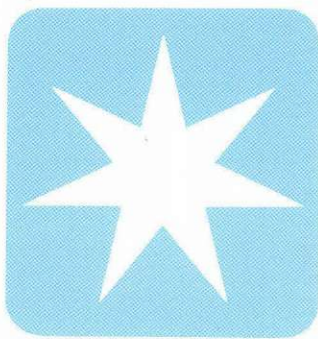


MÆRSK
POST





The Danish Radio has brought a television programme, featuring the oil exploration on Danish territory and the concession in connection herewith. The programme was called "The Last Trick". It was an entertaining programme, made with journalistic skill; but it levels criticism against the name A. P. Møller, and as many employees and their families have seen the programme, I feel impelled to make this statement, without being able to deal with nearly all the points:

At the start the programme criticizes Mr. A. P. Møller personally, giving a wrong picture of the conditions around the granting of the concession. My father learnt that it was a question of Germans applying for the concession, which had for a number of years rested with Gulf and Esso. He had a strong feeling that so few years after the occupation it would appear like an unfortunate provocation if a German company were granted the concession. In personal talks with leading politicians he voiced this opinion, and he was given to understand that the only way to avoid such an outcome would be for himself to apply. This, actually, was the result after some time and after further talks. He had no knowledge, and he could not have any, that it would be possible to make finds of oil or gas. On the contrary. All explorations so far had been in vain. But he was true to his guiding principle: He who has the ability also has the obligation. He made it clear that he would have to have partners.

At a later point the programme is deliberately censorious of the A. P. Møller Shipping Companies as holders of the concession, and the statements of Mr. Bjarne Fogh, Executive Vice-President, and of Shipowner Ib Kruse, are curtailed in an unreasonable and misleading way.

Future income in thousands of millions is mentioned, but no mention is made of the fact that from 1962 to this day a total of 4,500 million kroner, including interest, has been invested by us and our partners, and that the income so far, also including interest, amounts to barely 900 million kroner, which means that today we and our partners are still 3,600 million kroner short.

In addition, investments in the Gorm Field of 1,250 million kroner and in the gas project of 3,900 million kroner have been agreed but not yet made.

There will be no income from the Gorm Field until 1981, or from the gas production till the latter half of 1984. So even if the predicted income in "thousands of millions" should be made possible – and investments of thousands of millions do presuppose a commensurable income – there is no prospect of A. P. Møller, as holders of the concession, and their partners getting back their disbursed money plus interest until about 1990, more than 25 years after we began investing in the exploration. This is not counting any profits, remuneration for risk, or reduced value of the krone.

The programme presents a number of confidential letters, which are quoted in an insufficient and misleading way. No consideration was shown for the gentlemen representing us, who respected the confidential nature of the letters, by informing them that these letters would be shown and partly quoted.

It is incorrectly stated that the Danish production of oil "was commenced four days before the expiration of A. P. Møller's right to carry out explorations". Production actually took its beginning two years and four days before the exploration period expired, as the concession had previously been prolonged because, for a certain period, the boundary dispute with Germany made it impossible to continue work.

Viewers are not told that when the decision of the Court of the Hague awarded Denmark the sea territories where oil and gas have hitherto been found, this was due solely to the fact that we and our partners – contrary to international practice – had carried on drillings for a long time in this area, although the boundary line between Germany and Denmark was disputed.

The programme leaves the erroneous impression that A. P. Møller has only a 20 per cent interest, despite the fact that on shore and in the inner Danish waters A. P. Møller has 57 per cent, and in the part of the North Sea where all the structures have been found, 30 per cent. Furthermore, the programme disregards the following stipulation in the protocol attached to the concession:

"The Minister of Public Works will endeavour to render the concessionaires all such assistance and help as law and administrative practice render possible in order that the concessionaires may attain full utilization of the exclusive concession."

Mr. A. P. Møller attached great importance to this stipulation, and it was the implied condition for his daring to take over the concession.

The programme is also strongly critical of politicians and civil servants for the way they acted years back in connection with this and the earlier concessions. It is so easy to censure, in 1979, the decisions taken by politicians and civil servants, acting according to the conditions of that time. But it is unreasonable to do so without balancing the positive and negative aspects in relation to each other.

MÆRSK MC-KINNEY MØLLER

Newbuilding from Lindø



The sponsor, Mrs. Annette Børge Hansen, with Shipowner Mærsk Mc-Kinney Møller. Behind the sponsor are, left: Mr. Bjarne Fogh, Executive Vice-President, centre: Mr. Bent E. Hansen, chief of the A.P.M. Technical Organization, who took over the newbuilding, and right: Aage Sams, Chief Engineer of the ship.

The sponsor and the Managing Director of the Yard, Mr. Troels Dilling. The bottle, which at this point has been broken, is seen against a special name-plate, mounted on the funnel.



The "ESTELLE MÆRSK" at Langelinie with signal flags flying from stem to stern.



On October 10th, the A. P. Møller Shipping Companies took delivery of another "Caroliner". It is the third newbuilding in a series of six from the Odense-Lindø Yard, special vessels of 29,000 tdw., which will operate in Maersk Line's world-wide liner fleet.

The naming ceremony took place at Langelinie in Copenhagen, and the ship was sponsored by Mrs. Annette Børge Hansen, wife of Director, Consul Børge Hansen, Hempel's Marine Paints A/S, and it was given the name of "ESTELLE MÆRSK".

After the taking over, the new ship set course for Marstrand and Uddevalla (both in Sweden) and Bremerhafen for loading, whereafter she continued to the Arabian/Persian Gulf to discharge and to join the Maersk Line service between Japan and the Arabian/Persian Gulf.

Like her sister ships, "ELEO MÆRSK" and "EMMA MÆRSK", the newbuilding is a highly versatile vessel, capable of carrying containers, trailers, general, heavy, and bulk cargoes.

The vessel has three sets of twin cranes, capable of heavy lifts up to 120 tons, while vehicles may roll directly on board by the quarter-ramp, onto the trailerdeck which can accommodate 900 metres of rolling stock.

The container capacity is 830 twenty-foot container equivalents. The reefer container capacity is thirty 40-foot containers. Four large twin hatches cover 70 pct. of the upper deck, allowing for vertical handling of cargo almost anywhere.

The "Caroliners" – which are among the largest and most efficient in the world – are designed specially for operating in

areas where port facilities are limited and therefore make great demands on the ships' own equipment.

There is accommodation for a crew of 35, arranged in a 5-storey deck-house, which includes 3-room suites for senior officers, and day-bedrooms with private toilet and showers for other crew members. Besides these, there are commonrooms, exercise rooms and a swimmingpool.

Captain Flemming P. A. Petersen, Chief Officer Einer Villy Madsen, and Chief Engineer Aage Sams are responsible for the daily running of the ship.

New efforts in the North Sea

A fresh gale is sweeping over the North Sea. The wave crests are foaming white, the dark has settled on this autumn day, and heavy squalls of rain form part of the scenery.

Well shielded – high above the troubled seas – a party of visitors are watching the drama from a floating crane. But 20 to 30 metres below them, the crews of two anchor-handling tugs of the Mærsk Supply Service are taking things seriously.

The orders were given 30 minutes ago: The anchors of the gigantic floating crane, the "NARWHAL", are to be lifted. Our patience is at an end; for more than a week the crane and her crew of 150 have been on stand-by. But now we are through with that; the course will be set for Scotland, where, under shelter of the coast, a new attempt will be made to get the first platform for the Gorm Field on board.

At the same time a powerful tug has been ordered to steer the same course. Behind her she is towing a big barge – "MÆRSK BARGE 9", and on board the latter rests what it is all about, the new big A platform.

Seen from helicopter level it all looks so simple. But immediately over the barge, with the helicopter door open for taking photographs, reality is forcing itself upon you.

Out here – half-way between Denmark and the British Isles – the weather is the ubiquitous partner, for better or for worse, interfering in the daily routine for Dansk Undergrunds Consortium and for every single staff member. The installation of the first platform is but one single pawn in the game: DUC versus the Clerk of the Weather.

Today we know that the Consortium has taken the first couple of tricks; but it was tough going – costing time and, consequently, money. It is true that the "NARWHAL" succeeded in getting the 1100 ton platform aboard off the Scottish coast and, later on firmly anchored in the right position at the Gorm Field, to get it positioned on the sea-bed. It is true, also, that one more platform – the B platform – will be positioned, and that the "MÆRSK EXPLORER" will start the first production drillings in November; but it is hard fighting all along.

It is like this whenever the contractors' equipment is moved about in the North Sea, and the Gorm project is the biggest so far undertaken by Dansk Undergrunds Consortium.

The Gorm Field is not a very large oil field – at any rate not when taken by international standards. The Field is

circular, with a diameter of about 3 kilometres – i.e. only half the already operative Dan Field.

The reason for DUC's decision, after all, to invest about a thousand million kroner in this project may be found in the fact that production samples from the Field have given reason to expect that these oil layers will give a better production than the Dan Field has so far done.

It is estimated that the Gorm Field may yield between 1.5 and 2 million tons per year – which is 3-4 times as much as the present Dan Field production. DUC experts expect that a total of 15 to 22 million tons of oil may be produced over a period of about 20 years.

