

MÆRSK POST

Published by A. P. Møller, Copenhagen
Editor: Poul Jægerholt
Layout: Einar Siberg
Printers: Mogens Raffel

Local correspondents:

HONG KONG: Erik Stokholm
INDONESIA: Erwin Saropie
JAPAN: S. Osano
SINGAPORE: David Tan
THAILAND: Prasit Rungnapha
UNITED KINGDOM: Steen Withen Nielsen
U.S. EAST COAST: Barney Brennan
U.S. WEST COAST: John J. Harkin
U.S. GULF: Timothy M. Panek

BUKH: S. Pilegaard
DISA: Erik Hansen
MAERSK AIR: Bjarne Hansen
THE YARD: J. Hellsøe
PAPYRO-TEX: Helge Madsen
PHARMA-PLAST: Vicki Stene
ROSTI: Leif O. Jensen
ROULUND: Niels H. Ryge

Front cover photo:

*Stuffing of fig trees in reefer containers in Florida for shipment to Jeddah, Saudi Arabia by MÆRSK container vessel.
See article pages 22-23.*

Volume 20 No. 1
February 1981
Reproduction permitted with
acknowledgement of source.

At the commencement of 1981 it is natural to take a look back at the year that has elapsed, and ahead at the new year.

World-wide, 1980 was a year of tension. The American hostages in Iran were not released. Nor was Afghanistan. The East-West climate cooled down even further – and the framework of our Western World was shaken.

Shipping had its ups and downs – the large tankers were engaged, but earned nothing, smaller tankers managed better, container and liner services experienced varying conditions, in the bulk trade the level of rates was reasonable. Drilling rigs enjoyed increasing demand, the supplyship market was somewhat difficult.

Changes in the composition of the MÆRSK fleet were quite radical. We almost discontinued our conventional liner traffic, partly through sales, partly by converting 5 C ships to pure containerships. Other tonnage was sold, at the same time as we took delivery of 3 new E ships, 2 new L-type containerships, 3 special anchor-handling tug/fire-fighter/supplyships, and one pure car-carrier. Other new tonnage is on order or has been contracted – everything with the aim of being geared, regarding our tools of trade, to meet future requirements.

But the new ships, those delivered as well as those on order, are expensive – very expensive when measured against the traditional yardstick – and the need for earning a profit – and thus for efficiency and productivity – will be great. The demands on us for optimum efforts will be correspondingly great. More about productivity in a later article.

If we look at 1981, world prospects do not look too bright. Happily, the American hostages are now released, but tension has increased in other ways. The world is not relaxed. Economically the outlook is sombre. Many of the important countries – and also a number of the smaller ones, such as Denmark – have experienced real economic setbacks with great deficits on the balance of payments, and considerable unemployment. Many undertakings, including some of the really big ones, have unsatisfactory results, a few of them, e.g. the American automobile factories, almost alarming losses. On top of that the exchange rates fluctuate so much as to hamper business transactions considerably. Last year there were fluctuations in the dollar/yen rates of 25%. In the dollar/DM rates of 19%. So far, this year has shown up movements in the dollar/DM relations of 16%. In only a single week moves of 8% occurred.

Small wonder, therefore, that even our conditions – our income potential – should be influenced by the troubled world around us. And as a consequence of our cost level we are more adversely affected than most of our competitors.

I take this opportunity to thank our many crew members and office staff for diligent, loyal, and constructive efforts during 1980, and to send you and your families my very best wishes for 1981.

