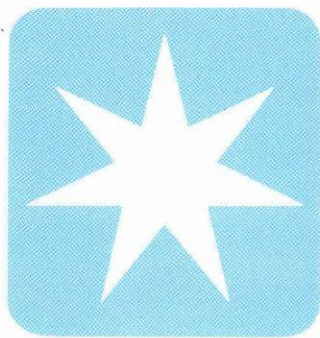


MÆRSK

Post





MAERSK

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Front page:
No. 50, Esplanaden, the new A. P. Møller
head office in Copenhagen.
Photo: Finn Christoffersen.

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May 1979
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75 years ago – on April 16th, 1904 – the Dampskibsselskabet Svendborg was founded through the initiative of Mr. A. P. Møller and his father, Captain P. M. Møller. The first office of the Company was in the home of the Møller family – Villa Anna in Høje Bøgevej of Svendborg – and the first ship, a steamer of 2,200 tons, purchased in England, was given the name of “SVENDBORG”.

True to Mr. A. P. Møller's habits no celebrations of the anniversary will take place; but we have wished to mark the date through these words in the annual report of the Company, just as I wish to commemorate the founder of our shipping companies in this page on the 75th anniversary of the establishing of the Aktieselskabet Dampskibsselskabet Svendborg.

The A. P. Møller Shipping Companies had their first Copenhagen office in the Stock Exchange building. In 1915 the activities were transferred to No 8, Kongens Nytorv, up till now the address of our main office.

In April 1979 – a few days after these words are committed to paper – we shall move to No 50, Esplanaden, which will be the future location of our head office.

We leave Kongens Nytorv with veneration, not untinged with sadness, induced only by the march of events.

MÆRSK MC-KINNEY MØLLER

The move to Esplanaden

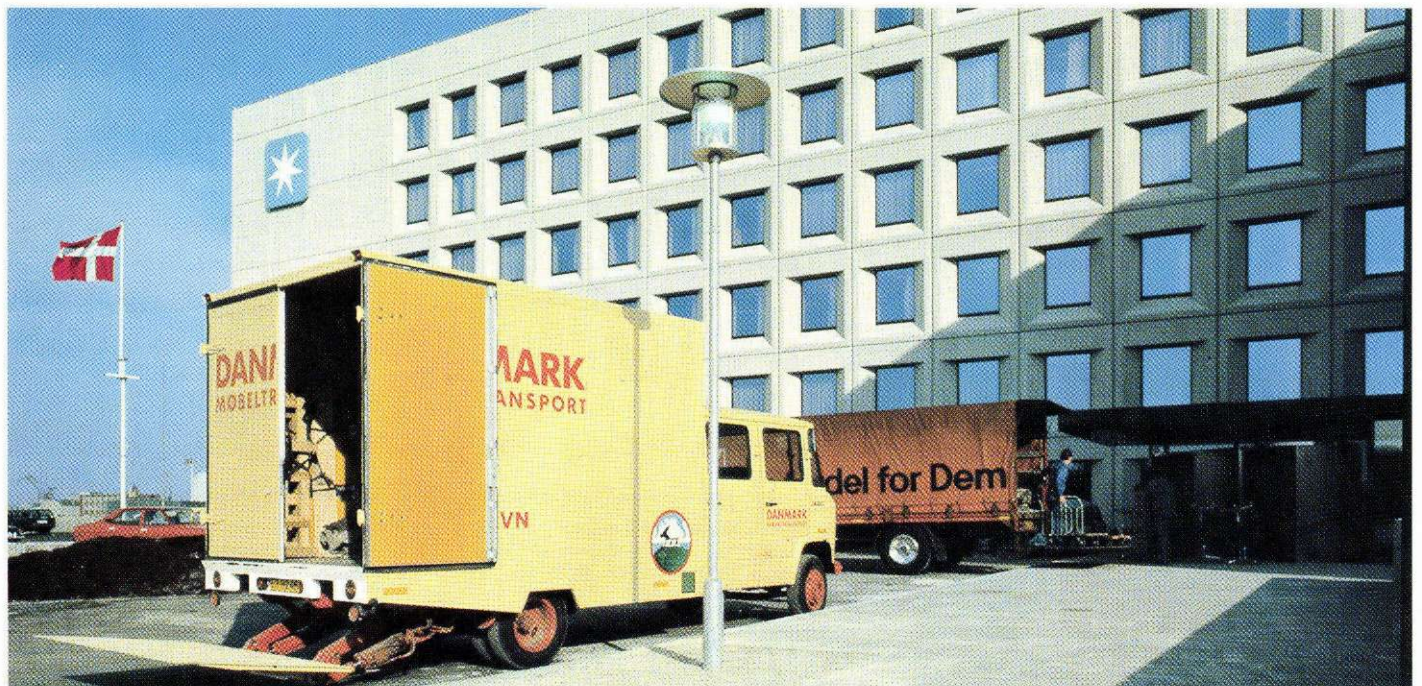
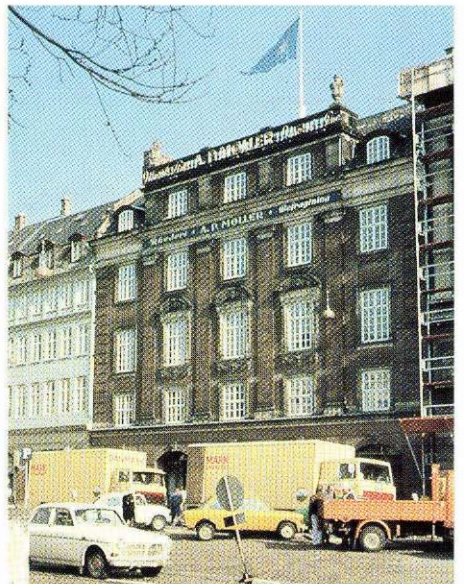
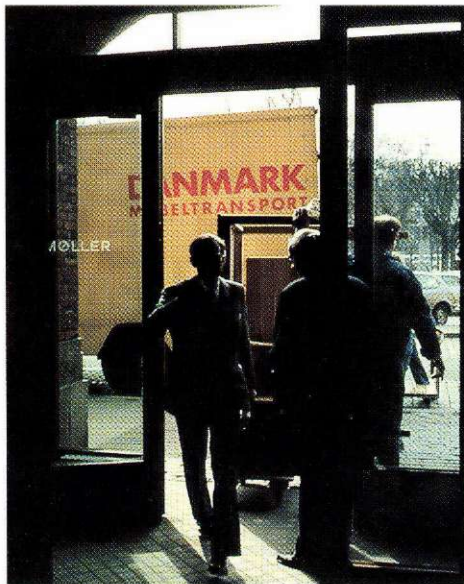
The days before Easter saw hectic activity at the corner of Esplanaden and Amaliegade; the large two-wing office building suddenly came to life. For quite some time now, a seven-pointed white MÆRSK star on a blue background has indicated who would eventually occupy the new building, and in the course of about a week the move from No. 8, Kongens Nytorv to No 50, Esplanaden was completed, largely in accordance with the agreed schedule.

Provisions had thus been made that the management of the ships and the



The main entrance is where the two wings of the house intersect.

industrial companies was not interfered with; and the establishment of duplicate offices of certain departments and service functions ensured the continuity. Business relations at home and abroad have, therefore, hardly noticed any difference. In future, however, a change

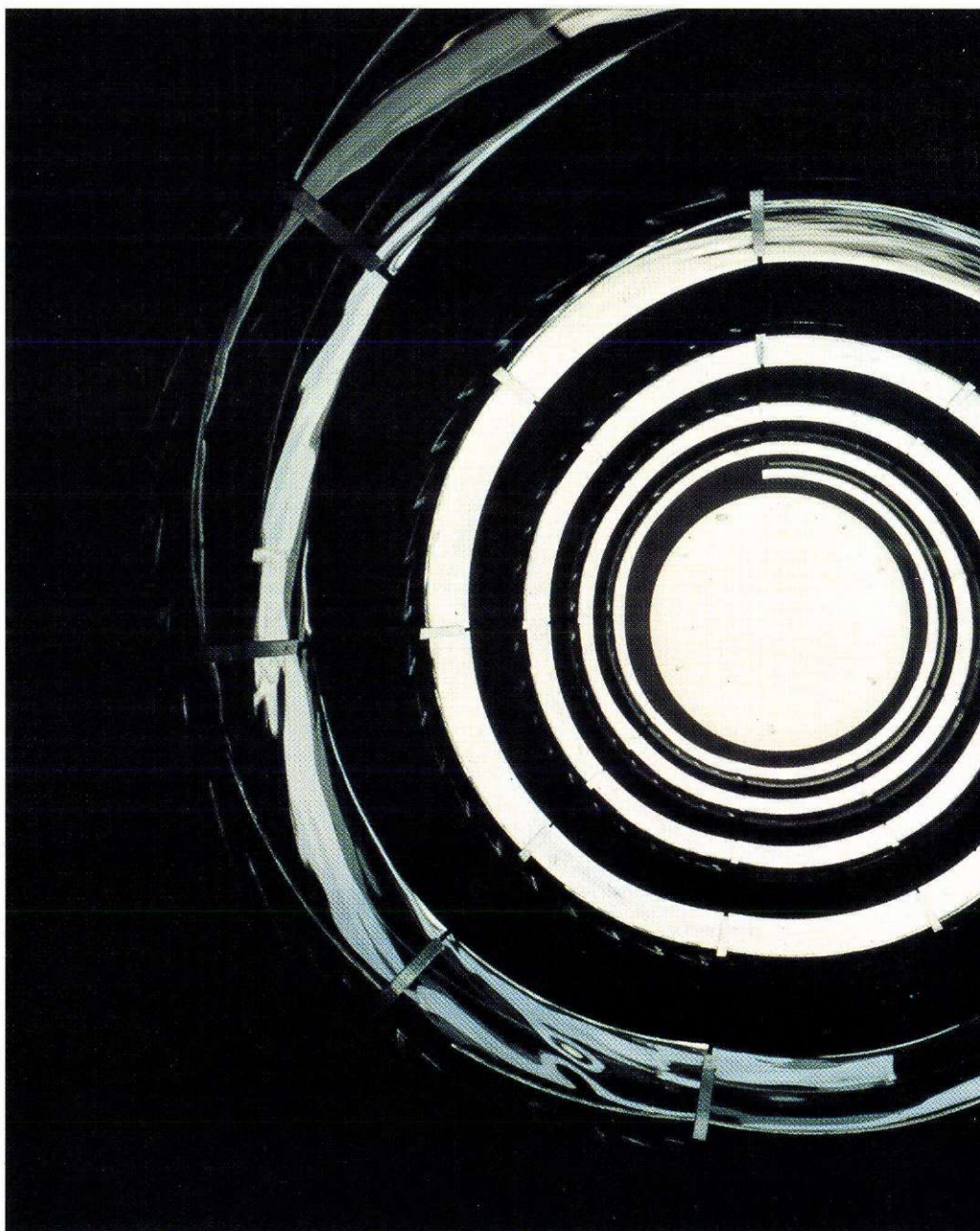


Moving in ...