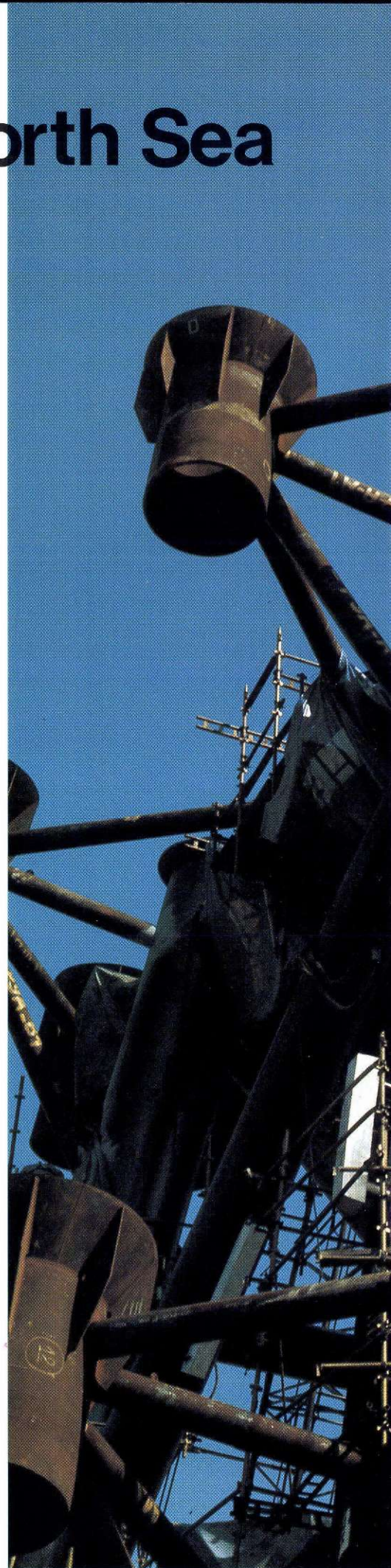
Work in the Danish part of the North Sea to get this production started up is just now more intense than ever.

Around New Year 1980-81 the preparatory work should be finished, and the oil should start flowing to the waiting tanker. But many preparations have gone ahead:

Down through two well-head platforms the "MÆRSK EXPLORER" has drilled altogether 18 wells, all of them into the oil-carrying chalk layers 2000 metres down. Four of them are to secure the re-injection of the associated gas, automatically coming up together with the oil. This, among other things, is what makes the Gorm project both more expensive and more complicated than is normally the case with a field of this size. The associated gas – which, like the carbon dioxide of soda-water, is released when, together with the oil, it reaches the surface and normal atmospheric pressure – is re-injected into the field by means of very large compressors. On this point model studies have shown that the gas will settle like a cushion on top of the oil-carrying layers, thereby increasing the pressure in the structure and the speed in the flow of oil towards the wells. When this effect can no longer be registered, the gas will constitute part of the gas which, as agreed by DUC and the State company, Dansk Olie og Naturgas, is to be delivered from the end of 1984.

This complicated re-injection system is one of the reasons why the third, large central platform will reach a size unprecedented in the Danish part of the North Sea. The large, eight-legged platform is designed not only to accommodate a crew of about 35, but also to contain the extensive power station needed to keep the installations – not least the compressors – going.

The fourth and last platform built in connection with the Gorm project is a so-





The 1100 ton A platform for the Gorm Field being completed.

The A platform has been placed on "MÆRSK BARGE 9" for towing to the Gorm Field.



The gigantic floating crane "NARWHAL" operating in the North Sea. On the right is the top of a platform section positioned on the sea-bed by the crane.

called flaring platform. Here the gas may be burnt off without any risk, in case the re-injection of the gas is prevented momentarily by a power-cut or the like.

All four platforms are connected with each other by bridges, enabling the crew to move without any difficulties from one platform to another. The Gorm Field will have two cargo buoys, where the oil may be pumped into tankers for transportation to refineries ashore.

The two cargo buoys are connected with the production installations by means of submarine pipelines. In addition to these, a separate, submarine pipeline will connect the Dan Field with the Gorm Field, so that even the oil from Dan may be taken on board the tankers via the two cargo buoys at Gorm.

The Gorm project is the greatest project so far undertaken by DUC, and, on the whole, this project is one of the greatest construction enterprises ever started in Denmark. It is too early yet to assess the final sum on the bill to be paid by A. P. Møller and our partners in DUC. A very conservative estimate indicates something in the neighbourhood of 1,400 million Danish kroner.

A large proportion of this money, we are pleased to say, has benefited or will benefit Danish economic life. DUC is happy to state that it has been possible to place orders to the amount of several hundred million kroner with Danish firms, still remembering that some of the greatest and most comprehensive ones could not be placed in Denmark, simply for want of contractors able to cope with such enterprises.

The Gorm project is certainly a big mouthful; yet it dwindles in comparison with the other great project undertaken by DUC during the coming years, i.e. the natural gas project.

At the beginning of 1979, an agreement was made by Dansk Undergrunds Consortium and the Danish state company, Dansk Olie og Naturgas, concerning the delivery, beginning in October 1984, of 55,000 million cubic metres of natural gas. To secure this delivery DUC will have to grapple with the greatest private project ever undertaken in Denmark. The natural gas will be delivered from the two gas structures, Cora and Bent, to be worked under the names of Tyra and Roar, and in the shape of associated gas from the oil fields, Dan and Gorm.

In the beginning, deliveries will be based mainly on gas from the Tyra Field, where two production centres will be constructed, about three kilometres from each other. The two centres – Tyra West and Tyra East – will each consist of three steel platforms, namely two well-head platforms and one production platform.

Each well-head platform is constructed with space for 12 production wells, and the two production platforms are connected by pipelines, allowing all gas to be transported to a central production platform. This platform – which is going to be the largest of the entire installation – will be placed in the immediate neighbourhood of the Gorm Field, and will be connected to it by a bridge.

From the central platform the gas will be sent through a submarine pipeline to the west coast of Jutland. This pipeline will be constructed by the State.

The installation of the first two well-head platforms of the Tyra Field has been scheduled for the beginning of 1982, allowing for the first drillings to be carried out by mid 1982. These drilling operations will require the concerted efforts of two platforms. The entire drilling programme, comprising 36 drillings, is expected to be terminated around the middle of 1985. At this point the deliveries of gas from the first drillings will already have commenced.

In addition to these installations the production of natural gas will require, later on, the building of another three platforms. Two of them – a well-head platform and a production platform – are to be established at the Roar Field, which will be connected with the Tyra Field by pipeline. The latter platform is constructed in connection with the Dan Field, so that the associated gas from the oil-production here may be compressed and sent on to the central gas-production platform.

In 1979 currency value the costs in connection with these installations are estimated at nearly 4,000 million kroner, even excluding price increases and interest, and also the investments already made in the Dan and Gorm Fields.

Naturally, A. P. Møller and our partners are hoping that the great investments will prove justified, and that we may now envisage brighter prospects, though it may take years before any balance is brought about. So far, expenses for the activities in the North Sea have far surpassed profits, and only scanty contributions have been made towards the energy supplies of Denmark.

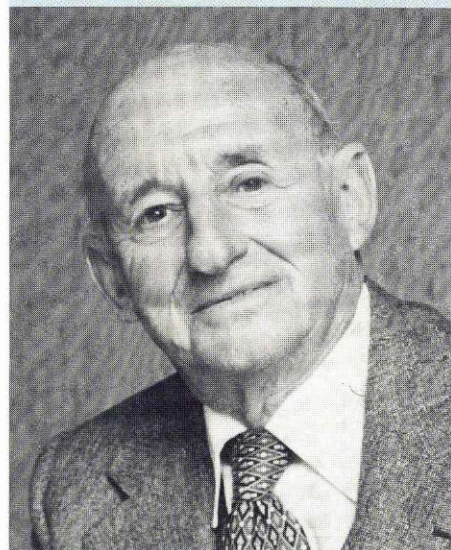
But, as Shipowner Mærsk Mc-Kinney Møller pronounced in May, at the general assembly of the Steamship Company of 1912: We hope and expect that these considerable efforts may bring about a substantial contribution to providing Denmark with energy.

Close-up view of the "NARWHAL". It has a length of 145 metres and a gross tonnage of 94,000 metric tons.





J. C. Hempel, born 1894. Motto:
Where there's a will, there's a way.



Hempel's Marine Paints for the MÆRSK fleet during 63 years

Mr. J. C. Hempel, founder and top leader for more than half a century of the Hempel Group, celebrated his 85th birthday on July 14th. MÆRSK POST takes this opportunity to print the following account of the development, during 63 years, of the relations between Hempel's Marine Paints and the A. P. Møller Shipping Companies.

Two Svendborg boys

"I say, Mr. Møller, don't you think you could help me by letting me have half a ship or a whole ship, so you might see what sort of job I can do?"

"Well, I might do that. But do not forget that I am not prepared to act as guinea-pig."

This exchange of words took place in the summer of 1916 in Amaliegade in Copenhagen. The question was put by Mr. J. C. Hempel, manufacturer of marine paints, who had started his own paint factory on January 28 (first order five kilos for a rowing-boat). The answer was given by Mr. A. P. Møller, recently established in his Kongens Nytorv office, and well underway with a fleet of eleven ships, the basis of a future shipping undertaking of considerable dimensions. Mr. Møller's well-known foresight together with his common sense guided his steps even then; hence his hesitation towards a new and unknown product, Hempel's Marine Paints.

8 Young Hempel did get a chance, however, to prove what his paints were worth, and the result was close co-

operation between the two undertakings, having now lasted for 63 years.

The encounter in Amaliegade was the very first between the two former Svendborg boys. Jørgen Christian Hempel was born on 14 July 1894, the son of Søren Hempel, proprietor of the "Maegaarden" farm outside Svendborg; and Arnold Peter Møller moved to Svendborg (Villa Anna) with his parents in 1884. Arnold was then eight years old, and before Jørgen Christian started moving around on his own, A. P. Møller had begun his apprenticeship with the Bonnesen merchant's house at Sorø.

The two Svendborg boys were like each other in two particular respects: Untraditional thinking and tenacity of purpose once they had got an idea. The result was that before the age of 30 both of them were at the head of their own firms, which later attained international reputation, thereby contributing to making Denmark bigger. Both of them have also seen to it that their firms stay in Danish hands.

The first marine paint

When J. C. Hempel began mechanical production of marine paints in 1915, using an old coffee-grinder with a maximum capacity of 50 kilos, his initiative was based on the fact that these paints were at that time usually mixed on board the ships, with the result that they were of highly differing qualities. A master had to be more or less content if the paint stayed on between three and six months. Sometimes he might consider himself lucky if he got hold of any paint at all, as it was very hard to come by during the First World War.

