MÆRSK POST

4/1981

Productivity

In the February issue of MÆRSK POST I expressed my view, in connection with new contracts, that great demands would be made on us all for an optimum effort, and that I intended to say more about productivity later on.

Productivity – i.e. the achievement of the individual per working year, per working week, per working hour – is the absolutely determining factor in the ability of our shipping companies, our yard, and other affiliated companies to maintain themselves in the international competition.

For years we in this country have been granting each other ever increasing social benefits, accepting with them steadily growing public spending, steadily growing public administration, and ever increasing public tutelage. We get nothing of this for the mere asking. There has been a marked rise in public expenditure; and everything has to be paid for through higher taxes, necessitating a rise in the gross income of the individual. That is a condition for preserving a decent standard of living when one also has to pay the high income tax and 22% VAT. The wage costs of trade grow correspondingly with the consequence that Danish undertakings find it increasingly hard to market their products or services at a competitive price. Our high unemployment figures illustrate that only too clearly.

We have also granted each other longer holidays and shorter working hours. All this is quite all right if we remain competitive. Which we do not.

High and steadily increasing productivity is a prerequisite for getting out of this unfortunate situation, and for Danish trade and industry to pull through. Without growing productivity our standard of living cannot be maintained in the long run. There are many examples of countries with high productivity pressing forward – the constant progress of the USA compared with other countries after 1870 and almost up to 1950, Germany's great step forward after 1950, and that of Japan – they all present greater increases in productivity than competing communities. Concurrently, the standard of living in these countries improved – a community simply grows richer through its competitiveness.

What is needed to secure high productivity:

Clever, well-trained people: We have them.

As steady a staff as possible, and that is attained far more easily if one is competitive, knowing that one is able to sell and therefore able to plan.

Less absenteeism.

Full utilization of working hours: Counting our days off, the holidays we have granted each other, and the 40-hour week, 79% of the hours of each year are non-working hours, 21% are working hours. In 20 years Japan has quadrupled its share of the global gross national product, and this has been accomplished through effective utilization of the working hours, through low absenteeism, and through increased productivity.

Awareness of quality: Nothing is so important as producing quality and avoiding corrections and rejections. Satisfaction of customers through reliable delivery and quality will often decide the placing of orders. Germany and Japan are good examples.

Acknowledgement of the fact that what harms the company harms the employee: If the company is harmed, earnings will decrease, production will be reduced, and so will the ability to employ people and pay them well.

In this country we have been inclined to persuade ourselves that everything might be had without corresponding efforts. Most of us have probably realized by now that we have not succeeded and will not succeed. One simply cannot portion out an affluence that we have not created.

Also, we cannot solve our problems by saving up, even though personal savings may strengthen the community considerably. But by connecting economy with productivity we might gradually produce ourselves out of our problems.

In our various companies we are favoured with diligent and clever staffs, but even we sense the difficulties of keeping abreast with competitors. I therefore appeal to everybody: Be as productive as possible – make optimum use of working hours, and help others to do so. And consider whether things might be arranged in a better way, making it easier and more convenient to attain increased productivity. Put suggestions about it before your superiors.

We are accustomed to shouldering our task together. Let us go on doing so.

MÆRSK MC-KINNEY MØLLER

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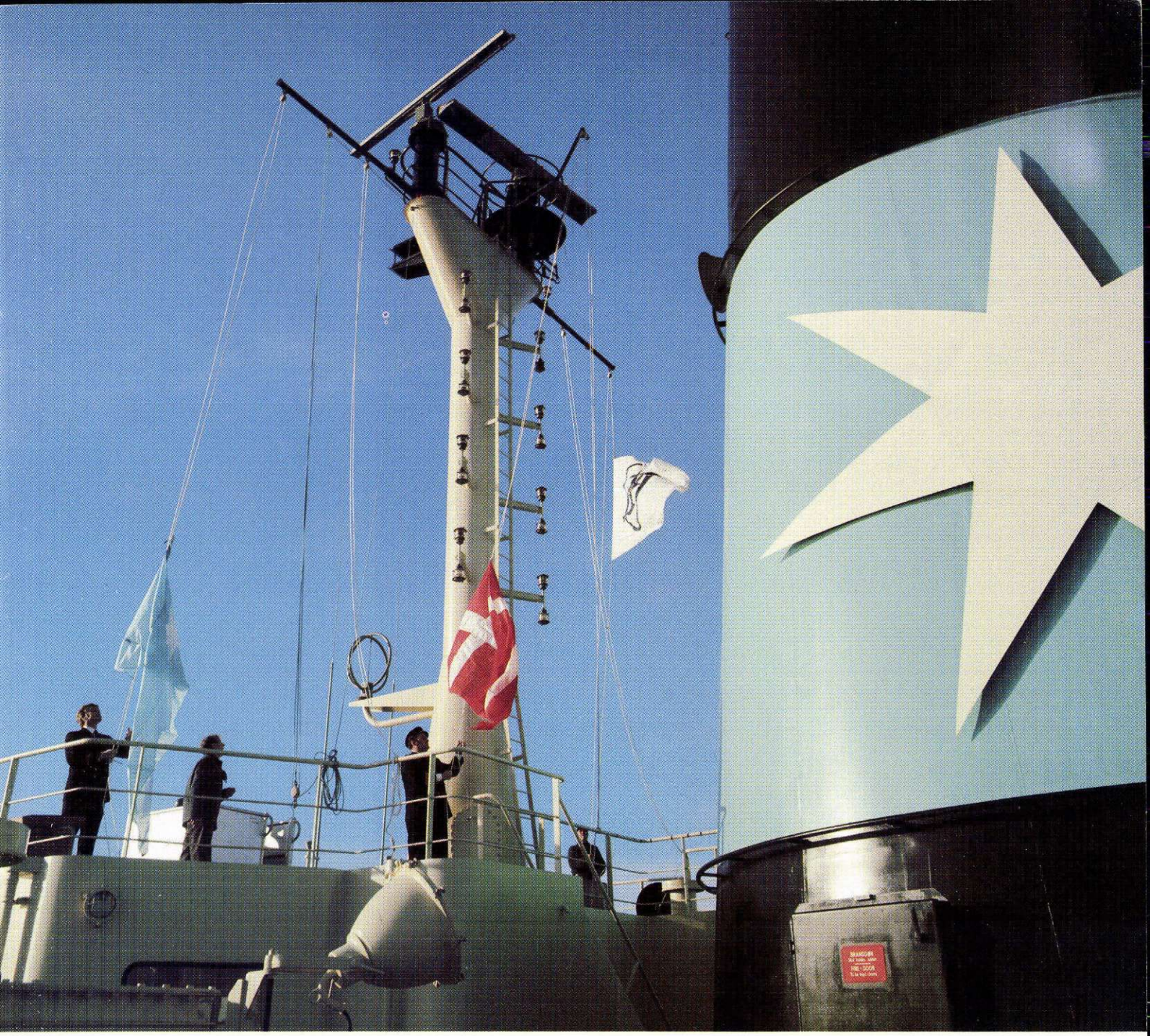
Front cover photo:
The training ship "GEORG STAGE" was moored alongside the A. P. Møller headquarters at Esplanaden in Copenhagen from 27 to 31 August.
See article on pages 16 and 17.



Officer in the MÆRSK fleet

Choosing the right walk of life is a question of the utmost importance to most young people today. An old saying has it that "willing hands make light work", and this applies especially when choosing a career at sea, even if family traditions or maybe difficulties of adaptation on land may formerly have been a concurring factor.

For several years, A. P. Møller has conducted its own training of cadets to become deck and engineer officers. In the planning we have aimed partly at meeting the demands for a high professional level, partly at making the courses so varied and instructive that they are not just a stage to get over and done with, but form an absorbing and interesting period in the young people's lives, giving them a sound impression of the career they have selected.

New cadets

Every year, usually on 1 August, A. P. Møller takes on a number of young people as deck and engineer cadets in the MÆRSK fleet. The deck cadets begin by attending one of the government seamen's schools, usually the one at Sønderborg, whereas the engineer cadets start their training mainly at A. P. Møller's own workshop school at Svendborg.

Application

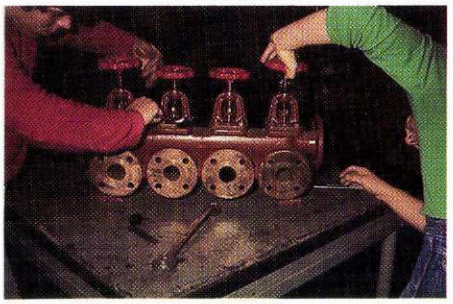
The qualifications asked of applicants who wish to become cadets in the MÆRSK fleet include a solid school education, and the demands made are the same for deck and engineer cadets.

One of these four examinations will be needed by applicants:

1. "Afgangseksamen efter Folkeskolens 10. klasse", county school finals after 10th year, with advanced leaving examinations in Danish, English, arithmetic/mathematics, and physics/chemistry – for engineer cadets also German.
2. "Udvidet teknisk forberedelseseksamen", advanced technical school-leaving certificate.
3. "Realeksamen/højere forberedelseseksamen", secondary school/higher school-leaving certificate.
4. Matriculation examination or corresponding level.

Scrubbing the deck is but one of the duties of a deck cadet on the training ship "DANMARK".

Two engineer cadets at the A. P. Møller Workshop School are overhauling a steam valve for a cargo tank.



Deck cadet

5 months at maritime school
5 months on training ship
16 months' service on board ships of the MÆRSK fleet
18 months at navigation school for mate's examination, followed by 12 months for master's certificate, (qualifying for captain)

Engineer cadet

21 months at workshop school with workshop training and practice
12 months' service on board ships of the MÆRSK fleet
18 months at engineering school for engineer's examination, followed by 12 months for advanced engineer's certificate (qualifying for chief engineer)

Duration of training

With the said educational background the training for deck and engineer officer will last $4^1/_2$ and 5 years, respectively, and the normal training programme will be as shown above.

The training for deck officer

The deck cadets begin with 5 months' training at one of the government seamen's schools, today the one at Sønderborg. During this first phase of their training programme the cadets are given general knowledge of elementary, practical seamanship, safety rules, and safety equipment. In addition they have lessons in ordinary theoretical and nautical subjects, including "Regulations for preventing collisions at sea", navigation, etc.

In continuation of this course, usually in January, the cadets set out on a cruise on the training ship "DANMARK", where the training follows up the courses of the seamen's school. The cruise lasts about 5 months.

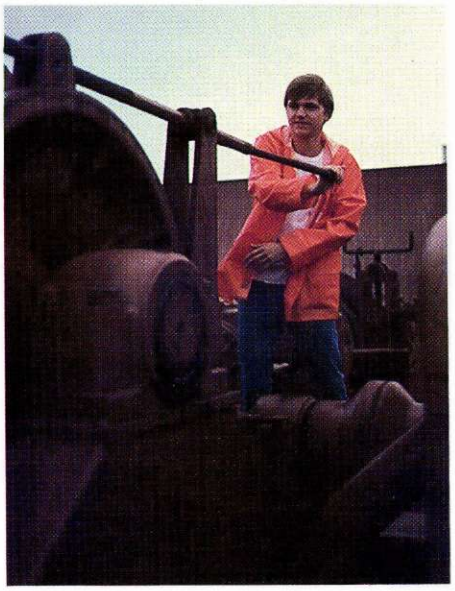
Having completed their service on the training ship the young people report for the signing-on meeting at Esplanaden, whereupon the 16 months' period on board MÆRSK ships will commence. During this period each cadet will be taught theory and practice in different types of ships. The theoretical part is in the form of a correspondence course, comprising the subjects: Danish, English, mathematics, physics, and regulations for preventing collisions at sea, subjects that started already on board the training ship. The practical training regarding general seamanship is left in the hands of the ship's officers.