The narrow passages of the Kongens Nytorv offices became even more cramped, as packing-cases kept piling up.

Last sale of beer at the counter of the Kongens Nytorv canteen. One of our seniors, Mr. Edgar Nielsen (64), is attended to by another senior, Mrs. Elly Christensen (69, incredible though it may sound).



A look up through the middle of the very particular main staircase.

should make itself felt. The gathering under one roof of all departments, including those hitherto "stationed out" at Gutenberghus and Landgreven, and the Dansk Boreselskab A/S at Landemærket, will no doubt be instrumental in the common effort.

Background

The need for more space has long been felt, and several years ago investigations were made regarding new chances for extensions or new buildings. Calculations were made, other building projects were inspected, and finally, in 1974, the 24,500 m² site was bought from the Ministry of Finance. The site was taken over in June 1974.

Planning

The architect, Ole Hagen, and other advisers were asked to come up with proposals for utilizing the site, and after a number of projects had been tabled, a

decision was made in favour of the building which today dominates the waterfront at Søndre Tolbod.

A. P. Møller also entered into negotiations with Kampsax, and in January 1977 a final arrangement was made with that firm as main contractors in the building operation. After the building permits from the municipal authorities had been obtained, it was possible to commence demolition of the old customs-house buildings on the site. In June the last bricks were gone, but as early as April 20th, 1978, Kampsax had begun their excavation and building operations. In spite of the weather during the past winter, the work has progressed practically according to plan, and we were able to move in, as had been planned, during the period 10th to 18th April 1979.

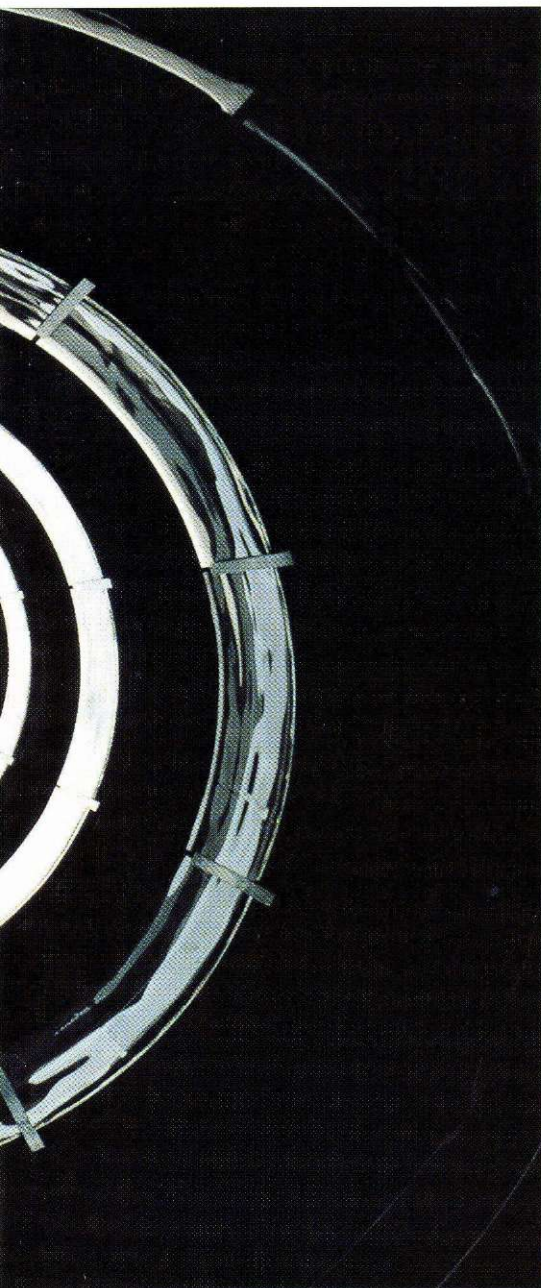
Inside arrangement

As appears from the photographs the building consists of two parallel wings,

moved in relation to each other. The arrangement of the various departments is rather different from what it used to be. Thus, it has been found expedient to concentrate the outward functions of for example the Staff Department, the Information Department, and (as hitherto) the Reception/Enquiry Office on what is termed Floor One. Lunch is also served in the lower section of the house, with the new canteen arranged on Floor 0. The serving itself is based on the cafeteria system.

Floor 0 also contains various training- and sporting-facilities, at the disposal of the staff in the morning from 7 to 8 and from 5.30 to 10 in the evening. There are two squash courts and a room with table tennis boards, managed by the MÆRSK Sports Club, besides locker rooms and showers.

The exterior of the building is characterized by the large, blue-tinged windows, the colour of which protects against the



The new house is characterized by its large dimensions. This is the lengthwise main passage of the northern wing on Floor 1. On the left, doors lead to the Staff Department, lecture room and meeting-room. On the right are classrooms of our Shipping School, the A. P. Møller Foundation and Property Administration Offices, and, nearest to the photographer, the Information Department. Behind the photographer are the Chartering Department and the exit to the main stairs.



The new, large canteen on Floor 0.

heat rays of the sun. The offices are efficiently air-conditioned, being supplied with fresh air, heated and humidified to provide the ideal indoor climate. So, the windows are not for opening except in case of fire.

As was the case at Kongens Nytorv admission to the house is through the

main entrance only. Here visitors will be met by representatives of the respective departments.

Museum

One separate building attracts special attention. It is one of the two former watch houses at the so-called "Løve-

porten" (lion's gate). It has been pulled down and rebuilt in its original outward shape, and besides serving as residence for the caretaker of our new house, it is going to contain a special A. P. Møller museum. It is situated at the entrance from Esplanaden to the parking-space for visitors to the new head office.

The Tietgen Medal

On March 19th the old Exchange Building, built by King Christian IV, provided the setting for a ceremony at which Shipowner Mærsk Mc-Kinney Møller was honoured with the Tietgen prize. The medal was handed to Mr. Møller by the chairman of the Tietgen Foundation, Mr. Knud Olesen.

Attached to the medal was an amount of 100,000 kroner, which at Mr. Møller's request was donated to the "Danish Seamen's Church in Foreign Ports".

The Tietgen Medal was instituted in 1929. It has been awarded eleven times in all.

Double naming-ceremony



At 11.45 a.m. the last of a series of six 68,800 tdw. product-carriers was named. The sponsor, Mrs. Bertha Rostock-Jensen, gave her ship the name "NICOLAI MÆRSK".

Like her five sister ships the newbuilding will carry cargoes of refined petroleum products. This type of tanker is constructed to carry four different cargoes simultaneously, distributed in 18 cargo tanks, which ranges her among the largest in the world of this particular type.

The ship is equipped with a 7-cylinder Sulzer diesel engine, type 7RND76M, having a maximum continuous output of 16,800 BHP at 122 revolutions/min. The main technical details are as follows:

Length p.p.	233.90m
Breadth moulded	32.12m
Depth moulded	17.40m
Draught	13.09m
Speed loaded	16 knots

The "NICOLAI MÆRSK" was delivered to the MÆRSK fleet on March 22nd, and the ship shaped her course for Gibraltar. The maiden voyage was from Constanza to Rotterdam with a cargo of petrol and gas oil. Master of the ship is Capt. Evald Rasmussen, Marstal, and Chief Engineer Jørn Poulsen, Svendborg, is in charge of the engine room.

Mrs. Bertha Rostock-Jensen, sponsor of m.s. "NICOLAI MÆRSK", together with the managing director of the Yard, Mr. Erik V. Quistgaard.

m.t. "NICOLAI MÆRSK" on her trial run. ►



At 12.05 p.m. the first newbuilding in the series of so-called Caroliners was named. Sponsor was Lady Rosemary Stark, wife of Sir Andrew Stark, Chairman of the Board of The Maersk Company Limited, London, and former British Ambassador to Denmark. The ship was named "ELEO MÆRSK".

The newbuilding is a quite new, versatile, and very flexible type of dry-cargo ship, which is adapted to all combinations of cargoes, and the name Caroliner is formed by combining the words cargo, ro-ro, and liner.

The "ELEO MÆRSK" has a container capacity of 830 twenty-foot units on deck, and the trailer deck – the upper tweendeck – accommodates trailers in eight lanes, each with a breadth of 2.5 metres, corresponding to a total of 900 trailer metres.

The quarter ramp aft is placed obliquely on the starboard side, and can cope with axle loads of up to 25 tons. The lower tweendeck as well as the trailer deck have a hatch arrangement through which a very great number of combinations of openings and closings is possible, which ensures great flexibility in stowing. The hatches are so long that for instance steel in lengths of up to 25.70 metres may easily be loaded.

The cargo-handling equipment con-

sists of six heavy cranes, placed in pairs between the hatches on the same foundation. One set of cranes may have a synchronized lift of up to 60 tons, and for hatch 3 a total lift of 120 tons may be provided by the combined efforts of two sets of twin cranes.

The ship is powered by a 7-cylinder Sulzer diesel engine, type 7RND76M, yielding a maximum continuous output of 15,960 BHP at 112 rev/min, and the main particulars of the ship are:

Length p.p.	182.30m
Breadth moulded	27.43m
Depth moulded	16.50m
Draught max.	11.85m
Trial speed	18.5 knots

The ship was taken over by the MÆRSK fleet on April 16th, and the maiden voyage was from Europe to Japan, where the ship will join Maersk Line's Japan – Arabian/Persian Gulf line.