MÆRSK MC-KINNEY MØLLER

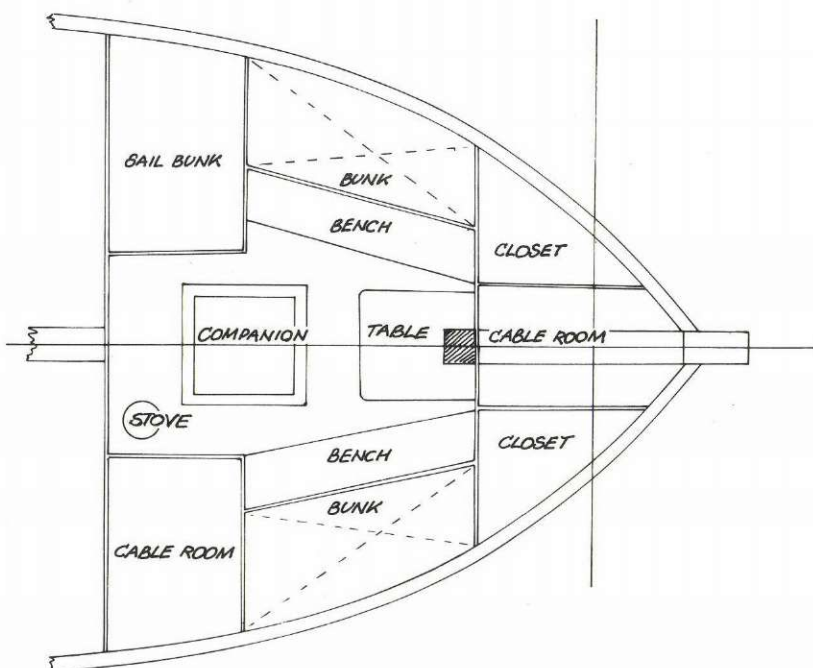
New containership at Langelinie



Around New Year, the newest containership of the MÆRSK fleet, m.s. "LEISE MÆRSK", was alongside Langelinie in Copenhagen.

On January 6th, a few days before the maiden voyage began, Their Majesties Queen Ingrid and Queen Anne-Marie and Her Royal Highness Princess Benedikte honoured our Shipping Companies with a visit to the newbuilding.

The Royal Guests were received by the master of the ship, Captain Helge Holm, and by Shipowner and Mrs. Mærsk Mc-Kinney Møller. The Captain and Chief Engineer Henning Dalsgaard Frederiksen guided a tour of the new ship, and this photograph from the bridge shows Queen Ingrid, Queen Anne-Marie, and Princess Benedikte, together with Captain Holm, Mr. and Mrs. Mærsk Mc-Kinney Møller, and Mr. Troels Dilling, Managing Director of the Yard.



Living conditions on board

In the 1980 yearbook of the Danish Maritime Museum, Helsingør, the Curator, Mr. Henning Henningsen, PH.D., has written an article about 'The Seaman's fo'c's'le and the Captain's cabin' in the days of sailing ships. As on earlier occasions MÆRSK POST has been permitted to draw inspiration from the yearbook. This time by letting the author Hubert Malling take a look through the MÆRSK fleet's own port-holes of 1981. All quotations are in *italics*.

Board and lodging ...

... has always been part of a sailor's wages. As today the cash part of it was paid out in legal tender. But right up to about 50 years ago there was not much good to be said for board and lodging. And it became even worse the further back in time we look.

Food and drink of 'olden times' have been dealt with before in this magazine. Now the turn has come to habitation. From stem to stern.

The mast amidships has always marked a strict border line. The foreship, the fo'c's'le, constituted the living quarters of the common sailors. The stern, the quarter-deck, was reserved for the skipper and the officers.

As time went by the entire crew has now been gathered in today's many-storeyed deck-house. The different rooms are of varying size; but the identical layout of important individual facilities proves that democracy has been introduced on board – and is there to stay, without any loss of authority or tradition.

The cabin

During most of the 1700's the deckhands had their living-quarters in the fo'c's'le below deck in the foreship.

To get into it one had to use a narrow, steep ladder with six or seven steps, leading through a companion with a sliding hatch. The cabin reminded one of a hole, pointed into a triangle following the shape of the ship's stem, and with sloping sides. The woodwork was painted, whitewashed, or undressed. Often there would be no trimming to cover the ribs, so the damp inside of the ship's planks between the ribs formed the walls. The deck beams formed the low ceiling, so the men were often unable to

stand upright. There was no ventilation in the cramped room. Fresh air could be admitted only through the companion, if it was not kept closed against foul weather. The air was thick and evil-smelling, lacking in oxygene – but, as a matter of principle sailors hated draught. Also daylight only found access through this opening. Artificial lighting amounted to almost nil, and the men had very little space indeed. The fixed bunks were along the sides, placed in two tiers, following the curvature of the ship's sides.

In front of the bunks the sea-chests were arranged on a line, lashed to rings in the floor. They constituted the only seats available.

Under these primitive conditions the sailor had to spend his periods of rest and leisure. Often he would be surrounded by various gear, tackle, and other equipment stowed away here regardless of the occupants of the cabin.