It includes the use of nautical instruments and technical installations, of safety equipment such as rescue material and fire-fighting equipment, and instruction in splicing, painting, and the handling and maintenance of cargo gear.

After completing his training at sea a deck cadet should be able, on the strength of his correspondence course, to pass the entrance examination for the mates' class B at the navigation school, hereby saving six months of his period of study for the mate's examination. A cadet who has passed the matriculation exam. with maths may save a full year by taking a particularly demanding correspondence course.

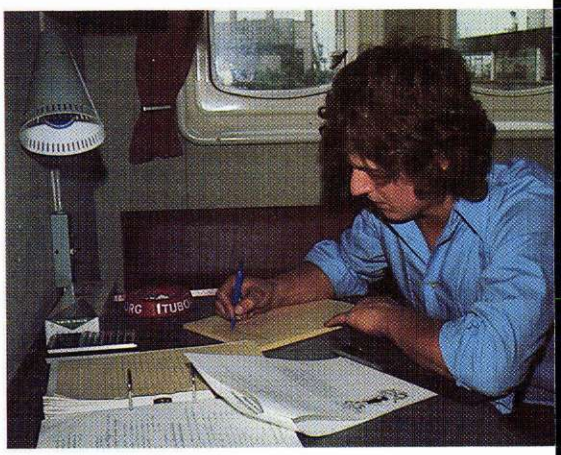
Deck cadets are trained for all sorts of jobs.

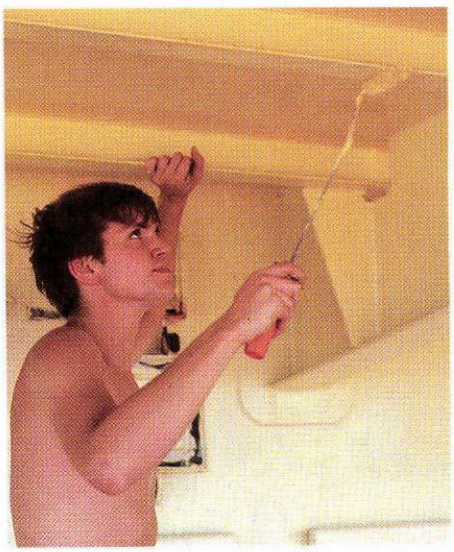
'On top of' the training ship.



Cadet at the windlass.

While serving in MÆRSK ships the cadet follows a correspondence course in certain school subjects.





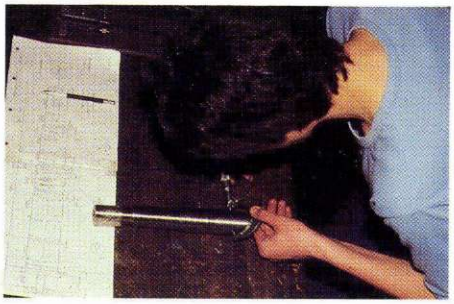
In the chart room the chief officer is instructing a cadet.

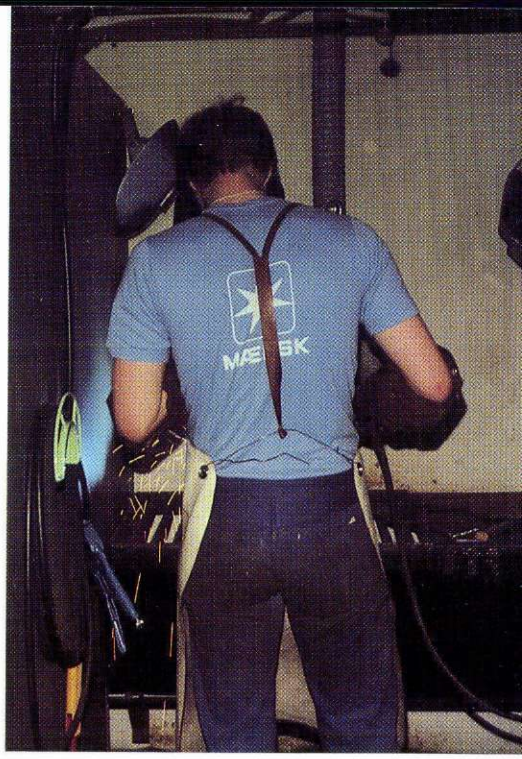
Cadets take part in different maintenance work.

A class of deck cadets arrive direct from the training ship "DANMARK" after a 5-months cruise to begin a 16 months training period in MÆRSK ships.

Engineer cadet making a pump shaft of stainless steel on his lathe in the A. P. Møller Workshop School.

Pump shafts are gauged by the cadets themselves before being delivered from the Workshop School.





The training for engineer officer

The engineer cadet gets his fundamental training at a workshop school, until 1981 primarily at A. P. Møller's own workshop school, which is attached to the Svendborg Engineers' school, but today even at the engineers' schools of Fredericia and Frederikshavn.

The workshop school begins with a 12 months' course, comprising partly the compulsory basic course of the "maskinarbejderlinie" (=engine-fitter line), partly courses in gas welding, electric welding, drilling, milling, shaping, etc. Then follows at 9 months' practical course with repair work, testing, joining of units, etc.

In the course of the 21 months the cadet will first pass the "maskinisteksamen", and during the period of practical work he will be given additional theoretical training in the subjects: Mechanical engineering, electronics, mathematics, physics, chemistry, and English.

After completing the workshop school the cadet will commence a period of altogether 12 months on MÆRSK ships, where he will receive theoretical as well as practical training. The theory is taken care of through a correspondence course with the subjects: Mechanical engineering, electronics, mathematics, and English, while the practical training is entrusted to the officers of the ship. During the period on board the cadet is directly subordinated to the chief engineer, and he will be instructed in control and maintenance functions, the measuring of cylinder linings, the overhauling of pistons, auxiliary engines, refrigerating aggregates, and the like, besides daily tending of valve systems, boiler and refrigerator installations. Participation in the watch routines of the ship is one of the cadet's duties.

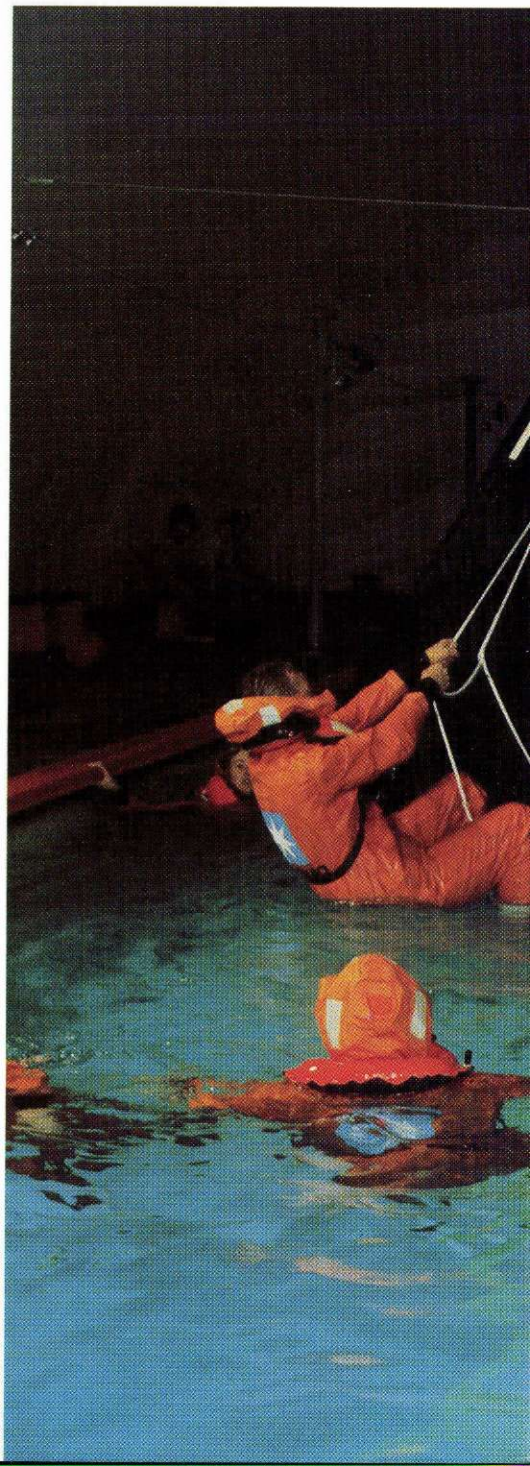
When the sailing period is at an end, A. P. Møller will enter the cadets at one of Denmark's nine engineers' schools, where, thanks to the training outlined above, the total period of study may be limited to 30 months. In this way A. P. Møller's training of cadets right through to the advanced engineer's certificate takes 63 months in all. Gaining the same result through the traditional apprentice system will require 78 months. Add to this that engineers educated in the traditional way must serve 12 months at sea before they can obtain a certificate as third engineer on board a ship. This means that a MÆRSK cadet has saved a total of 27 months.

Economy

During the entire period of training and schooling our cadets are salaried by A. P. Møller, who also covers the different training costs. This arrangement is intended to create equal conditions during the period, so that no one is prevented by reasons of economy from pursuing a career at sea as deck or engineer officer. Another great advantage is that no study debt is incurred, which could in many cases hamper the planning of a future.

Many other young people today complete studies of similar duration with doubtful chances of a future career, whereas a newly educated officer has gained access to a profession which is today without unemployment. The officer is welcome to sign on in the ships of our fleet, but he is under no contractual obligation to do so.

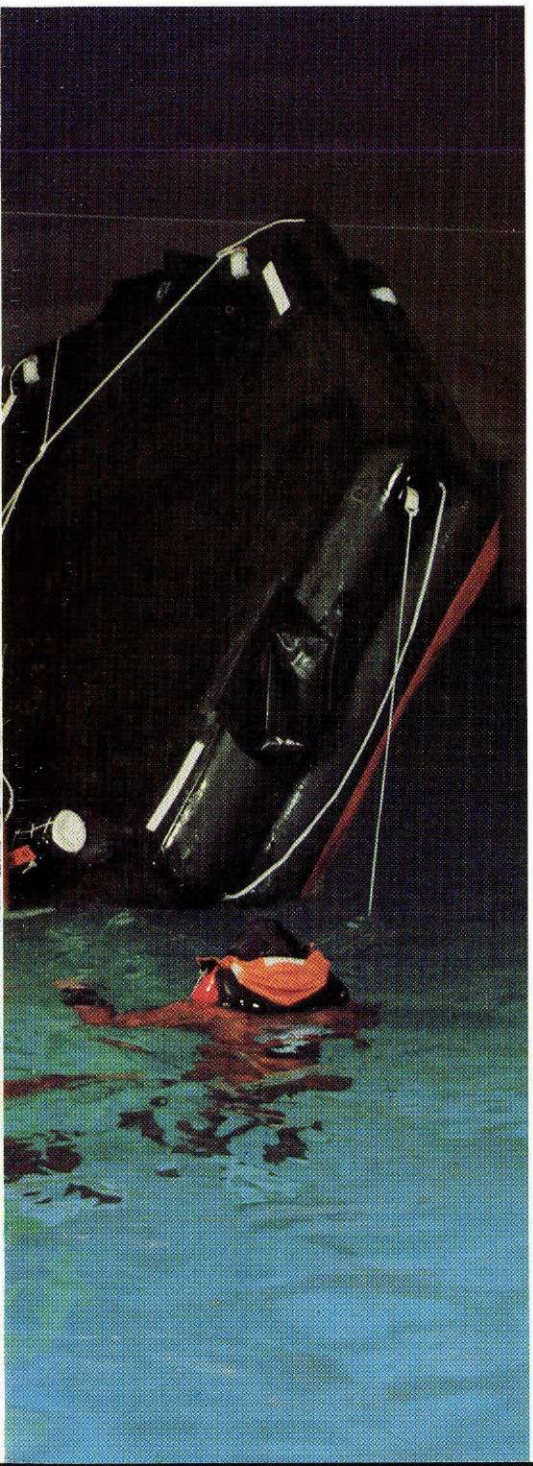
The very close connections between an officer and the A. P. Møller Companies are strengthened through the years of training, and it might be added that the majority of A. P. Møller's present staff of Danish officers started their career as cadets in the MÆRSK fleet.