Master of the ship is Capt. H. C. Hansen, Allerød, and Chief Engineer Sven Hoi Jacobsen, Esbjerg, is responsible for the engine room.

In the December issue 1978 of MÆRSK POST a detailed description of this type of ship was given, and readers are referred to that issue for further information.

at Lindø

On several occasions the Lindø Yard has staged double or even triple naming ceremonies. In all such cases, however, it has been a question of twins or triplets, ships of the same type. Wednesday March 14th saw the first example in the history of the Yard of a double naming of different ships.



m.s. "ELEO MÆRSK" photographed during her trial run.

THE MIDDLE EAST OIL SHOW



The Middle East has for many years been the world's oil centre. It seems paradoxical, therefore, that 1979 should be the year of the first oil show and conference in this area. But The Middle East Oil Show of Bahrain from March 25th to 29th was actually the first show ever in this part of the world.

The location – Bahrain – had been chosen with care. It has an international airport, there is a great number of hotels, and, not least, the capital of the small island state, Manama, has for a great many years been a finance and business centre in the Gulf area.

And, just as Bahrain has in many ways been an exponent of the orientation towards the West in this area, the country also seems to become a Middle East exhibition centre. The beginning has been made in Manama's north-east corner, where semi-stationary tents will for some time provide the framework of comprehensive exhibition activities.

A. P. Møller and the Yard put up a large stand at the Middle East Oil Show. The stand was composed, in an untraditional way, of three large exhibition "islands", between which passages had been arranged that guided the visitors through the stand.

The first island contained an open conference area with pamphlets on shelves, and a video set with continuous performance of films about offshore operations. This part of our stand also contained cloakroom, kitchen, and a separate office with a telephone.

The centre exhibition island was dominated by a gigantic revolving globe, on which were marked all our different offices, and where the positions, on a day chosen at random, of all MÆRSK ships and drilling units were pinpointed. This island also gave a description of our liner services, showing the different lines, and containing small-scale models of all types of dry-cargo vessels, and, not least, a new, very detailed model of the "ELEO MÆRSK", the first so-called Caroliner, which, as has been announced, will join the line between Japan and the Arabian/Persian Gulf.

Even the third island was able to exhibit a new model – namely the first model of a drilling rig that A. P. Møller has so far ordered. Resting on a blue surface a model of the "Mærsk Endurer" was put on show together with models of a supplyship, a tanker, and a barge. Here, too, the big models were supplemented by mini copies of all types of tankers, supplyships, and rigs that are available for modern oil operations.

The most conspicuous aspect of this section was probably a 4 by 5 metre wall painting in colour. It illustrated a MÆRSK drilling rig with a supplyship and a helicopter, engaged in a drilling-operation, with a graphic representation of the different geological strata through which the drill will have to pass before it chances to strike the oil-bearing parts of the subsoil.

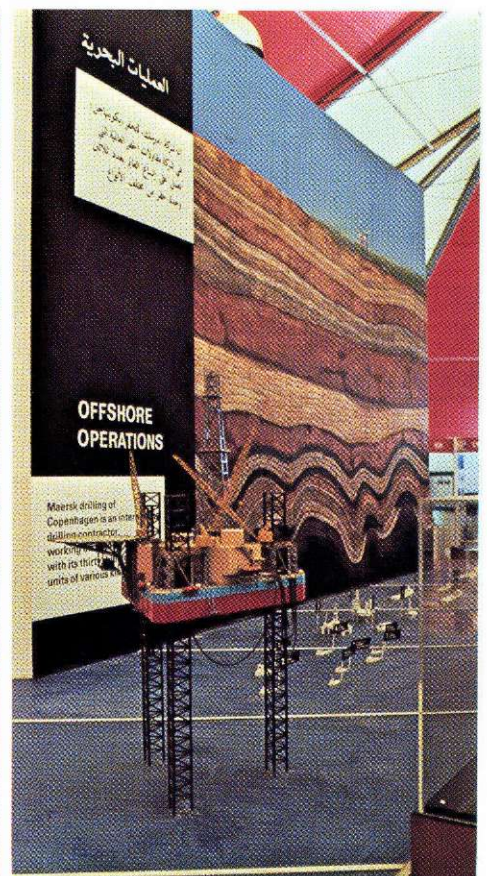
This part of the "island" also comprised a special arrangement to illustrate



The "road sign" at the end of the A. P. Møller stand with the built-in slide show.



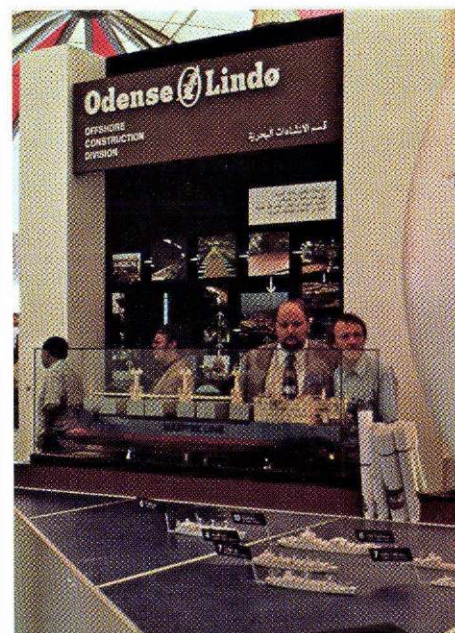
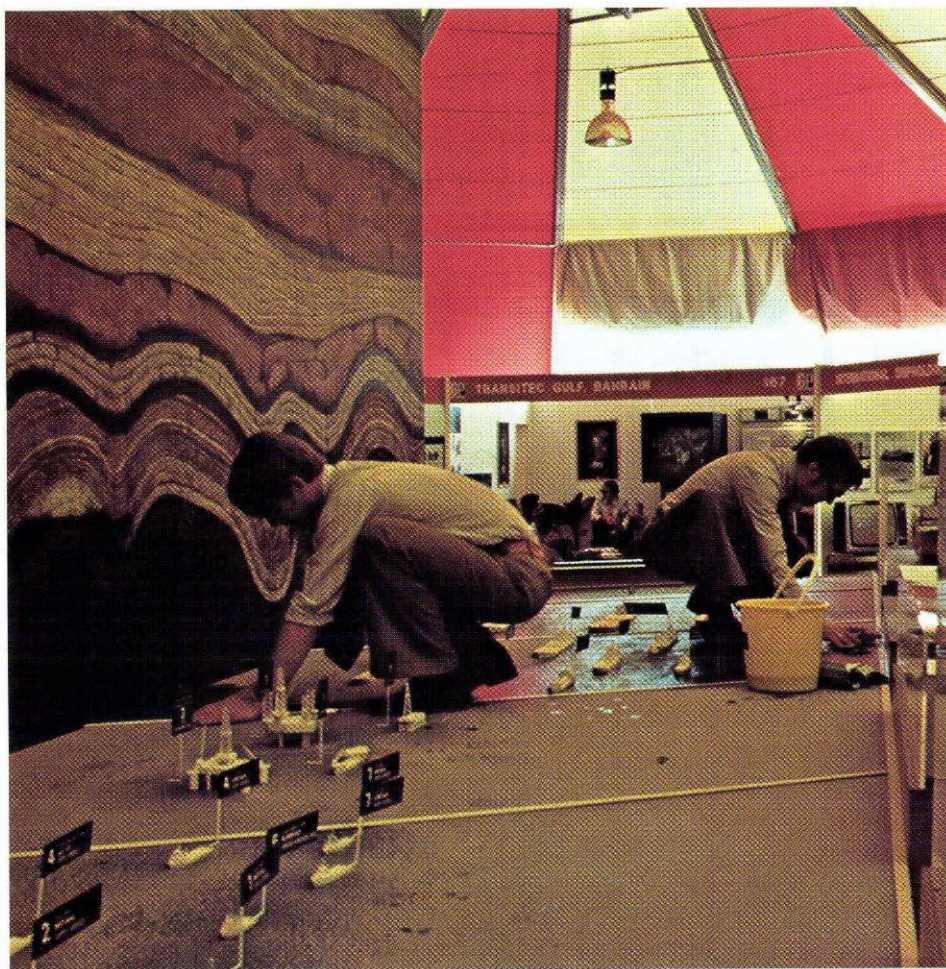
With the Dannebrog at the top the Bahrain national band is striking up at the opening of the Oil Show. Later, another Dannebrog of more suitable dimensions was secured from the "MARGRETHE MÆRSK".



The newly-built model of the "Mærsk Endurer" on a background of the large geological wall painting.



The leader of Maersk Line's Bahrain office, Mr. Jorgen Seidel, explaining the A. P. Moller stand to H. H. Shaikh Isa Bin-Sulman al-Khalifa, Amir of Bahrain. On the right Saudi Arabia's Oil Minister, Shaikh Ahmad Zaki Yamani, in conversation with Mr. Bent E. Hansen, the Liner Department. On the extreme right is Bahrain's Minister of Development and Industry, Youssef Ahmad Shirawi.



With the large revolving globe in the foreground the Yard presented a typical production sequence. In the middle the new model of "ELEO MÆRSK" is being critically eyed by Chief Engineer C. Aa. Abildgaard (bearded) and 2nd Officer J. Højbjerg Larsen, both of m.s. "MARGRETHE MÆRSK".

Sandstorm – the day after. Svend T. Bossen, Drilling and Bent E. Hansen, the Liner Dept., desperately trying their luck as house-cleaners, specialized in desert dust.



The Bahrain Exhibition Center, where the Show was held.

the offshore programme of the Yard. The principal building process for anchor-handling tugs was demonstrated through colour photographs and an integrated slide-show.

Besides presenting the Tanker Department, the Liner Department, the Supplyship Department, Drilling, and the Yard, the gable of this island also contained a continuous slide-show, introducing A. P. Møller and the affiliated companies.

Thus, the 140 m², making the A. P. Møller stand the second largest, illustrated the majority of the activities, directly or indirectly of interest to the oil industry.