J. C. Hempel acquired his knowledge of paint when he was employed with the Selandia marine paints factory, founded by the East Asiatic Company and other Danish shipping companies. After his trainee years, partly in Germany, Hempel was employed by the EAC in 1914; and he moved together with Selandia when it was sold to the firm of Holzapfel, who had been working with antifouling marine paints since 1881. On 4 July 1915, however, he set up by himself and started his own production.



The shortage of raw materials, particularly copper oxide – active against fouling – was overcome by J. C. Hempel by one of his own inventions enabling him to produce this component on the basis of scrap, and by means of a tiny factory (a wooden shed in Strandlodsvej on Amager) and a sales organization, gradually built up in Amaliegade, the foundation had been laid for a marine paints undertaking which is today counted among the world's greatest.

A. P. Møller as customer

The co-operation between shipowner and paints manufacturer developed as the years went by, and with two so great personalities directly involved in keeping up the contact between the two companies, some sparks would inevitably fly occasionally. Thus, in 1928, Hempel had delivered the paint for one of A. P. Møller's first tankers, which, after having completed its first voyage to Haifa for oil, made its appearance in a colour tone completely different from the original. A. P. Møller got angry, and, as Hempel termed it, "I was called over the coals."

Now, being a stubborn character like A. P. Møller himself, J. C. Hempel could not just swallow a dressing-down like that. He immediately made for Haifa to look into the matter, as he felt convinced that his paints could certainly not be blamed. And, indeed, it appeared that the paint on the tanker had been affected by the oil film on the surface of the water in the harbour basin. This oil had a very high sulphur content, and J. C. Hempel brought a couple of samples back to Denmark where he put them before A. P. Møller together with a chemical analysis. Peace was re-established.

The aftermath of this small skirmish brought about a new Hempel product, named ROSTICO, a marine paint that was "gas-proof".

During the 1920's A. P. Møller contemplated exchanging the black paint on the hull for a brighter colour, and J. C. Hempel was called upon to find a solution. As in other cases this solution was based on original thinking by Mr. Hempel personally, viz. to use graphite as a component in a grey paint, so-called CROWNGREY. The new paint was

tried with success, and various types of ships were repainted; gradually all new-buildings were also treated with the new paint.

Plans some years later for a change-over to light blue instead of grey entailed a long series of meetings at No 8 Kongens Nytorv between the two great men. Mr. Hempel submitted a great number of wooden models to which the new paint had been applied, and Mr. Møller rejected them one and all. In the end, J. C. Hempel suggested that an attempt be made with the paint already used on the ships' funnels, serving as background for the seven-pointed white star. "But I warn you, Mr. Møller; it may turn into a costly affair," were J. C. Hempel's final words. "I should like to see it," was A. P. Møller's reply.

That is how it came about. The new paint was presented at Kongens Nytorv, and accepted. Two new tankers, m.t. "REGINA MÆRSK" and m.t. "FRANCINE MÆRSK", were painted, by way of experiment, with the new blue colour, today named "MÆRSK-blue".

The tentative painting of two ships



Mr. Hempel on the terrace of his home, the "Vatelunden".

with the new product proved a success; everybody expressed their satisfaction with the new colour, and a few more ships were painted with it. After another trial period it was decided to have all MÆRSK ships repainted, an operation carried through during the years after 1957. Hence the new denomination "The Blue Fleet".

In 1966 the new flagship of the MÆRSK fleet, the turbine tanker "A. P. MØLLER", of 98,170 tdw. and then the largest ship of the Danish merchant marine, had a new Hempel product, GALVOSIL zinc silicate, applied to its deck. In this Hempel's were sure they had found the answer to the request for a really rust-proof material, and today, after 13 years, it seems as if they have hit the nail on the head. Several MÆRSK ships have been treated with the new deck paint, and neither the weather nor the wear and tear of normal use seems to have left any marks on it. It might be added that the "A. P. MØLLER" had the paint applied under rather extreme conditions. The winter of 1965-66 was severe, and

during the months of January and February the Lindø Yard was more or less buried in snow. This was before the age of paint-spraying sheds, and the painters had to brave the weather, only scantily shielded by tents.

A young man of 85

When celebrating his 85th birthday on 14 July, J. C. Hempel was able to look back upon a life-work, developed from a modest "laboratory", with himself as sole staff member, into an organization which today comprises 28 factories and 220 storage centres all over the world. As mentioned above, J. C. Hempel has seen to it that this organization stays in Danish hands. This was secured through the establishment in 1948 of the J. C. Hempel's Legatfond, which is today the real owner of the Hempel Group. Mr. J. C. Hempel, himself chairman of the board, has personally guided the development of the great organization. Everything is so well planned and structured that one would believe the work of generations lay behind. As a matter of

fact the build-up has mainly been made during the years after World War II.

The vice chairman is director, consul Børge Hansen, who marked his 50th anniversary in 1976. He began as an apprentice at 15 and was appointed managing director in 1943. Børge Hansen was well known by the Kongens Nytorv staff during many years. The same holds good of Hempel sales manager Finn Rørbye, who succeeded to the post as managing director in 1974.

For a number of years, Mr. J. C. Hempel was on the committee for the training of young Danish businessmen abroad, whilst at the same time serving as an excellent example himself of how to build up an organization in Denmark through planning and tenacity of purpose; thereby making Denmark respected abroad. In the hall of the Hempel head-quarters at Lundtofte Mr. J. C. Hempel's motto can be read on a plaque on the wall. The Danish wording corresponds more or less to: "Where there's a will, there's a way."

On October 25th, 1977, Mr. Hempel submitted the most significant proposal so far for a structural change in the Hempel empire. It was unanimously carried by the board, and the date was called "Constitution Day". The change implies a decentralization in the management of the Hempel Group.

Today the Legatfonden also owns the "Vatelunden", J. C. Hempel's abode an English-style country-house at Nærum north of Copenhagen. It is a beautiful old house, surrounded by a 23-acre park. As a nature-lover and preserver J. C. Hempel has been unremitting in his endeavours to secure unspoilt nature against misplaced building schemes. The "green paths" of North Sealand were one of his ideas, and he donated a couple of acres of the "Wesselsminde" farm to enhance the possibilities for arranging country holidays for Copenhagen school-children.

Also, the Legatfonden is the owner of the main building of the "Anneberg" manor-house near Nykøbing, North Sealand, with a museum and "culture house" attached to it. Here Mr. Hempel, as patron of the arts, has installed his unique collection of glasses.

Recently the 85-year-old man was told by his doctor to relax. "Or you risk bursting like a balloon," were the doctor's words. This is a request with which this exceedingly active man will find it hard to comply.



Kamakura yachting



In the spring of 1978, 18 staff members of the Tokyo and Yokohama offices pooled their resources to buy a boat, whereupon they founded the "Maersk Yacht Club". Their boat, the "Flying Cloud", was launched in July, and the club members began training hard at Kamakura south of Yokohama.

Their initiative aroused interest during the summer. The number of members increased, and boat No 2, which was bought and launched shortly after No 1, was put to good use. It was named "Silver Cloud".

The young yachtsmen spent practically all their weekends on the water off Kamakura, and they were easily identifiable in the offices because of their sunburnt faces. The first step is always the

hardest, and as appears from the photographs the crews gained a lot of experience also this summer of how to deal with a boat. This only encouraged them in their ambition to take part in races on an equal footing with other clubs.

The number of members has risen to 32, and the Club has purchased boat no 3, which has been named "Morning Cloud". With this recent extension of activities the club is aiming at participation in some of the big Japanese races, such as the "Neptune Yacht Race", in which upwards of 300 boats usually take part.

S. Osano
Maersk Line
Tokyo

Round the globe, camera in hand

An ordinary slide-projector, rigged up in the sitting-room to show the family snapshots from the latest holiday trip, often provides great entertainment for the family circle and friends.

The slide-show composed by the Information Department in the film room next to the canteen of the Esplanaden forms a counterpart by rendering a professional camera-man's "holiday trip" around the world.

Benny Jakobsen is the name of the man whom we entrusted with the job of visiting every corner of the earth, to provide ammunition for the 14 sound and picture carousels that form the nuclear part of the newly installed, stationary audiovisual presentation programme at the Esplanaden.

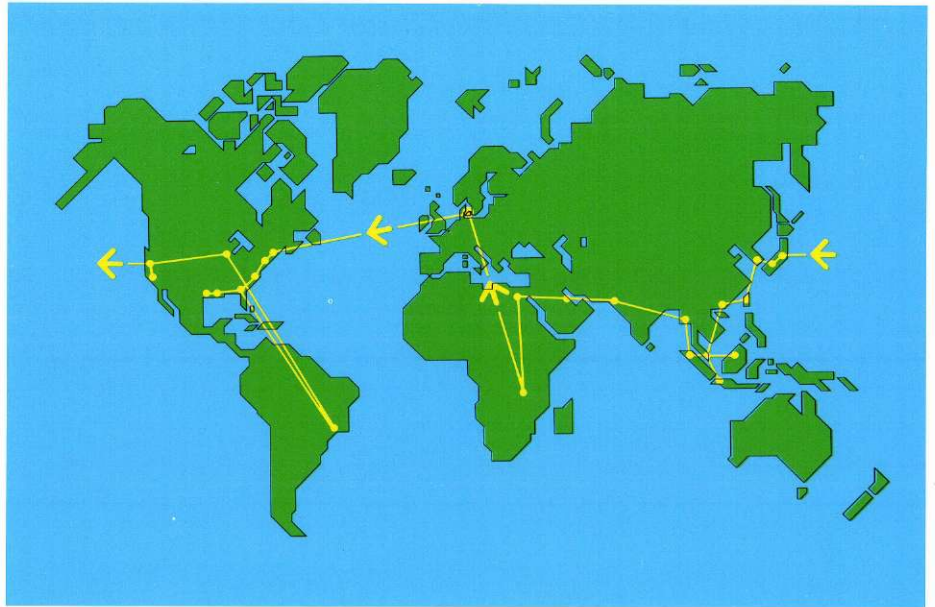
On December 10, 1978 he took leave of his family, boarded a plane at Kastrup, bringing with him a specially made rucksack for about 20 kilos of photographic equipment – such as a constant stock of two or three hundred colour films – and a conjunction ticket from Maersk Air, at the time the most comprehensive ever issued by them.

