costs, which seriously hamper our activities and economic thriving.

I would like to express my thanks to all staff members for good co-operation during the past year, hoping that through able and steady efforts we may make our companies and their work respected also in the time to come.

Danish know-how is certainly one of our key national assets, and in that field we are well provided for, having the advantage of a competent staff in the fleet and on land, at home and abroad.

MÆRSK MC-KINNEY MØLLER

# The sailor and his baccy

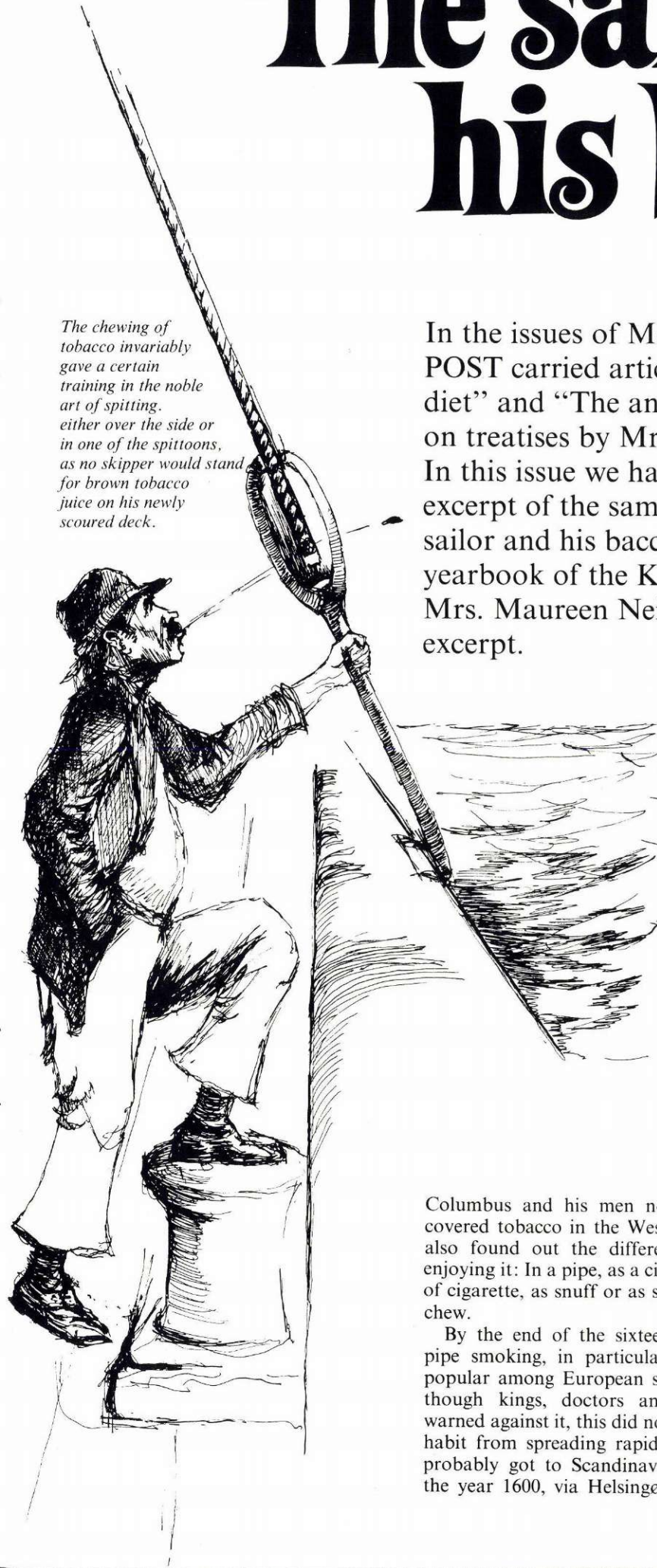
*The chewing of tobacco invariably gave a certain training in the noble art of spitting, either over the side or in one of the spittoons, as no skipper would stand for brown tobacco juice on his newly scoured deck.*

In the issues of May 1977 and May 1978, MÆRSK POST carried articles about "The old mariner's diet" and "The ancient mariner's drink", both based on treatises by Mr. Henning Henningsen, Ph.D. In this issue we have been permitted to reprint an excerpt of the same author's latest article, "The sailor and his baccy". It recently appeared in the yearbook of the Kronborg Maritime Museum, and Mrs. Maureen Neiiendam is responsible for the excerpt.

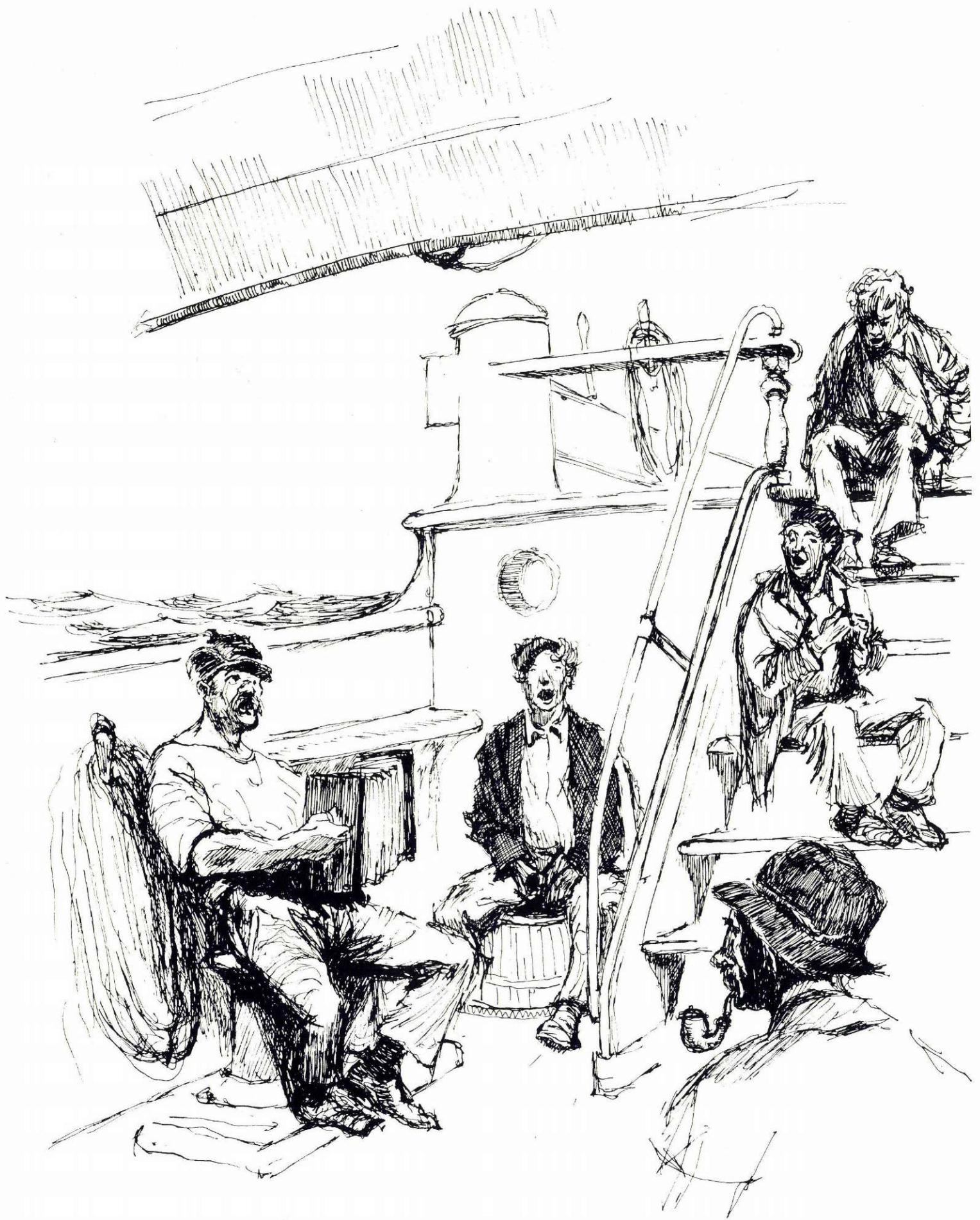
Columbus and his men not only discovered tobacco in the West Indies but also found out the different ways of enjoying it: In a pipe, as a cigar or a sort of cigarette, as snuff or as something to chew.

By the end of the sixteenth century pipe smoking, in particular, was very popular among European sailors. Even though kings, doctors and moralists warned against it, this did not hinder the habit from spreading rapidly. Tobacco probably got to Scandinavia by about the year 1600, via Helsingør, where all

vessels had to stop and pay the Sound Dues. Helsingør was the gateway to the North, and it was here that pipes were probably first made in Scandinavia. The Danish King Christian IV attempted, like his brother-in-law James I of England, to prevent the spread of tobacco by banning it in his fleet. However, he soon realized that this was ineffective as the sailors would rather go without their breakfast than their tobacco. So, instead, he put a heavy tax on tobacco, a far more advantageous step in the long run.









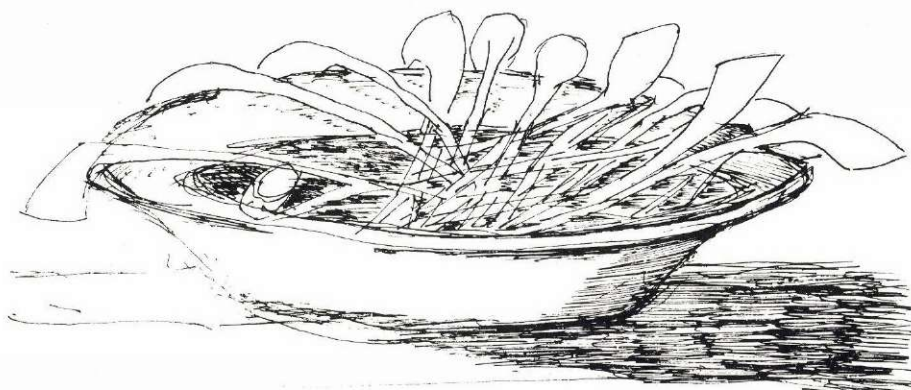
Ships of that period were made of wood and therefore highly inflammable. On naval and company vessels smoking – or “drinking” of tobacco as it was called – was only permitted at certain times and places on board, so that a check could be kept on it. It was allowed in the evening on deck, before the mainmast, by the match-tub where the match was always burning, or in the galley, where the stove was lit in any case. Pipes had to be covered by a lid to prevent sparks flying. Defiance of these rules was strictly punished. Officers were not allowed to smoke on the quarter-deck but only on the fore-castle or in their cabins, where there was supposed to be a bucket of water handy. We know of several occasions when ships blew up because sparks from a pipe

The quid had only one disadvantage, but that was a most unpleasant one: it induced salivation to such an extent that whoever chewed it had to spit all the time. No skipper would stand for brown tobacco juice all over his newly scoured deck, so sailors had to take care either to spit over the side or into one of the numerous spittoons placed all over the ship. If anyone did spit on the deck, he was severely punished, possibly even having to lick up his spittle and be flogged or held up to derision by having to wear a spittoon round his neck.

*Cigars* were never really accepted by seamen. They were considered too posh, and it was mainly the officers who smoked them. Even less common were *cheroots*, which originated in the Far

not supersede them entirely. The reason for the cigarette’s popularity was perhaps that its smoke can be inhaled, unlike that of a pipe or cigar. Cigarette smoking presented a great fire risk and was therefore often forbidden on vessels carrying inflammable cargo.

Smoking aboard was also a matter of etiquette. On merchant vessels the men were not allowed to smoke while working or on watch, and never in the presence of the captain or the mate for fear of affronting their dignity. As for ship’s boys and ordinary seamen they were never allowed to smoke at all as this would have been considered a deplorable lack of respect for their elders who regarded them more or less as their personal slaves.



landed in the powder magazine, or caught fire because members of the crew smoked in their bunks. In harbour all smoking was forbidden on board because of the risk of fire.