The Middle East Oil Show was opened by H. H. Shaikh Isa Bin-Sulman al-Khalifa, Amir of Bahrain, together with Saudi Arabia's oil minister, Shaikh Ahmad Zaki Yamani. During their tour of the exhibition area the A. P. Møller stand was explained to them by the leader

of Maersk Line's Bahrain office, Mr. Jørgen Seidel, and by Mr. Bent E. Hansen of the Liner Department.

About 450 exhibitors from 18 countries covered altogether 16,000 m² at this first oil show in the Middle East. A. P. Møller and the Yard stood out among the majority of exhibitors thanks to their untraditional stand, and thereby attracted considerable attention.

Visiting Roulunds Fabriker



Changing from the ferry to buses at the Nyborg ferry berth.

Sunday April 22nd was marked by the name of Roulund for a great many A. P. Møller staff members, who turned up at the Copenhagen Central Station at 8 a.m. to join the excursion arranged by the Information Department.

Having reached Korsør by train, with the serving of coffee and cheese sandwiches on the way, the travellers went on board the ferry for Nyborg. At the Nyborg ferry berth they were welcomed by representatives of Roulund, who were responsible for the ensuing arrangements. A transfer was made to buses, and on the way to the Factories the Roulund guides took the opportunity to give their guests a survey of the background of the Roulund Factories. To illustrate their survey they distributed tiny "samples" of the different production lines of their establishment.

To ensure the carrying through of the arrangement, which was to a very tight schedule, the guests were divided into three groups (buses) at the departure from Nyborg; and on the arrival at Roulund guided tours were started immediately at three different points.

This method enabled more efficient guiding and saved time.

Two of the groups set out on a tour of the production sheds by separate routes, whereas the third group continued by bus to the 2 km private test track, laid out behind the Factory.

The bus drove through the track twice at varying speeds. During the first passage the passengers were told briefly about the construction and usage of the track. The second passage was made at high speed, and the passengers had the strange experience, in a curve sloping 42 degrees at the top, of feeling very little centrifugal force, just a slight increase of gravity. In this connection it should be added that with a view to testdrivers' safety the big cambered curve has been so constructed that a car will stay on its course right through the curve even if the driver lets go of the wheel...

As mentioned above, the other two groups set out on guided tours of the sheds, covering the various stages of production of the single items. They saw the large mixer which prepares, almost automatically, the raw materials for every single production line. Next the

groups went by alternate routes through the conveyor-belt department, the V-belt department, and the brake-lining department.

The storage rooms for finished goods were also included. Remarkable among these were the large quantities of fan-belts for well-known makes of cars, such as Rolls Royce and Volvo.

When the tour of the production sheds was over, the visitors were able to have a closer look at the test cars, which are equipped with very advanced instruments, first and foremost for the checking of friction temperatures in the brake drums after repeated decelerations from high speeds.

At the end of the tour of Roulunds Fabriker the guests from A. P. Møller were taken by bus to the Næsbyhoved Skov restaurant for lunch, whereupon the return journey to Copenhagen was commenced.

We should like to add that the entire arrangement would not have been such a success without the whole-hearted efforts of the Roulund people. Thank you so much for good hosting.

P. F.

One of the groups looking at brake-linings.



The bus in the big curve of the test track.



From the two final decades of the last century through the 1920's a unique maritime trade developed, with special ships manned by a select group of sailors of common ethnic heritage. This was the Pacific Coast lumber trade, serviced by a fleet of wooden steam schooners, operated by Danes, Norwegians, and Swedes, which came to be called "California's Scandinavian Navy."

The trade developed out of the pressing need for lumber to supply the growing cities of San Francisco and Los Angeles, and the simultaneous discovery of redwood as valuable building lumber. Not only did the supply of redwood from Northern California's coastal regions appear inexhaustible, but the wood itself was found to be slow burning due to its lack of pitch, and this fire-resistant quality made it ideal for the construction of homes and businesses. Additionally, redwood resisted decay, making it well suited for railroad ties to supply California's growing railroad industry.

To service this need for redwood lumber the first steam schooners were built at San Francisco in the mid 1880's. They were generally about the size of a small three-masted schooner weighing 180-200 tons. These ships rapidly began to replace the old two- and three-masted sailing schooners, first on short voyages, then on increasingly longer ones. The reliance on steam power meant more efficient and regular sailing schedules, yielding a stable and dependable timber supply from the numerous lumber mills along the coast.

The steam schooner's unique design was in part dictated by the nature of the small inlets and coves called "dog holes" from where lumber was loaded. Many of these dog-holes had been heretofore inaccessible to sailing vessels. Still others could only be entered or left by the sailing ship being towed to and from the anchorage. Steam power eliminated almost entirely the resultant towing fees, a major cost factor of coastal voyages under sail.

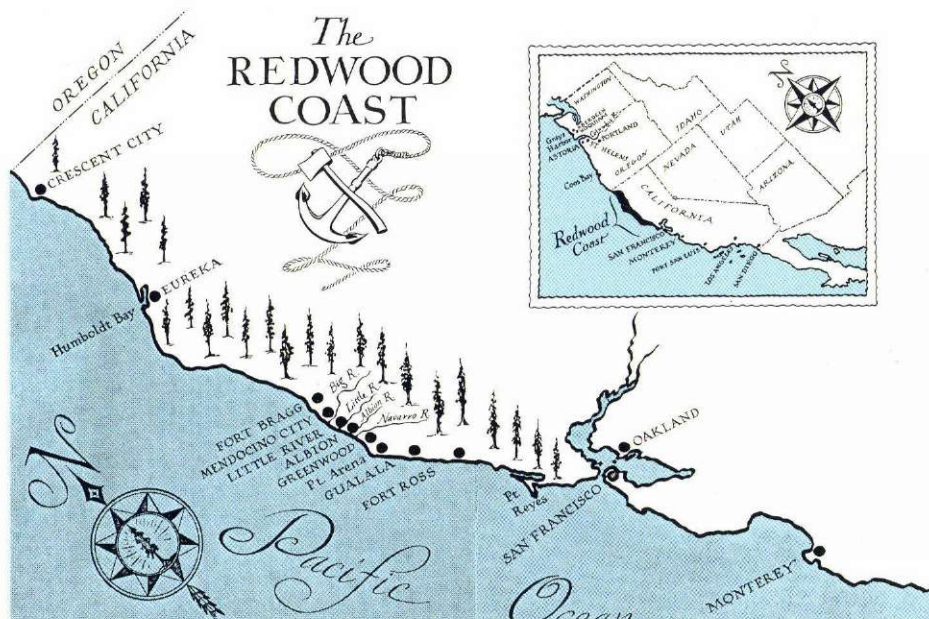
In addition to dog-holes vessels were loaded from "out-ports", which were little more than anchorages beneath high plateaus, from which cargo and passengers were lowered down to the vessel's deck.

By far the biggest economic boost to this coastwise trade came with the Great San Francisco Earthquake and Fire of 1906, which destroyed most of the city. The demand for redwood skyrocketed, and steam schooner construction escalated accordingly through the next four years. In 1906 alone some 600 million board feet of lumber was delivered for San Francisco's reconstruction. Later the need for redwood lumber was sustained by the expansion of the Southern Pacific Railroad throughout Southern California, and the port of San Pedro became a major lumber terminus,

California's Scandinavian Navy

MAP AND DRAWINGS CREDIT
"SHIPS OF THE REDWOOD COAST"
BY JACK MCNAIRN AND JERRY MACMULLEN

PHOTOS CREDIT THE SAN FRANCISCO MARITIME MUSEUM



servicing a heavy steam schooner trade in railroad ties.

Ironically, it was the very expansion of the railroad industry into the Pacific Northwest, followed by an improved highway system, that would later result in the demise of California's Scandinavian Navy.

Eventually some 225 wooden steam schooners would be built on the Pacific coast, the first of the type being the CHARLES G. WHITE, built at San Francisco's North Beach in 1884, and the last the large "double-end" ESTER JOHNSON, built in Portland in 1923.

Just why Scandinavians came to dominate this unique maritime service remains a subject of speculation. The time of extensive Scandinavian immigration to the United States had passed well before the 1880's, yet almost invariably the officers of the fleet and a large proportion of the crews were first

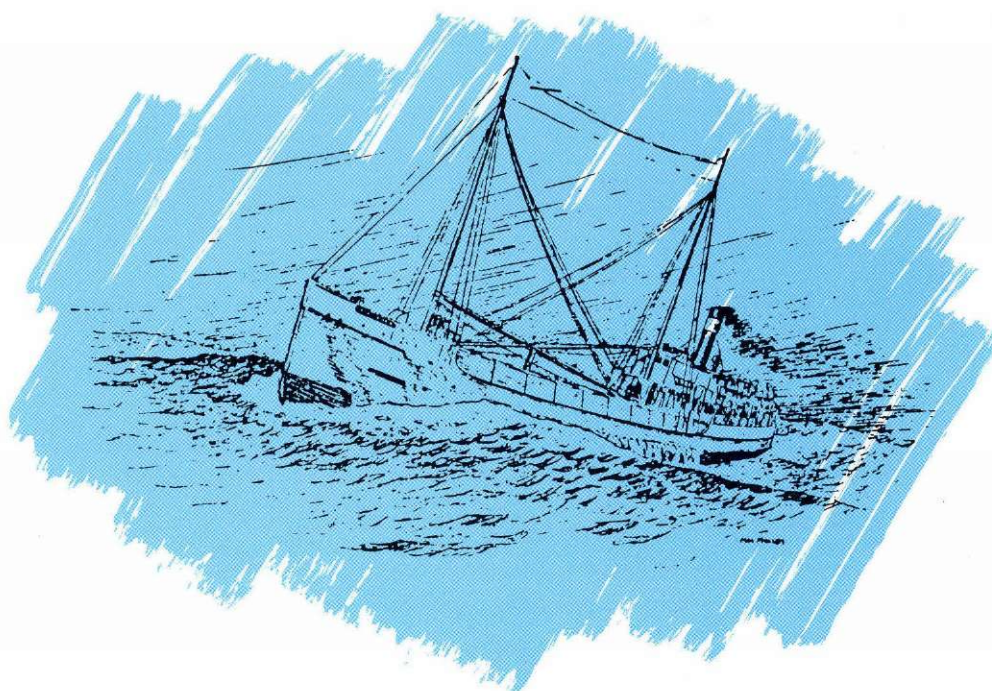
generation Danes, Norwegians and Swedes.