It goes without saying that even before this journey we had a comprehensive photo file at our disposal; but it soon became clear that it was insufficient, also regarding up-dating, to meet the demands of an audio-visual presentation of about 1000 pictures in a matter of 15-20 minutes, by means of an equipment that will invariably reveal even the slightest technical defects of a diapositive.

Hence the man with the specially sewn rucksack at Kastrup just before Christmas last year.

On March 12, 1979, i.e. well over three months later, he was back, sunburnt and with a rough-skinned, right-hand forefinger. With him he had about 10,000 shots so to speak from all places in the world where our shipping companies and affiliated companies are active.

Some of these photos have already been used in annual reports, brochures,



MAERSK supplyships towing the drilling rig "Penrod 71" off the Copacabana beach, Rio de Janeiro.

Jungle village in Malaysia.



Somebody else took a photograph of our photographer.

Bananas in Indonesia.



*Work in the rice-fields
in Indonesia.*

and MÆRSK POST, to say nothing of the photostats adorning the walls of our new office building. The majority will, however, be used in the new slide-show, where in a matter of minutes one may now take the trip which lasted three months for Benny Jakobsen.

During the trip our photographer was transplanted speedily from the sweltering Christmas heat of 41°C in Rio to a howling snowstorm in Chicago with minus 12 degrees. Or from a peaceful canoe-trip up a river in the Borneo jungle to a slightly more nerve-racking drive by jeep through the strongly fortified Egyptian desert.

Benny Jakobsen gives us a few details about this stage of his journey:

– Gradually, I became used to being accompanied everywhere by a soldier carrying a submachine-gun, so much so that, in fact, we became quite friendly in the end. I have a vague idea that we reached this stage when, after driving around in the desert for 12 hours without a stop, we had to admit that we had lost our way, and he realized that now he had a problem on his hands that was more important than keeping a watch on me. –

At length, however, Benny Jakobsen and his companion found the EDC (Egyptian Drilling Company) drilling rig they were after, and together with the many other shots the photos of the latter form part of the show today.

The white screen cannot tell the story behind the pictures, just as the spectator cannot normally have a look into the technicalities of the projection room. One single push-button sets the whole thing off: The curtain slides open, the light is turned down, and the show takes its beginning. Everything is done automatically. All thanks to a specially developed equipment, which, synchronized with the most advanced electronic wonders of today should give the spectators a treat, surpassing that of the sitting-room.

Specially written music should also be instrumental in bringing about the intended effect. It was composed by Gunner Møller Pedersen.

The entire show will now be “boiled down”, so that a reduced version may be shown in the small lecture-room opposite the Information Department. This version operates with “only” eight carousels. In addition, a “suitcase” version will be made, based on only two carousels, by means of which an introduction to A. P. Møller may be given on the spot – anywhere in the world.





Collecting sugar canes at TPC.



Cane-cutter at work at TPC.

Young dancer performing national dances in Bangkok.

Helping with Europe's tallest chimney

The 220-metre chimney, towering over the Asnæs power station, was built in 52 days, and in the final stage one of Maersk Air's helicopters moved in to help. The dismantling and bringing down of the very large and heavy iron bars that have surrounded the top of the chimney presented great problems, because no crane was able to reach the top.

All problems were solved on 11th August. By 30 sorties – completed in the course of a few hours – 25 tons of equipment (mostly iron bars) were taken down to earth from the top.

Thus, Danish industrial organizations are finding it increasingly useful to avail themselves of the helicopter for the solution of specific tasks.

Maersk Air's three Bell 212 twin-jet helicopters are based at Esbjerg, from where they carry out their daily routine jobs, mainly in connection with Dansk Undergrunds Consortium's exploration for and production of oil.



New aircraft for Maersk Air

The month of May witnessed another increase in the Maersk Air fleet of aircraft – this time in the shape of two turboprop machines of the type Beechcraft King Air C-90. These two MÆRSK-blue units were taken over at the factory in Wichita, Kansas, and flown to Copenhagen by Maersk Air's own pilots.

The King Air machines, both equipped with pressure cabins, are used as taxi aircraft inside Europe, and on several occasions they have had an opportunity to prove their sound economy in carrying out operations for Danish business organizations.

Their cockpit equipment is very advanced and comprehensive, not least considering the size of the aircraft. The

*Maersk Air's helicopter
took down 25 tons of equipment
from the tallest chimney in
Europe in a few hours.*

Rescue work



Helicopter assistance in traffic accidents is used abroad, and based on the realization that medical assistance given immediately may be of vital importance to victims, a test series was arranged in Denmark at the end of June this year. Participants were the Danish Automobile Association, the county hospital at Glostrup, the Falck ambulance service, the Copenhagen fire brigade, the Topsikring assurance company, the police, and Maersk Air.

One of Maersk Air's helicopters was stationed at the Glostrup county hospital for some days, being available for immediate turn-outs for traffic accidents.

During these days our helicopter participated in a series of rescue operations on Sjælland, and in each case it was on the spot in a matter of

minutes, bringing along a doctor from the hospital.

When the helicopter was alerted, the Falck ambulance also turned out, as it would normally do. Many of the accidents during those days, however, took place in closely populated areas, where it was not always possible to land a helicopter.

The operational tests proved the possibility of establishing a helicopter rescue service in Denmark, taking the doctor to the patient, compared with the ordinary procedure of taking the patient to the doctor by ambulance; and the experience gained during this period will now be analyzed more closely.

In addition to the organizations already mentioned, both the postal and telegraph authorities, the Directorate of Civil Aviation, and the Aero-Medical Institute lent their assistance in carrying through the scheme. All parties involved co-operated exceedingly well, and no communication problems arose.

Maersk Air's helicopter is at the scene of the accident in a matter of minutes.

Maersk Air's two new Beechcraft King Air C-90.



instrumentation comprises weather radar, autopilot with flight director system, complete equipment for instrumental flight, and two VHF radios. Behind this lies Maersk Air's desire that these aircraft should be equipped, to the utmost degree, to meet the requirements asked of other, larger jets in the fleet.

The aircraft are available in two versions – either the Maxi Version for nine passengers or the Executive Version for five passengers. Both are equipped with toilet. The service speed is about 400 km/h, and normal flight altitude is 25,000 feet.

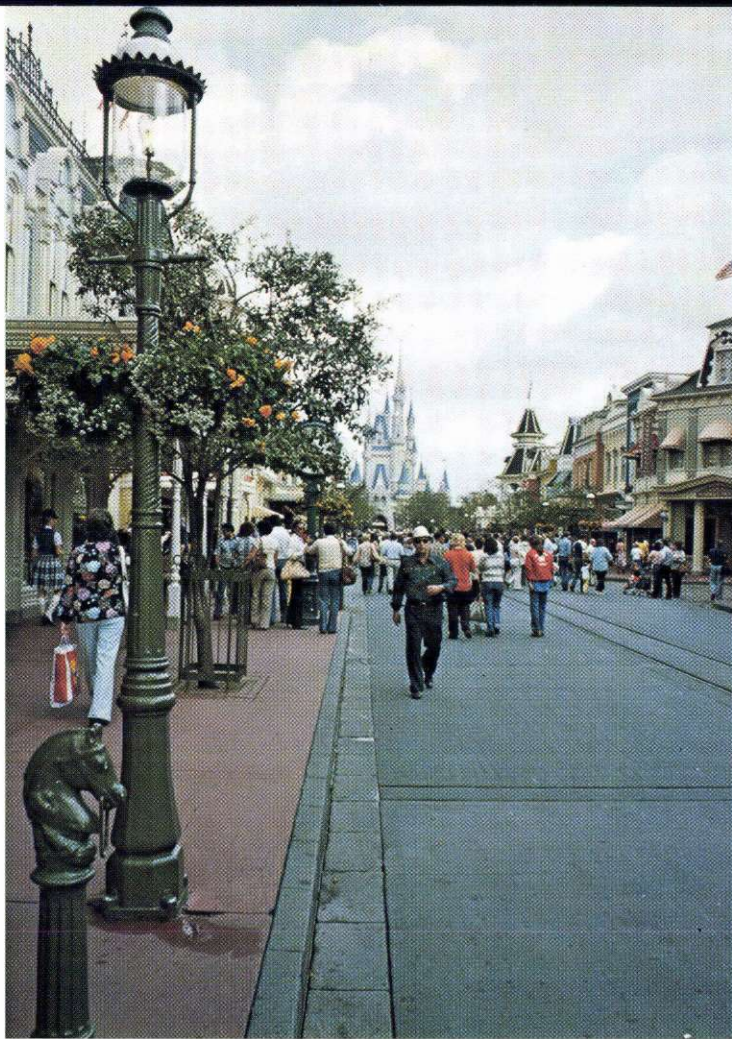
The aircraft are registered in Denmark, bearing the letters OY-MBA and OY-MBB.

Maersk Air already has one taxi aircraft, type Hawker Siddeley HS-125, registered as OY-APM.

The executive version, seating 5 passengers.



Charleston,



One of the old streets of Charleston, where the traditional atmosphere has been preserved.



The Maersk Line Agency office at No. 8, Gillon Street.

A Maersk Line container passing through the old part of the city.



A half a century ago, Charleston, South Carolina was a quaint backwater of the United States, where grand old houses – some built long before the revolution – were falling apart. Poverty was widespread, and thousands of whites and the majority of blacks were powerless and frustrated. For years, the community was simply too poor to tear down its dignified red-brick and painted stucco houses and replace them with the elaborate Victorian homes that are present today.

Founded in 1670, the community grew rapidly as the hub of a great agricultural and trading area centered around its port. Wealthy plantation owners enjoyed the

prosperity of their land and the port city afforded them the convenience and accessibility to sell and ship their goods. Many of them maintained impressive homes and shops in the city for this purpose.