The stench of oilskin clothes, tarred boots, food, tobacco – and people must have been indescribable. There was no room for washing or other kinds of hygiene. The most prominent facility here and there was a bucket of fresh-water for drinking, and maybe an occasional bag of ship's biscuits for free munching in common.

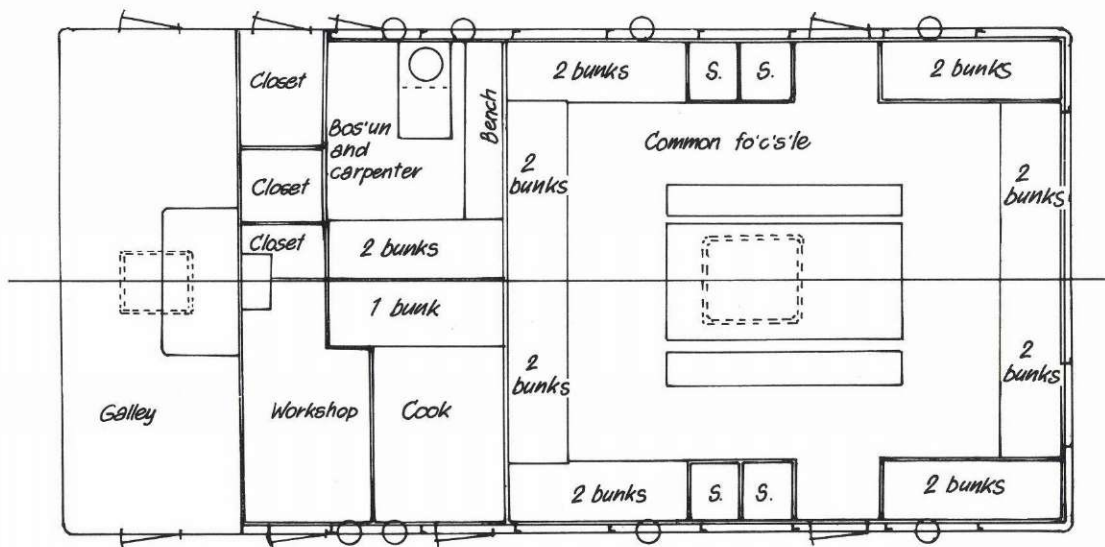
The deck-house

Towards the end of 1700's and the beginning of the 1800's the deck-house makes its appearance, forming a radical improvement of the living-conditions of ships' crews. At the beginning, deck-houses were considered a bother, because they hampered work on deck.

But soon it came to be appreciated as a replacement for the fo'c's'le. It afforded

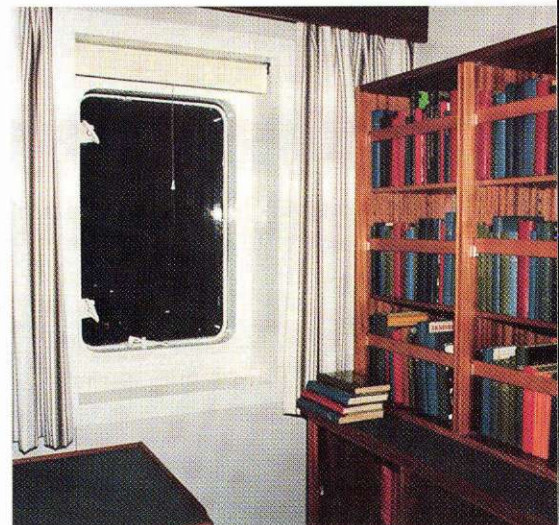


The seven-storeyed deckhouse of "LEISE MÆRSK", flanked by two fo'c's'le designs, left the fo'c's'le below deck of the schooner "Elona" of Fåborg, built 1899; right the deckhouse of the bark "Prince Valdemar" of Nordby, built 1892. Layout and facilities are self-explanatory in both cases.