Many of these men came to the West Coast as able seamen onboard such deep-water sailing ships as the BALCLUTHA, and manned the growing fleet of sailing schooners operating along the coast. It was from these schooners that the first officers of the steam schooner fleet were drawn. Thus the Scandinavian influence on Pacific Coast shipping was well developed before the advent of the steam schooner, and the rapid development of this type of vessel drew many more Scandinavians, who brought from Europe the necessary professional qualifications to man the ships.

The backbone of the Scandinavian Navy were the captains of the fleet, so many of whom were named Johnson, Petersen, Olsen and Carlson that nicknames developed to tell them apart. Around these men most of the fleet



BALACLUTHA under sail in the North Pacific in the 1880's. Many Scandinavians first came to the Pacific coast as able seamen on deep-water windjammers such as this.



legends, real and fanciful, developed.

It was said that Captain "Rain-water Oscar" Johnson once sailed his ship two blocks inland on nothing more than rainwater, and just as easily reversed his course back into the harbor when he realized his error. Apparently "Swell Head" Jahnson was also a fine sailor who was not modest about his ability.

Much the same could probably be said for "Danish Prince" Hansen, while Captain "Pie-face" Johnson, "Red Charlie" Thorsell, "Nosey" Higgins and "Flatfoot" Hanson derived their nicknames from obvious physical attributes.

Others, such as "Big Sharkey" Hendricksen and "Little Sharkey" Gallis, won their names with their fists as well as a physical appearance which reminded people of the great prize fighter Tom Sharkey. Captain "Hoodlum Bob" Walvig had the same reputation, particularly when insubordinate crewmen, whom he termed "Hoodlums," needed disciplining.

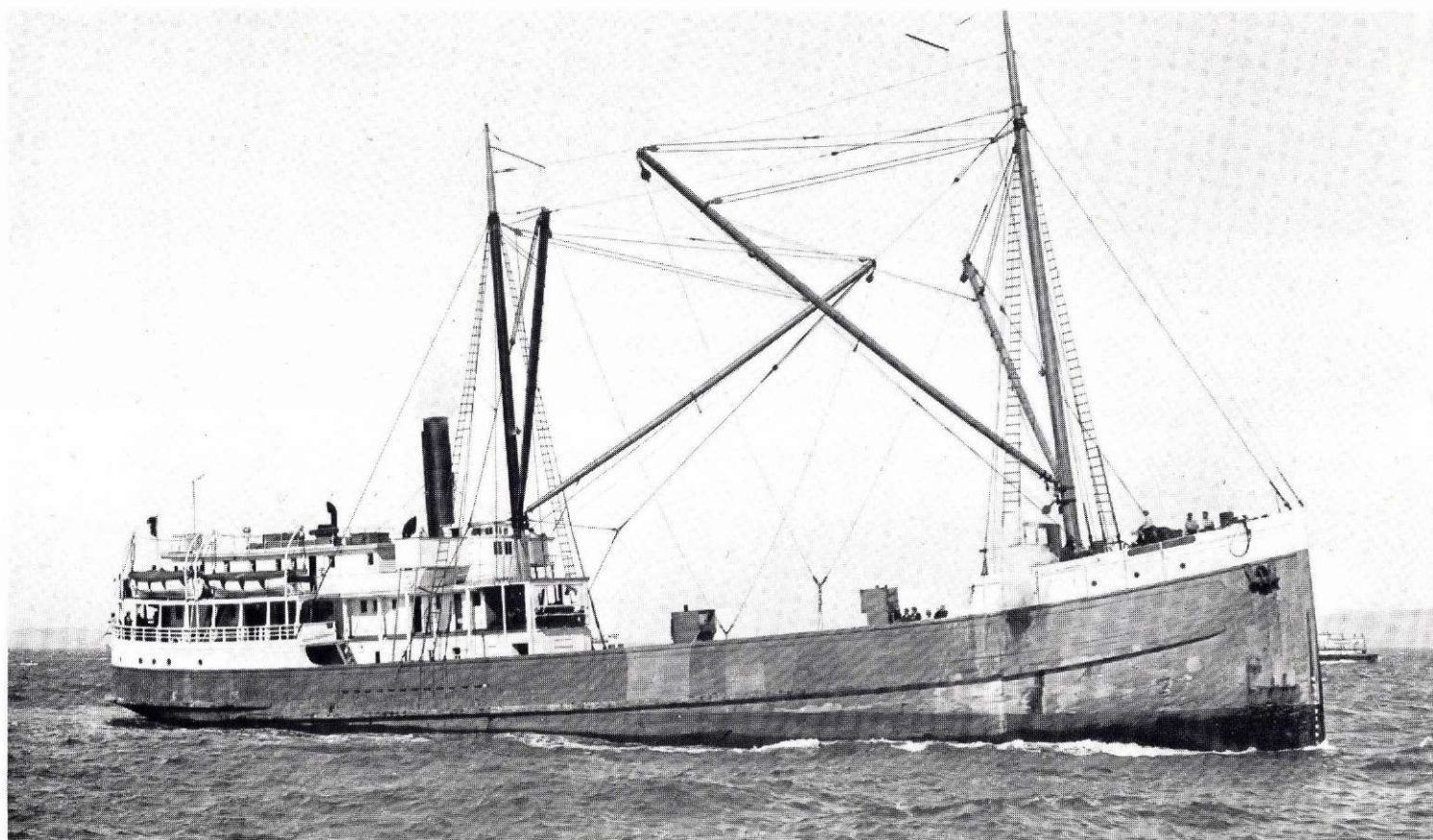
One of the most respected masters was Thomas "Safe-is-open" Gunderson. Gunderson was more than willing to pay off anyone who objected to work on his ship, but since he was one of the finest navigators on the dangerous Pacific coast, few men ever quit by asking for their pay from his safe.

Few of the masters and mates were refined navigators in the deepwater sense; rather their ability rested on an exhaustive knowledge of the rocks, reefs and coastal capes that comprised the coastline from San Diego to Vancouver. To avoid adverse wind and current the northbound steam schooner stayed close enough to shore to "scratch gravel." On dark, foggy nights - it is said - the certain knowledge of which farmer's dog was barking might mean the difference between a safe passage and disaster.

Such knowledge, fanciful or not, was derived from long service on the coast, and most officers had worked themselves up from able seamen over a number of years.

Another colorful skipper was Captain Gudmund "Midnight" Olsen. Olsen's steam schooner, the ACME serviced a route between San Francisco and Humboldt Bay for many years. In addition to carrying timber the ACME also served as a mail ship, which made a regular schedule even more important. While most captains were content to wait for daylight before negotiating the treacherous Humboldt bar, Midnight Olsen earned his nickname by regularly crossing the bar into Humboldt Bay at night and in all types of weather. Often a crossing was made with less than six inches of water under the keel. The ACME made so many of these crossings that she became known as the "Flying Dutchman".

Captain Olsen's later career was marked by a number of spectacular sal-



The steam schooner WAPAMA.

vage operations as master of the salvage ship HOMER, a converted steam schooner.

Finally, there was "Port-wine" John Ellefsen, who disapproved of serving hard liquor aboard ship, and the impatient Captain "Hurry-up" Jack Bostrom, who learned to dance late in life and so enjoyed this pastime that he could be found at all the large country dances held on Saturday nights along the coast, and eventually came to be called "Saturday-night" Jack Bostrom.

Frugality and self-reliance were commonplace in the steam schooner trade. A chief engineer of the HELEN P. DREW recalled: "We did most of our own engine overhauling, most of our pipe work, everything ..." The chief engineer of the HERCULES extended this attitude to his personal habits, and used to get a new set of underwear whenever the ship's chandler sent down a new bale of rags.

The result of such a "well-spent" life often had long-term advantages, and many a ship's officer would eventually retire to substantial real estate holdings ashore.

It is to be expected that this frugality extended to the shipowners as well, and it was no mere accident that the size of many steam schooners fell just short of the 1000-ton category which by law required the hiring of a third mate.

Since the heart of the steam schooner trade was lumber, the first mate was expected to be an expert in the business. In the captain's eyes a top mate was a

man who could properly stow a load of lumber in the shortest possible time, not to mention a fast turnout at the discharge dock.

A steam schooner spent more time in port than at sea, and it became unique but accepted practice for the sailors themselves to load and discharge the ship, while longshoremen worked most other cargo vessels.

The frequent port stays made a sailor's life less solitary and, for the times, the pay was good. As a result, steam schooner jobs were sought after, and despite the backbreaking labor many sailors remained year after year with the same ship.

While lumber received priority, steam schooners did carry passengers, and the ships formed an important transportation link in the days before an adequate rail and highway system.

Be that as it may, many an unsuspecting passenger purchased a steamship ticket and was coaxed aboard by disreputable travel agents who claimed: "This is the little boat that will take you out to the big boat." Other travel agents directed passengers to: "Just go down to the lumberyard and look for a pile that is moving." Yet another shock might come when sailors, having finished loading lumber and covered with dust and wood shavings, would then become porters and carry a wary passenger's trunk on board.

Once acquainted with their homey surroundings many passengers came to appreciate this unique mode of travel,

often in preference to larger passenger ships.

While as late as 1925 there were still about a hundred steam schooners in service, their time was fast drawing to a close. The great pine forests of Oregon and Washington began attracting new mill operators who sought to transport this cargo in larger and faster steel ships.

The obvious advantages of the steel steamers made their dominance of coastwise shipping inevitable, and this process was speeded up by the large steel steamship surplus following World War One. The wartime building program created so much new steel tonnage that vessels sold for incredibly low prices, making them very sound investments.

One by one the wooden steam schooners were displaced and converted to salvage vessels and barges, and then eventually abandoned at Oakland's "Rotten Eow."