At the end of the sixteenth century it was fashionable in the highest circles, for example at the French court, to take tobacco, finely ground, in the form of *snuff*. It was very unusual for sailors to take snuff as a sneezing powder, but they often chewed it.

But far more popular was a quid of *chewing tobacco*. It was extremely suitable for life at sea. As it was chewed and not lit, there was no risk of fire. At first one simply bit off a piece of pipe tobacco and chewed that. Not until later did they start making a special chewing tobacco, spun in fine shreds, easy to bite off, good and juicy, and with a variety of flavours.

East, and which were not popular among the men.

A sort of *cigarette* was known to the Indians as early as the sixteenth century. It consisted of crushed leaves of tobacco wrapped in a palm or maize leaf. It was probably the Spaniards who first thought of using thin paper as a wrapper round cigarettes, perhaps as early as the beginning of the seventeenth century. During the eighteenth century this type spread to Italy, Turkey, Russia, and even as far as China where European crews reported them being smoked. But not until about 1850 do we hear of a few American sailors, for example, smoking them. The end of the nineteenth century saw the beginning of the inexorable spread of the cigarette over the entire world, both on land and sea, until it eventually ousted the pipe, cigar and quid in popularity. Fortunately it did

For centuries the favourite way of enjoying tobacco was to smoke it in *clay pipes*. As early as about 1575 pipes were being made in England, but in the seventeenth century Holland became the chief centre for the manufacture of clay pipes, though they were made in many other countries, too. Such pipes were usually white, with small bowls and long stems as a rule. They were extremely fragile and did not last long. Thousands of fragments of clay pipes have been found in old wrecks and during excavations in our towns. During the eighteenth century other types of pipe became common, particularly long pipes made up of several pieces and with bowls of china, meerschaum or wood. The most popular was the short shag pipe made of briar root, which was most suitable for smoking aboard ship.

To begin with *pipe tobacco* was sold



spun and in rolls, from which pieces were cut and then put in the pipe. Later it was made in plugs or cakes and given flavour by being sauced in sugar, liquorice, prunes, etc. or by storing it in empty rum casks. In our present day it is usually sold in flakes, either fine or coarse cut, or in grains.

A skipper would often keep his tobacco in a tin of copper or brass which might have a calendar or logtable engraved on it. The crew would make themselves jars of wood or coconut and pouches out of the webbed feet of albatrosses.

To light his pipe the seaman used a tinder-box of flint and steel or borrowed a light from the cook. In the last days of sail there was often a smoking lamp hanging in the fo'c's'le. Sulphur matches, which made their appearance about 1840, were a fire hazard and often not allowed on board. Safety matches were better, but were at first considered too expensive.

As a rule sailors took a suitable supply of pipes, tobacco, and quids with them when they went to sea. When it was exhausted on the frequently very long voyages, they had to buy fresh supplies from the skipper's slop chest. This was a store he kept, on his own account, of such things as clothes, footwear, knives, combs, writing paper, etc., which the men might find themselves in need of on the voyage. The prices, which were fixed by the skipper himself, were not usually unreasonable, though in certain cases they could be so exorbitantly high that he made a profit of 300-400%.

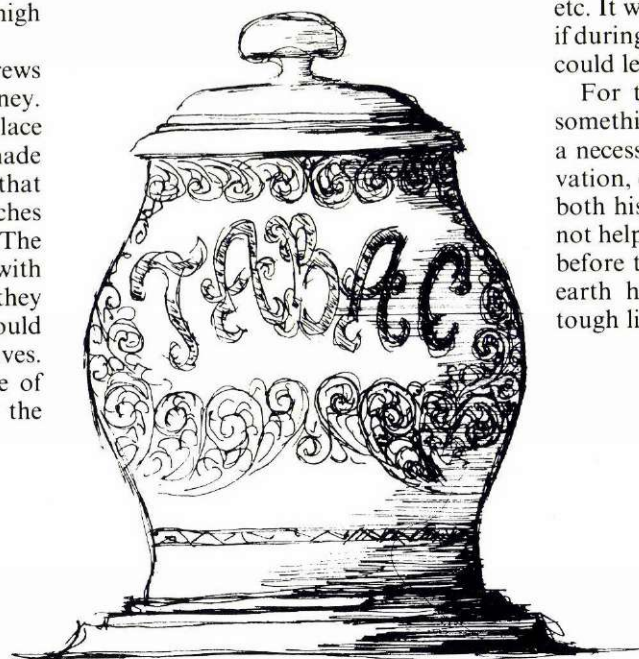
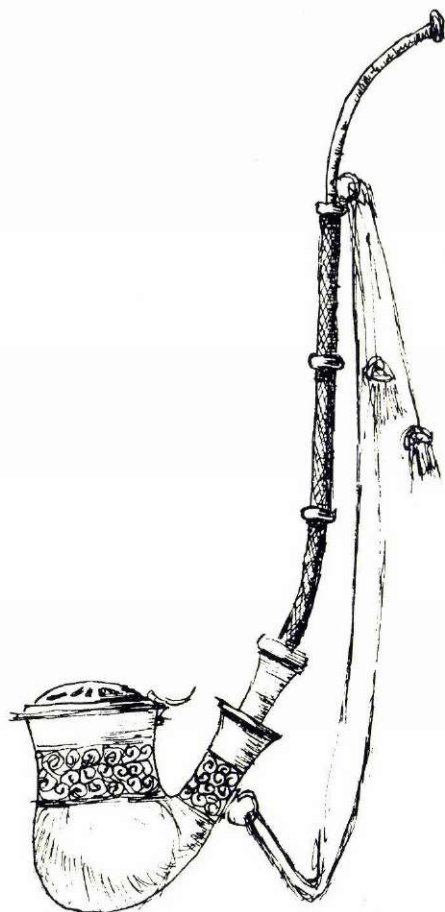
Aboard the old sailing ships crews lived in a world almost without money. If they needed something to take the place of money, for example when they made wagers, or played cards and dice – if that was allowed – they made use of matches or tobacco cut into small pieces. The skipper, too, might reward them with pipe tobacco or cigars, and when they went ashore in foreign lands, they could use tobacco to barter with the natives. With the speed of lightning the vice of smoking had spread over practically the

entire world. Customs officers of the various countries were always zealous in seeing that sailors did not smuggle in tobacco without paying duty. The English customs, in particular, were notorious for their severity. Even though only small amounts might be concerned, customs officers could take days to search a vessel from stem to stern. If they found the slightest amount of tobacco concealed, the ship's entire sealed stock of tobacco might be confiscated and burned in a large oven, "the King's pipe", while the culprits were put in the lock-up and fined.

From ancient times doctors and laymen have frantically argued about whether tobacco has any medicinal quality. To the sailor it was of no consequence. He liked it because it tasted good, quenched any pangs of hunger or thirst and, in general, cheered him up. Ship's doctors used tobaccosmoke to clear vessels of fetid air and disease, and sailors chewed quid to ward off yellow fever as well as to relieve toothache.

If tobacco ran out on a voyage and the slop chest was empty, it was almost as catastrophic as if provisions or drinking water were scarce. The men thought up all sorts of substitutes for tobacco. They smoked sawdust, unravelled cordage, pieces of wool, coffee grounds, old tea leaves, cabbage leaves, in their pipes, and instead of a quid of tobacco would chew tarred rope, dried peas or beans etc. It was an occasion for great rejoicing if during the voyage they met a ship which could let them have some tobacco.

For the sailor tobacco was not only something to be enjoyed. It was simply a necessity. In the midst of perils, deprivation, cold, and storm, tobacco kept up both his spirits and his energy. One cannot help wondering, in all those centuries before the discovery of tobacco, how on earth he managed to put up with the tough life at sea.





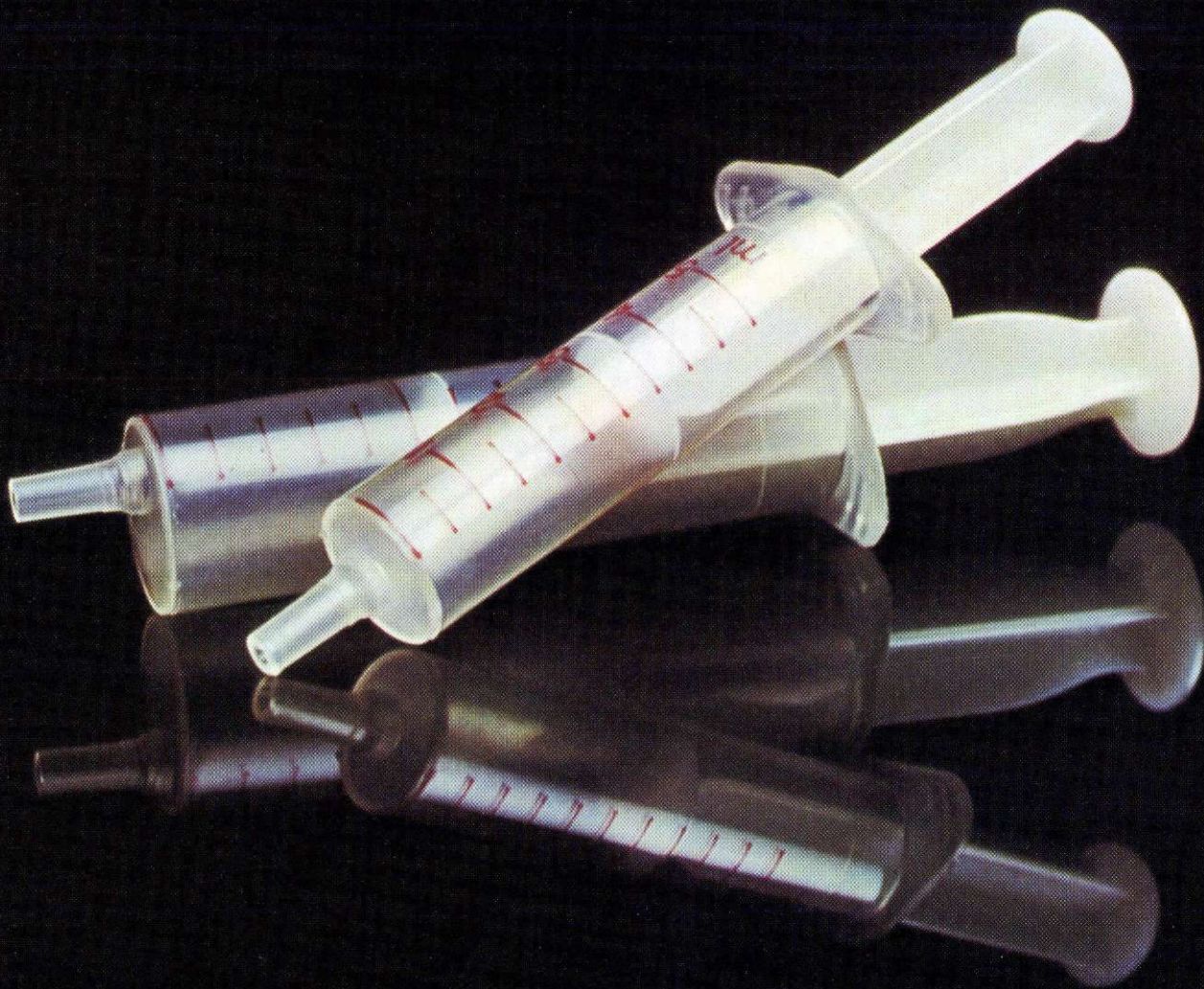


*One of the ship's boys has been caught redhanded. The very young crew members were not supposed to smoke.*



# PHARMA-PLAST

*Pharma-Plast makes disposable syringes in 1, 2, 5, 10, and 20 cc sizes. The materials are polypropylene and polyethylene, and they are subjected to the Danish Health Authorities' control. They are also approved by the Deutsches Institut für Normung (DIN).*







*The Pharma-Plast headquarters at Værløse near Copenhagen.*

If anybody had attempted, 10 to 15 years ago, to predict how important single-use plastic articles would be today, all respectable doctors and hospital staff would have refused to believe that the somewhat obnoxious plastic substances would some day literally inundate our hospitals. Nevertheless, it is a fact that no modern hospital can function today without plastic products; and in this connection it concerns not only kitchenware for daily use, such as cutlery, plates, and cups, but also medical instruments.