The British seized the city during the American Revolution, and this marked the beginning of many hard years for Charlestonians. Even greater devastation seemed in store in 1865 when Union troops approached at the end of the Civil War, known as the “Confederate War” or simply “the War.” Residents had helped ignite the conflict in 1861 by firing on Federal Fort Sumter in Charleston

harbor, and there was a strong desire among northerners for revenge. Several nearby plantations were burned, but most of the city was spared, because, Charlestonians believe, Union officers considered the community too beautiful to destroy. However, the city did not escape widespread looting – a scandal that still arouses considerable wrath as well as amusement over how the citizens outsmarted their conquerors on many occasions. Evidence of this is still present as remodeling of old buildings and homes has occasionally revealed hidden treasures in walls and secret hiding-places, concealed as the Yankees approached.

South Carolina



The end of the War was the start of a long black era for the South. The president of the firm that publishes the city's two daily newspapers explains: "There was very little labor or equipment, and the plantations were in ruins. People harked back to the days of glory, but they really didn't have much besides their memories." He also states that, ironically, "a second invasion of Yankees in the 1920s and 1930s actually saved many of the great houses from total collapse. Millionaires from the northeast bought up dozens of old mansions and carefully restored them to use for winter homes."

Charleston was, in the words of novelist DuBose Heyward, "an ancient, beautiful city that time had forgotten before it was destroyed." All of that changed in a hurry after World War II. Prodded by a prominent South Carolinian, a variety of military bases were built or expanded in the area. These developments helped attract new industries, and now the area is bustling with a wide variety of employers from chemical processors to manufacturers of diesel engines. The suburbs are rapidly expanding to include more shopping centers and fast-food outlets catering to the needs of 270,000 county residents compared with

165,000 in 1950. Merchant ships and nuclear submarines glide in and out of the harbor.

The port facilities at Charleston harbor now rank 9th in the nation in dollar volume of goods crossing its docks. Modern container-handling facilities, coupled with quick access to the open sea, 5-12 miles, promote a rapid turnaround rate for the shipping industry. The city presently covers an area of 15.6 square miles with 91 miles of Charleston county coastline. An approximate year-round temperature of 65°F and a possible sunshine factor of 64% are indicative of warm summers and mild winters, which

Here the colonial-style houses of the waterfront form the background of a busy street.



allow for year-round outdoor recreational activities.

Residents count it as fortunate that growth, for the most part, has bypassed the heart of old Charleston, the 789 acre historic district that has earned the city the reputation among some architects as America's most beautiful small city. On a narrow peninsula between the Ashley and Cooper Rivers, Charleston's antique neighborhoods have triumphed over the ravages of enemy occupations, hurricanes, earthquakes and fires. Closely packed houses, lovingly restored, grace narrow, tree-lined streets that give this district the distinctive flavor of an old

English town transplanted to the tropics.

Preservation and maintenance have become costly in the heart of Charleston, where a small unrestored townhouse could be bought for a few thousand dollars two decades ago. Now, most buildings are fully reconstructed and the more valuable cost up to \$500,000 on the rare occasions they are for sale. The Historic Charleston Foundation and various agencies carefully guard against exterior alterations, including things such as the color of paint that could possibly destroy the city's antique charm. Some citizens consider the rules too restrictive, and the matter frequently stirs debate. At

the heart of current controversy is a proposal to build a convention center, including a highrise hotel, in the historic district. Most residents, however, welcome increased tourism, already the area's No. 2 industry after the Federal Government. Tourists flock to the city in unprecedented numbers, spending more than \$300 million a year.

Charleston's Spoleto Festival U.S.A., the cultural fair from May 25 to June 10, now in its third year, has introduced a wide variety of events such as opera, ballet, drama, choral and orchestral music. A small but growing colony of artists now live in Charleston, and a



network of galleries and occasional outdoor art shows are proof of increased cultural diversity.

A two-storey, 5,000 sq. ft. stucco building at No. 8 Gillon Street, located in the eastern historical section, is the new home of Maersk Line Agency. The Maersk logo clearly adorns the structure, which was originally built c. 1785-1800 as a warehouse. In spite of the tumultuous years, including the great earthquake of 1886, the building has weathered well. It was first remodeled in 1971 as an office building.

The summer of 1978 saw the beginning of No. 8 Gillon's readiness for Maersk



City centre. In Marion Square Park is a statue of John C. Calhoun, famous statesman of the South, vice-president 1825-32.

MÆRSK containership departing from Charleston. The long bridge in the background spans the estuaries of the Ashley and Cooper Rivers, carrying the US 17 Highway.



Line Agency, which, after completion, began operation on January 1, 1979. After refurbishing, the building's exterior still depicts the charm of historic old Charleston, but the interior is new and modernized with a decor pleasing to the contemporary eye. Sophisticated machinery and a staff of 16 work to maintain the high standards of the organization, whose reputation was already well-known to those in the area associated with the shipping industry. The Charleston office oversees the entire South Atlantic sales region by maintaining smaller offices in Atlanta and Miami, and by governing Maersk Line oper-

ations through independent agents in other South Atlantic cities.

Despite the influx of big industry, the ever-changing and growing Charleston still reflects an aura of timelessness. A stroll down its candlelit cobblestone streets or a ride in a horse-drawn carriage along the famous seawall lined with glorious mansions, quickly reverts one's thoughts to an era gone by – yet forever here to enjoy.

*Jaclyn Walker
Maersk Line, Charleston*

CONTAINER FILM





Bille August (right) instructing photographer and sound recorder, plus the two cadets, about how he wants to show the latters' entrance into "Marineland" in Los Angeles.



A scene is shot in a supermarket in Hong Kong.

In the new film about MÆRSK activities, recently completed by the film director, Bille August, a series of interesting and exciting scenes occur.

Hardly had Mr. August got through the festivities occasioned by his latest success on the screen, the "Honningmåne" (earning him four "Bodil"s), when he set out for New York with a team consisting of a photographer, Fritz Schröder, a camera assistant, Marcel Berga, and a sound director, Niels Arrild, in order to start shooting a film about Maersk Line's container traffic between New York and the Far East.

With him in the jumbo jet were also two new MÆRSK deck cadets, Per Brandenburg and Jesper Clausen, whose daily routine on board the "ANDERS MÆRSK" during their first voyage from New York to Hong Kong was to be dealt with in the film. The "ANDERS MÆRSK", the two cadets, and a load of baby diapers form the common feature of the film.

The ship and the cadets are more or less self-explanatory, but the diapers...? Well they are simply the commodity centred upon in the film, to illustrate how safely and efficiently goods may be carried today from one part of the world to another. "From one end to another", as the film has jocularly been nicknamed.

The shootings for the film were not entirely without drama at certain times. When the team, well installed in a truck, were to shoot the transportation of a MÆRSK container on its way from Johnson & Johnson in New Brunswick to Port Newark, they were stopped by blue lights and sirens going at full blast; and they had to devote quite some time to convince the extremely sceptical policeman that they were not trying to steal a containerload of diapers.

They fared just as badly in Hong Kong, when in a tiny boat with an outboard motor they tried to film the departure of "ANDERS MÆRSK", and the captain

ordered full speed ahead to get rid of the aggressive dinghy, simply because their message never reached him.

The film was taken, however, amid a spray of sea-water.

From Hong Kong the team went on to Bangkok, where, among other things, the feederships "MAERSK MANGO" and "MAERSK PINTO" were filmed. These sequences will not be included in the main film, which is meant for Danish school use, but in a shorter, English edition planned for the sales work.

Bangkok is an important feeder port on the Container Line schedule, and the supplementary film depicts feeder operations and container transportation in and around Bangkok - which is also known as the "City of Angels".

The film team had a full week of hard work in Bangkok, and were themselves "shot" now and then by Mr. Claus Breitenbach of our local office.

The film-team "shooting" the feedership "MAERSK PINTO" in Bangkok harbour.

The Baltic Exchange

History

The Baltic Mercantile & Shipping Exchange, known in shipping circles as the Baltic, has as its primary function the provision of facilities for the fixing of cargoes for merchant vessels. It originated from the use of seventeenth century London's coffee houses as business premises by ships' captains and merchants. Foremost among these establishments were the Jerusalem Coffee

House and the Virginia and Maryland Coffee House, known from 1744 onward as the Virginia and Baltic. The Virginia and Baltic was so named because the varied merchandise dealt with there came mostly from the plantations of the American colonies or from the countries

of the Baltic seaboard. The proprietors of the coffee houses provided newspapers and commercial information for their patrons besides refreshments, and it was quite usual for a saleroom to be on the premises where cargoes were auctioned. Sale at the auctions was 'by the candle', bids continuing until the inch of the candle burnt itself out.

By 1810 the increase in the volume of business made it necessary for the Baltic to take larger premises, and the Antwerp Tavern in Threadneedle Street was acquired and re-named the Baltic. At about this time tallow had attained outstanding importance, particularly in the trade which Britain had with the Baltic countries and with Russia. Primarily to control this dominant trade in tallow, a committee of Baltic members drew up and published in 1823 rules and regulations for the 'Baltic Club'. These rules limited membership to 300, established a committee to control the Baltic's affairs and decreed that a dining-room and a saleroom be provided, and 'that wine, tea, coffee, chocolate and sandwiches be furnished in the coffee-room'.

From this point onwards the membership and importance of the Baltic grew steadily. Although the 'Ton Tallow' continued as the basis of freight until 1890, the importance of the tallow trade diminished as other means of lighting were developed, and in its place the grain trade came to predominance. This process was accelerated by the Repeal of the Corn Laws in 1846, marking recognition by Parliament that the answer to Britain's grain shortage was not protection but

importation of foreign grain at economic prices. When the grain trade was added to the Baltic's activities, the time could scarcely have been foreseen when Britain would be compelled to import much of its grain from overseas, and when it would become one of the principal commodities with which the shipping world would concern itself.