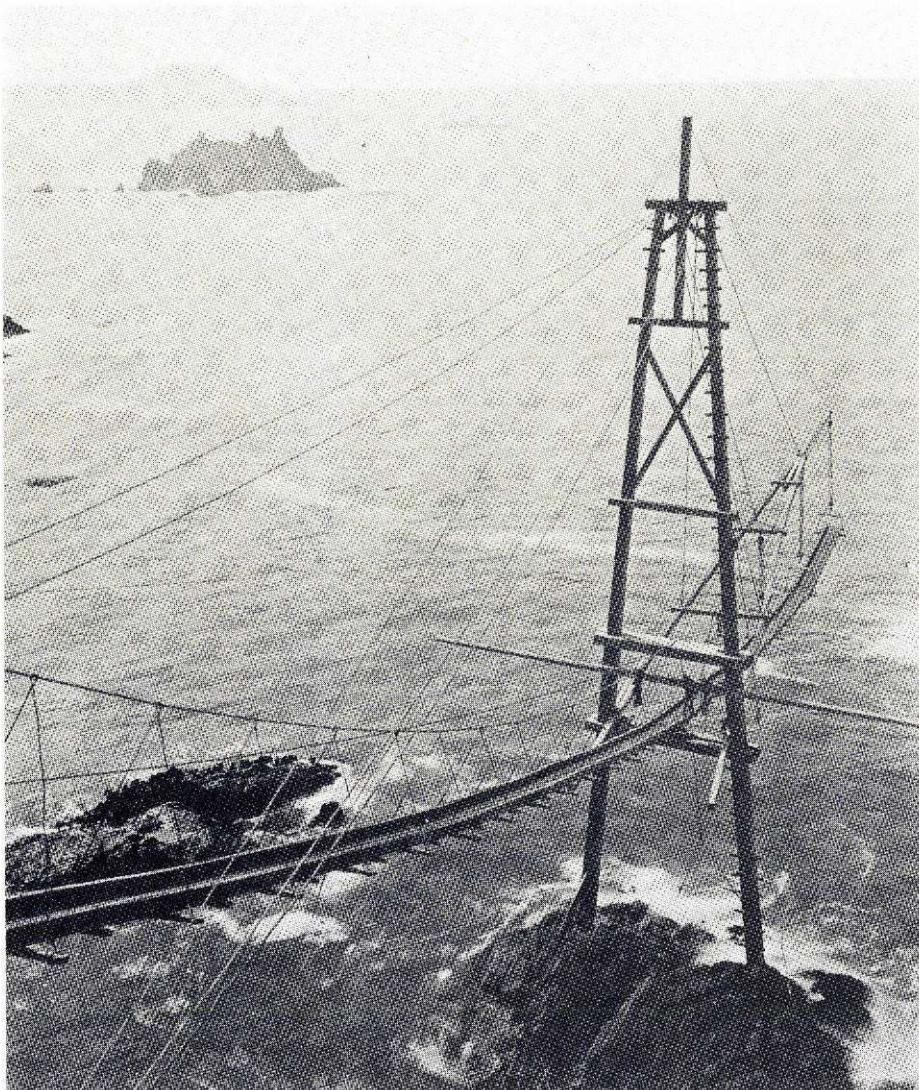
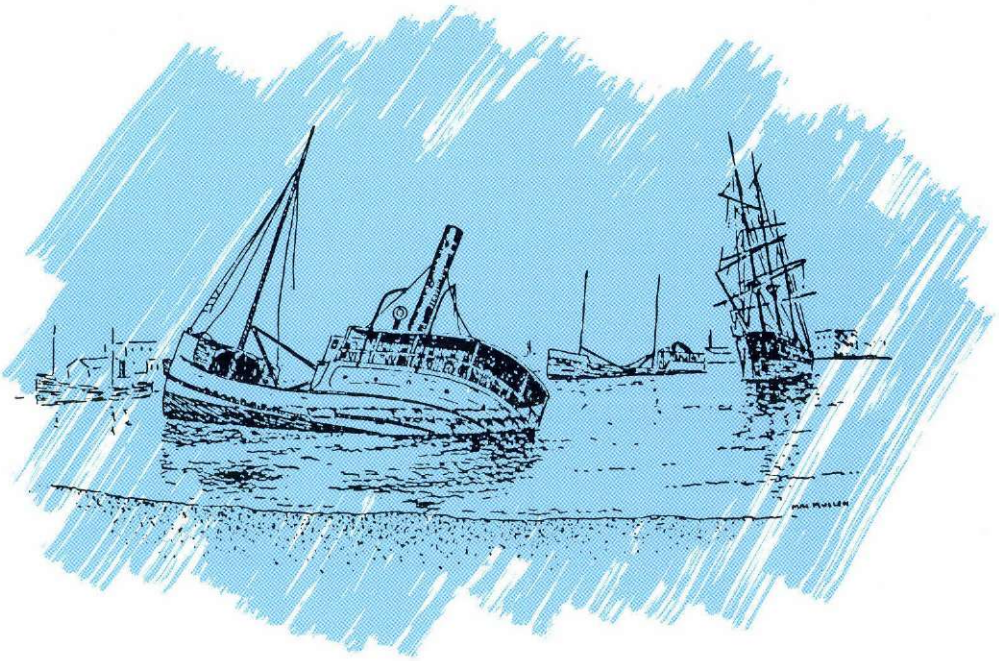
The sole remaining representative of this once numerous fleet is the WAPAMA, berthed at San Francisco's Maritime State Historic Park next to Fisherman's Wharf.

The WAPAMA was built in 1915 by the St. Helen's Ship Building Co., St. Helens, Oregon for the Charles R. McCormick Co. of San Francisco. She is a typical "single-ended" steam schooner with her engine room and superstructure located aft in the design tradition of these ships in the early and middle years of their development.

Built of Douglas fir and powered by an 825 horse power, triple expansion

steam engine that gave her a speed of 10 knots, the WAPAMA had an overall length of 218 feet, beam of 40 feet and gross weight of 951 tons. She was about as big as a single-ender could be built given the great stress on the keel imposed by the vessel's design. Even so the Wapama had a not inconsiderable lumber carrying capacity of over one million board feet, 650 thousand on deck and 350 thousand below deck; and this in addition to 56 passengers (44 in first class and 12 in steerage) and a crew of 24.

Unlike most of her wooden-hulled sister ships, the WAPAMA proved to be long-lived. Through the depression of the 1930's she remained in service carrying passengers and general cargo between San Francisco and San Pedro, and



during World War II she ran supplies between Puget Sound and various Alaskan ports.

Finally in 1947 the WAPAMA was taken out of service and sold to a scrap dealer. She lay in a Seattle junk yard for over ten years before her unique historical value was recognized, and she was brought to the Bay Area for restoration in 1959.

Today she stands as an enduring tribute to a special way of life which is no longer with us, yet remains a permanent chapter in the maritime history of the Pacific Coast.

*Jens C. Falster
San Francisco*

*Typical lumber chute, feeding an "outport".
There were dozens of these chutes all along the coast.*

Credit cards

Before long, DISA-supplied credit card equipment will be used in Denmark for purchases of gasoline and diesel oil from selfservice filling-stations.

Since 1947 DISA has supplied gasoline pumps for service stations. The pumps were made by DISA during 20 years under a licence agreement. Now they are imported from Messrs. Ljungmans, Malmö, Sweden. At this moment there are about 20,000 gasoline pumps in Denmark – and DISA has supplied one half of them.

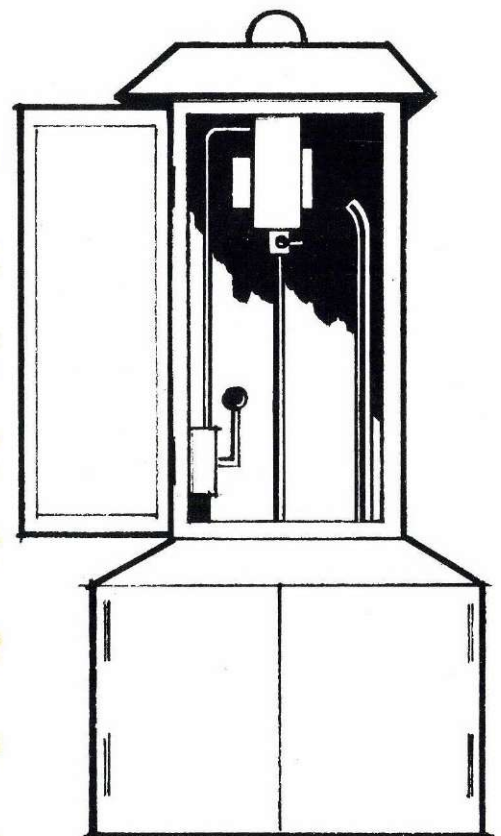
Just before Easter DISA arranged a show of the latest designs of gasoline station equipment. The oil companies operating in Denmark had all sent representatives to DISA to have a look at

the new products. The one product attracting particular interest was an electronically controlled self-service pump with a built-in credit card facility.

On the pump you will note an illuminated panel saying: "Welcome – please insert credit card". The customer will insert his card (which on the back, has a non-visible magnetic number code) in a slot, and the card will automatically be checked and approved. The illuminated panel will request the customer to use a keyboard to key in a 4-digit number – the customer's personal code-number – which is a prerequisite for supply of gasoline to him. If the person using the credit card does not know the digital code, or if he for some other reason might



The new credit card gasoline pump, for self-service and with three octane numbers.



Gasoline pumps as developed through the years. In 1924 a gasoline pump was still operated by hand.

for gasoline sales

use a wrong number, the panel will tell him to try again. After three unsuccessful attempts the machine shows a telephone number he can call. If for some reason credit sale on that particular card has been blocked, the programming of the system will not allow supply of gasoline. In most cases, of course, everything will be all right, and the panel will say: "Select octane and fill". When you have completed your filling, you can get a receipt, if required, automatically printed and issued by the pump. It could hardly be simpler.

These gasoline pumps are connected to a small computer at the service station. The system may be extended to be connected with the oil company's and/or the

customer's bank, in such a manner that the computer may, for example, consult the customer's bank account before the gasoline is delivered.

The computer – containing a micro-processor, a data terminal, a keyboard, and a small disc store – is programmed to perform all the tasks referred to, and will, of course, also maintain suitable control of mixes, litre prices, and total quantities delivered.