Medical plastic utensils are primarily meant to be used only once, and they have numerous advantages. As indicated by their denomination each article is used only once, and for only one patient, whereby the hospitals avoid at any rate the particular species of hospital infections – the cross infections – that spread from patient to patient by re-use of the same instruments, in spite of cleaning and sterilization. Alongside the rapid development of penicillin and other so-called anti-biotics during the post-war years, hospitals have seen the rise of bacteria strains that may be extremely resistant and difficult to kill through the sterilization methods normally employed by hospitals; but then again the development of mass-produced single-use articles has brought about new, efficient methods of large-scale sterilization – the industrial sterilization.

### **Syringes**

Among the first traditional hospital articles to be replaced by plastic instruments were the injection syringes. These early plastic syringes were exact replicas of the old glass and metal syringes – consisting of a transparent plastic cylinder (polystyrene), and a plunger with plunger head and seal rings of rubber. Owing to expensive materials and complicated construction the economic advantages of the first single-use syringes were limited, and it was not till new materials and construction methods were

found that production and use of single-use syringes were stepped up.

One who realized at an early stage which way to go in the production of these syringes was a Dane, John Nielsen, who had made his own first syringes in the late 1950's. John Nielsen's idea was centred around a syringe of the simplest possible construction, and what can be simpler than having two parts: A cylinder and a plunger with head – all made of plastic? The foundation of Pharma-Plast by John Nielsen was based partly on this idea.

The first two-part syringes may not have been exactly perfect, but the advantages – including the economic aspect – were so many that a market for these syringes was soon created. With the increasing consumption the technical know-how also increased; so did the quality of the syringes, and at the same time mass production brought about a decrease in prices and a rising demand.

In 1968 Pharma-Plast joined the A. P. Møller Group. The company had by then started production also of other medical single-use articles, though the central articles was still syringes. A new stepping up of production now followed, and Pharma-Plast made great efforts to improve the quality of the two-part syringes.

The result of these efforts soon came to light, and today Pharma-Plast is held to be the largest exporters of single-use syringes in Europa. More than 95% of Pharma-Plast's production in Denmark of these syringes are exported to countries all over the world.

The production in Denmark is mentioned particularly because, since 1975, Pharma-Plast has had an affiliated company in Germany, Pharma-Plast (Deutschland) GmbH, which produces single-use syringes along the same lines as those followed at Værløse – with special regard to the German market, but also to a certain export.

Between them the two Pharma-Plast factories have delivered about 250 mil-

lion single-use syringes in 1978 alone. If we imagine that all syringes sold during 1978 were also used during that year, it would mean that throughout the year, day or night, weekday or holiday, eight Pharma-Plast syringes were used *every second*.

### **Catheters**

Pharma-Plast makes other products besides syringes. A group of medical utensils that very soon appeared ideal for plastic and single use, were the so-called catheters and drains – popularly speaking tubes inserted in the patient for instance in connection with operations, to remove undesirable accumulations of liquid, tubes that are used to clean the respiratory passages, or which are inserted through the patient's nose to supply clean oxygene direct to the lungs during operations of after heavy injuries.

It may sound elementary to use such tubes, but they have to be dimensioned and shaped to suit special purposes of many kinds, and, for example, their surfaces must be absolutely even and smooth and of the required rigidity to ensure easy insertion, and they must have coned ends, and if it is a question of lateral eyes, these must have no sharp edges so as not to harm tender mucous membranes or surfaces of wounds during the insertion.

Many years of experience and product development have enabled Pharma-Plast to meet these requirements completely, and also in the field of single-use catheters our enterprise counts as one of the largest in Europa with a considerable export.

The third main product from Pharma-Plast is the so-called drainage bags, urine bags, or whatever nickname may be affixed to bags with this particular purpose. If the ordinary nursing staff of today were to vote which of the medical single-use articles they held to be their greatest help in the daily routine,





it is not unlikely that the drainage bag would top the list.

When drainage of urine is required, which is very often the case in modern hospital treatment, the urine is collected direct from the bladder and led through a catheter to the sealed bag; and when the bag is full, it is disposed of and replaced by a new one. No open glass receptacles are seen hanging on the beds or transported through wards and along corridors for emptying and cleaning.

Seen at a glance a urine bag looks very simple – apart from the attached tube and a printed scale indicating the content it is not very unlike the countless other plastic bags we see; but very strict requirements have to be met in the production of them, especially regarding

the welding which must, of course, be absolutely tight. The popularity which this bag enjoys with nurses would certainly cool off, if the bags were constantly dripping, to say nothing of the patients who have to carry them around when temporarily out of bed. For this particular purpose Pharma-Plast produces special models, and although this production is listed only as three different items, it should be added that there are so many different types that the catalogue really contains no less than 700 items.

Pharma-Plast's production of drainage bags takes place at our Vig factory, between Holbæk and Nykøbing in North Sealand. This factory, too, has been able to place itself among the lead-

ing producers in Europe – probably being the second largest in Western Europe. What is probably the largest factory of this kind is also situated in Denmark, just like two very great producers of, respectively, catheters and syringes, so we take a certain pride, besides being a member of the A. P. Møller Group, in Denmark's dominating position in the production of medical plastic single-use articles.

#### Hygiene

Pharma-Plast soon realized that in a country like Denmark, where even the simplest medicine must be controlled, tested, and registered before general use, hygiene must be given the pride of place. The factories began to look like



*Pharma-Plast catheters are made of surgical-grade PVC. Like the syringes they are delivered in sterile single packages.*

"real medical factories", or even operating theatres of hospitals, with tightly fitting windows, admission through air locks, and ventilated by means of filtered air that is blown in. Staff members have to don clean, white coats, they are admitted to the production sheds only in shoes that are not used elsewhere, and they have to cover their hair.

Next came the demands regarding the plastic materials used. It is an unconditional claim that they are absolutely non-poisonous and resistant to the many different chemicals they get in touch with. After all, it is unacceptable that medicine dissolves part of the plastic of a single-use syringe and carries it into the patient.

Finally there was the question of sterilization – probably the most important of them all. It is evident that doctors cannot run any risk of introducing live bacteria in an already weak patient

one single bacterium must survive for every one million pieces produced. This, of course, cannot be ascertained through direct examination – not even through large sampling, so Pharma-Plast sets about the problem in a different way by placing a controlled number of bacteria spores in each of the chambers where the sterilization is carried out. These bacteria are of a specially cultivated bacteria strain that are very resistant to the method of sterilization used, and therefore much more difficult to kill than the "normal" bacteria.

No less than 50 million of the controlled bacteria spores are placed with each sterilization batch, and if, after sterilization, they have all been killed, the sterilized products meet the demands. More than that, we know that with the specially developed spores used by Pharma-Plast's micro-biological laboratory we far exceed these demands.

Now it only remains to ensure that the wrapping-materials used are able to preserve the sterilized products, until the packages in which they are delivered are broken. All Pharma-Plast products are therefore packed in paper of a special, medical quality.

of breakage is considered, the price of one traditional glass syringe will cover the purchase of several single-use syringes.

Last but not least there is the problem of safety. Considering the fact that not even a modern European hospital may expect 100% efficiency when sterilizing traditional catheters, syringes, etc., you can hardly expect great results at a primitive jungle hospital, or from a mobile medical team vaccinating village people. It does not require many infections from one patient to another through the use of non-sterile syringes and hypodermic needles before the costs of treating the new cases far exceed the original price of disposable articles.

Under these circumstances, and with the entire world as consumers the Pharma-Plast product development has not reached its ultimate goal, and in addition to the present line of products Pharma-Plast is making experiments with the development of completely new medical plastic articles.

Today Pharma-Plast employs a total staff of 450, working in five divisions – among them an affiliated company in France which has not been mentioned



*This building houses Pharma-Plast's German factory.*



*Packing of syringes at the factory in Germany, beginning behind the pane, hygienic and sterile, whereafter they are delivered through the "letter slit" for packing in cartons.*

together with a catheter or a syringe.

Not least in the field of sterilization have remarkable efforts been made by Pharma-Plast, having reached a security level exceeding the requirements asked by the health authorities in Denmark or any other country.

Sterilization in Pharma-Plast is carried out by means of a sterilizing gas, which has a tremendous effect on bacteria, especially those in growth. Certain bacteria in the resting-stage – bacteria spores – are able to resist this gas, and therefore steam is used together with the treatment, which forces the bacteria into their growth stage – makes them "burst open".

The requirements made by the Danish health authorities regarding sterilization are that after sterilization not more than

### **Economy**

Even in the developing countries to day more and more single-use medical articles are used. Remarks have been heard that it was a waste of materials when these, usually rather poor, countries used such articles only once and then threw them away. However, this is a complete misunderstanding. First of all it has been found that it is cheaper to use single-use articles than traditional ones that may be used several times, because the latter will have to be cleaned, sterilized, and re-packed after each use. Secondly, the lifetime of the article itself counts. A glass syringe, for example, is a tender instrument, and it does not take many cleaning processes to crack or break the cylinder. When the actual risk

above, as it does not produce single-use articles, but X-ray and other electronic equipment for general practitioners, dentists, and veterinarians. The Laboratoire Pharma Plast France SARL does concern itself with single-use articles, though, in the way that they are responsible for sales in France of the Pharma-Plast single-use articles.

How far a line of trade with such a development can get, remains to be seen. Pharma-Plast is facing an exciting future.



# AROUND THE WORLD

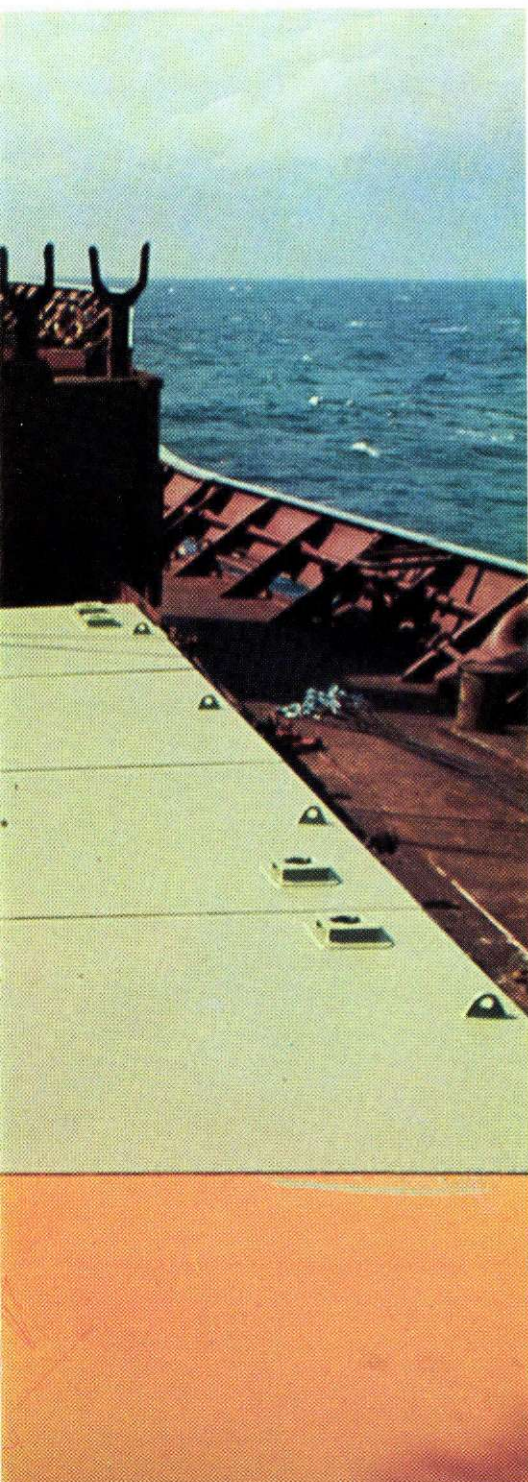
*Taking part in the daily routine work. A hatch cover is given a layer of primer.*







*The noble art of navigation. The landlubber is watched closely during the few minutes he is at the wheel.*



In 1978 the DAILY MAIL offered a reward to the one who could travel around the world in the shortest time. One condition, however, was that whether participants used trains, airliners, ships, cars or any other imaginable means of transportation, they were not allowed to set off with more than the equivalent of 50 pounds sterling. A Danish journalist, Poul Andreassen, took up the challenge together with a dozen other adventurers of different nationalities. Poul Andreassen covered the distance from Yokohama to Hong Kong on m.s. "CLARA MÆRSK", where he paid for his passage through various work, as seen in the photographs.