New premises

In the 1857 the Baltic bought South Sea House from the liquidators of the Royal British Bank. This fine early eighteenth century building had been the headquarters of the Honourable Society of Merchant Venturers, trading to the South Seas, whose arms the Baltic Company adopted. The new premises provided better facilities for the Baltic's activities, but in the following decades two developments revolutionised world shipping, increasing the membership of the Baltic in the process. These were the development of the tramp steamer and the opening of the Suez Canal. The Baltic was the centre of the growing market in steamer freight and its expansion was uninterrupted throughout the century.

In 1891 the London Shipping Exchange was founded to meet the needs of liner shipping and became an institution whose activities overlapped, if they did not seriously rival, those of the Baltic. Both institutions were in need of more space and better facilities, and a joint committee representing both exchanges was established to plan a merger and to purchase a suitable building site. Jeffrey Square in St Mary Axe was eventually purchased, and in 1903, the Exchange as it is today had been built.

With the intention of adding to the amenities of the Exchange the bombed site adjoining the Baltic's premises was purchased in 1947, and the foundation stone of a new wing was laid by Sir Winston Churchill on 2nd March 1955. The building has provided considerable additional office space, an impressive Banqueting Hall with all modern facilities, including a wall which can be raised to divide it into two self-contained sections, and a new Board Room and suite of offices for the Baltic itself. This building was opened by Her Majesty the Queen on 21st November 1956. The Banqueting Hall, which is now known as the Queen's Room, can be used for conferences and company meetings as well as for more social activities.

The main hall of the Exchange – the 'Floor', as it is called – is designed to provide an appropriate background to the business conducted there. It conveys an impressive sensation of space and height with over 2,000 sq. ft in area and a



Brokers' Medals were issued by the City of London as evidence that the holder had been sworn as a licensed broker. Andrew Duncan was a member of the Baltic from 1860 to 1883.



The ship's bell from the sailing-ship 'Ceres', dated 1729, is struck by the Superintendent to mark the end of the day's session.

The main hall of the Exchange.



large central dome. The columns supporting the roof and the walls are finished in marble. There is a rostrum from which 'waiters', as the attendants are still called, can summon members.

Operations

The 'Floor' is informally divided according to the various markets. Foremost of these is the freight market which appropriately occupies the centre of the 'Floor'. Here cargoes are found for ships and ships for cargoes by shipbrokers and chartering agents, whose knowledge of the particular features of the market enables them to assess prices and costs.

The free operation of the freight market on the Baltic is of great benefit to international trade, since it ensures that no one represented on the Baltic, with ships or cargoes available anywhere, need be ignorant of market conditions, and there need be no expensive time lag in meeting their requirements. It can be readily appreciated that costs in shipping depend on the economic deployment of ships, which chiefly means the avoidance of delay and of voyages in ballast. The role of the Baltic in these matters is of tremendous importance. The commodity markets of the Exchange are mainly concerned with grain and oil and oilseeds.

Other activities

In addition to the freight and commodity markets there are a number of specialists among members of the Baltic who provide ancillary services of various sorts. Among these are dry docks owners and ship repairers, cargo superintendents, average adjusters and bunkering agents. There are also ship's sale and purchase brokers who operate as and when required in what is necessarily a limited market. All these auxiliary services help to make the Baltic the complete shipping exchange, and in the event of disputes over charter parties there is a panel of arbitrators available from among senior members of the Exchange which can provide in most cases a satisfactory solution to what could otherwise lead to protracted legal proceedings.

The key to the efficient operation of such an institution as the Baltic Exchange remains the same today as in the past – the fact that a member's word is his bond. Without this recognition that, despite any changes in circumstances, verbal agreements are binding on all parties, the functioning of the Baltic would be impossible. It is the strict observance of this code which gives it such an advantage over any alternative system and which strengthens the Exchange in its unique role as the world's international shipping market.

This photograph illustrates the great contrast between the beautiful, artistically made clothes of the Meo people and their ramshackle huts.

This old man with a boy on his arm belongs to a new-built Meo village about four hours' drive north of Chiang Mai.



The Golden Triangle

This article, dealing with the local tribes in the northern part of Thailand, was sent to MÆRSK POST by Mr. Claus Breitenbauch, attached to Maersk Line Bangkok since August 1977. Camera in hand, Mr. Breitenbauch has visited the so-called Golden Triangle in the northernmost part of the country, where a variety of tribes inhabit the low, jungle-clad mountains. These people grow a large part of the world's total production of opium in the border districts between Thailand, Burma, and Laos.

The initial 500 km or so of the road from Bangkok towards the north take you through the enormous, swampy river delta, which guarantees that nobody in Thailand will be without the daily, at least three, bowls of rice. As far as the eye can reach on either side of the elevated road, the artistically arranged ricefields extend alongside each other. Here and there small groups of swaying palm-trees occur, and in the distance the first low mountains are visible.

From the broad valley the road begins to climb gently in the direction of the green mountains, and soon the uniform low country has been left behind. The road passes the Bhumibol Dam, the world's eighth largest, which covers a considerable part of Thailand's electricity consumption, besides forming an important link in the irrigation system of the country. In several places the valleys widen so that the mountains recede to the horizon; but they keep returning, and enable you to rise to higher levels.

After driving about 800 kilometres you reach Chiang Mai – the second city of Thailand, built on a plateau 300 metres up, and surrounded by distant, hazy mountains.



In the isolated valleys and jungle-clad mountains north and west of Chiang Mai there are many strange tribal communities, who have rarely been in contact with the Thai or other peoples – apart from tourists. They all used to be nomads; they are widely different, however – ranging from the relatively highly cultured Meo people to the very primitive “Spirits of Yellow Leaves”, originally assumed to be extinct until accidentally re-discovered a few years ago.

The number of different tribes is uncertain, and even more uncertain is the size of each single tribe; it is estimated, however, that there are at least 14 different mountain tribes in the Thai part of the Golden Triangle. As far as we know none of them are directly hostile, so you may safely try to see them in their villages in the impassable mountainous regions – if you can locate them at all. It should be remembered that many of these people believe that strangers bring evil spirits with them, and that may account for their being so shy and afraid of contact with the outer world.

It is easy to imagine how accounts of strangers may be exaggerated in this part of the world, where the lonely, green

mountains and frequent rainy mists supply the right setting for fantasies and mysticism to thrive. The best example of a strange tribal people – apart from the Spirits of Yellow leaves – is the Akha tribe, who never settles less than 1,200 metres up a mountain slope. They are convinced that water contains evil spirits, so they never wash – they confine their personal toilet to simply brushing off the dirt when it is dry. They are also reported to eat anything that moves or grows. But, as said before, strange stories abound in these mountains, and one never knows when truth comes to an end and legend comes out...

The majority of the tribes originate from southern China, from where they moved south to the Indo-Chinese peninsula – into Burma, Laos, Thailand, and Vietnam.

The best known of the mountain tribes, no doubt, is the Meo people, which is reckoned to number about 50,000 members in Thailand alone. This tribe may be traced back almost 4,000 years in old Chinese manuscripts. They were driven away from their place of origin about 800 B.C., and have since then moved farther and farther to the south. During the past

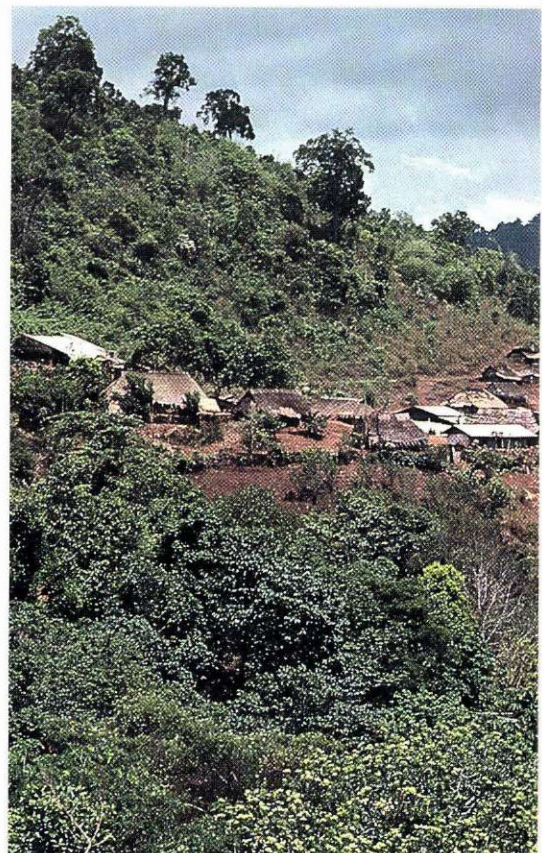
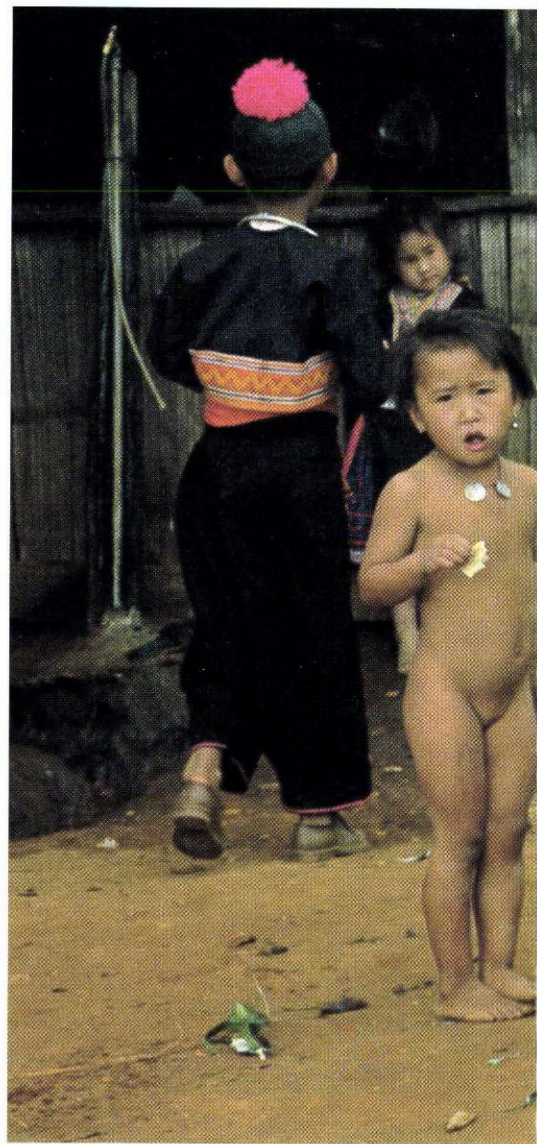
couple of years increasing numbers of them have crossed the Mekong River from Laos to Thailand as fugitives.