◀ *Electric welding at the Workshop School.*

Two engineer cadets, during their training period on the "ARILD MÆRSK", are instructed by an assistant engineer how to maintain the rotor of a centrifugal pump.

The rotor is re-mounted.



Deck as well as engineer cadets participate in safety courses during their training period. The photos show a fire-fighting drill at the Esbjerg Brandskole and an exercise in the turning of a liferaft in the swimming-bath of the Ollerup Highschool of Gymnastics.

A team of engineer cadets appear for the signing-on meeting at Esplanaden.

The hidden

Text: Henning Henningsen, Ph. D., Curator of the Kronborg Maritime Museum
Drawing: Per Bøgh, lithographic artist
Photos of coins provided by the Danish National Museum, and by the Kronborg Maritime Museum

Roman coin found in a wreck in the Thames, an as *from A.D. 88 or 89. The front side, the obverse, shows the Emperor Domitian, and the reverse side (which faced upwards) has a picture of the goddess, Fortune, holding a ship's steering-oar.*

Coin under mast

A subject of debate, repeatedly asserting itself among seamen, is whether they as a group are more superstitious than the group they call landlubbers. Some admit it and are proud of it, others deny it firmly, maintaining that superstition is a thing of the past, today almost forgotten. And it can hardly be denied that what is termed superstition, dating as far back as antiquity, is largely on the retreat in all classes of society, even if many memories have stuck. There are still a great number of people who dislike being thirteen at table or walking under a ladder, or who like to "touch wood", or believe that certain persons have "evil eyes" and are therefore able to hurt other people by looking at them.

In the maritime field the question often crops up whether somebody still places a lucky penny under the mast, as was a habit in the days of the wooden sailing ships. When challenged, quite a number of people will admit that they still deem it beneficial to do so, and that certain shipping companies have nothing against putting coins under the mast of a modern newbuilding. During recent years there have been several examples of a captain having placed a silver coin in a small recess in the steel deck of his ship, being built at a Danish shipyard, whereupon the mast has been welded on top. This particular ceremony has even been shown on TV, which has of course given it a character of entertainment more than of an act of creed.

Not only in Denmark, but also abroad we may see examples of how people stick to the old habit. Whether they believe in the effect, or if they just look upon it as a charming old tradition, is an open question. Similarly, you may ask: How many believe today that it would spell catastrophe for a ship not to be ceremoniously named? Superstition or no superstition, the fact is that practically all newbuildings around the world go through a name-giving ceremony which is tacitly acknowledged by everybody, and which nobody would like to be without. But does anybody really believe that it will bring good luck to the ship?

Several archaeological finds during recent years have proved that the practice of placing one or several coins under the mast is from time immemoral. Proof exists that it dates back at least a couple of thousand years. In a wreck of a Roman merchant vessel from the first century B.C., found in 1962 at the French Mediterranean coast, was a coin from Cossura – a small island between Sicily and Africa – dated to 217 B.C.

The following year, 1963, the wreck of a flat-bottomed lighter from Roman times was discovered in the Thames in central London, and in its mast step was a Roman coin, an *as* of bronze from A.D. 88 or 89, the days of the Emperor Domitian. Its reverse side (which was facing upwards) very suitably bore a representation of the goddess of fortune, Fortuna.

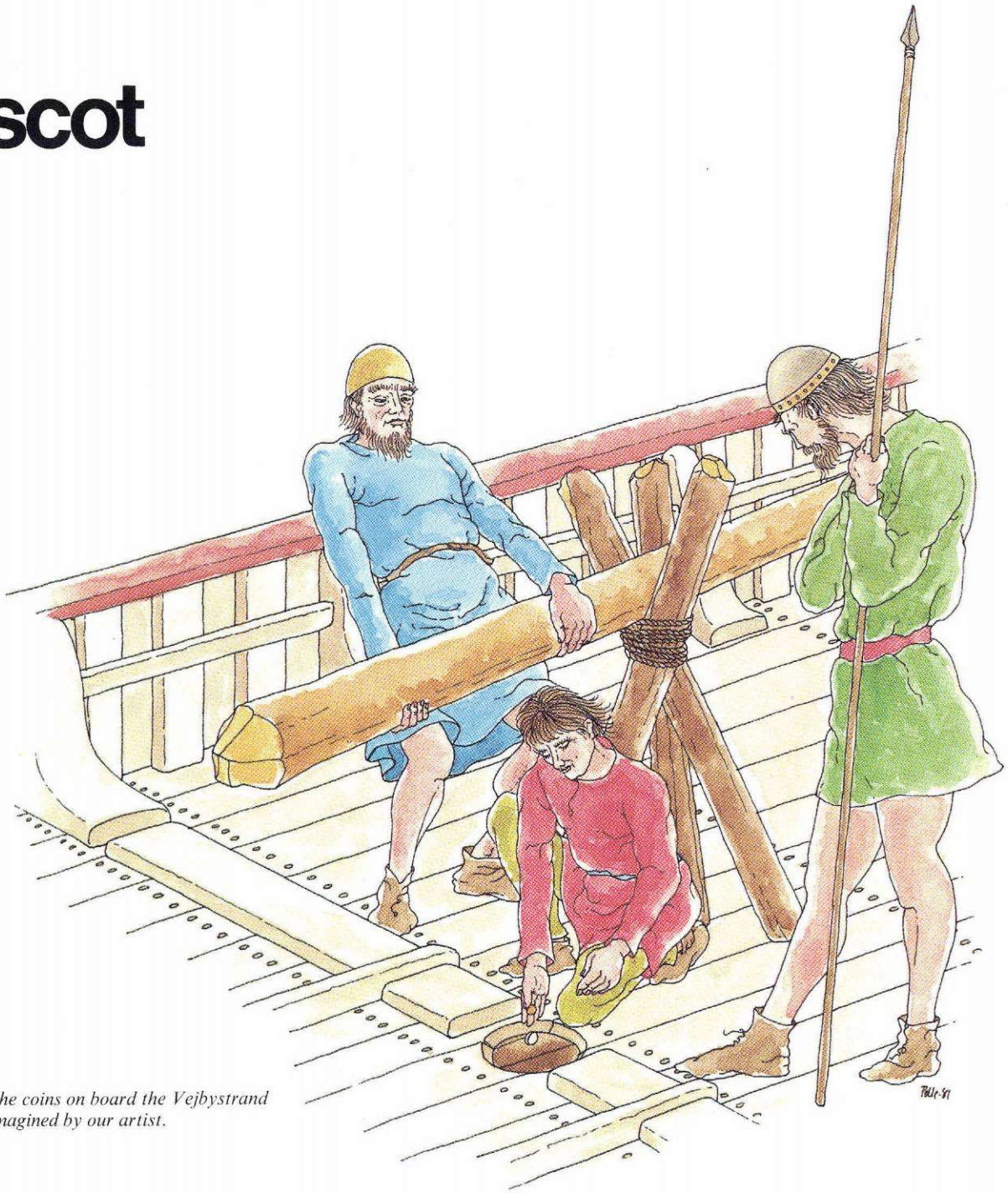
Several similar examples from the Roman antiquity are known. Thus in 1836, near Penzance in Cornwall, England, a Roman coin was found under a preserved stump of the mast in the wreck of a dugout. At that time the importance of the find was not realized, and in the meantime the coin has disappeared; but many new finds fully substantiate that it must have been a genuine mast coin.

From Northern Europe other old examples are known. In the "Äskekärr" boat (north of Gothenburg), dating from the early Viking era, the mast step had a tiny rounded hole, which looked as if it was meant for a coin. There was none, unfortunately. In the wreck of the "Kollerup" cog, dated to the mid 1200's and excavated in 1978, a lumpy mass was found with indications of copper and silver, metals typically used for mast coins, but hardly recognizable due to corrosion. Greater luck was encountered in the wreck of the "Vejbystrand" cog, dating from the 1300's and salvaged in 1977. In the mast step were two coins, a large silver coin and a small bracteate, both from Prussia (Danzig?) from the second half of the 1300's.

The Gilleleje Museum possesses some coins from a wreck found in the Kattegat, for example a Swedish 2-øre from 1573 (John III), a Danish 2-skilling from 1664, and a couple of 18th-century Hindustani coins from India. In the remnants of a Spanish ship, wrecked in the Orkneys, the mast step revealed a copper coin from 1618, wrapped up in tarred canvas and very well preserved.

From more recent years we know of multitudes of reports of coins from many different countries, and we may safely assume that the old custom has been

mascot



Placing the coins on board the Vejbystrand cog, as imagined by our artist.

known by practically all seafaring nations.

It is about time now to ask what was the purpose of placing coins in a ship. It is rather evident that they have constituted some sort of talisman, supposed to bring good fortune, lucky pennies like the ones carried about in people's pockets even today. If the ship has money under the mast, this also means there is always *money aboard.* The coin or the coins were to ensure a good *profit* with good *money* for the owner. A profitable voyage has been practically identical with a *fast voyage,* where the coin was supposed to provide *auspicious winds* and *high speed.* The fishermen again believed it would bring them *good fishing* and a *good haul.*

A silver coin was preferred to one of copper – rarely do we hear of expensive gold coins, and since, according to popular belief, silver wards of all kinds of witchcraft, such a coin would make the ship safe against *all evils, sorcery and evil eyes,* against *lightning* and *shipwreck.* It was therefore not only in the interest of the shipowner, but equally so in that of the crew, to safeguard the ship in this manner. A cheap form of insurance, one would call it today.

As it was, the coins had nothing to do with the mast itself. It was just that the mast step was the easiest place to put them. They might, of course, have been placed anywhere, for instance in a special groove between the keel and the stem or stern, or at the top of one of the masts. It was thought that the sewing of a coin into the weather vane might secure a good wind. On a Scottish ship an English gold sovereign had been nailed to the deck beam.

The coin or coins were placed during the construction of a ship, when the masts were to be fixed. Sometimes the shipwright, the owner, and the skipper placed a coin each under the foremast and the mainmast. On warships the different officers might take it in turns to place their coins. As said before the coins ought to be of the precious metals, silver or gold, and some people thought the coins should be as old as possible. In Germany coins of the year 1777 ("the three crutches") were in great demand, maybe because the figure seven was held to be a lucky number. In other places the year of the ship's delivery was preferred. If the coin bore a picture of a king or a ruler, this side should be turned upwards. In certain places foreign coins were preferred to one's own. When the 3-masted schooner "FULTON", built 1915, had

Two Prussian coins, found in the mast step of the Vejby cog, indicate where and when the ship was built. The large coin, of which we see the obverse as well as the reverse, is known as a 'halbschoter', minted by the German Order in Prussia from around 1365. It has suffered heavily from the six hundred years under water, and the coat-of-arms of the German order can only just be distinguished on the obverse side. The other, rather small coin is a 'bracteate', known for instance from a Danish find, dating back to 1365. The two coins show that the ship must have been built in Prussia – and in that case probably at Gdańsk or Elblag, which are known to have had big shipyards. Further, that the ship's age was 6 months at the most when it was wrecked.

her masts taken out in 1970, a Swedish 25-øre from 1892 and an English sixpence from 1893 were found under the foremast, and under the mainmast a Swedish 25-øre and a Danish 10-øre, both from 1907, plus a German 1 Mark from 1912. On one occasion it is mentioned that coins that had been found should be preferred. It is reported that a certain ship.s carpenter invariably put down a fixed amount, namely 27 øre, presumably his lucky number.