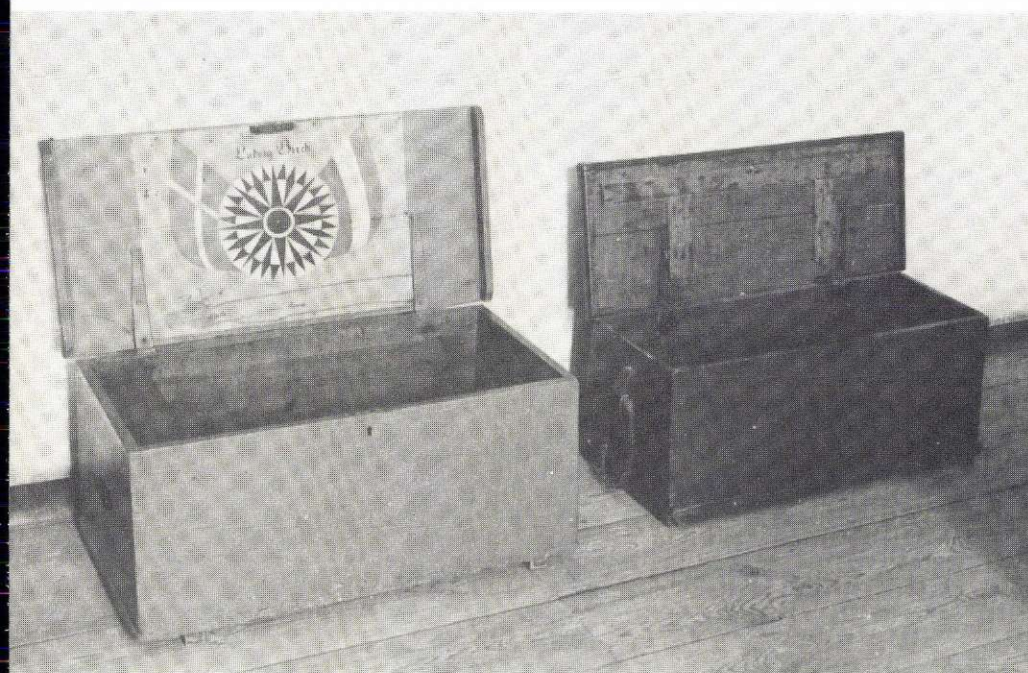


On the right a deckhouse for eight men with two-tiered, curtained bunks along the sides, table with fiddles, lamp on the foremast, and sea-chests as seats at the table. Photo credit The Maritime Museum Sandefjord.

Below a look into a single cabin in "LEISE MÆRSK". Floor of 17.2 m² with wall-to-wall carpet, nice textiles, and good lighting. A bed of 200 × 110 cm on the right outside the photo, facing the curtained windows.



The ship's library is in great demand – and it is constructed with a view to possible capricious inclinations of the room. The fillets in front of the books may be recommended even for homes with children at the "I-can-reach-it" stage.



The sea-chests of former times (Helsingør Mar. Mus.) have had to give way to modern built-in closets with door handles that may be secured with a private padlock.

more light and air, and greater space. Besides, through its location amidships, it took its occupants more abaft – thus advancing them socially ...

Compared with today, however, it did not constitute a desirable abode. Mr. Henningsen sums up the situation like this:

The deck-houses were built of wood, e.g. teak, later on of iron, which made them hot in the tropical zones, as they were rarely panelled with wood or in other ways insulated. At the most, they might be coated with a layer of cement mixed with granulated cork. The deck-house was usually placed between the foremast and the mainmast, in some cases the foremast even went down through it. The entrance was usually a door divided in a lower and upper half, the former usually being kept closed in case the ship was washed over in rough weather. Still, it might be a very damp place, and in tropical regions unbearably hot when the sun baked the roof. In other regions it might be correspondingly cold, but there was more room for a tiny stove than there had been in the old-time fo'c's'le.

And that was very densely populated. More details about it later. First a comparison ...

1981

Though the deck-house is still called deck-house, the difference between the one we now leave and the many-storeyed 'apartment house' of m.s. "LEISE MÆRSK" with which we compare is overwhelming.

This new containership is of 31,700 tons deadweight, with a container capacity of 2,100 twenty-foot equivalent units, stacked in four tiers on deck and up to six tiers below deck. The main engine is

a B&W diesel, developing about 47,000 HP, and the crew of 23 are all quartered in single cabins in the deck-house, which is capable of accommodating 32 if need be.

We chose "LEISE MÆRSK" for comparison because this brand new ship was to be seen at Langelinie early in January, before it joined the Maersk Line service between Europe and the Far East.

Not only has the deck-house been moved further back today, it now extends all the way across the ship, from starboard to port. It rises in seven storeys above deck, continuing, so to speak, below deck to the bottom of the ship.

The storeys are connected by a practical system of stairs, and lifts are available for fast top-to-bottom transportation. Everywhere indications are given, in English, of where you are right now, and how to get anywhere else. Corresponding signboards regarding safety precautions are found in strategic places.