The members of the Meo tribe are very meticulous with their dress. They wear colourful headgear, upper garments, and skirts. The women, particularly, are heavily adorned with thick necklaces, chains, earrings, and belts – all pure silver. In return, they do not spend nearly so much time on their primitive, wooden huts. They are very clever at various handicrafts, especially embroidery; they grow rice, maize, chilli, and opium, and they keep animals such as pigs and poultry. Many of them are addicted to opium; both men and women of all ages are seen busying themselves with their pipes everywhere in their high-up villages. The Meo people believe in spirits, and most villages have their own witch-doctors; but through Thailand's modernization schemes even ordinary medical service is gaining a foothold.

One of the other large ethnic groups which I recently had a chance to visit, was the Karen tribe. There are about 75,000 members of this tribe in Thailand – mainly in the valleys along the Burmese border. Contrary to most other mountain

Old Meo woman.

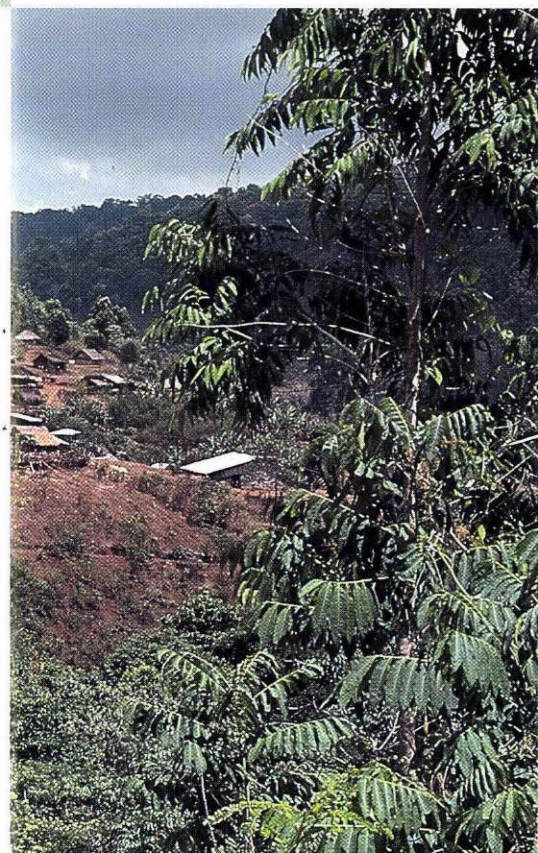
*Children in a
Meo village.*





Some of the children wear very ornate clothes.

New Meo settlement in the mountainous border district near Burma.



tribes the Karen people come from the west, being of Tibetan descent and formerly settled in the southern foothills of Himalaya. It is firmly believed, however, that there were Karen people in northern Thailand long before the Thai themselves settled in this country almost 1,300 years ago.

Now and then they are referred to as the white Karen people, because the majority of them wear a kind of long, white kirtles, with richly coloured braids hanging down all round. Like most other tribes they are very scrupulous about their clothes, and they spend much more time on sewing, weaving, and embroidery than on the upkeep of their plain bamboo huts thatched with palm leaves. They believe in animal spirits; but there are both Buddhists and Christians among them.

The plain life of these mountain tribes

often brings about violent confrontations with "progress". They will clear the jungle to grow their crops, exhaust the soil, and then move to a new locality – and they grow opium, which is illegal. They are also looked upon as a potential, political danger, as they do not recognize any government and move freely across the borders between the different countries in Indo-China.

Chiefly because of the risk of infiltration across the borders, the changing Thai governments have tried harder and harder during recent years to incorporate these tribal peoples in the Thai population. Roads are constructed, teachers sent out, schools are built, seeds distributed freely and crops bought up, etc. – everything is done to get them to settle down, look upon themselves as Thai citizens, and give up the growing of opium. Furthermore, the local radio stations broadcast tribal music and news in the Meo tongue and other dialects every morning.

Within 10 to 20 years it will no longer be possible to see these mountain tribes as they are today – progress will at last catch up with their traditions and way of life through thousands of years.

*Three months
from idea to reality*

Roulund sea-booms



*200 metres of RO-BOOM being laid out
from "IBIS TWO" at the Danfield*

At the beginning of April this year, the Roulund staff were able to read an invitation, printed in the "Ingeniøren", to submit tenders to the Department of the Environment for sea-booms against oil pollution. We asked for supporting material and went through it; and the idea was born that it might be possible to produce a conveyer-belt with air-floats to keep it on the surface of the water.

About a week before the tender covering 6,000 metres of sea-boom and 4,500 metres of coast-boom was to reach the Department of the Environment, our idea had materialized in the first Roulund model of a sea-boom; it consisted of one metre of conveyer-belt, with a flotation chamber at one edge and a pocket for a length of round bar at the other.

This "prototype" was tested as regards floating capacity in a cleaning tank at the factory, and two days before expiry of the time for tenders, an 8-metre sample had been produced and a meeting arranged with A. P. Møller in Copenhagen, to which a representative of the Department of the Environment had also been invited. Here the project was discussed and a result was achieved, particularly through a short demonstration in the harbour basin beside the new A. P. Møller office building, using the sample that had been brought along. A tender was worked out the next day, and our research Department soon realized that once they had developed a boom efficient in the open sea, the problem of making a smaller coast boom would also have been solved.

At the same time as we started making a sample boom of 25 metres, the idea was conceived to test a 200-metre length of boom under realistic conditions at the Danfield in the North Sea. As we could not be sure of having a supplyship at our disposal for the laying-out, it was agreed at the meeting with A. P. Møller to plan the laying out from the tanker "MARIE MÆRSK", which moors regularly at a buoy for a certain period to load oil from the Danfield. We also paid a visit to "MARIE MÆRSK" to study the con-

ditions under which a boom would have to be laid.

Also during this period, a 25-metre length of sea-boom was tested from a fishing-boat north of Fyn, with a satisfactory result.

On July 5, our first real prototype system was ready, consisting of a container with 200 metres of sea-boom reeled on a hydraulic drum, and a power pack that delivers the oil pressure for the coil and the compressed air for the air compartments of the boom. It was arranged with Danbor to send the equipment from Roulund to Esbjerg, and after having been on stand-by for well over 24 hours we were notified by the Danbor base on Saturday, July 7th at 2300 hours, that we were due to sail from Esbjerg at 0230. Four of us reported at the quay at 0200 and were given a cabin on board the supplyship "IBIS TWO", which was to take our equipment and ourselves to the Danfield.

After about 12 hours with all the sufferings of seasickness we reached the "MARIE MÆRSK" in time for supper; this tanker was to be our operational base. We decided to lay out our boom from the "IBIS TWO", which we found excellent for the purpose. In addition we were assisted by the "MÆRSK TRIMMER" in towing the boom into U-shape. This test was of very great value to us; we realized that the concept and the strength of our boom was all right, but that towropes and hawser fittings were below the required dimensions for use in the open sea.

A demonstration to the Department of the Environment in connection with the tenders was scheduled for 10 August, so we went ahead at full speed dealing with faults and defects, aiming at a test of all the equipment from the quay of the Lindø Yard on 4 August. The experience gained at the Danfield proved very useful; a couple of problems were solved by working night and day, and on 10 August we were ready for the demonstration to the Department of the Environment at Hanstholm.

Roulund's stand at "Offshore Europa 79" in Aberdeen in September

The Danish Ship Research Laboratory acted as expert consultants, making measurements and evaluations together with representatives of the Department of the Environment and the naval salvage school. Also present were observers from Norway and the Dansk Boreelskab. In our opinion the demonstration of the Roulund sea-boom, in competition with four other makes, was a success, especially considering our level of development.

We had so great faith in our product that when, about the 20 August, we learnt that a show was to be arranged at Aberdeen from 3 September, the "Offshore Europa", we immediately set about trying to get a stand. We succeeded, which meant that now we had to work really fast, having our equipment painted, editing a film, making the text, having it transferred to a video cassette for use at the stand. We named our product RO-BOOM, made posters and trade marks, which were painted on the equipment. A container with a boom, a power pack, a tow-bar, and other material for the show was dispatched by lorry on 28 August, and 15,000 supplements for the printed general guide reached the airport 30 minutes before take-off on 31 August.

The interest created by our RO-BOOM at the show in Aberdeen has resulted in a great number of inquiries, and as we wish to offer a complete system for fighting oil pollution at sea, we are now preparing a major test in the Kattegat together with another Danish company, producing oil-skimmers. We are also preparing our participation, with our entire system, in a training course in Italy. This course has been arranged by IMCO and UNEP (International Maritime Consultative Organization and United Nations Environmental Programme), and the subject is the control with and combating of oil pollution in the Mediterranean.

*Hans-Ole Holgersen
Roulunds Fabriker*



The DISA uro-video system measures a series of parameters which are of importance in medical understanding of the lower urinary tract.

Urology equipment from DISA Elektronik

The measurement of lower urinary tract functions – urodynamics – is a rapidly growing field of medicine. The latest equipment from DISA Elektronik A/S utilizes video-techniques.

During a decade DISA has produced this special type of hospital equipment and is now leading on the world market. The equipment is installed in urology units and is used in the diagnosis of incontinence.