To prevent copper coins from oxidizing they were sometimes tarred, or grease was put into the hole before the coins were laid down.

When a ship was to be overhauled, the shipwright invariably controlled whether there were any coins under the masts. Young apprentices who were not so strong believers might be tempted to steal them to buy beer or other things, so the shipwright took them in custody. After all, they were to be restored, preferably with the addition of a new silver coin. In many cases the master of the ship or owner gave a coin, maybe an old coin passed on through generations in the family, maybe a golden 10-kroner piece, or a rare anniversary coin. In other cases the shipwright himself placed a coin, or he might pass his hat around for contributions from ship's carpenters and apprentices. Many owners inquired whether the shipwright had remembered to place the coins. After all, it was important that the ship should keep its guarantee of happy sailings. One could only hope that the apprentices did not succeed in extracting the coins at the very last moment, replacing them by a few simple, low-value coins.

As stated, doubt increased among seafaring people regarding the efficiency of mast coins. It was no secret that quite a few ships foundered even if they were secured through coins under the mast, or that others, which had no coins, managed very well. But in spite of the growing number of disbelievers, the custom was continued in most places. At any rate, even the strongest disbelievers had to admit that it would not do any harm. Quite apart from the doubt the transition to engine-powered iron and steel ships made it technically more difficult to place coins in these than in traditional wooden ships.

Other objects

By the way, it need not always be a question of coins. When the British ship of the line, "ROYAL ANN", went to the breakers at Portsmouth between 1760 and 1765, a tiny bottle of mercury was found in the keel. No doubt, it had been thought that this liquid metal, always in motion somehow, might transfer this ability to the ship and make it fast and manœuvrable. A number of British ships of the 1800's were built at Bombay in India. It was a local custom here that at the laying of the keel some distinguished personality, for instance the governor, drove a six-inch silver nail into the connection between the stem and the keel, as was the case in 1807-08 with the ship of the line "MINDEN" and the East Indiaman "CHARLES GRANT", and in 1813 with the ship of the line "CORNWALLIS". In the latter, which was scrapped in 1958 after having served as a wharf for many years, a corroded Indian coin was found inserted between the planks.

The purpose of a silver nail, which has also been used in other countries, such as Russia, was to protect and benefit the ship. Many sailing vessels had a horseshoe nailed to the mainmast. This habit also aims at protecting the ship, as iron and steel are supposed to avert evil.

On the Tigris River in Iraq the "guffas", round, wicker-work boats, caulked with asphalt, are still used. To stave off accidents, called forth by "the evil eye", the owners might press some kauri shells (shells of small snails, serving as primitive coins during many years in Asia and Africa) and blue pearl buttons into the asphalt on the outside of the boat, following certain patterns, for instance a rosette surrounded by a circle.

It should be added that for instance in the Netherlands, Belgium, Germany, the Baltic states, and Scandinavia, it was commonly believed that it would be beneficial if a bit of wood, a plank, a plug, or any other such object that had been stolen, could furtively be placed in a newbuilding. This would endow the ship with the characteristics of a thief, i.e. it would become fast, especially at night. It was even recommended to fix a stolen silver spoon to the stem of the ship; that would ensure good speed.

In several places in Denmark, as well as in England, it was common belief that if, during the building of a ship, a bone of a bird was fitted into the keel of a ship, this would lend the speed of the bird to the ship. It was even thought that the bird would take its abode in the ship, and that it would materialize in the shape of a live bird to warn the seamen when a storm was approaching.

On land

The custom of placing a coin or something else in a ship is no doubt related to – or might even derive from – the tradition, for many years practised on land, of placing coins, iron or steel objects, bones of animals, stolen bits of wood under a new house being built. These objects were supposed to act as a kind of mascot that would yield protection through witchcraft. But even in other respects the house might benefit from it, for when coins had been laid down in the basement, the house would never be short of money. This belief is shared by more people today than any of us would assume. When somebody moves into a new flat or house, friends will often turn up with little gifts of salt, bread, or money, to save the new occupants from running out of these things.

On rare occasions, in the very old days, regular "building sacrifices" have been made, in the way that a living being, an animal or even a child, was buried under a new house. It is a question whether this may really be termed a sacrifice, and to whom it was made, the purpose being, of course, to invest the house with the soul of the dead animal or child, thus protecting it against all sorts of dangers.

When the foundation stone of a building is laid down to day, and coins are placed in a cavity underneath ("samples of today's legal tender" is the proper term), nobody is thinking along the lines of the original purpose, just as when somebody fixes a horseshoe over his door. But there is absolutely no doubt that these customs are time-old, that they are related, and that the question of mast coins cannot be regarded as an isolated phenomenon. They are all methods employed by mankind to safeguard themselves against the evils of an unmerciful nature, and to grasp at their lucky star.

The "SALLY MÆRSK" during her trial runs in the Kattegat.

New gastankers

The MÆRSK fleet has received the first two of a series of new LPG/NH3 tankers from the Lindø Yard. These newbuildings have a cargo capacity of 15,000 cbm, and are the largest ships of this type so far built in Denmark.

The first ship of the series, newbuilding No 89, was named "SALLY MÆRSK" on 4 September by Mrs. Karin Salling, wife of Mr. Herman Salling of Århus (joint owner, with A. P. Møller, of the Dansk Supermarked). The ship was taken over on 11 September at Århus, where it was open to the public in connection with the A. P. Møller maritime exhibition during the weekend 12-13 September. The fact that Århus itself celebrated its 'Festival Week' resulted in visits by a great many people to the ship as well as to the exhibition in the former Ford building near the waterfront. See report on page 26.

"SALLY MÆRSK" is skippered by Captain Knud Frerks, and has Helmuth Larsen as chief engineer. The first officer is Hans P. Carl, and Jürgen Dethlefsen is chief steward.

The maiden voyage was to Flotta in the Orkneys for a cargo of propane for Termeuzen in the Netherlands.

Mrs. Karin Salling, sponsor of "SALLY MÆRSK", together with Yard Managing Director Troels Dilling.

Señora Teresa Larrea, sponsor of "SVENDBORG MÆRSK".

The sister ship, newbuilding No 90, was named at Lindø on Friday, 2 October. The ship was sponsored by Señora Larrea, wife of Señor Silvestre Larrea, commercial manager of Asfaltos Españoles S.A., Madrid, and was named "SVENDBORG MÆRSK".

Master of the ship is Captain Steen Neergaard Ottosen, and Ole Elvitz Elvø is chief engineer. The first officer is Benny Nielsen, and P. E. Würtz Andersen is chief steward. The ship was taken over on 23 October.

"TYRLA" - MAERSK AIR's "beater" in the Faroe Islands

MAERSK AIR has added a new sphere to the activities of its helicopters. Since 1974, MAERSK AIR has carried out supply operations from the heliport at Esbjerg Airport to Danish offshore installations in the North Sea, as well as to platforms in the German and Norwegian sectors of the Continental shelf. Experience gained in these operations has prompted MAERSK AIR to extend its activities in the helicopter field even further.

Thus, at the end of June, MAERSK AIR signed an agreement with the Faroese local government to establish scheduled flights in the Faroe Islands during a three-months' trial period, using a Bell 212 helicopter. The helicopter was of a version that will accommodate 13 passengers, but the seats are easily removed to give space for cargo.

Already at the arrival in the Faroes in early July, the helicopter was named TYRLA, which is Faroese for "beater".

The geographical character of the Faroe Islands hampers the communications and traffic required by a modern society. The outlying villages and islands must have access to regular transport connections, which may be difficult to maintain through traditional ferry services, especially in winter. Add to this the fact that many remote villages depend on a primitive road system. Even very great investments would be needed to develop this network of roads, not least because it would entail a great deal of tunnelling.

Most of the regular flights were quite short. One specific route, between Hattervik and Svinø, may be covered in three minutes. Then again, the helicopter was scheduled to call at 28 different places in one day.

In addition to the regular flights the helicopter also carried out quite a number of pure freight operations, like the carrying of 47 tons of cement to a mountain ridge where a new meteorological station is being built. As there are no roads leading up there, the helicopter is the only means of transportation which is able to shoulder such a job.

On the whole, our assignments in the Faroe Islands were extremely varied. Milk from the cows of little islands was flown regularly to the dairy at Torshavn, and if there was a birthday party in one of the villages, the helicopter was responsible for taking guests there and back. When Prime Minister Anker Jørgensen visited the Faroes recently, he was taken on a tour in our helicopter.

A very special task fell to TYRLA on 29 August, when, during a flight between Torshavn and Tværå, our pilots, Flemming Degn and Jan Hagemann Sørensen, intercepted a radio correspondence between the control tower at Vagar and an American pilot in a private plane, in difficulties when trying to approach the Vagar airstrip which had poor visibility. Half an hour later, when TYRLA had touched down at the Torshavn heliport, the pilots sighted a single-engined propeller plane at an altitude of about 700 feet. Flemming Degn called the control tower at Vagar and learnt that the weather was still bad there, and that the air traffic controller thought the private plane needed help for the approach.

The helicopter took off and made for the Nolsøe radio beacon, for which the private plane was also asked to shape its course. After ten minutes, visual contact was established, and the helicopter tailed the private plane which, by now, was speedily running out of fuel. It was directed to Vagar, where both aircraft landed safely.

"TYRLA" at the helicopter landing strip of Torshavn.

The milk from Svinø reaches Torshavn by helicopter.

Live cargo, a calf ready for its first trip by air, from Vagar to Gåsedal.

Refuelling at Torshavn is done by hand.

MAERSK AIR's fleet

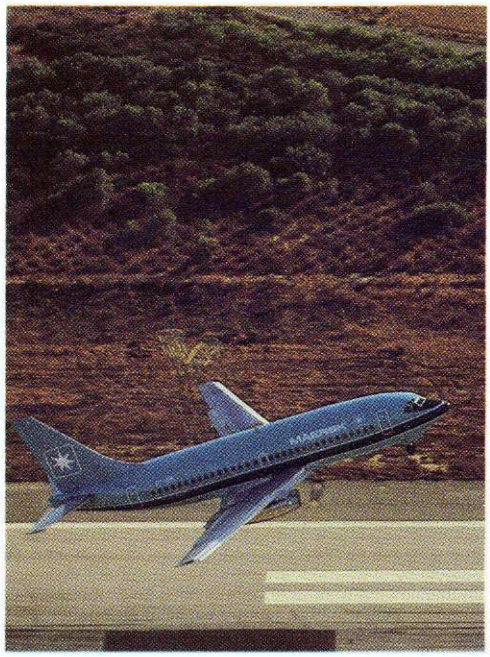
With the latest changes in the MAERSK AIR fleet, our company now has at its disposal the most modern fleet of aircraft in Scandinavia.

The four oldest planes, of the type Boeing 720B, have been sold to our charter competitors, Conair, the last of them being handed over at the end of the summer season, i.e. in November 1981.

Besides, MAERSK AIR has returned the HS 748 planes, on charter, and replaced them by its own Dash 7's for domestic services. The Dash 7, a four-engined turbo-prop aircraft, seats 50 passengers, it is the most silent passenger plane in the world, and in addition it tops the list regarding fuel economy in relation to Danish domestic routes. Its STOL performance (*s*hort *t*ake-*o*ff and *l*anding) makes it ideal for touch-downs on even very short runways.

Today the MAERSK AIR fleet consists of:

8 Boeing 737 Advanced
2 Dash 7 De Havilland
1 Hawker Siddeley HS 125-403B
5 Bell 212 helicopters



Boeing 737-200 Advanced

127 passengers

OY-APJ medium range (leased)
OY-APK medium range (leased)
OY-APO long range
OY-APP long range
OY-APR long range (leased)
OY-APS long range
OY-MBZ long range
OY-MBW long range

Starting from the island of Kos.