"LEISE MÆRSK"s deck-house has many habitations, one for each crew member – distributed over 2,135 m² of the total floor space of the house.

A single cabin covers an average of 17.2 m², with an adjacent bathroom/lavatory of 2.8 m². The difference in size between such a cabin and that of a junior officer amounts to a modest four square metres.

The captain, however, has at his disposal a dayroom of 25.8 m², with an adjoining office and a separate bedroom. The same goes for the chief engineer.

But all bathrooms have the same dimensions, and have identical equipment, from shower to towel pegs. All cabins and most of the recreational common rooms have wall-to-wall carpets and are handsomely and adequately furnished.

There is a great amount of sober Danish art on board. Both in the form of graphics, paintings, and mosaics. The subjects of pictures are often landscapes or town prospects – probably to alleviate an occasional longing that might arise.

Off duty

Where formerly the occupants of the common fo'c's'le had to smoke their pipes without showing consideration for non-smokers, the sailor of 1981 may retire to the privacy of his own cabin if he wishes, or enjoy the company of his colleagues in the common dayrooms, one for the crew and one for officers.

He who prefers body-building to tobacco-smoking may resort to the gymnasium of the ship with its wall-bars, rowing-machines, condi bicycle, etc. or enjoy the fresh seawater of the swimming-pool, which may be renewed as often as is necessary from the inexhaustible supplies around the ship.

The gymnasium may be converted into a cinema; besides, the common rooms have colour TV, tape-recorders, and record-players.

The library has a reasonable supply of literature; newspapers and magazines may not be completely up to date, but the ship's internal news service is properly supplied through the radio officer's various reception installations.

Bunks and chests

The article in the yearbook tells about the modest sleeping and wardrobe facilities:

Through several decades, not least in ships with a large crew, bunks were often meant to accommodate two persons at the same time. In the galeass "Good Hope" of Rønne there were four bunks in 1843, each for the accommodation of



Around the turn of the century the opulence of the Victorian style was triumphant in the fitting out of the captain's precincts. Trappings and knick-knacks such as these would only do when in port. Everything had to be stowed away when setting out to sea in view of possible rough weather. (phot. Hester, San Francisco Mar. Mus.).

Everything seems more sober, and probably more to the point, in Captain Helge Holm's dayroom in "LEISE MÆRSK". His quarters consist of the said dayroom, in which he may meet his obligations to entertain, besides a bedroom, and an office. Administration and office duties are extensive on board a modern ship.

The chief engineer enjoys similar good quarters.

In case of illness or accident, if the patient cannot cope by just going to bed in his own cabin, "LEISE MÆRSK", like other MÆRSK ships, is equipped with a special sickbay.



three men ... There cannot have been much space for them. It was impossible to sit upright without bumping one's head against the bottom of the bunk above; one would have to creep in and out. In 1851 it is reported that in the brig "Porto" of Ålborg there was but 15 cm between a sleeping person's nose and the bottom of the bunk above.

In the 1800's, the width of a single bunk varied from 41 to 52 cm. The length was 188 cm on the average. In 1977, an international agreement was reached, stipulating the dimensions of bunks to 198 by 80 cm.

"LEISE MÆRSK" has beds of 200 by 110 cm, and the mattresses are first class, just as the other bedding is miles above old-time atrocities like mattresses stuffed with wheat chaff, seaweeds, or straw. Today there are eiderdowns and pillows – and linen as good as that of any ordinary house on land.

In the fo'c's'le below deck the sailor used to keep his private belongings, often including his working-clothes, in the above-mentioned sea-chest. Mr. Henningsen tells about this as follows:

The sides, which were artistically dove-tailed, making the chest absolutely watertight, were sloping outward towards the bottom. The ends were mostly vertical. Under the bottom, which had been treated with tar, there were wooden beams, so that it would not rest direct on the floor that was often wet. They also made it more stable.

We are told about colours and decorations that the lid would often be black, the sides apple-green, and the inside rose-red. A special tradition had it that only an able-bodied seaman was entitled to paint his chest blue.

If one was dextrous, it was possible to

install a tiny bell in the lid or the lock, emitting a sound if trespassers meddled with the chest.

In certain cases, a tiny interior box, affixed to one of the sides, might be equipped with a lid and double bottom, containing a secret room which was closed by means of a "Spanish lock" – a nail hidden on the backside of the chest.