The time: Tuesday 21st November 1978, late in the afternoon.

The position: Somewhere between Yokohama and Taiwan in the East China Sea.

The "CLARA MÆRSK" keeps a steady 18 knots with the monsoon on the beam abaft, not exactly her "cup of tea", or ours. In fact she is rolling, so much as to make you feel that you were in the "mysterious house" of the Tivoli.

But the sun is bright and warm, and I am enjoying the quite baffling fact that I have not felt seasick since we left Japan. Besides, I am rather busy, keeping a close check on myself during some hectic minutes. The autopilot has been disconnected, and the wheel has for a few moments been left in my landlubber hands.

The feeling one has when, for the first time, manoeuvring a 13,800 tdw. ship with more than 20,000 h.p., is at the same time impressive and a little awesome. The chief steward has already made a sign of the cross in the direction of the plate rack, and Chief Officer Kirkerp is within easy reach.

I have been told to keep the course on 240, with a margin of five degrees to either side. It is a little difficult to grasp why one must deviate to the same side as that shown by the indicator – quite the opposite of the way you behave in a car. That is probably why I let go in a short moment of distraction, whereupon Captain Peter Maribo Jensen makes his entry, grunting.

In the same second I notice that the stem is irresistably veering over to port, and I realize, now slightly on the desperate side, that in a few seconds I have got over 15 degrees out of course – and try to make a counter-turn.

An impulsive comment from the skipper: "It's okay by me if you try to make your initials down through the East China Sea. But why the ---- do you have to turn back and underline them?"

That was the end of my mini career as a helmsman. And to be quite honest – not without a certain relief for me.

I recalled the episode when reading

through a logbook containing a multitude of remarks from one of the most adventurous periods of my life, when covering almost 45,000 kilometres across three continents and two oceans in a bid to circle the globe as fast as possible – and with my mind set on adventure.

When writing this I still feel as if it were yesterday that I charged out on the Thames Embankment to take up a challenge that Jules Verne would probably have hesitated to take on behalf of his key figure, Phileas Fogg, well over 100 years ago.

At that time, in the infancy of the steam engine, even the thought of circling the globe in 80 days was rejected as pure madness. Any misconceived plans of doing it today, in 31 days, even considering the existence of the jet engine, *but* with only 50 pounds in your pocket, do not appear to be less crazy.

However, I did do it, in fact, in 14 days ----

It was the British newspaper, the Daily Mail, which, together with a big whisky firm, had challenged their adventurous readers: "Okay, you asked for it -- a race around the world".

There was a reward of £500 to the one who rivalled Phileas Fogg's success in the shortest time -- but within 31 days at the most. And there was another £500 to the competitor who performed the trick in the most colourful way.

The conditions were clean-cut: A maximum of £50 in your pocket, no credit cards or personal cheques to be used on the way. No acceptance of loans or gifts. And, of course, it was not allowed to steal or cheat.

The motto: Use your feet, or work your way along!

The Daily Mail had set up certain rules as to how the routing could be made. We could travel with or against the sun, that was up to oneself. We could pass over either the North American or the South American continent, with touch-downs respectively in Japan or Australia/New Zealand. In either case Asia must be included.



We were well over a dozen who took up the challenge, among us one woman – who, unfortunately, overshot the time limit by one day.

They were British, from all parts of the Commonwealth, e.g. Australia and New Zealand, plus one single Dane, who dared defy any Anglo-Saxon presumptions in the same way as my Viking forbears had done 1,000 years before.

I chose to go westwards.

By plane from Heathrow to Calgary (sponsored by Air Canada in return for acting as a live advertisement column).

By camping-trailer through the Rocky Mountains (paid for by writing a report on future holiday resorts for Scandinavians).

By plane across the Pacific (Canadian Pacific Airways).

By train, the world's fastest, from Tokyo to Yokohama (paid out of my own pocket, price about £2).

By ship, the "CLARA MÆRSK", from Yokohama to Hong Kong (as a work-away. I had acquired a discharge book.

By plane to Bangkok (financed by Georg Jensen Silver in return for bringing home some jade from the biggest market in Hong Kong).

By plane to Copenhagen (for taking along a leaf insect and a scolopendra to the Copenhagen Zoo).

Finally I was transported by the A. P. Møller dare-devil air photographer, Tor-kild Balslev, from Copenhagen to London (paid for by a radio station in Vancouver for sending a telephone report to Canada on the British drilling rigs in the North Sea).

The starting-signal was given on Sunday 12 November, at 10 a.m. Before that a small farewell ceremony had been staged in Captain Robert Falcon Scott's narrow cabin on board H.M.S. "Discovery", the steamship in which the famous explorer sailed to the Antarctic in 1901. The mahogany walls of this floating museum are still covered with photographs, turned yellow, of the men who took part.

Our little party, rubbing shoulders with each other this early morning in Captain Scott's cabin, while we were sipping Piper's whisky – well, I am ashamed to admit that we felt damned self-confident. Later I could not help comparing the primitive conditions which Scott and his crew were up against, with the voyage of A.D. 1978. I had on "CLARA MÆRSK", a modern and fast diesel ship. For, though the competition rules forced me to meddle with paint and dish-brushes during the passage from Yokohama to Hong Kong – hardly four days – the voyage felt like a luxury cruise.

I was very nearly deprived of this ex-

perience, waiting for the "CLARA MÆRSK" to reach Yokohama. The ship had been delayed, lying hove-to in the Manila Bay for a couple of days, while the typhoon "Rita" was playing havoc in the waters around the Philippines.

It gave me some really frustrating days of waiting in Japan. But luckily I was able to curb my impatience, or I should have missed meeting a number of interesting and friendly people, on and below deck.

My circumnavigation ended in the Daily Mail Building, where I entered the dusty vestibule on 26 November, at 6.48 p.m. sharp, a fortnight after I set out. The receptionist welcomed me, as he clocked me in, with the words: "Congratulations, you are the first".

I am still feeling as if I were rolling through the East China Sea, and the air-mail letter, sent from the Red Sea on 6 December, still warms the hearts of myself and photographer Preben Sejr Kristensen.

It ends: "Well, it was really nice meeting you, hoping to run across you some other time. Best luck and regards." Signed Peter Maribo Jensen.

*Poul Andreassen*

*Duties in the galley. A hungry crew is waiting.*



*Arrival at Hong Kong. Capt. Peter Maribo Jensen has some final comments for the globetrotter.*





# THE MAERSK FLEET

January 1st, 1979



# CRUDE-CARRIERS

m.t. "HENNING MÆRSK"  
built 1963  
Odense Steel Shipyard Ltd.  
36,340 tdw.

*of the same type:*  
m.t. "MARIE MÆRSK"  
built 1962. 35,925 tdw.  
m.t. "OLUF MÆRSK"  
built 1964. 36,340 tdw.

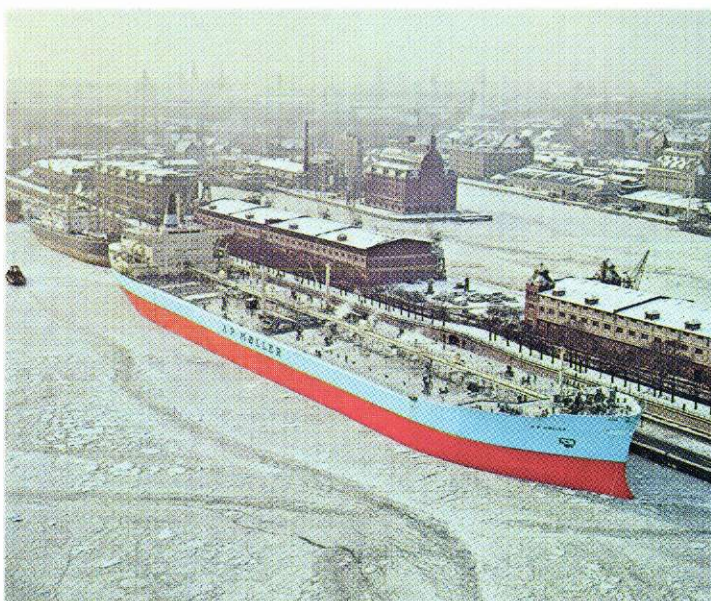


t.t. "GERD MÆRSK"  
built 1963  
Kockums Mekaniska  
Verkstads AB  
63,630 tdw.



t.t. "A. P. MØLLER"  
built 1966  
Odense Steel Shipyard Ltd.  
98,170 tdw.

*of the same type:*  
t.t. "EVELYN MÆRSK"  
built 1967. 100,700 tdw.  
t.t. "ELISABETH MÆRSK"  
built 1968. 100,700 tdw.



t.t. "DIRCH MÆRSK"  
built 1968  
Odense Steel Shipyard Ltd.  
205,600 tdw.

*of the same type:*  
t.t. "DAGMAR MÆRSK"  
built 1969. 209,400 tdw.



t.t. "RAS MÆRSK"  
built 1973  
Odense Steel Shipyard Ltd.  
286,000 tdw.

*of the same type:*  
t.t. "REGINA MÆRSK"  
built 1971. 284,500 tdw.  
t.t. "ROMØ MÆRSK"  
built 1973. 286,000 tdw.  
t.t. "ROBERT MÆRSK"  
built 1973. 286,000 tdw.







t.t. "KRISTINE MÆRSK"  
built 1974  
Odense Steel Shipyard Ltd.  
333,750 tdw.

*of the same type:*

t.t. "KATRINE MÆRSK"  
built 1974. 333,750 tdw.  
t.t. "KIRSTEN MÆRSK"  
built 1975. 333,650 tdw.  
t.t. "KAROLINE MÆRSK"  
built 1975. 333,950 tdw.  
t.t. "KATE MÆRSK"  
built 1976. 333,850 tdw.  
t.t. "KARAMA MÆRSK"  
built 1977. 332,400 tdw.  
t.t. "KAREN MÆRSK"  
built 1977. 332,500 tdw.

## PRODUCT-CARRIERS



m.t. "DANGULF MÆRSK"  
built 1965  
Odense Steel Shipyard Ltd.  
5,305 tdw.

*of the same type:*

m.t. "SVENGULF MÆRSK"  
built 1965. 5,305 tdw.



m.t. "GUDRUN MÆRSK"  
built 1973  
Kaldnes Mekaniske  
Verksted A/S  
31,540 tdw.

*of the same type:*

m.t. "GUNVOR MÆRSK"  
built 1973. 31,500 tdw.  
m.t. "GJERTRUD MÆRSK"  
built 1974. 31,500 tdw.  
m.t. "GRETE MÆRSK"  
built 1974. 31,500 tdw.



m.t. "JANE MÆRSK"  
built 1975  
Kaldnes Mekaniske Verksted A/S  
58,700 tdw.