Dash 7 De Havilland

50 passengers

OY-MBC
OY-MBD

MAERSK AIR's new turboprop type.

Hawker Siddeley HS 125-403B

8 passengers

OY-APM

Known as "JETTE MÆRSK".

Bell 212 helicopters

9 passengers

OY-HMA
OY-HMB
OY-HMC
OY-HMD
OY-HME

Georg Stage and Rosti

It is Friday morning at the Holmen in Copenhagen. It is early July, and, according to tradition, it is raining. Already when passing the sentry one is able to see the fine rigging above the roofs, and then suddenly it is there, the training ship "GEORG STAGE", a neat little full-rigged ship, bustling with activity. It is a few days before the training ship is setting out on her annual summer cruise with 60 hopeful young people.

They wash down the deck, they paint, they polish, and provisions are taken aboard. Captain Jespersen has visited ROSTI together with the first officer and the cook, and they have selected the strongly coloured, solid melamine tableware, which is now being delivered. The crew is divided into sections of 12, who get each their own colour; this makes it easier to see where the utensils belong, explains Captain Jespersen.

The training ship "GEORG STAGE" is owned by the institution GEORG STAGES MINDE, which was established in 1882 by Shipowner Carl Frederik Stage and his wife Thea Stage, with the object of enabling young people who wish to go to sea to receive their first training in practical seamanship on board a training ship specially dedicated to that purpose. The ship was named "GEORG STAGE" after Thea and Carl Frederik Stage's only son, who died at the age of 22.

The present ship, which is the number two ship of that name, was built at the Frederikshavn Yard in 1934-35; a fine little training ship, which set out on her first cruise in April 1935.

The "GEORG STAGE" at Holmen while being equipped.

The young crew members carrying the new ROSTI tableware on board.

Unpacking. There are different colours for the different sections of the crew.

A special greeting from A. P. Møller, 10 large Danish "layer cakes", were ceremoniously carried on board by Ships' Personnel Dept. staff.

Alongside Esplanaden

From 27 to 31 August the training ship "GEORG STAGE" was moored at the Esplanaden quayside, parallel to our head office. At the same time the training ship "DANMARK" was moored at the naval dockyards opposite our waterfront, giving A. P. Møller staff an opportunity to watch, at the same time, Denmark's only two surviving full-rigged ships.

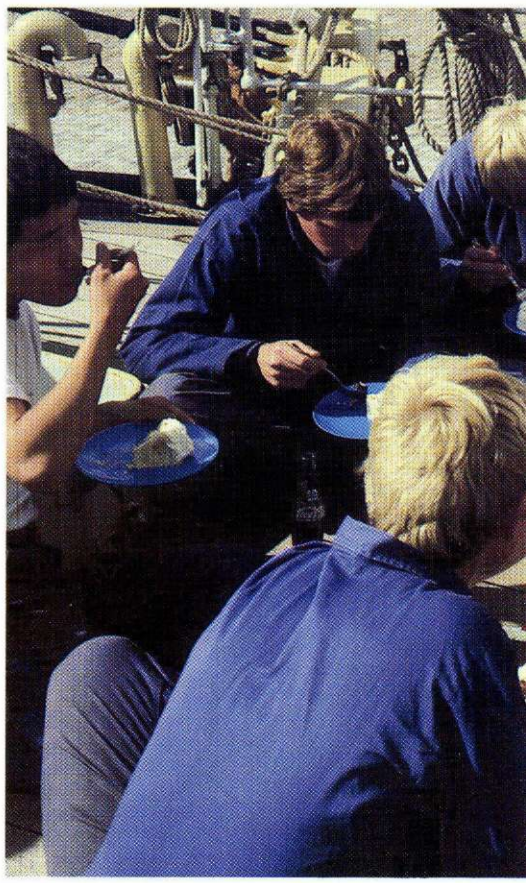
"GEORG STAGE" called at Copenhagen as part of her summer cruise, this year lasting from 22 April to 30 september. "DENMARK" began her summer cruise on 16 July, and called at the naval headquarters in connection with her approaching departure via the Atlantic to the Mediterranean, where the cadets will sign off by mid December. "DANMARK" will remain in the Mediterranean till the middle of January when she will receive a new team of cadets

see article on page 3. This marks the beginning of the long winter cruise to the West Indies and the USA, finishing off with the return to Denmark next June.

Both ships serve as floating maritime schools during their summer cruises, whereas during her winter cruise the "DENMARK" plays an important role in the training of deck cadets. The "GEORG STAGE" is laid up every winter.

While lying alongside Esplanaden "GEORG STAGE" attracted great attention from Copenhageners in general and from A. P. Møller staff in particular. As a special greeting from A. P. Møller, Friday 28 August saw the ceremonious transfer, by Ships' Personnel Dept. staff in single file, of 10 large-size Danish "layer cakes" from one of the A. P. Møller ground-floor windows to the ship's side, where they were properly piped on board. The cadets on duty in the galley were allowed to enjoy their share in the open as seen in photograph.

Immediately upon receiving this gift from A. P. Møller, signal flags went up on the mizzen-mast, spelling out "TAK APM" (=thanks APM).



The boys on duty in the galley were allowed to enjoy their share in the open.

The signal flags on the mizzen-mast spelled out the letters: "TAK APM" (= thanks APM).

Traditional types of sailing-ships

What are they called?

Text and photos: Kaj Lund.

The era of sailing-ships is past. That is what we have been told during half a century. But considering the fact that every summer the sight of thousands of sails meets our eyes along the Danish coasts, we shall have to moderate the cliché and state that the epoch of the *cargo-carrying* sailing-ships is at an end.

In return, the sailing-ship has become a cultural factor, asserting itself in the fields of recreation, health, and social pedagogy.

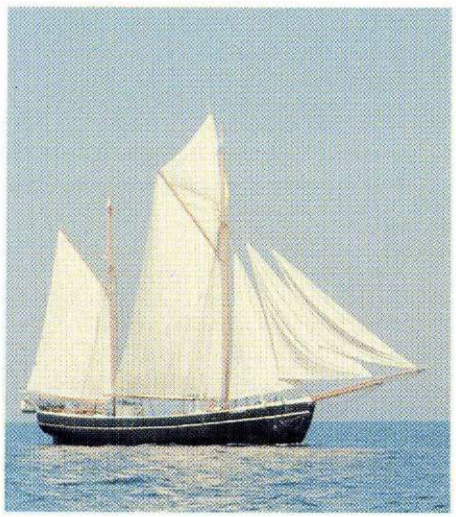
The majority of the sail-carrying cargo vessels have been worn out, but the new generation has an open mind for the cultural values vested in preserving some of the veterans, and in getting them operational in their original shape – often as a kind of therapy for youngsters out of social balance. Also, quite a few new variations of the old types are built today.

It should be added that a number of seafaring nations have preserved the tradition of using the 'tall ships' for part of the fundamental training for the merchant marine or the navy.

This gives us a chance, even today, to see traditional sailing-ships from the days of our grandparents, either at sea or in port. – And how then do we denominate these types of ships?

Here are some examples:

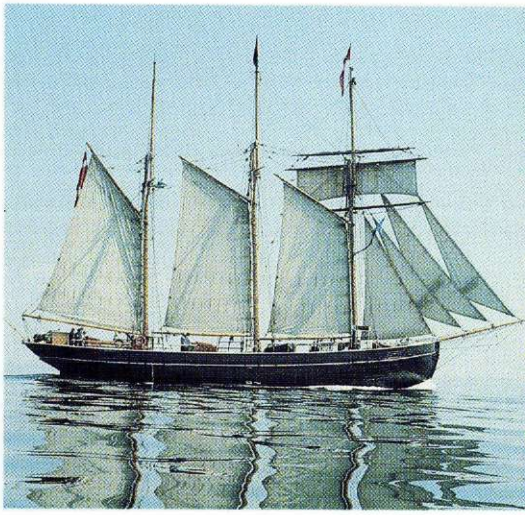
Baltic sloop "JENSINE" of Haderslev. 31 GRT. Built 1853 at Aalborg. Probably Denmark's oldest active sailing-ship. This sloop has a mast in a single spar and a bowsprit lengthened by a long jib boom. She carries one gaff sail and three headsails, named (from the mast forwards): Forestay sail, jib, and flying jib.



Baltic ketch "ANNA MØLLER" of Svendborg. 49 GRT. Built 1906 at Randers. This ketch has a Baltic transom stern and two polemasts. She carries three headsails, main gaff sail, and mizzen gaff sail. Above the mainsail she carries a gaff topsail.

Ketch "GRATITUDE" og Gothenburg. Displacement 100 tons. Built 1907 at Porthleven. It now belongs to the Svenska Kryssarklubben. The mainmast always has a topmast, and the hull is usually slender. The "GRATITUDE" carries a gaff topsail above the mainsail and a red staysail between the masts.

Two-masted fore-and-aft schooner "ARON" of Svendborg. 61 GRT. Built 1906 at Marstal. Today employed in passenger charter traffic in the Baltic. In addition to the fore-and-aft sails she may carry a square foresail under a yard on the fore lower mast.



Three-masted topsail schooner "MERCANTIC II". 100 GRT. Built 1942 at Svendborg. Employed in various kinds of charter traffic. The type got its name from the square topsails carried on her fore topmast. These sails are not set in the photograph.

Three-masted fore-and-aft schooner "ELINOR" of Copenhagen. 71 GRT. Built 1906 at Stubbekøbing, training ship in the Baltic during the summer and used in passenger charter traffic in the West Indies in winter. She is seen carrying her square foresail hauled to windward. Between the port yard arm and the topmast one (of a possible two) triangular raffee topsail is carried.

Full-rigged ship "DANMARK" of Copenhagen. 790 GRT. Built 1933 at Nakskov. State training ship for the Danish merchant navy. All three masts are full-rigged. Each mast is crossing five yards, and the sails are named from the top: Royal, topgallant, upper topsail, lower topsail, and course. The special names of the courses are from the front: Foresail, mainsail, and crossjack. The latter is seldom set. Then again, the full-rigged ship always carries a trysail, termed spanker, on her mizzen-mast.

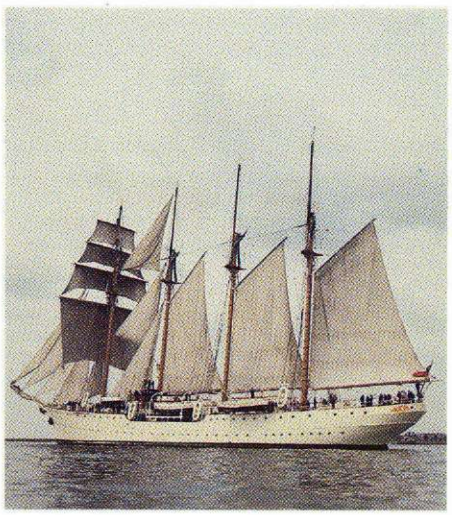
Three-masted topgallant schooner "ACTIV" of London. 128 GRT. Built 1951 at Svendborg. Now a cruise vessel. She crosses four yards on her foremast, and the names of her sails are from the top: Topgallant, upper and lower topsail, and running square foresail. The latter is not set in photo.

Brig "ROYALIST" of London. 83 GRT. Built 1971 at Cowes as a training vessel for the Sea Cadet Association of London. The brig has two fully square-rigged masts. The "ROYALIST" is a modernized version of the brig, crossing only three yards on each mast. These are of aluminium.