In "LEISE MÆRSK" all these ingenious contraptions have been replaced by roomy cupboards and fixed chests of drawers: Clothes may now be hung up or put on shelves as required – just as in one's own home. The door of the cabin has a lock, and furthermore the double-doors of the cupboard are equipped with handles that have holes for a padlock. A system that may be less romantic than the decorative sea-chests – but certainly cleaner, healthier, and more practical.

Apropos

In the days of the sailing-ships cleanliness was not exactly in vogue. This old habit was looked upon as a thing belonging to dry land, and besides, the scanty supplies of fresh-water were reserved for the galley and for drinking.

If it did occur that there were any left-overs which might be allocated to personal cleaning, it would have to be shared. There was even an old custom that you had to spit in the water after use to prevent any evils from befalling the next one in the queue, so the urge to keep a spotless face was usually damped, notwithstanding any noble motivations one might have.

So, it was unlikely that one would experience any serious bathing scenes on board, maybe also because it was not considered proper to appear in the nude more than strictly necessary. This may be

the reason why women, dressed as men, are reported to have been at sea for many years without having been found out.

Talking about hygiene ... In the sailing-ship epoch it might be a rough and very cooling affair to respond to the needs of nature, even after certain closet-like installations had been constructed on deck.

These had to be lashed to prevent them from being washed overboard – together with possible occupants.

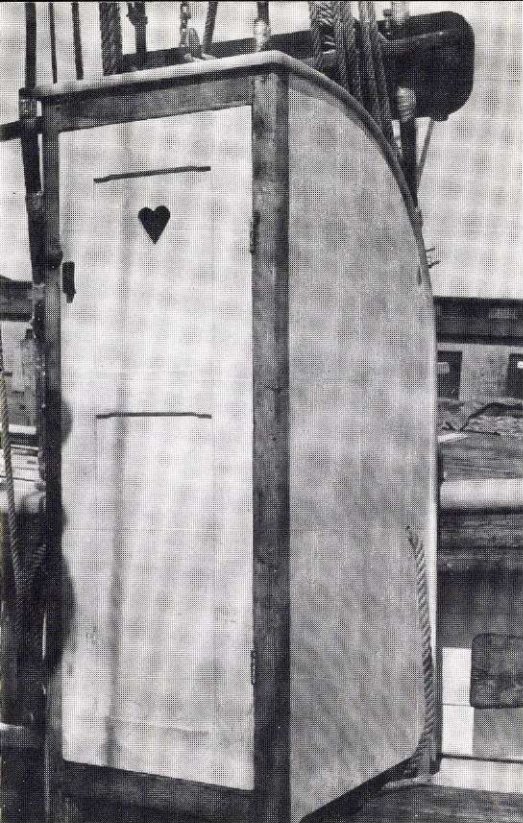
Today every cabin has its own lavatory, just as a sizable number will be available at a reasonable distance from localities of work and leisure.

The sense of cleanliness and hygiene enjoys preference today on board ships. And fresh-water is no longer in short supply, to be secured by extending tarpaulins during a tropical shower, later to rot in wooden barrels. "LEISE MÆRSK" has installations that can de-salt up to 36 tons of seawater per day, and as the total consumption of the ship does not usually exceed 20-25 tons, there should be ample supplies for galley consumption and for all bathrooms, toilets, automatic washing-machines, etc. etc.

A practical and refreshing illustration of this surplus of fresh-water and of the high level of conveniences is given by the many automatic drinking-machines of stainless steel mounted in the passages. They are connected to the internal water-supply, and through the taps a thirsty crew member may quench his thirst either with water of ordinary drinking temperature – or ice-cold ... At your service! Help yourself! it is on the house. Sorry, the ship.

"LEISE MÆRSK" is hard to beat.

Hubert Malling



Hygiene. The transition from the lavatory box lashed to the deck (phot. Aage Christensen) to the modern toilet facilities of the single cabin needs no comments.

From the radio room one may contact relatives back home directly. And from his den the "sparks" runs his news service, based on material received through the radio, etc.



"Fast food". If an engineer in oily clothes is overwhelmed while in action by irresistible hunger or a craving for coffee, he may safely frequent the "duty mess", where the furniture is suited to the clothing, not the other way round.