*of the same type:*

m.t. "JESSIE MÆRSK"  
built 1976. 58,900 tdw.  
m.t. "JAKOB MÆRSK"  
built 1976. 58,700 tdw.  
m.t. "JEPPESEN MÆRSK"  
built 1976. 58,700 tdw.  
m.t. "JESPER MÆRSK"  
built 1978. 58,300 tdw.



## Product-carriers

m.t. "NICOLINE MÆRSK"  
built 1978.  
Odense Steel Shipyard Ltd.  
68,800 tdw.

*of the same type:*  
m.t. "NORA MÆRSK"  
built 1977 68,800 tdw.  
m.t. "NIELS MÆRSK"  
built 1978. 68,800 tdw.  
m.t. "NELLY MÆRSK"  
built 1978. 68,800 tdw.



## GAS-CARRIERS (LPG)

m.t. "SOFIE MÆRSK"  
built 1977  
12,060 m<sup>3</sup>

*of the same type:*  
m.t. "INGE MÆRSK"  
built 1972. 12,060 m<sup>3</sup>  
m.t. "SINE MÆRSK"  
built 1976. 12,060 m<sup>3</sup>



## CONTAINER VESSELS

m.s. "SVENDBORG MÆRSK"  
built 1973  
Ishikawajima-Harima Aioi  
31,645 tdw.



t.s. "ANDERS MÆRSK"  
built 1976  
Blohm + Voss Hamburg  
29,391 tdw.

*of the same type:*  
t.s. "ADRIAN MÆRSK"  
built 1975. 29,391 tdw.  
t.s. "ALBERT MÆRSK"  
built 1975. 29,391 tdw.  
t.s. "ARNOLD MÆRSK"  
built 1975. 29,896 tdw.  
t.s. "ANNA MÆRSK"  
built 1975. 29,391 tdw.  
t.s. "ALVA MÆRSK"  
built 1976. 29,896 tdw.  
t.s. "ARTHUR MÆRSK"  
built 1976. 29,391 tdw.  
t.s. "AXEL MÆRSK"  
built 1976. 29,391 tdw.  
t.s. "ARILD MÆRSK"  
built 1976. 29,896 tdw.





## FEEDER VESSELS



m.s. "MAERSK MANGO"  
built 1978  
Taihei Industry Co., Ltd.  
11,000 tdw.

*of the same type:*  
m.s. "MAERSK TEMPO"  
built 1978. 11,000 tdw.

### Tonnage managed by A. P. Møller

m.s. "MAERSK PINTO"  
built 1971  
Flensburger Schiffsbau-Gesellschaft  
14,000 tdw.

m.s. "MAERSK MONDO"  
built 1969  
Atlas-Mak Maschinenbau, Bremen  
4,350 tdw.

m.s. "MAERSK RANDO"  
built 1969  
Atlas-Mak Maschinenbau, Bremen  
4,350 tdw.

## GENERAL-CARGO VESSELS



m.s. "KNUD MÆRSK"  
built 1958  
Burmeister & Wain  
6,670 tdw.



m.s. "ANETTE MÆRSK"  
built 1962  
Mitsui Shipbuilding &  
Engineering Co., Ltd.  
9,795 tdw.

*of the same type:*  
m.s. "HENRIETTE MÆRSK"  
built 1963. 9,480 tdw.  
m.s. "TORBEN MÆRSK"  
built 1963. 9,480 tdw.



m.s. "TREIN MÆRSK"  
built 1962  
Odense Steel Shipyard Ltd.,  
fitted out by  
Burmeister & Wain  
10,990 tdw.

*of the same type:*  
m.s. "THOMAS MÆRSK"  
built 1962. 10,865 tdw.  
m.s. "TOBIAS MÆRSK"  
built 1963. 10,920 tdw.



## General-Cargo Vessels

m.s. "CECILIE MÆRSK"  
built 1967  
Kockums Mekaniska  
Verkstads AB  
13,766 tdw.

*of the same type:*

m.s. "CORNELIA MÆRSK"  
built 1967. 13,886 tdw.  
m.s. "CHARLOTTE MÆRSK"  
built 1968. 13,766 tdw.  
m.s. "CHRISTIAN MÆRSK"  
built 1968. 13,866 tdw.  
m.s. "CLARA MÆRSK"  
built 1968. 13,789 tdw.  
m.s. "CHASTINE MÆRSK"  
built 1968. 13,810 tdw.  
m.s. "CLIFFORD MÆRSK"  
built 1969. 13,800 tdw.



m.s. "MARCHEN MÆRSK"  
built 1974  
Nakskov Shipyard  
16,980 tdw.

*of the same type:*

m.s. "MARGRETHE MÆRSK"  
built 1975. 16,980 tdw.  
m.s. "MATHILDE MÆRSK"  
built 1975. 16,980 tdw.  
m.s. "MC-KINNEY MÆRSK"  
built 1975. 16,980 tdw.



## Tonnage managed by A. P. Møller

m.s. "EFFIE MÆRSK"  
built 1955  
Odense Steel Shipyard Ltd. 10,455 tdw.

m.s. "LICA MÆRSK"  
built 1956.  
Weser 9,745 tdw.

m.s. "LUNA MÆRSK"  
built 1957.  
Weser 9,745 tdw.

m.s. "LEDA MÆRSK"  
built 1957.  
Odense Steel Shipyard Ltd. 9,714 tdw.

m.s. "LEXA MÆRSK"  
built 1957.  
Weser 10,088 tdw.

m.s. "MARIT MÆRSK"  
built 1956  
Odense Steel Shipyard Ltd. 10,395 tdw.

m.s. "SVEND MÆRSK"  
built 1957  
Burmeister & Wain 6,534 tdw.

m.s. "LARS MÆRSK"  
built 1956  
Burmeister & Wain 6,690 tdw.

m.s. "JENS MÆRSK"  
built 1957  
Burmeister & Wain 6,697 tdw.

## BULKCARRIERS

m.s. "OLIVIA MÆRSK"  
built 1969  
Burmeister & Wain  
51,300 tdw.

*of the same type:*  
m.s. "OLGA MÆRSK"  
built 1970. 51,340 tdw.







m.s. "MAERSK COMMANDER"  
built 1972  
Kaldnes Mekaniske  
Verksted A/S  
25,375 tdw.

*of the same type:*

m.s. "MAERSK CAPTAIN"  
built 1972. 25,400 tdw.  
m.s. "MAERSK CADET"  
built 1973. 24,110 tdw.

## CAR/BULKCARRIERS



m.s. "BELLA MÆRSK"  
Kaldnes Mekaniske  
Verksted A/S  
built 1969. 24,280 tdw.

*of the same type:*

m.s. "BRIGIT MÆRSK"  
built 1969. 24,240 tdw.

## SUPPLY VESSELS



m.s. "MÆRSK FIGHTER"  
built 1967  
Rolandwerft G.m.b.H.  
802 tdw.



m.s. "MÆRSK SERVER"  
built 1971  
Dannebrog Yard, Aarhus  
745 tdw.

*of the same type:*

m.s. "MÆRSK SUPPORTER"  
built 1971. 745 tdw.  
m.s. "MÆRSK SUPPLIER"  
built 1972. 745 tdw.  
m.s. "MÆRSK SHIPPER"  
built 1972. 745 tdw.  
m.s. "MÆRSK HELPER"  
built 1972. 735 tdw.  
m.s. "MÆRSK HANDLER"  
built 1972. 745 tdw.  
m.s. "MÆRSK HAULER"  
built 1972. 705 tdw.



m.s. "MÆRSK TRAVELLER"  
built 1974.  
Aukra Bruk A/S  
1,428 tdw.

*of the same type:*

m.s. "MÆRSK TACKLER"  
built 1973. 1,428 tdw.  
m.s. "MÆRSK TOPPER"  
built 1974. 1,428 tdw.  
m.s. "MÆRSK TENDER"  
built 1973. 1,428 tdw.  
m.s. "MÆRSK TRANSPORTER"  
built 1974. 1,428 tdw.  
m.s. "MÆRSK TRIMMER"  
built 1974. 1,428 tdw.  
m.s. "MÆRSK TRACKER"  
built 1974. 1,428 tdw.



## Supply Vessels

m.s. "MAERSK PACER"  
built 1976  
Pattje Yard  
1,932 tdw.

*of the same type:*

m.s. "MAERSK PIPER"  
built 1976. 1,932 tdw.  
m.s. "MAERSK PLOTTER"  
built 1976. 1,932 tdw.  
m.s. "MAERSK PUNCHER"  
built 1976. 1,932 tdw.



m.s. "MÆRSK LEADER"  
built 1976  
Dannebrog Yard, Aarhus  
963 tdw.

*of the same type:*

m.s. "MÆRSK LOGGER"  
built 1976. 963 tdw.



## ANCHOR-HANDLING TUGS

m.s. "MÆRSK BATTLER"  
built 1976  
Odense Steel Shipyard Ltd.  
10,500 HP

*of the same type:*

m.s. "MÆRSK BEATER"  
built 1976. 10,500 HP  
m.s. "MÆRSK BLAZER"  
built 1977. 10,500 HP  
m.s. "MÆRSK BLOWER"  
built 1977. 10,500 HP  
m.s. "MÆRSK BOULDER"  
built 1977. 10,500 HP  
m.s. "MÆRSK BREAKER"  
built 1977. 10,500 HP



## FLAT-TOP BARGES

"MÆRSK BARGE 1"  
built 1975  
Odense Steel Shipyard Ltd.  
9,865 tdw.

*of the same type:*

"MÆRSK BARGE 2"  
built 1975. 9,865 tdw.  
"MÆRSK BARGE 3"  
built 1976. 9,865 tdw.  
"MÆRSK BARGE 4"  
built 1976. 9,865 tdw.  
"MÆRSK BARGE 5"  
built 1976. 9,865 tdw.  
"MÆRSK BARGE 6"  
built 1976. 9,865 tdw.  
"MÆRSK BARGE 7"  
built 1976. 11,285 tdw.  
"MÆRSK BARGE 8"  
built 1977. 9,815 tdw.  
"MÆRSK BARGE 9"  
built 1977. 9,815 tdw.





*The newbuilding  
on its trial  
run in the Kattegat.*



# NEW SHIP

## Fifth N-type tanker for A.P. Møller

The MÆRSK fleet has taken delivery of the fifth newbuilding of the so-called N class from the Lindø Yard, a product-carrier of 68,800 tdw.

The naming ceremony was staged at Langelinie, where the sponsor, Mrs. Lise Svanholm, wife of Mr. Poul Svanholm, president of the United Breweries Ltd., named the ship "NELE MÆRSK".

Like her four sister ships the "NELE MÆRSK" will carry cargoes of refined petroleum products.

Master of the ship is Capt. Axel Kjær Mortensen, Vester Skjerninge, and Chief Engineer Ib Pedersen Plet, Esbjerg, is responsible for the engine room.

The maiden voyage was to Italy, where the ship took a cargo of gasoline.