DISA's uro-video system

Today the study of the micturition process comprises 6 different parameters:

- Cystometry
- Electromyography of the sphincters
- Urinary flow
- Bladder-pressure
- Urethral pressure profile
- X-ray of the pelvic region

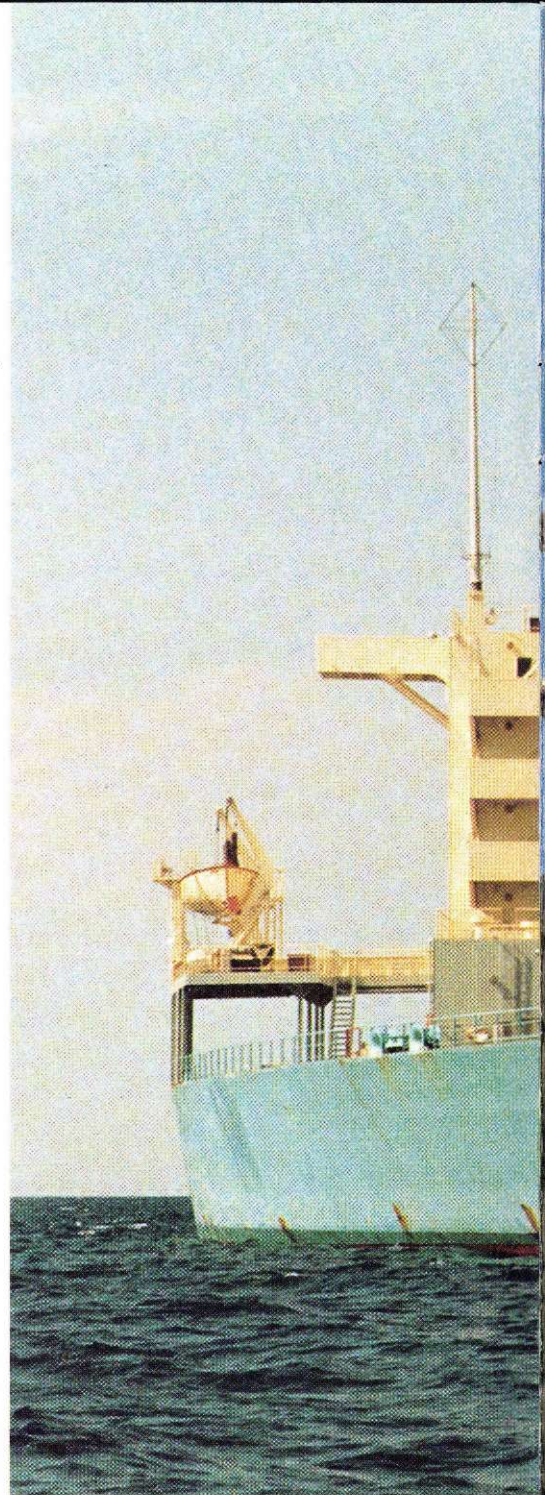
The equipment shown will measure and record all these parameters. When performing cystometry important information on the bladder is obtained, especially with regard to its volume and the reflex releasing the need of micturition. The electric signals – electromyography – from the sphincter indicates whether this muscle is open or closed. The urinary

flow rate is an important parameter. When recorded, it often shows typical patterns at different types of urological disorders. The bladder comprises muscles, and recordings of the bladder pressure together with urinary flow and sphincter activity indicate disorders in the bladder function. In some urological investigations the urethral pressure profile is recorded. It shows in detail any irregularity of the urethra. The video X-ray investigation of the pelvic region shows changes in the shape and size of the bladder.

The DISA uro-video system records the complete investigation on a video cassette. Using a special blanking technique both the curves and the X-ray picture are displayed simultaneously. The curve pattern can also be recorded as a hard copy for use in the doctor's case book. With this type of urological investigation the doctor can make the proper diagnosis and start treatment of the patient. Medicinal treatment is usual, but surgery may also occur. The result of the treatment can clearly be evaluated when comparing measurements before and after.

*Bengt Wulff Hansen
DISA*

1st prize, 300 kroner, was awarded to Electrician Jan Ryde, the MÆRSK fleet. The photo was taken off Dubai.



2nd prize, 200 kroner, was won by Mrs. Henny Frandsen, Lindø, who has depicted the entry to Kerteminde harbour after the Christmas storm 1978.

3rd prize, 100 kroner, went to 2nd Officer Vagn Bach, the MÆRSK fleet, who was captivated by the sunset over St. Thomas harbour.

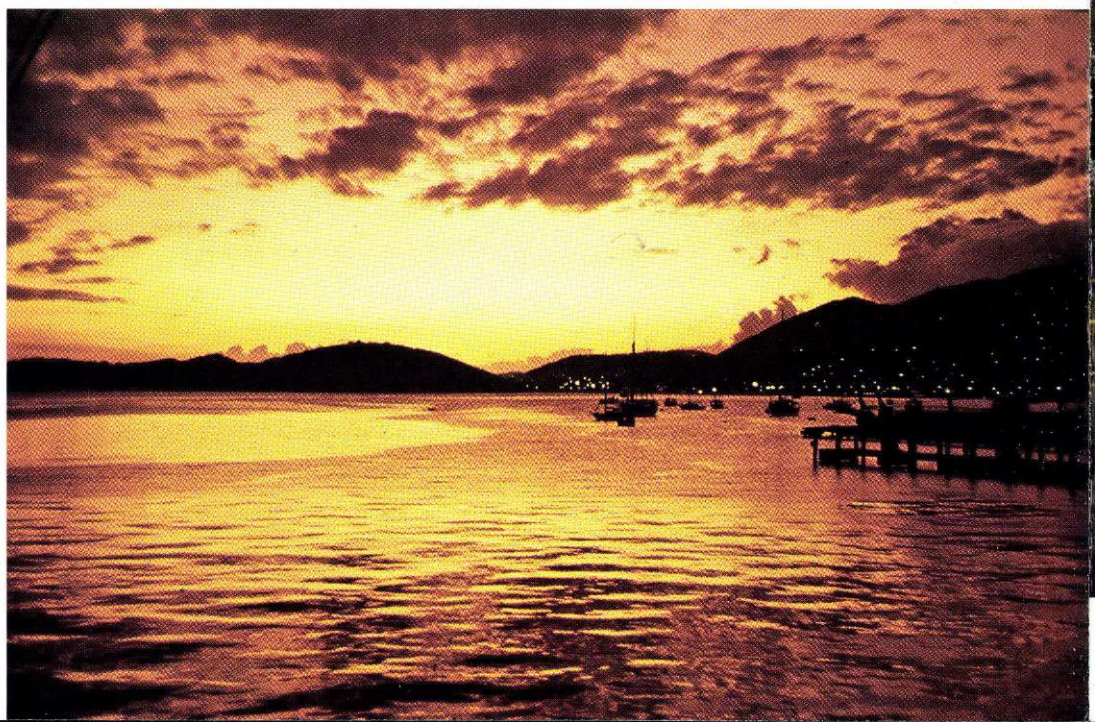
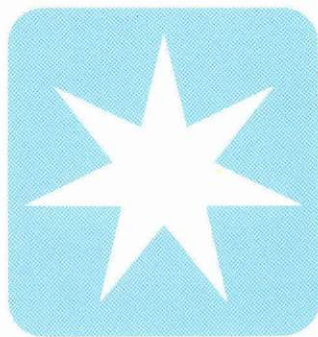




Photo Competition

The MÆRSK POST annual photo contest has been settled, and the prizes for the winning photographs on these pages have been awarded, based on submissions from the period 15 August 1979–15 October 1979.

For the information of new readers it should be mentioned that the next contest will take place in connection with the appearance of the No 4 issue 1980, probably in November. The No 3 issue 1980 will state the conditions for participation in this photo contest.



Personalia

ESPLANADEN



1

25 Years Anniversary

1. Ole S. Paulsen
January 3rd, 1980



2



3

Retiring

2. Edgar Nielsen
December 31st, 1979
3. Vagn S. Dyhr
January 31st, 1980

THE FLEET



1



2



3



4

25 Years Anniversary

1. Captain Karl Nielsen
January 12th, 1980
2. Chief Engineer Eske B. Kjems
January 27th, 1980
3. Radio Officer Jørgen Ib Hansen
February 15th, 1980
4. Chief Steward J. Bramsen Mortensen
February 17th, 1980



5



6

Retiring

5. Captain Oluf Norling
September 1st, 1979
6. 1st Officer Daniel F. E. Olsen
January 31st, 1980

THE YARD



1



2



3

40 Years Anniversary

1. Hans Harry Nielsen
December 28th, 1979
2. Niels Peder Nielsen
January 11th, 1980
3. Borge Chr. Bønke
February 1st, 1980



4



5



6



7



8

25 Years Anniversary

4. Ib Kjær Petersen
December 1st, 1979
5. Gunnar Arne Hansen
December 14th, 1979
6. Jørgen Benny Laursen
December 14th, 1979
7. Bent Erik Jørgensen
January 4th, 1980
8. Kaj O. Petersen
January 6th, 1980

ORGANIZATIONS ABROAD



1 2

25 Years Anniversary

1. Mrs. Manee Chankes, Bangkok
January 4th, 1980
2. Mr. H. Ban, Tokyo
February 1st, 1980

DISA



1

25 Years Anniversary

1. Herluf Jacobsen
January 1st, 1980

ROULUND



1 2

25 Years Anniversary

1. Alfred C. Olsen
December 6th, 1979
2. Willy G. Rasmussen
January 10th, 1980

PAPYRO-TEX



1

25 Years Anniversary

1. Helge Madsen
December 1st, 1979

Obituary

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

Kurt Adler Jensen

Lindø

July 12th, 1979

Flemming R. Carlson

Lindø

September 4th, 1979

Knud Jensen

Lindø

September 26th, 1979

New local correspondent



Leif O. Jensen

We are sorry to announce that our Rosti correspondent, Lene Lytje, has resigned from her employment with us. We hereby extend our welcome to her successor, Leif O. Jensen.