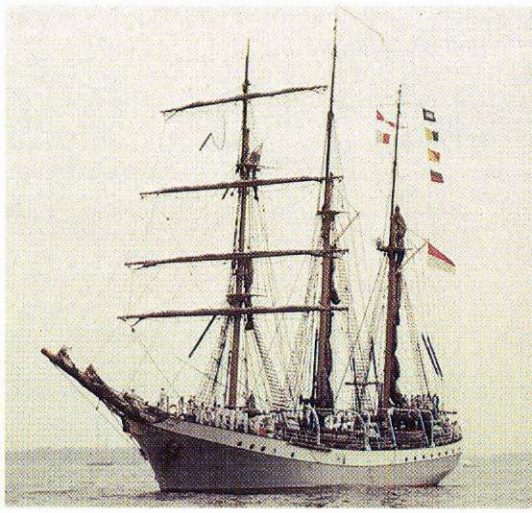
Three-masted barque "GORCH FOCK" of Kiel. Displacement 1760 tons. Built 1958 in Hamburg. German naval training ship. On a barque the aftermost mast is always fore-and-aft rigged, carrying only trysail (in this case a double gaffsail), gaff topsail, and staysails. The other masts are fully square-rigged.

Four-masted barque "SJEDOV" of Riga. 3556 GRT. Built 1921 at Kiel. Soviet training ship for officers for the fishing-fleet. The largest sailing ship in the world. The aftermost mast carries only fore-and-aft sails. The other masts are square-rigged, each crossing six yards. The sails are named from the top: Royal, double topgallants, double topsails, and course. About ten four-masted barques are still in existence today, of these four are operational.

Brigantine "EYE OF THE WIND" of Faversham. 150 GRT. Built 1911 at Brake, Unterweser. Now employed in world-wide passenger charter traffic. She is a clean combination of a brig and a schooner, with a full-rigged foremast, crossing four yards, and a fore-and-aft rigged mainmast.



Four-mast barquentine "ESMERALDA" of Valparaiso. Displacement 3500 tons. Built 1946-54 at Cadiz. Chilean naval training ship. The foremast is fully square-rigged with four yards, and the rest are fore-and-aft rigged. Between the foremast and the main mast she carries three staysails instead of a trysail. She may also carry six headsails, five of which are set in this photograph.



Three-mast barquentine "DEWARUTJI" of Surabaya. Displacement 810 tons. Built 1952 in Hamburg. Indonesian training ship for navy and merchant marine. The foremast is fully square-rigged with five yards, and the other masts are fore-and-aft rigged.

Readers who wish to know more about types of sailing-ships are referred to Kaj Lund's work 'Vinden er vor', volumes 1 and 4.

Volume 1 contains a comprehensive description of the "ANNA MØLLER", a ketch donated by A. P. Møller to the National Museum in 1976.

Gold medal for DISA apprentice

Ivar Mølgaard with his share of the gold.

DISA won gold! Or more correctly, part of the gold, or to be quite exact: DISA apprentice Ivar Mølgaard was one of the eight young people who won gold for Denmark in the International Rowing Championships at Munich in August. They rowed a light-weight eight.

Until the day when the gold was secured, colleagues in Dept. 148 had no idea what Ivar did in his spare time. Except that he spent quite some time in the Bagsværd rowing club. But when, on 31 August, he came home after the exciting events in Munich and 14 hours on the train, the spokesman of the apprentices was on the platform of Copenhagen Central Station to welcome him together with 150 other people. The first gift of welcome was handed over: A day off!

The day was spent visiting the Mayor of Gladsaxe, Mrs. Tove Schmidt, receiving a golden lighter from Tom's chocolate factory, which is one of the sponsors of the rowing team, holding a press meeting, celebrating, and maybe resting a little.

On Wednesday morning the entire Dept. 148 were ready to welcome their golden-prize winner. There were lots of flowers, and beer and fizzy waters were handed out. And, once again, Ivar had to tell his story.

– What is the speed required to win the gold?

– Well, in this case we had to cover the 2,000 metres in 5 minutes and 58.61 seconds, corresponding to about 20 km/h. The Danes were leading during the entire race and won by a quarter length and half a second before the Italians, and with the Spaniards being third. Also competing for the gold were France, the USA, Canada, England, and Germany. The Danish eight, coached by John Faulkner, is composed of rowers from all over the country. But it takes more than just being quick on the oar to become a world champion.

– When you rise into the elite on a world basis, it costs somewhat more than the 150 kroner per quarter for the club to be a rower. Money is required – lots of it – for equipment, journeys, etc. Tom's Chocolate and Omega Clocks are sponsors for the Danish gold eight. The boat used to win the gold had been hired in England for 15,000 kroner – for a period of 13 weeks.

– The fact that we won by only a quarter length in front of the Italians shows how important it is that one's equipment is in perfect order. Otherwise you cannot keep at the top, says Ivar Mølgaard. But now that we have won gold, it may be a little easier to get money from the sponsors in future.

– How much time do you devote to your training?

– At least two hours a day. Plus twice two hours over the weekend. So, my circle of friends is limited to the rowing-club. There is no time for acquaintances outside, or for any other pastimes.

– It has been necessary for you to be exempted from work?

– Yes, on that point DISA has been very obliging. But when I asked for leave for the world championship shortly after I had taken part in the Nordic championship, Mr. Schneider did grumble a bit.

– It is on condition that you return with a gold medal, he said.

– I cannot promise you anything, I answered. But I shall do my very best ...

Round Sealand

The sails are prepared, and the boat is gone through before departure by Kappel (left) and Schirmer.

Departure from Snekkersten harbour.

A. P. Møller's sailing-boat "RASMINE" was manned this year by six Newbuilding Dept. staff members, C. P. Dam (skipper), J. J. Kappel, Poul Olsen, Hans H. Pedersen, Jørgen Schirmer, and A. C. Østergaard. The boat was taken over at Snekkersten harbour, and after a short instruction the course was shaped for the starting line off the Elsinore North Harbour, about an hour before start on 19 June.

The race was started at 1400 hours, and after a couple of hours without any wind, and with tricky currents, the weather changed to a fresh westerly breeze.

With her 33-foot length and 5-ton displacement the "RASMINE" was a fast and comfortable craft in the brisk wind, and apart from a broken spinnaker boom we had some good sailing, which was enjoyed very much by our crew.

The boat took part in the sea-cruiser class, and we carried through in 40 hours, which entitled us to a 3rd place.

The MÆRSK teams at Færgehavn Nord before it all began.

The girls getting ready. Molly the cox is set on winning.

The MÆRSK boys winning the first heat.

MÆRSK girls triumphant

"Oh gentle women, how powerful you are---". With this slight alteration of an almost classical quotation MÆRSK POST would like to join in the jubilation marking the top result scored by the MÆRSK female team, on 2 September, in the annual longboat rowing matches between the Nokken and Tuborg Harbour.

This was the first appearance of a MÆRSK female team, and indeed, no less than a first prize was enough for them, accompanied by a silver cup for our club, individual medals for the nine girls (eight and a cox), Tuborg blouses (the breweries were on the organizing committee), laudatory remarks, etc.

Special attention was focussed on the MÆRSK cox, Molly Kjeldsen. With very short notice (the decision on female participation was not taken til three or four weeks before the meeting) she boldly volunteered for a role she had never played before. A hastily composed team of well trained and not so well trained good women and true from the Esplanaden hove at the oars for a few evenings, and then simply baffled everybody by rowing one of the heavy longboats of the Danish Navy half a nautical mile from the Nokken of Ferryport North to the northern jetty of Tuborg Harbour in 6 minutes and 25 seconds, one boat's length ahead of No. 2, the Port of Copenhagen Authority.

According to tradition, Molly, as cox, had to have a ducking. Having "helped" her overboard two of her crew loyally dived in themselves, whereupon at least twenty pairs of hands were kindly stretched out by young men in the escorting motor launches. At this point it might be added that far from all male teams scored results like that of our girls.

Amid all the celebration of the fair sex we must not forget the brilliant efforts of the MÆRSK boys. It is true that for several years we have been looking for a somewhat better result than what MÆRSK POST has, euphemistically, termed "No. four in the third heat" (read: last of the slowest heat). But this year we were delighted to watch our boys first of all win their initial heat, and secondly take part in the finals with the timing: 5 minutes and 16.9 seconds. This gave them a fourth place altogether, probably nearly the maximum they can hope for as long as the Hundested-Grenå Ferry Service and the Hundested Fishermen participate. These two teams usually lay claim to the first and second prizes, and nobody has so far been able to oust them. But from now on we expect to see the MÆRSK team in all the finals.

Apprentice of the Year

Mr. Tom Sten Sørensen was selected "Apprentice of the Year" for 1981, and was presented with the trophy during a gathering at the Maersk Line Hong Kong Office. Mr. Sørensen received this award for his performance during his two years of training while attached to the Esplanaden Office.

To continue his training Mr. Sørensen was transferred to Maersk Line (Hong Kong) Ltd., where he has been working in the Europe- and Traffic Sections since June 1981, dealing with the complexity of managing the vessels' operations as well as other aspects in connection with terminals and agency duties.

The picture shows the handing over of the trophy – a wrist watch – by Mr. Per Jørgensen, General Manager of Maersk Line (Hong Kong) Ltd.

Ship's bell

The A. P. Møller Workshop School in Svendborg has mounted a ship's bell from the former MÆRSK tanker "A. P. MØLLER". The engine apprentices themselves have constructed the special bracket and bolts used for suspending it on the wall. They were also responsible for cleaning and polishing the bell.

"ANNA MÆRSK" and the Panama Canal

In September the Panama Canal Commission received a special greeting from Maersk Line in the form of the ship's bell and the chronometer from m.s. "ANNA MÆRSK", as well as a framed photograph of the ship.

During her 27 active years in the service of Maersk Line, partly in the 'Round-the World' line, partly in the Panama Service (U.S. East Coast/Far East and vice versa via the Canal) she made altogether 57 transits of the Panama Canal.

The above photograph was taken at the handing over of the mementos to the Canal Commission, showing (behind the ship's photograph) Commission Administrator D. P. McAuliffe, behind the bell Deputy Administrator Fernando Manfredo Jr., on the far right and left, respectively, Arnold Hauge and Peter Morland, both representing Maersk Line's agents C. B. Fenton & Co., who were responsible for the handing over on behalf of Maersk Line.

m.s. "ANNA MÆRSK", built in 1949, seen in its original grey hull colour. The MÆRSK-blue colour was introduced in 1956-57, and during the following years all the ships of the MÆRSK fleet were repainted, and the background for the denomination 'The Blue Fleet' had been supplied.

Football

Tanker crew versus Tanker Dept.

When the product-carrier "NICOLAI MÆRSK" was discharging at the Prøvestenen in Copenhagen from 23 to 29 September, a football match was arranged between the crew of the ship and a team from the Tanker Dept. of Esplanaden. It developed into an exciting and entertaining match, which was won by the Tanker Dept. by 2-0.

The photo shows the two teams with Captain Palle J. Christensen on the left flank. The ship's crew wear blue shirts.

Lars Kastrup

"Battle of generations"

On a muddy, rain-softened football field at Skovshoved, on Sunday 11 November, a prestige match was played between a team of APM office apprentices and a team of 'graduates'. And let it be known right away: When the referee blew for full time, the joyous faces of the apprentices rivalled the rays of the sparkling sun. They had won by 3-2. After one and a half hours of stubborn fighting.

The 'graduates' set out like greased lightning. One goal to nil, thanks to Peter Brask, after three minutes. 2-0 was the score after another 15 minutes, engineered by Søren Vestergård who made an elegant solo dribble along the left touchline, centred in front of the goal where Thorkild Hove demonstrated, just for once, how well he can use his head, nodding the ball between the goal posts.

However, the apprentices did not give up. A few minutes before half time Flemming Hansen reduced to 2-1 through a long-distance cannon ball, a wet and greasy ball which the 'graduate' goal-keeper was unable to grab. Only eight minutes before time Finn Skanderup secured two all by an excellent header, and with barely three minutes to go Flemming Hansen was at it again, scoring the decisive goal for the apprentices. And in spite of several 'graduate' attempts at equalizing, the result remained 3-2.