*The sponsor on her ship at Langelinie together with the managing director of the Odense-Lindø Yard, Mr. Erik Quistgaard.*

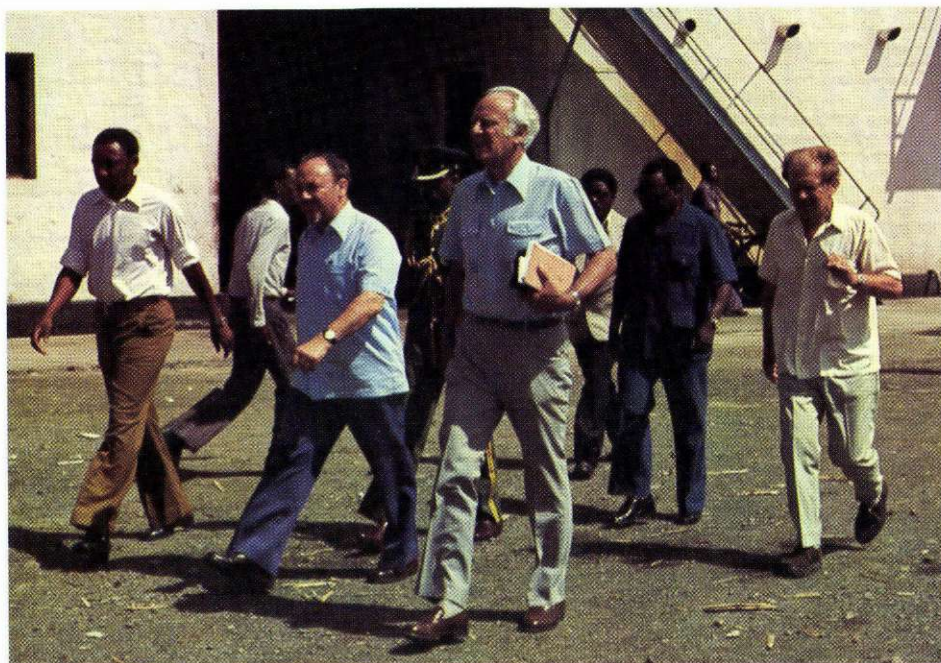
From there the voyage continued through the Suez Canal to the port of discharge in Australia.

## New local correspondent



With this number of MÆRSK POST there will be a change of local correspondents for the US West Coast. We should like to express our best thanks to Mr. Jens Falster, who has hitherto represented us in this area, at the same time extending a warm welcome to his successor, Mr. John J. Harkin.





The tour of the sugar factory is about to begin. Behind Anker Jørgensen and H. H. Munck are Regional Commissioner N. L. Sijaona and the chief, Mr. P. C. Jensen.

Mrs. Ingrid Jørgensen arrives in the company of Mrs. V. Munck, for the reception.



On the garden terrace. From left to right: Mr. H. H. Munck, Regional Commissioner N. L. Sijaona, Prime Minister Anker Jørgensen, and the Danish Ambassador, Mr. Bjørn Olsen.

# Prime Minister Anker Jørgensen visits T.P.C.

In November last year the Prime Minister paid an official visit first to Zambia and afterwards to Tanzania.

During his stay in Tanzania Mr. Anker Jørgensen and his party inspected various projects that are based on Danish support, and they saw a couple of the most well-known national parks.

In connection with the visit to the Arusha region a special arrangement included T.P.C. of the neighbouring Kilimanjaro region.

The visit took place on 29 November in the morning. Besides the Prime Minister and his wife the Danish party counted our Ambassador to Tanzania, Mr. Bjørn Olsen, and his wife, Undersecretary J. Gersing, and officials of the Prime Minister's Office and the Foreign Office, together with reporters and press photographers from the papers, radio and TV.

The Danish delegation was hosted by Tanzania's Foreign Minister, Mr. B. W. Mkaapa, Tanzania's Ambassador to Scandinavia, Mr. J. E. E. Mhina, and officials representing the Prime Minister's Office, the Foreign Office, and the President's Office, together with representatives of Tanzania's political party,

CCM. Other hosts, representing the Kilimanjaro region, were its Regional Commissioner, Mr. N. L. Sijaona, Regional Party Secretary S. E. Ngowi, and other officials and party members.

The visiting party, arriving by motorcade, was welcomed on the main road leading to T.P.C., at the point where its fields begin. Unfortunately time was scarce and did not allow a detailed field inspection. However, the Prime Minister got a general impression of the field work during the drive to the T.P.C. factory.

The visitors first saw the T.P.C. apprentice school, comprising the training of for instance welders, mechanics, turners, and electricians. Teachers and apprentices explained how the four-year training was arranged, and various works were presented.

From the apprentice school the party proceeded to the factory, where a tour was made. Here again the Prime Minister had an opportunity to talk to several of the employees.

The tour of T.P.C. was finished off by a visit to the T.P.C. hospital. The Prime Minister was met by the Chief Physician, Doctor W. S. Pendaali, who briefly told

about the functions of the hospital, whereupon the whole party were given a tour of the premises.

Finally there was a short reception at Mr. Munck's house. Here the Prime Minister had the opportunity to meet the leading employees of the company, most of them accompanied by their wives, and also the entire Danish staff, together with their wives.

After a stay of well over two and half hours the visiting party left T.P.C. to go to nearby Moshi Airport, from where a government plane took them to Dar es Salaam. Here, later in the day, the Prime Minister was to meet Tanzania's President, Mr. Julius Nyerere.

We were told later on that on the way to the airport Mr. Anker Jørgensen stopped at a field where cane was being cut. He resolutely entered the field to talk to the harvest people, both to those who were working and to the ones resting at the roadside while having their daily hot meal. They all appreciated this surprising visit, not least because the Prime Minister also tasted their food.

H. H. Munck  
T.P.C. Tanzania



# MAERSK MOVES MINT METAL



In October 1978 a great stir was caused at the Royal Thai Mint in Bangkok; several fake copies of the nonagon 5-baht coin had made their appearance and could hardly be told from the genuine coins. Consequently, many citizens of Bangkok soon possessed fake coins which they spent in comparatively good faith, resulting in the local grocers amassing a great number of such coins; and increasing numbers of fake coins continued to come into the market – an untenable situation!

Prior to the above discovery the Royal Thai Mint had commenced circulating new, round 5-baht coins, which anyway were gradually to replace the nonagon ones, but as the latter kind now had to be called in very hastily, production of the new coins was speeded up. However, a sufficiently great number could not be produced locally wherefore an express

order was placed with Olin Brass Corp. in Chicago for 22 million blank coins (for striking in Thailand). The first lot of 2 million coins was airfreighted in November, with the balance being shipped from Oakland before the end of the year in 18 twenty-foot containers by MAERSK LINE, who were entrusted with this ocean transportation, which required speed and security. A new order for 148 million coins, recently placed, will likewise be shipped by MAERSK LINE monthly January/September, 1979, in 15 twenty-footers at a time.

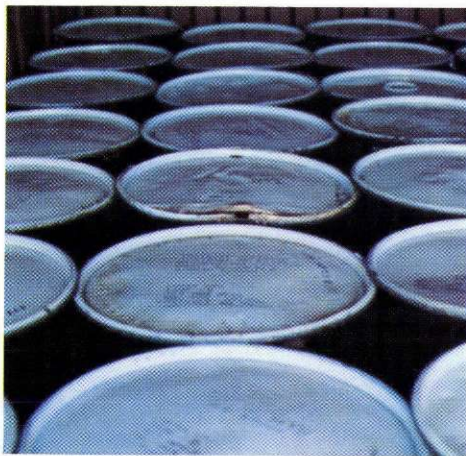
Some statistics may be of interest: Each coin – of cupro-nickel clad copper – has a value of approximately 5 US cents and is struck into a 5-baht coin, which is equal to 25 US cents – an appreciable “revaluation”! About one million blank coins are shipped in one twenty-footer, containing 36 barrels and weighing 15

tons, thus having a total value of about US\$ 55,000 per container.

In the port of Bangkok a group of armed guards met the first lot of containers, which also required safe transportation on land. The guards watched over the transfer of the barrels from containers to lorries, which under escort carried the many coins to the Royal Thai Mint, and soon afterwards the first MAERSK-carried coins with King Bhumibol’s embossed relief could be circulated. The accompanying photos show part of the “operation” in Klong Toey Harbour, Bangkok, and a copy of the coin.

Once again MAERSK LINE had earned a “well done” for a special transportation.

*H. Mogensen  
Maersk Line Bangkok*

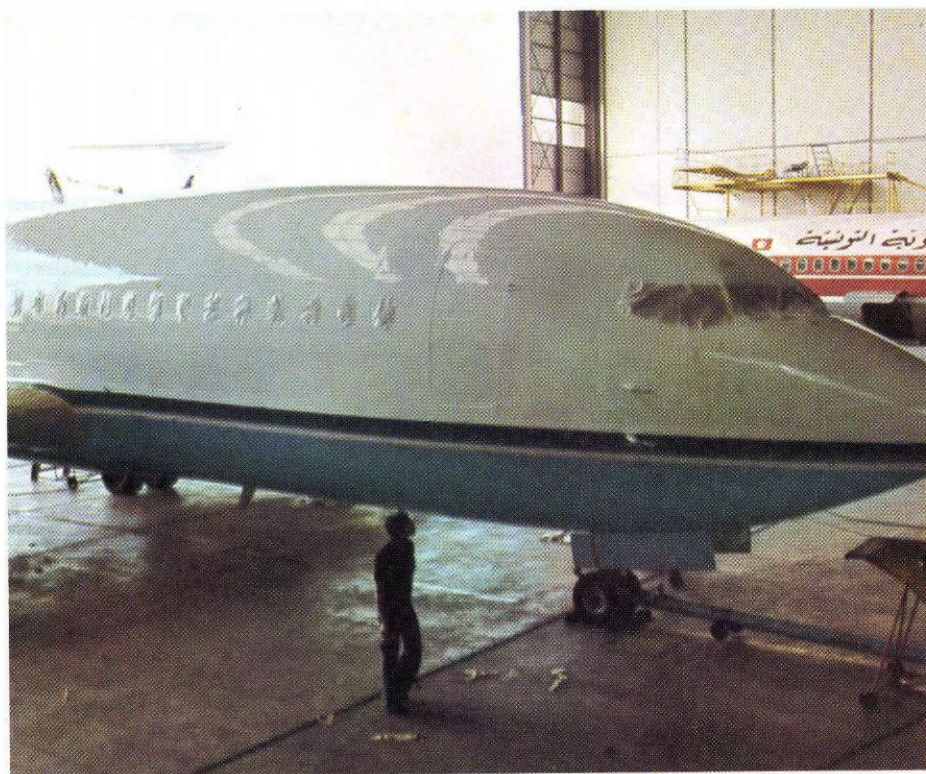


*There were well over 1 million coins in each 20-foot container, distributed in 36 barrels and with a total weight of 15 tons.*

*On the last leg of the long journey, from the ship to the Royal Thai Mint, a military escort guarded the coins.*







## New configuration of our Boeing 707-720 B fleet

To heighten the comfort of passengers on board MAERSK AIR's five Boeing 720B's, the cabins of these aircraft will be changed during the winter months 1978/79.

All five will be fitted with a new type of seat, partly giving more seating comfort, partly constructed in such a way as to increase the distance between the rows of seats.

Also the open luggage racks, the so-called "hatracks", will be converted, in the way that shutters are fitted on them. This means that personal luggage, which has hitherto been confined to the floor between the rows of seats, can now be tucked away in closed luggage lockers over the seats.

Thus, both modifications will bring about more space for people's legs – a thing often asked for by passengers.



*During and after the re-painting.*

## New colour of aircraft in Tunisia

As mentioned earlier in MÆRSK POST, MAERSK AIR has leased a Boeing 737-200 Advanced to TUNIS AIR, the original contract expiring on 31 December 1978.

The co-operation between TUNIS AIR and MAERSK AIR has now been prolonged for another 10 months, expiring at the end of October 1979, meaning that MAERSK AIR's 737 will be based in Tunisia for altogether 18 months.

Our Boeing is still flown by MAERSK AIR's own crews, just as our technical staff, stationed in Tunisia, is responsible for the technical maintenance of it.

In connection with the extension of the

lease MAERSK AIR accepted that the aircraft were painted to appear in TUNIS AIR's own colours; this was done in December 1978, and the photos illustrate the change.

## The Boeing 737-200 Advanced fleet

In January 1979 MAERSK AIR took delivery of two more Boeing 737's from the Boeing Factories. Once the two aircraft had been flown to their new home port, they immediately went into active service.