The not very tempting bucket of water of the old days, which might be placed in the fo'c's'le, has been replaced by automatic, stainless-steel drinking machines. They are found in the passages of "LEISE MÆRSK", and they give you a choice between fresh water of normal temperature and ice-cold.

JUNK GONE ASTRAY

By Barney Brennan

PHOTO CREDIT
Exterior: Jerry Clark
Interior: Stephen Leek

Hong Kong? Kowloon? Macao? No – guess again. The 125-year-old Chinese junk “Mon Lei” has New York as its port of registry. More precisely, her home base is the Yacht Marina at 23rd Street and the East River, and she is a familiar sight as far south as Miami. But let us give you a little background information.

Mr. Alen York, owner of the junk, acquired it in 1952, and as Commodore of the ‘Antique Boat and Yacht Club’ he has made it the flagship of the Club.

The junk was built at Fukien in China 125 years ago, and the name “Mon Lei” means ‘infinity’ or, more precisely, 10,000 miles. It has the same connotation as the Great Wall of China, which is also known as “Mon Lei”. Junk means ship in Chinese; it is a corruption of Chung-Luo c-huan. The English ear makes the word ‘junk’ out of it.

The “Mon Lei” was originally owned by the Chesapeake Bay & China Sea Towing Co., Ltd., and in 1940 it was the



third Chinese junk in recorded history to reach the East Coast of the USA, the first being the Fukien junk “Keying” in 1847, and the second the Amoy junk “Amoy” in the 1920’s (these vessels no longer exist). It is also believed to be the oldest privately owned, fully operational vessel in the USA today.

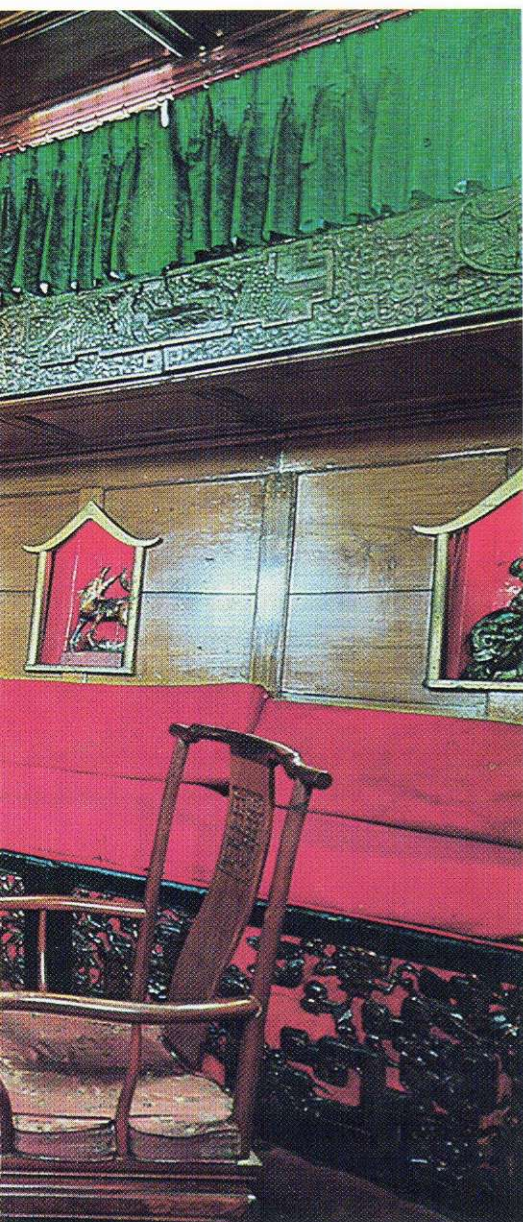
For nine years prior to his death in 1949, the owner of “Mon Lei” was ‘believe it or not’ Robert Rippley. She was subsequently sold to and exhibited by the Mystic Seaport Museum for three years. “Mon Lei” is well known along the coast all the way from Newport, Rhode Island (where during the America’s Cup

Races she is host to the foreign press) to Miami, Florida. Mr. York was appointed the Commodore of the New York 1979 Harbor Festival, and the “Mon Lei”’s participation included leading parades and acting as reviewing vessel. She has served in a similar capacity for many years, for instance in the 1964 and 1976 ‘Operation Sail’.