At the following lunch the fighter prizes were handed out, and apprentice Flemming Hansen and graduate Laustsen each took home a tracksuit. The match aroused great interest at the Skovshoved Stadium, and this arrangement may very well become an annual fixture.

Peter Brask

Apprentices wear green jerseys, 'graduates' are in blue.

25,000 Jutlanders visiting

After hardly a week at Randers (in late August) and at Århus (in mid September) about 25,000 Jutlanders had seen the A. P. Møller maritime exhibition. The first showing had been made at Langelinie in Copenhagen in connection with the naming of the "LICA MÆRSK" on 1 June.

After the success in Copenhagen A. P. Møller was repeatedly approached regarding this exhibition, and it was decided to arrange showings in various provincial towns. In the first round Randers and Århus were selected.

Why these two? Well, the newest MÆRSK ship at that time, m.s. "LICA MÆRSK", has Randers as her home port. There is a harbour at Randers, Denmark's only riverside harbour. It is true that the 33,700 tdw. "LICA MÆRSK" would never get anywhere near this tiny harbour, but A. P. Møller would like to tell something about the new "daughter" of the town.

And what about Århus? Well, being East Jutland's largest port, Århus was naturally selected as she afforded an opportunity to accommodate the 17,500 tdw. gas-carrier (LPG) "SALLY MÆRSK", just taken over from the Lindø Yard.

Our experience from Langelinie in the early summer had told us that a ship is *the* thing to show if you wish to attract the old as well as the young. And in Århus this was corroborated, as no less than 18,000 persons came on board the "SALLY MÆRSK" during one Saturday/Sunday.

The exhibition

A. P. Møller's maritime exhibition is comprehensive. Through the use of mounted plates and models, supplemented with film- and slide-shows, the exhibition is aimed at giving the public a survey of A. P. Møller activities, as well as an understanding of them. In their texts and, especially, photographs the plates give an account of the historical development since the start in 1904, partly centred around Mr. A. P. Møller and Mr. Mærsk Mc-Kinney Møller, partly with the focus on the growth of the fleet from s.s. "SVENDBORG" (1904) to the containerships and gas-carriers of today.

The tankships have their own separate space among well over 60 plates; so have the supplyships, the drilling activities, the bulk and special vessels, and Maersk Line's container service. Odense Steel Shipyard has its own section, just as a special effort has been made to picture life on board. Last but not least, a separate training section has been included, which invariably appeals to the young generation.

The plates are supplemented with six models, of "KAREN MÆRSK", "MAREN MÆRSK", "LICA MÆRSK", old "SVENDBORG", "MÆRSK DISPATCHER", and the drilling rig "MÆRSK ENDEAVOUR".

Two films were shown on TV screens. One was the "Kursen er sat" (the course is shaped for ...), the other, "Tanker en route", shows t.t. "REGINA MÆRSK" during a voyage from the Arabian/Persian Gulf to Bantry Bay in Ireland, passing round the southern tip of Africa.

A separate room was dedicated to the great slide show, normally to be seen at Esplanaden. This show tells about the entire A. P. Møller Group, including the affiliated industrial companies and Maersk Air.

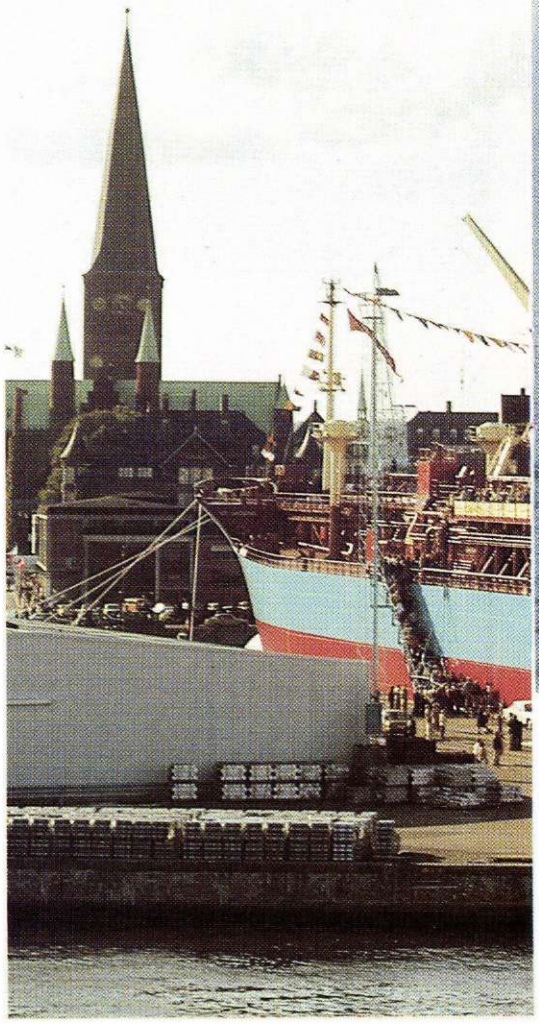
To round off our account it might be added that visitors were given all kinds of brochures, and that collectors among them, not least the young generation, highly appreciated the coloured postcards of our ships.

New towns

Considering the very positive attitude towards the A. P. Møller maritime exhibition, it is evident that the exhibition is going to visit even other towns.

After Århus the exhibition was shown at the Odense Steel Shipyard, as part of their "open-house" arrangement on 17 and 18 October, when the public had another chance of inspecting a new MÆRSK ship, namely m.s. "SVENDBORG MÆRSK", a sister ship of "SALLY MÆRSK".

In addition it has been decided to show the exhibition at Esbjerg, where many people know A. P. Møller mostly for the offshore activities.



"SALLY MÆRSK" had been moored in an ideal place in Århus harbour. From the square near the cathedral (seen in the background) people were able to spot the ship, and no less than 18,000 queued up for a visit on board.

The old meeting hall of the Randers town council afforded an ideal framework for the exhibition – even if the floor space seemed somewhat constrained at times.

The Hobrovejen School caught everybody's eyes when in the Randers market place they showed off a gift from A. P. Møller. The school had recently adopted "LICA MÆRSK".

The bridge of the "SALLY MÆRSK" was densely packed all day, and the officers had to answer all sorts of questions, like the following (put to Captain Frerks): "Are you a real captain?". The inquisitive youngster was but 7 years old.

Open-house at Lindø

An open-house arrangement was staged at the Lindø Yard during the weekend 17-18 October. No less than 32,700 visitors accepted the invitation, strengthened by the opportunity to get on board the newbuilding m.s. »SVENDBORG MÆRSK«, and by the fact that A.P. Møller presented their maritime exhibition with the big slide-show in one of Lindø's canteen buildings.

All efforts had been united to carry through the arrangement without any mishaps, and not least the weather contributed to what turned out to become a great success. It was sunshine all Saturday, and only a single shower occurred on the Sunday.

The Funen County Council saw to it that an hourly service was established between the Odense Coach Station and Lindø.

An Odense home-guard company kindly assisted by regulating traffic and parking, and a great number of Lindø staff were posted around the Yard area, mainly in places where they have their daily jobs, thus providing competent information to the public.

Through the new part of the vestibule in the administration wing, which has a permanent display of all ships built by the Yard, visitors had access to the basement, where the Design Department demonstrated the constructional task in building a new ship.

The Fanø Navigation School and the Svendborg Engineers' School presented separate exhibitions, in which even the Yard training department participated, and where the respective branches of training were illustrated.

Maersk Container Line had invited their customers and contractors in Funen through their agents, Thor Jørgensen A/S. Several representatives of the Elsam fuel department in Fredericia appeared, and A.P. Møller had arranged for 30 of their retired staff members to be taken by coach from Mærskgården to Lindø, where they managed to get on board the ship in spite of heavy jamming.

The Yard brass band provided an exciting element, especially on the Sunday, when the "SVENDBORG MÆRSK" began her trial runs at one o'clock sharp, watched by thousands of spectators. Never before has a departure from the Yard been favoured with so great attention.

In the Yard canteen, which catered for special guests as well as the public, even very great efforts could not prevent the forming of a queue of hungry people.

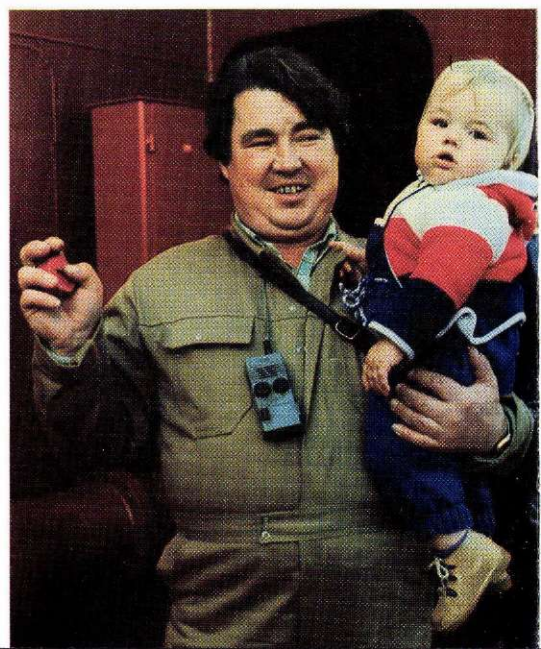
For small children, whose parents wanted "baby-sitting" for them during the visit, a special play-room had been arranged, where five young girls from various Odense kindergartens took care of them.

Normally, it is gratifying when everybody is being kept busy, but the exception proves the rule. The staff of the special casualty ward were ready to turn out all the time, of course, but luckily they were not needed.

At the end of the arrangement, Yard Managing Director T. Dilling expressed his delight that the great initiative had been a success, partly thanks to the tidy and orderly condition of the entire yard area, partly because it had been possible to send off a newly completed ship exactly on schedule, thanks to great efforts of everybody concerned.

In connection with arrangements at the delivery of Lindø No 86, "LICA MÆRSK", at Langelinie in June, of Lindø No 89, "SALLY MÆRSK", at Århus in September, and of Lindø No 90, "SVENDBORG MÆRSK", at Lindø in October, altogether 65,000 people have shown their interest in the Yard and its products.

Visitors to the ship queueing up at the gangway.



Shop-steward of the riggers, Leif Hansen, with visitor No 10,000.

The "SVENDBORG MÆRSK" setting out on her trial runs.

The Yard brass band blazing away.

The pictorial display of Yard newbuildings in the vestibule.

In a corner of the A. P. Møller maritime exhibition.

Training ship DANMARK in London

On Friday 11. September the "DANMARK" arrived in London for a ten-day visit. The training ship was met at Gravesend by a representative of The Maersk Company, who joined the ship for the last leg of the voyage up to London. A sailing-ship of this size is not seen every day in London, and Londoners welcomed her with enthusiasm when she passed Greenwich and Tower Bridge. At Greenwich the old, laid-up tea clipper "CUTTY SARK" dipped her flag, and when passing through Tower Bridge the ship was given 'The Royal Opening', which is normally accorded only to the Royal Yacht.

London has many maritime traditions and memories, and we took the opportunity to show some of them to the cadets. At Greenwich (45 minutes by river bus from Tower Pier) there are several sights worth visiting for seafaring people, such as The National Maritime Museum with the "CUTTY SARK" (which has been given a special place out-of-doors in a separate dock), and the Greenwich Observatory.

During two days we showed the cadets around in Greenwich. At the old observatory one still has the opportunity to cross the Prime Meridian of the World, which is marked through a metal rail laid down in the pavement outside the building.

On 15 September The Maersk Company sponsored a reception on board the training ship, with the participation of a number of "friends of the house" and business relations. For many visitors this was their first chance to set foot on a big sailing-ship, as Britain, in spite of her rich maritime traditions, has no sail training ships of the size or class of the "DANMARK" or the "GEORG STAGE".

Cadets visit the "CUTTY SARK".