This means that our fleet now counts 5 units of this type. Each of them seats 127 passengers, and the new units were registered as OY-APJ and OY-APK.

Also, MAERSK AIR has ordered three more Boeing 737's to be delivered during November/December 1979. These aircraft are a new development of the existing units of this type, the new maximum take-off weight having been increased by 8,500 pounds. This increase makes it possible to carry more fuel, whereby the aircraft gain longer range. Thus, it will be possible to fly direct, without touch-down, from most Scandinavian airports to for instance the Canary Islands, a much frequented destination during the winter months.



MAERSK AIR's three helicopters "presenting arms".



## Helicopter facilities extended

Maersk Air's helicopter operations, which, based at the heliport of Esbjerg Airport, serve the oil activities in the North Sea, are increasing steadily, and the company has taken delivery of a third helicopter.

The expectations in this sector are great, regarding constantly growing activity, so Maersk Air has decided to extend its hangars, workshops, and office facilities at Esbjerg.

During the winter 1978-79 these ex-

tensions will be commenced, and they are expected to be completed before the summer of 1979.

The result will be a more than 100% increase of the original building.

## Aeronautical exhibition

From 17 to 22 and 26 to 29 December, 1978, an exhibition was staged at the Bella Center of Copenhagen, covering the past, present, and future of air-travelling.

Maersk Air had built up a stand of its own, at which the company presented models of its aircraft, and which included continuous showings of the new film on the Boeing 737, produced by the Boeing aircraft factories. This film comprises several sequences on Maersk Air's Faroe Islands operations, considered by the Boeing factories as a perfect example of how the Boeing 737 may be adapted to difficult flight conditions.

The exhibition was made to coincide in time with the 75th anniversary of the historic flight performed by the Wright brothers in 1903.

*Bjarne Hansen*  
**MAERSK AIR**

*MAERSK AIR's stand at the Bella Center exhibition.*









# New tableware from Rosti

About 1 April Danish shops will display a new set of tableware from ROSTI. It is called the CUBIC LINE, and the set will consist of dishes, bowls, and plates.

Cubic Line is intended, first of all, for daily use in the summer cottage, on the boat, for camping, and on the garden terrace. It may be stacked, thus saving space in the kitchen and the refrigerator, and – with a view to exports – it is easily packed.

The material is the same that is used

for example in the production of the well-known Margrethe bowls, namely the highest quality melamine. This material distinguishes itself by being shockproof, colourproof, and suited for the dishwasher, absolutely non-toxic and temperature-resistant ( $-40^{\circ}$ - $120^{\circ}$ C), a material that easily takes the daily wear and tear without changing.

The colours, however, are quite new: Biscuit, paprika, and saffron – delightful, natural colours, matched to each

other, setting off the food in a palatable way.

Cubic Line has already been presented to buyers from Australia and has been very well accepted.

In January 1979 Cubic Line was presented to the big US purchase chains, followed by Sweden, Norway, Finland, the United Kingdom, Germany, and Austria.

## „The best oil in the best can”

This was the Castrol slogan when they marketed their new 1-, 3-, and 5-litre cans of motor oil. These cans are of plastic and are produced by ROSTI.

When in late 1977 Castrol approached ROSTI, the order was for a new series of plastic cans for motor oil, to replace the old Castrol metal cans. It had to be ingenious, well-designed, easy to pour from without spilling, and with a tight-fitting screw cap.

The task was solved to Castrol's full satisfaction, and the new cans were marketed during the summer of 1978. These cans are characterized by having a spout that is seated on the upper surface at an angle of  $30^{\circ}$ , ensuring full aperture in the spout when you pour, giving the air free access to the can. This prevents the well-known "blop". Furthermore, the three cans are easily stocked by dealers.

In these days of environmental values it is worth noticing that the cans are also good in this respect, as we have used a type of plastic that is 100% combustible, without releasing poisonous gases or refuse.

The cans have become a great success for Castrol.

*Lene Lytje*  
ROSTI





# Odense newbuildings for DISA



DISA has placed an order with the Odense Steel Shipyard for four newbuildings of the DISACOOOL type. These products, which have been given the building-numbers 531-534, are not – as might be suggested by the denomination – a series of reefer-ships, but so-called cooling-drums for DISAMATIC foundries. As will be seen from the photographs the drums do not exactly look like ships; but with a length of 14 m, a breadth of 4.4 m, and a weight of 17 tons their dimensions easily exceed those of newbuilding 530, the ferry "Stige II", mentioned in the latest issue of MÆRSK POST.

Compared with DISA the Odense Yard has excellent production facilities for turning out large steel construc-

tions, so when DISA had secured the rights from a Dutch firm to produce and market the cooling-drum, it was only natural to choose Odense as the place of production. The four cooling-drums are earmarked for turnkey DISA foundry installations in Yugoslavia, Poland, Turkey, and England.

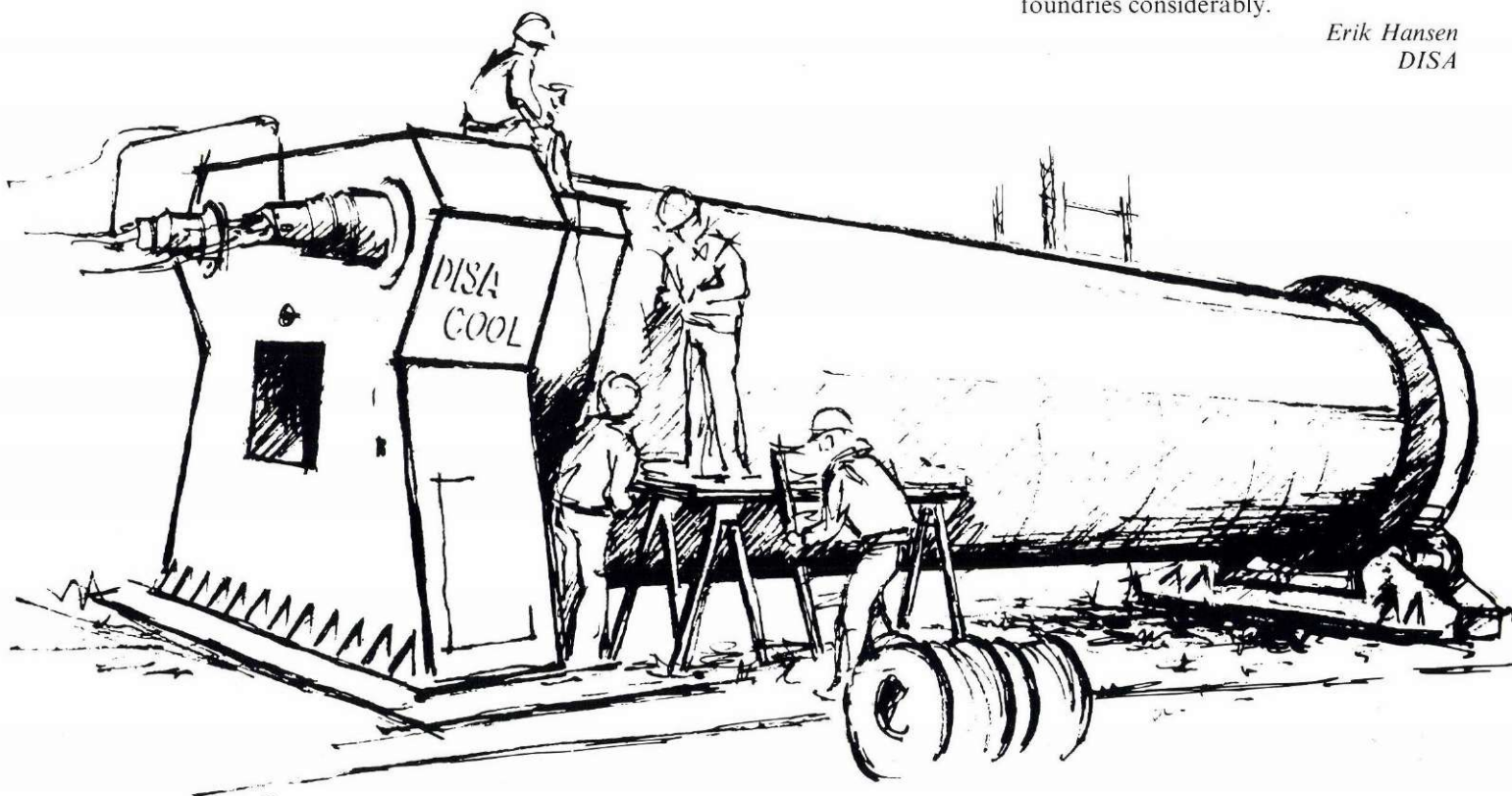
DISA has included the DISACOOOL cooling-drum in its assortment, because it is superior to other known products in performing a number of foundry operations, and because it is able to do so in one single, integrated process. The drum, which makes only a few revolutions per minute, is fed at one end with freshly produced sand moulds, containing metal castings. These castings, by now hardened and having a temperature of about 700°C, are tumbled around in the drum together with the moist sand of the sand forms, the whole

matter slowly moving towards the far end of the drum. During this process all the sand is loosened from the surface of the castings, the latter at the same time being cooled so that they are only lukewarm when they reach the "exit" of the drum. Also, the castings will crush all sand lumps, so that the sand may be disengaged from the castings by passing through a sieve just before the exit.

The sand is now re-cycled, being passed back to the DISAMATIC where it is made into new sand forms, whereas the castings are carried by conveyor belts to further processing or for distribution to the customers.

The DISACOOOL cleans castings more efficiently than for example a shake-out conveyor. It makes less noise. It provides better cooling of the castings, and sand dust is easily removed by a filter installation. Taken as a whole, the DISACOOOL is a new product which will improve the economy and the working-conditions of foundries considerably.