A few credit card systems were installed already 10 years ago. These installations could not by far perform all the functions referred to, but cost even at that time 5 times as much as the new system.

DISA also presented a new gasoline

pump design with a built-in 10 kr.-note reader.

DISA operates a very comprehensive service organization serving 7 oil companies. 20 service vans, stationed at Herlev, Kolding, and Randers, ensure that 12,000 pumps for gasoline and diesel oil are operable at all times, ready to serve the drivers.

An afterthought – it will be interesting to see what sort of energy we shall use in our motor vehicles if oil should be depleted. Will it be hydrogen, or electric power? Or perhaps small non-polluting and nonradiating elements providing nuclear power originating from fusion?

Erik Hansen
DISA

The central computer by which many stations can be controlled, and credit cards checked.

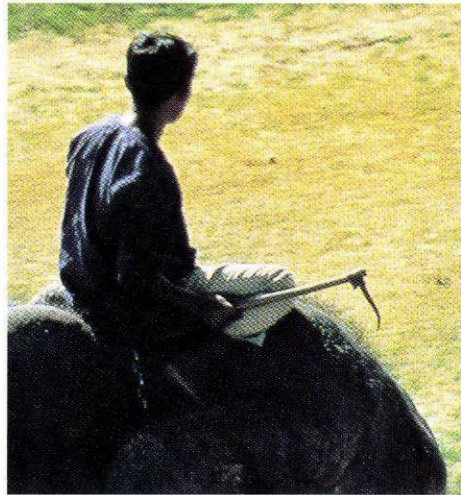


On Saturday afternoon, November 18th, I set out from Bangkok on a northerly course, along the so-called "Superhighway", one of the few four-lane highways in the entire country. But it was not till I turned east, well over 60 miles north of the capital, that I spotted the first traces of destruction after the recent floods. Highway No. 2, the so-called "Friendship Highway" – built by the Americans, cuts its way through the rice fields on a comparatively high dam; in several places it had been washed away, and the enormous holes had only just been filled with gravel.

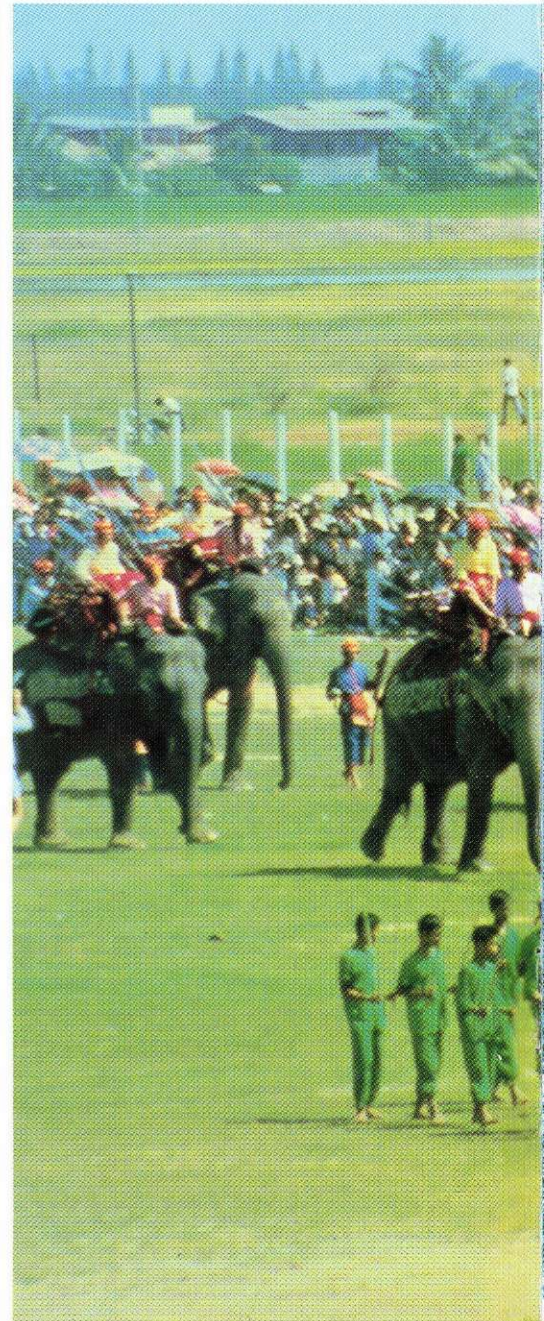
The highway winds through low mountains towards the north-eastern plateau, past the "Khao Yai" National Park, where wild elephants, tigers, monkeys, and lots of snakes may often be seen. I drove past the Danish milk farm, temples glittering with gold, and plain bamboo huts; and finally, after a drive of

ELEPHANT

From Mr. Claus Breitenbauch, stationed in Bangkok since August 1977, we have received the following account of elephants. Mr. Breitenbauch has had ample opportunity, during the past 18 months, to have a close look at alle parts of Thailand; and on November 19th last year he was lucky enough to be present at the world's probably only really large-scale get-together of elephants. This unique performance, which recurs annually, was enacted at the town of Surin well over 300 miles north-east of Bangkok.



The driver of an elephant usually guides its movements with his feet. But he may have to resort to working at its head with an instrument slightly reminiscent of an icepick.



RALLY

The battle against "the Burmese army" has commenced, the starting-signal being given by the supreme commander of the Thai army, who lifts two large dark feathers in the middle of the photograph.

almost 200 miles, I reached the town of Nakhon Ratchasima, where I put up for the night at a small Chinese hotel – which cost me the equivalent of £1.00.

The next morning at four o'clock I was called, and half an hour later I left the still sleeping town, heading south along a lonely road. After about 20 miles I turned east, proceeding through 100 miles of dark jungle, comparatively near and parallel to the Cambodian frontier. It was a fantastic experience to see numerous fires in the dark on both sides of the road; and when daylight broke, the local population appeared everywhere with countless carts drawn by water-buffaloes.

After about three hours of driving I reached my destination: Surin, an otherwise quite ordinary, small provincial capital, which once every year calls the attention of all Thailand to itself by its "elephant rally", normally with the

participation of more than 200 elephants.

During several hundred years elephants have played an important role in Thai history and in the everyday life of the population. Not only were they useful beasts of burden, thereby stressing power and prestige, but they also constituted an absolutely decisive weapon in wars against Malays, Burmese, and Cambodians.

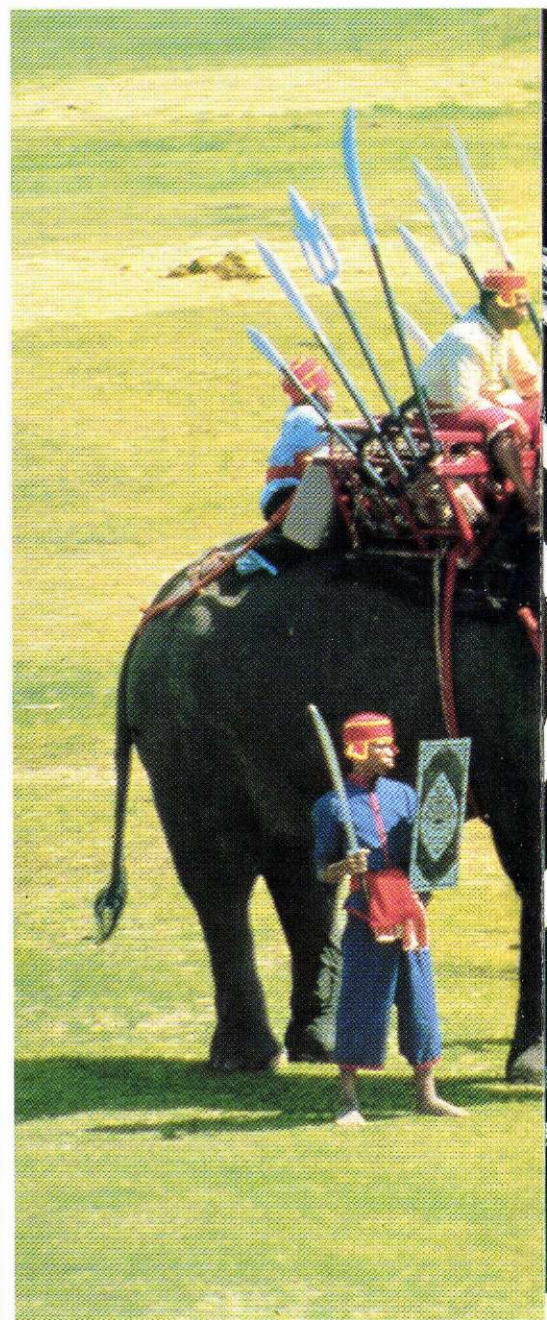
Until the 19th century there were hundreds and thousands of elephants in Thailand, domesticated as well as wild; but the 20th century threatens to mark the end of their glorious era. In 1951 the government passed a bill forbidding all shooting and exportation of elephants. Even so, there are hardly more than a few thousand elephants in the entire country today – mainly tamed beasts of burden in the northern teak woods, and some wild elephants in the regions bordering on Cambodia and Burma.

In the Surin province we meet people of the so-called Suay tribe, commonly held to have originated in Burma. Traditionally, these people have always been occupied with the catching, breeding, and training of elephants to be used in the teak woods. Once every year they rally in the air force stadium at Surin, where they display the abilities of their elephants. In 1978, however, "only" 125 elephants appeared, as a large group had just been sent out to work in the northern mountains. In spite of this it was a unique experience, and I shall try to recount what I saw during the four hours' show:

It is eight o'clock on Sunday morning; From the right-hand side of the field the 125 elephants start a slow march around, while the governor of the province makes his opening speech. In the middle of the field this enormous group of the world's largest terrestrial animals come



A rare sight today, more than 100 elephants at the same time.



to a halt, whereupon they bow gracefully to the public (wild cheers!). It is announced over the loudspeakers that the youngest animal is two months and the oldest 60 years – the fully grown animals all measuring over 3.50 metres at the shoulders and weighing five or six tons.