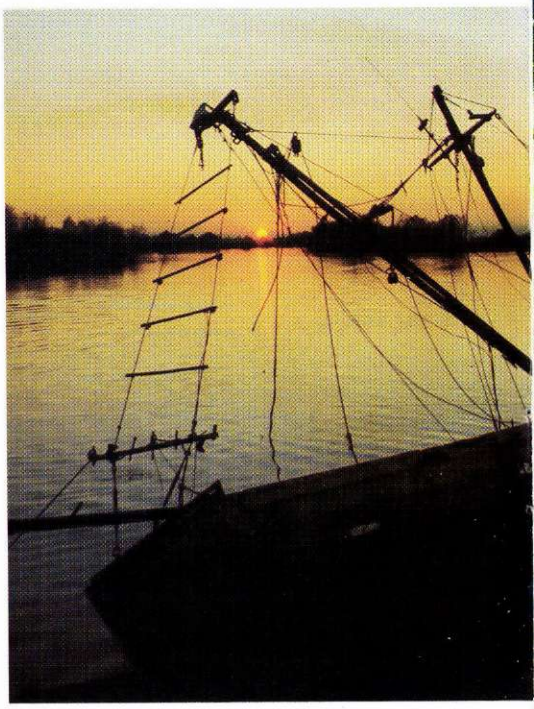
The "DANMARK" at anchor beside the old cruiser "BELFAST" in the Pool of London. There is a small naval unit wedged in between the two ships.

View from the Greenwich Observatory hill over The National Maritime Museum on the Thames.

Near the "CUTTY SARK", also in a dock of its own, is the "GIPSY MOTH", the yacht in which Sir Francis Chichester made his round-the-world voyage in 1966-67.

The 'Prime Meridian' in the pavement at the old Greenwich Observatory.

Third prize, *which is Time/Life's book 'The Techniques of Photography', was won by Ole Paulsen of Ships' Personnel, Esplanaden. The very photogenic motif is called Marie.*



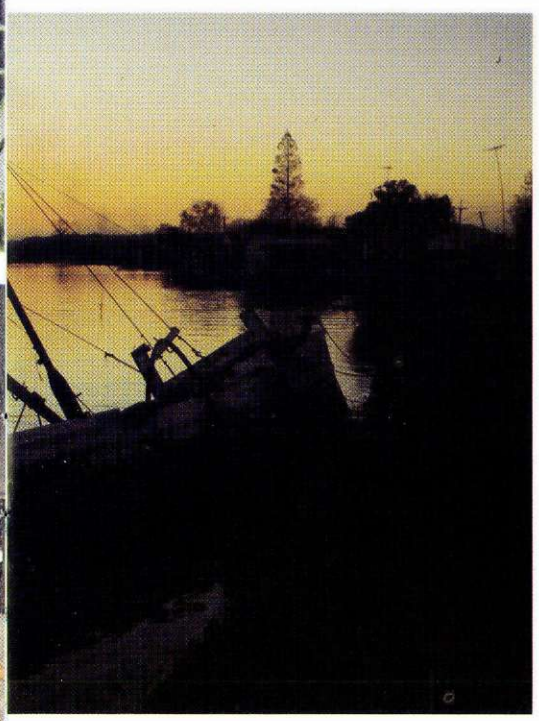
Fourth prize, *a packet of films, went to Randall B. Keiser of the Atlantic Pacific Marine Corporation, Houston, Texas.*

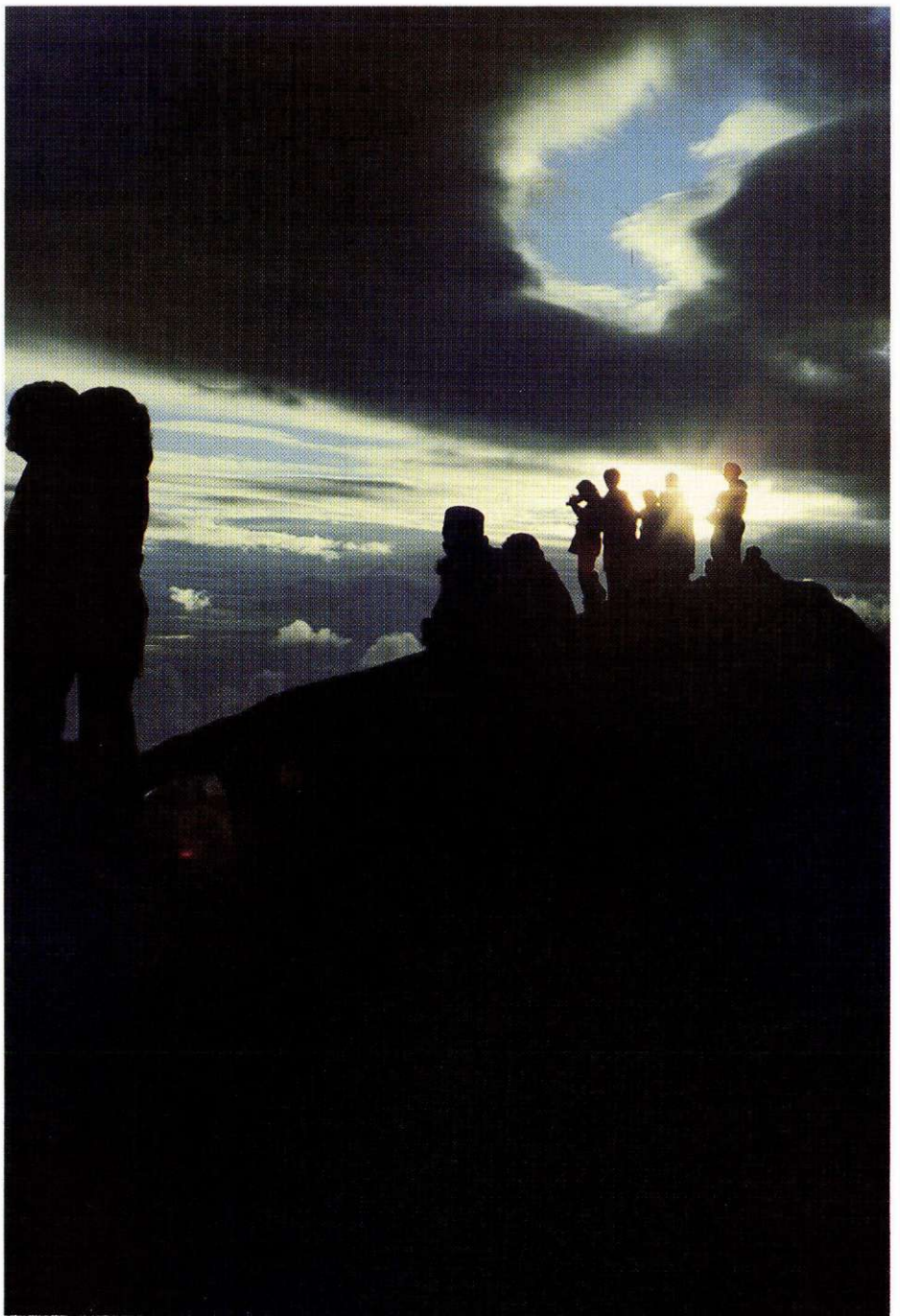
Photo contest

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 up to 15 October, 1981.
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 1982, probably in November. The No 3 issue 1982 will state the conditions for participation in this photo contest.

First prize, *a Minolta Himatic S camera, was awarded to Rudi B. Neumann, Maersk Line Agency, Los Angeles. The photo shows a mountain sheep of the Banff National Park in Alberta, Canada.*

Second prize *was won by Poul H. Thomassen of the Liner Department at Esplanaden, who gets a Braun Electronic flash with sensor 320 BVC for his 'Sunrise at the Bromo volcano in East Java'.*





Personalia

ESPLANADEN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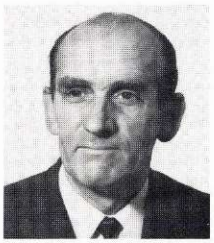
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25 Years Anniversary

1. Verner Hans Olsen
   19 December, 1981
2. Bent Bomholtz
   1 March, 1982

Retiring

3. Arne Skovgaard Andersen
   11 February, 1982

THE FLEET


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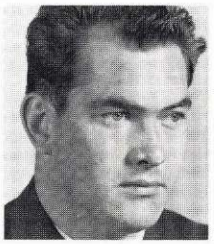
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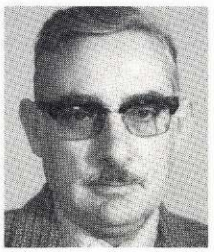
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25 Years Anniversary

1. Chief Steward Knud Friis
   19 December, 1981
2. Captain Bent Boye-Hansen
   8 February, 1982
3. Chief Engineer P. Hjort-Pedersen
   9 February, 1982
4. Chief Engineer Mogens Aagaard
   12 February, 1982
5. Captain Thorstein Arge
   14 February, 1982
6. Cook Mogens Dam
   25 February, 1982

Retiring

7. Chief Engineer Aa. Sønderkær Larsen
   1 November, 1981

THE YARD


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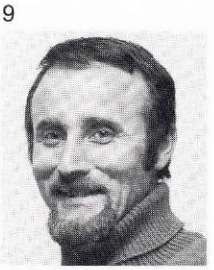
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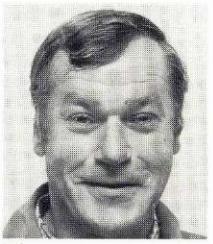

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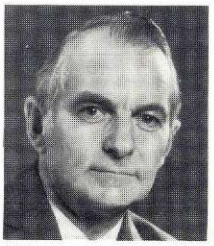

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25 Years Anniversary

1. J. Cser
   1 January, 1982
2. G. Horvath
   1 January, 1982
3. Arne Rajnar Larsen
   8 January, 1982
4. Helmer H. Jensen
   18 January, 1982
5. Josef Kozmer
   22 January, 1982
6. Willy Hans Andersen
   29 January, 1982
7. Niels Marius Knudsen
   29 January, 1982
8. Poul Stokholm
   29 January, 1982
9. Tibor Toth
   1 February, 1982
10. Knud Nissen
    2 February, 1982
11. Hans Åge Nielsen
    4 February, 1982
12. Mogens Jensen
    5 February, 1982
13. Vagn Ove Christensen
    12 February, 1982
14. Hans Villy Knudsen
    19 February, 1982
15. Jørgen E. Stripp
    22 February, 1982

Retiring

16. Jørgen Hellesøe
    28 February, 1982

DISA

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40 Years Anniversary

1. Villy G. Nielsen (Kolding)
   10 February, 1982
2. Kurt A. Mølgård
   21 February, 1982

25 Years Anniversary

3. Meta Betty Jensen
   (Skovlunde)
   3 January, 1982

New local correspondent

MAERSK-TABACALERA SHIPPING AGENCY (FILIPINAS), INC. will in future be represented by Lydia B. Cervantes.

Obituary

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

Jørgen L. Fog
DISA (Slangerup)
27 September, 1981

Sub Sea Engineer
Gordon Berry Morrison
Maersk Drilling
30 September, 1981

Orla Hansen
Esplanaden
8 October, 1981

3rd Engineer
Karsten Wolfgang Brand
ex m.s. "LEISE MÆRSK"
20 October, 1981

Boatswain
Veljo Mikael Manninen
ex. m.t. "NELLY MÆRSK"
31 October, 1981

Electrician
Ole Demant
ex t.s. »ALVA MÆRSK«
10 November, 1981

Ebbe Safeldt
Esplanaden
18 November, 1981

Gas Engineer
G. Rothmann Kristensen
ex LPG/C »SINE MÆRSK«
21 November, 1981

Able Seaman
Hans Arne Johansen
ex m.s. "MATHILDE MÆRSK
23 November, 1981