*Erik Hansen  
DISA*

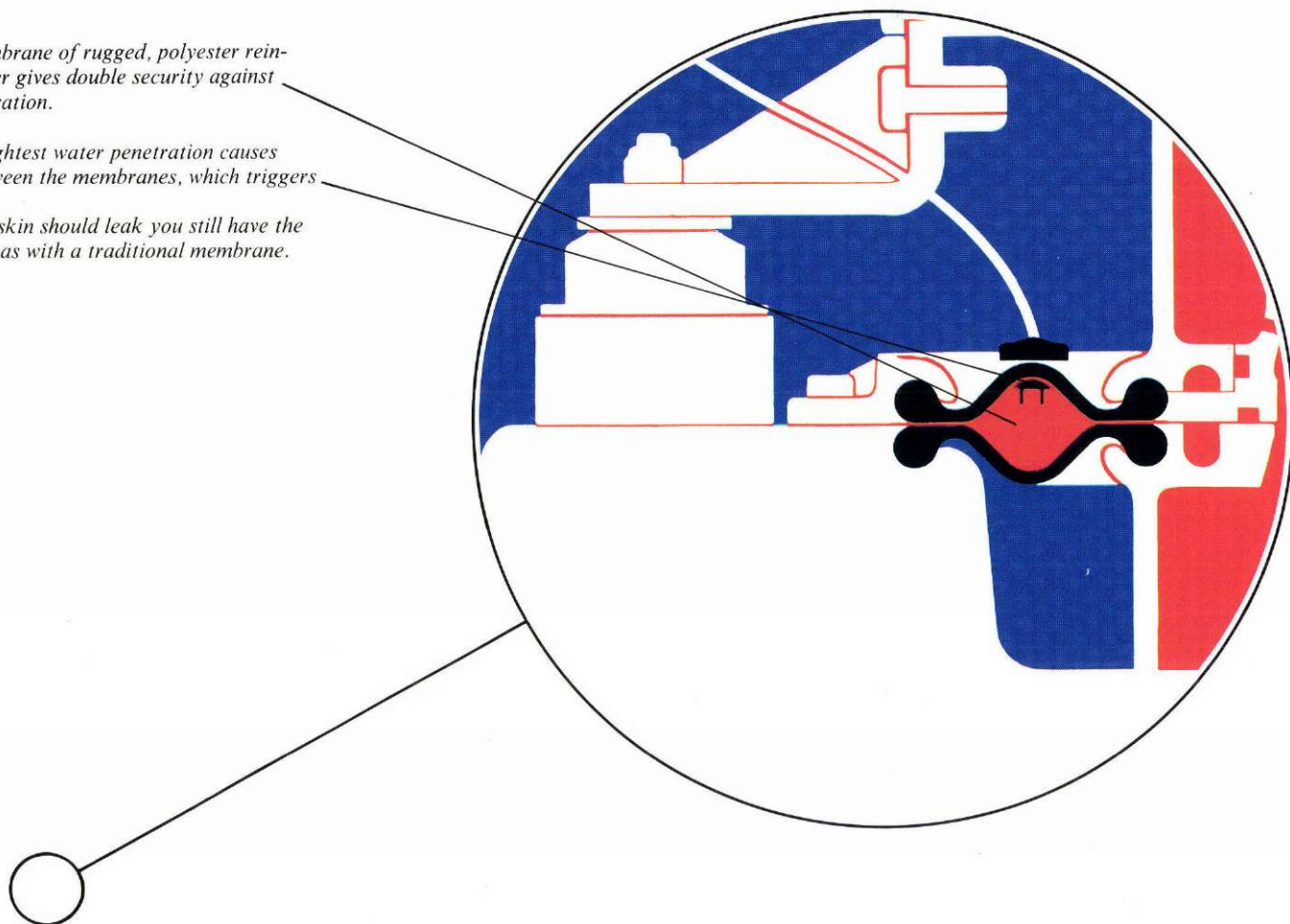




*Double membrane of rugged, polyester reinforced rubber gives double security against water penetration.*

*Even the slightest water penetration causes contact between the membranes, which triggers an alarm.*

*If the outer skin should leak you still have the same safety as with a traditional membrane.*



## Bukh engines and sail-drives

The Motorfabriken Bukh of Kalundborg has long ago made a reputation for itself as producer of diesel engines for the world market.

The secret behind the success is first and foremost the fact that the engines built at Kalundborg are exclusively for marine use, whereas many other engine-producers make their engines for entirely different purposes, whereupon they are converted to marine use.

However, by creating a marine version right from the beginning, all details may be developed to meet the special requirements asked of an engine that is going to work in salt water.

Besides solving all the technical problems from the bottom, Bukh has dedicated itself seriously to the solution of the specific questions of comfort, traditionally connected with diesel engines in boats. This has resulted in a series of engines that do not vibrate, rattle, or smoke – the achievements being crowned with the 36 HP Bukh diesel that was one

of the great sensations at last year's boat show at the Bella Center in Copenhagen.

### **The new, safe sail-drive**

Once the development of the engines had been completed, the turn had come to the sail-drive, a device very much in demand with yards that wanted to make use of the unique combination of thrust and comfort of the Bukh engine.

On the face of it, there should be no difficulties in developing a sail-drive; but like most yards Bukh did not exactly like the idea of cutting a big, round hole in the bottom of the boat, and rely on just one single rubber membrane to keep the water out. It does not require much imagination to visualize the effect of only a small damage caused by faults, fatigue, or crumbling of materials, or even a faulty mounting.

That is why the Bukh people started thinking in a completely new, constructive way, with the final aim of removing all aspects of insecurity – at the same

time making sure that the sail-drive would be able to match the comfort characterizing the engines.

### **Safety against leaks**

The most conspicuous detail of the new Bukh sail-drive is the very rugged, double rubber membrane that renders not only double safety, but guarantees complete tightness.

A special automatic switch has been built in between the two membranes, which releases an alarm at the very slightest penetration of water; and should one membrane get a leak, you are still left with the safety of the traditional single membrane.

Other detailed problems were solved methodically, and today the new sail-drive may be depended upon by yards and customers to be just as safe as the traditional stern tube installation.



# Seamen's Church 100 Years

On Sunday 1 October 1978 the Danish Seamen's Church in New York was able to celebrate its 100th anniversary.



The Danish Seamen's Church in New York is today domiciled at No. 2, Willow Street in Brooklyn. The minibus parked at the kerb bears the name of the Church. It was donated in 1975 by the "A. P. Møller og Hustru Chastine Mc-Kinney Møllers Fond til Almene Formaal", and it is used, for example, to pick up crews at the ships, who are visiting the Church.

On this day well over 400 people gathered in Brooklyn to pay tribute to the Danish Seamen's Church on the occasion of its 100th year of activity in New York. The Church, which is used by seamen as well as office staff from Maersk, has been functioning in Brooklyn since the fall of 1878. The great work of establishing the Church, was carried out by the Rev. Rasmus Andersen, who came to New York in 1871, at that time sent out as a trainee missionary by the "Udvalget til fremme af evangeliets forkyndelse blandt danske i Nordamerika" ("Committee for furthering the preaching of the gospel among Danes in North America").

The Church moved several times in and out of various domiciles in Brooklyn, until in January 1957 it was possible to consecrate the Church at the present address in Willow Street, Brooklyn. During the years the Church has been supported by private people as well as shipping-firms and other undertakings, thus by A. P. Møller.

The scope of the Church mainly covers sermons and other ministration, besides festivities of various kinds, excursions, gatherings, film-shows, visits to ships, hospital calls, sports arrangements, and shopping tours. Many Maersk seamen have visited the Church, in the way that they are picked up at the ships by the Church's own automobile, donated to the "Danish Seamen's Church" in 1975 by the "A. P. Møller og Hustru Chastine Mc-Kinney Møllers Fond til Almene Formaal". The Foundation has also financed a much-needed, thorough repair of the exterior in 1978, costing 11,000 dollars.

In the jubilee publication the present minister, the Rev. Ronald Pedersen expresses his warmest thanks to "all those who have gathered in the church rooms, the meeting- and reading rooms – to all those who have given their time and energy to various purposes – the sailors who filled the premises and the buses, who depended on the church, and who kept us going – to all those who gave financial support: Single persons, shipping-companies, firms, and organizations". We hereby pass on these thanks to everybody who has paid a visit to the Church and given contributions.

N. Poul Bryrup  
Møller Steamship Co., Inc.  
New York





Iraq is a country that enjoys a high oil revenue, and at the same time having firm ambitions to transform itself into a modern industrial state with well-developed social welfare. This, together with the fact that Iraq's trade partners are welcomed whenever they wish to present their products to the population and the state buyers, has made the annual "Baghdad International Fair" a very great and important exhibition. Foreign firms have an opportunity to exhibit their products, and Iraq itself can show the rest of the world what it is able to bring forward.

Maersk Line, a frequent caller at Iraqi ports, and the Maersk Industrial Dept., which regards Iraq as an interesting market, were, naturally, among the exhibitors in 1978. BUKH, DISA ELEK-

TRONIK, Odense-Lindø, and Roulund had pooled their efforts on a combined stand in Maersk staging, and although the allotted floor space was on the modest side, it made it possible also for ROSTI and Pharma-Plast to present their products.

After three days of hard work in the sun, wearing shorts and sandals, the "Maersk Industries" in the Danish pavilion were ready for the opening, and keen interest was shown by visitors. As a matter of interest it might be added that the Iraqi state TV thought our stand so interesting that they presented it to their viewers on a line with the national stands.

*Bo Haugaard Pedersen*



# PERSONALIA



The board of directors of the Dampskibsselskabet af 1912 A/S has decided to nominate Mr. Bjarne Fogh for a seat on the board at the general assembly this spring. Bjarne Fogh's central field of responsibility remains unchanged.

In addition Mr. Bjarne Fogh has been appointed board member of the A. P. Møller og Hustru Chastine Mc-Kinney Møllers Fond til Almene Formaal. In this capacity he succeeds Shipowner Georg Andersen, who has been on the board of the Foundation since 1966.



Mr. Ib Kruse has become a member of the Firmaet A. P. Møller. Ib Kruse will continue to devote himself particularly to the Maersk Container Line and oil exploration.

## THE FLEET



1



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### 25 Years Anniversary

1. Captain Finn Larsen  
March 23rd
2. Captain Johannes A. Djurhuus  
April 21st
3. Chief Eng. Kurt. H. Rasmussen  
April 24th
4. Chief Engineer Torben Hansen  
April 26th
5. Captain Svend Åge Jørgensen  
May 13th
6. Chief Eng. E. Collatz Christensen  
May 20th



7



8



9



10

### Retiring

7. Chief Steward Enemark Bennetzen  
February 28th
8. Captain Jes Salling  
February 28th
9. Chief Steward Anton Lauridsen  
March 31st
10. Captain Kaj Anders Olsen  
April 30th

## KONGENS NYTORV



1



2



3

### Retiring

1. Preben Høymark  
January 31st
2. Stig Hvorslev  
April 30th
3. S. E. Møllegaard  
April 30th

## DISA



1

### 25 Years Anniversary

1. Villy Kristen Henriksen (Herlev)  
March 12th
2. Erik Hansen (Herlev)  
April 26th

## MAERSK KEMI



1

### 25 Years Anniversary

1. V. Mohr  
May 15th



## ODENSE-LINDØ



### 40 Years Anniversary

1. Bjarne Hansen  
Ejendomsselskabet Lindø  
December 14th, 1978
2. Jens Viggo Larsen (L)  
March 16th
3. Poul Chr. Nielsen (L)  
April 8th



### 25 Years Anniversary

4. Bent V. H. Johansen (L)  
January 19th
5. Helge S. Hansen (L)  
January 20th
6. Leif Graack (L)  
February 1st
7. Ole B. S. Nielsen (O)  
February 2nd
8. Gert Thygesen (L)  
February 6th
9. Hans Arnold Dahl (O)  
February 9th
10. Bent May Pedersen (L)  
March 2nd
11. Poul Erik Brandstrup (L)  
March 9th

12. Aage H. Pedersen (L)  
March 15th
13. Poul Grønvig (L)  
March 30th
14. Arne Helge Madsen (L)  
April 1st
15. Vesti G. Nielsen (L)  
April 9th

## BUKH



### 40 Years Anniversary

1. Erik Castella  
March 29th



### 25 Years Anniversary

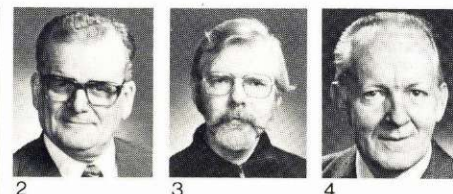
2. Hans Kaas  
April 20th
3. Erhard Madsen  
April 20th
4. Børge Reersø Jensen  
May 6th
5. Birger Nielsen  
May 11th

## ROULUND



### 40 Years Anniversary

1. Jørgen Hallundbæk  
April 17th



### 25 Years Anniversary

2. P. Hans V. Christensen  
March 22nd
3. Palle Jørgensen  
April 1st
4. Niels Børge Jensen  
May 1st
5. Alfred L. Hansen  
May 3rd
6. Poul S. Larsen  
May 5th
7. Villy L. Pedersen  
May 11th

### Obituary

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

Lauritz Holm  
DISA (Herlev)  
November 22nd, 1978  
Jens O. Kofoed Petersen  
Lindø  
November 26th, 1978  
Engineer Cadet  
Thor Stærke Christensen  
Workshop School, Svendborg  
December 31st, 1978  
Ernst Aagaard Pedersen  
ROULUND  
January 7th, 1979  
Assistant Engineer  
Bertil Andersen  
"CHARLOTTE MÆRSK"  
January 26th, 1979  
2nd Engineer  
Hans Werner Andersen  
"CHARLOTTE MÆRSK"  
January 26th, 1979  
Radio Officer  
Erling Søgård Jensen  
"MARCHEN MÆRSK"  
January 30th, 1979