To mark the official opening of the show an explosive charge is fired in the middle of the field. Immediately one of the “mounted” policemen’s elephant runs amuck. It tears about, breaks through a steel fence, while the policeman tries to hang on to it, and the driver works at its head with an instrument reminiscent of an icepick, trying thereby to regain control. Spectators who are in the way take to their feet in terror. After having had another go at the steel fence – or maybe having got a headache from the driver’s pick – it again becomes calm and shuffles back to its place.

The many elephants finish the circling of the field, and the stage is immediately taken over by dozens of young Thai

people, performing a classic Thai drama in splendidly coloured costumes.

Next, 12 fully-grown elephants enter the field, each carrying two men on its back, besides a large amount of solid rope. Preparations are made to show how wild elephants are caught by means of tamed ones. At the far end of the field young elephants that have been teased are being chased along, and hunters with lassos pursue them. It is believed that these Suay tribesmen are the only people in the world still practising this hunting method.

Next on the programme are a couple of large elephants playing around with 500-kilo logs, which does not in the least seem to bother them. After that comes a particular type of obstacle race; it is absolutely for fun – the elephants seem to enjoy it tremendously – and arranged in the way that a number of objects lined up across the field are to be picked up by the animals and “handed” to their drivers. It begins with a large basket

in which to collect all the rest, ee.g. coca cola bottles, plates, bowls, dolls, balls, etc. The only items that the animals do not like to let go of are some bananas, which they consume instead, to everybody’s delight.

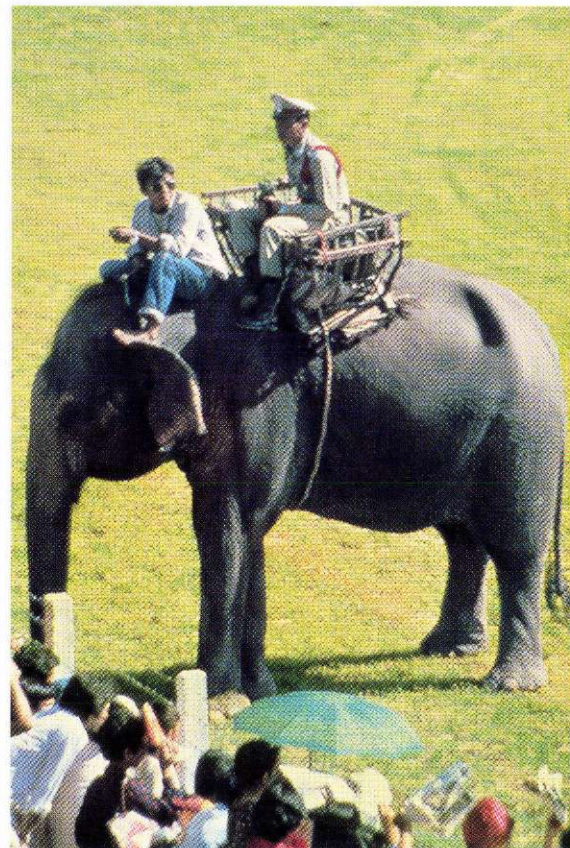
The performance goes on with races – at a very great pace – various disciplines of obedience, demonstration of their ability to perform the most astonishing tricks with their trunks, and to walk to and fro over a line of men lying on the ground.

Now comes one of the really great events on the programme. The biggest of the participating elephants enters the stage, immediately followed by 60 men of the army, carrying a long, stout rope. Once again the classic trial of strength between man and beast is to be enacted. Via the loudspeakers the spectators are told that originally the army had been asked to field 100 men; but they had offered to send 20, which they deemed sufficient. It very soon turns out, how-



War elephants of the past, the "armoured divisions" of those days, wore colourful equipment such as this.

The "mounted" police are keeping order. This elephant, by the way, was the one that ran amuck shortly afterwards.



ever, that even 60 men cannot manage even when doing their utmost, with their heels pressed into the soil. The 6-ton elephant begins by swaying gently from side to side, whereupon it starts moving, dragging the 60 men through the dust (loud cheers from the public once again). The army is granted another two attempts, but the men are ignominiously defeated in both of them without any trouble at all.

While the majority of the elephants are now being clad in their ancient war apparel for the grand finale of the show, 12 elephants in yellow and green take the stage with a gigantic football. Like a team of fill-in clowns they tumble about for 15 minutes, at the same time giving a very good account of themselves as able football players. The public are enormously delighted, cheering the frolicking animals that seem to be enjoying themselves tremendously.

At last we have reached the peak of the performance: On the left about 50

war-elephants are lined up in colourful equipment – and among them at least 100 warriors are seen, dressed in different colours and armed with swords, shields, and spears. On the right is a yellow-clad "Burmese" army, waiting for the final attack from Thailand. Behind them are the remaining 75 elephants. At a sign from the Thai supreme commander the two armies rush against each other, issuing war cries and brandishing their swords – and the imposing elephants are moving forward majestically, like armoured vehicles following the infantry, to decide the battle. A unique spectacle, indeed.

Immediately after the "battle" the elephants "mix" with the public and may be hired for sight-seeing tours in the town. All afternoon the colossal animals throng in the streets, and only one incident occurs: A tiny three-wheeled taxi hits the hind leg of an elephant, which immediately responds by kicking the vehicle and its passengers a long way

off. Next it runs amuck, throws its own driver plus five passengers, and tears down a side-street. For a couple of hours the town is in panic, people taking to their heels when the wild elephant stampedes past them. Finally, however, the animal is appeased when his "girl-friend" is called in from another part of the town ...

I covered the 325 miles back to Bangkok by a different route, using the army's strategic road No. 304, which connects the frontier against Laos with the naval and air bases in south-east Thailand. This road, which suffered heavily during the floods, passes over the mountains not far from Cambodia – at certain places at an altitude of 1,300 metres. Up there the temperature is usually below 30° C, a pleasant change from the steaming heat of the low-lying areas.

PERSONALIA

ESPLANADEN



25 Years Anniversary

1. Lilli Aalborg
April 20th
2. Børge Rasmussen
May 1st
3. Helge Chr. Schmidt
May 1st
4. Ib Jepsen Nielsen
June 14th
5. Bent Rübner-Petersen
June 15th
6. Finn Olsen
caretaker Esplanaden
June 24th
7. Karly Jensen
July 1st
8. A. Skovgaard Andersen
August 1st



Retiring

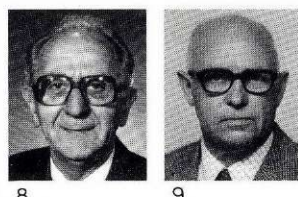
9. Elly Christensen
May 31st
10. Rud Johansen
June 30th
11. Ellen Jacobsen
August 31st

THE FLEET



25 Years Anniversary

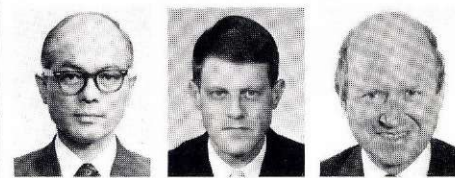
1. Capt. Olav H. Skaalum
June 2nd
2. Chief Eng. Sven Høi Jacobsen
July 1st
3. Capt. Karl Jul. Th. Jacobsen
July 6th
4. Capt. Preben K. Pedersen
July 17th
5. Chief Steward Uwe H. Nissen
August 15th
6. Capt. Erling Larsen
August 16th
7. 1st Engineer Ove Pedersen
August 23rd



Retiring

8. Chief Eng. E. Collatz Christensen
May 31st
9. Chief Eng. Rasmus P. Mortensen
June 30th

ORGANIZATIONS ABROAD



25 Years Anniversary

1. T. Murakami, Kobe
April 10th
2. Julia Kestel, New York
June 1st
3. E. Heisel Petersen, ex fleet
now Los Angeles
June 26th
4. I. Arakawa, Tokyo
July 15th
5. M. Hase, Tokyo
August 1st
6. Mogens Wøhlk Poulsen, Hong Kong
July 27th
7. Per Jørgensen, Hong Kong
August 1st

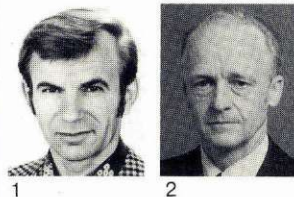
ODENSE-LINDØ



25 Years Anniversary

1. Erik Melchiorson (L)
April 27th
2. Niels B. Mortensen (L)
April 27th
3. Bendt Marius Eriksen (L)
May 4th
4. Bendt M. Oppenheim (L)
May 4th
5. Therkild P. Hansen (L)
May 11th
6. Osvald Jæger (L)
May 18th
7. F. P. Mlynec (L)
August 15th

DISA



25 Years Anniversary

1. Jørgen Nielsen (Slangerup)
June 9th
2. Mogens From (Herlev)
August 1st

New local correspondent



Mr. Steen Withen-Nielsen

With this number of MÆRSK POST we are sorry to announce that our London correspondent, Mr. Jack Griffin, has had to resign from his job as local representative. We express our best thanks to Mr. Griffin for standing us in good stead since April 1976, when the system of local representation was introduced. At the same time we extend a warm welcome to his successor, Mr. Steen Withen-Nielsen, well known to readers from his time in the Europe Line Department in Copenhagen, where he wrote articles of, for example, the transportation of heavy goods from the Far East to European destinations.

Obituary

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

Frede Mathiesen

Lindø

January 18th, 1979

Herluf Kruse

Lindø

February 15th, 1979

Company-employed Donkeyman

Børge Boelsmand Larsen

ex m.t. "DANGULF MÆRSK"

February 19th, 1979

Donkeyman

Flemming Kastrup Larsen

ex m.s. "OLIVIA MÆRSK"

February 20th, 1979

Radio Officer

Ida Kendahl Pedersen

ex m.s. "TOBIAS MÆRSK"

February 22nd, 1979

Gerhardt E. Larsen

Lindø

March 5th, 1979

Vagn Bondee Mogensen

Lindø

March 24th, 1979

Chief Engineer

Peder Beck

ex m.t. "NORA MÆRSK"

April 12th 1979

Chief Engineer

Holger Smerl

ex m.t. "JEPPESEN MÆRSK"

April 14th 1979