To the spectator, “Mon Lei” conjures up fantasies of pirates, mandarins, emperors, mystery, and the exotic opulence of the Orient. To Mr. York she is more than that. Made of teakwood, her dacron and bamboo sails are her glory. The three masts feature balance lugs not found in

The junk "Mon Lei" is believed to be the oldest privately owned, fully operational vessel in the USA today.

The salon has the red color (Chinese color for happiness) both on the floor and the couches that convert to bunks.



other sailing vessels anywhere today.

Despite the ancient structure the junk is supplied with all modern electric equipment and is motorized. The interior was restored with traditional decor by expert Chinese craftsmen. Fittings are exquisitely rendered. The main salon repeats the red (Chinese color for happiness) in the wool carpeting on couches that convert to bunks. Here is an altar ornamented with red lacquer, gilt-edged, pagoda-shaped niches. The carpet is designed with a medallion repeating the name of the junk. A coromandel screen, lacquer over clay, stands at one end of the main salon. This 250-year-old screen is

beautifully adorned with a Chinese Imperial courtyard scene.

Chests are constructed of rosewood and have brass fittings. Within the master stateroom, royal blue covering on the bunks contrasts with the warm red carpet. Throw pillows show a pattern of delicate fans. The spacious room also doubles as cocktail lounge and library.

"Mon Lei" is fully found, and equipment includes Decca, Radar, digital sounder, Sailor VHF, directions finder, auto pilot, hydraulic steering, central heat, all electric galley, 13' launch/10 hp Mercury/electric hoist, power winch for mainsail. The rudder is in a slot at the

stern, and is raised and lowered by a windlass.

The main particulars are:

L.o.a.	50'
L.w.l.	41'5"
Beam	17'6"
Draft	6'6"
Power	Gray (GM) 671 diesel
Masts	3
Sail area	1200 sq.ft.
Fuel	500 gal.
Water	400 gal.
Generator	Onan 7 $\frac{1}{2}$ kw.

NEW SHIP



The sponsor together with her husband and daughter.

The ship sets out from Langelinie, while the next of kin of the crew wave goodbye.

On December 17th, 1980, A. P. Møller took delivery of the second in a series of six containerships of the type known as 'Newtons', built at the Lindø Yard. The ship was taken over at Langelinie in Copenhagen.

The newbuilding was named on November 15th by Mrs. Patsy Preston, wife of Mr. Lewis T. Preston, chairman of the board of Morgan Guaranty Trust Company of New York, and the name was "LEISE MÆRSK".

Like her sister ship, the "LAURA MÆRSK", delivered on November 4th 1980, this newbuilding is a containership of about 31,700 tdw. with a container capacity of ca 2,100 twenty-foot equivalent units. Like the other ships of this class "LEISE MÆRSK" is equipped with a 47,000 HP diesel engine from B&W, largest in the world, which enables the ship to keep a schedule that includes a passage from Hamburg to Singapore of 17 days.

Master of the new ship is Captain Helge Holm, and Chief Engineer Henning Dalgaard Frederiksen is responsible for the very powerful main engine. After setting out from Langelinie on Saturday, January 10th, the ship joined Maersk Line's Europe/Far East Service at Hamburg.

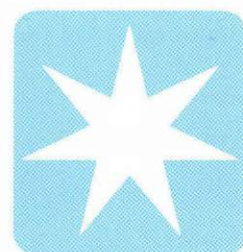


"LEISE MÆRSK" at sea.



THE MAERSK FLEET 1981

January 1st, 1981



CRUDE-CARRIERS

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

of the same type:
m.t. "MARIE MÆRSK"
built 1962. 35,925 tdw.



t.t. "MAERSK BUCHAN"
ex "ELISABETH MÆRSK"
built 1968
Odense Steel Shipyard Ltd.
100,700 tdw.

of the same type:
t.t. "MAERSK ANGUS"
ex "EVELYN MÆRSK"
built 1967. 100,700 tdw.



t.t. "DAGMAR MÆRSK"
built 1968
NSDM Amsterdam
209,400 tdw.



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

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



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

of the same type:
t.t. "KATRINE MÆRSK"
built 1974. 333,750 tdw.
t.t. "KIRSTEN MÆRSK"
built 1975. 319,999 tdw.
t.t. "KAROLINE MÆRSK"
built 1975. 319,999 tdw.
t.t. "KATE MÆRSK"
built 1976. 333,850 tdw.
t.t. "KARAMA MÆRSK"
built 1977. 332,400 tdw.
t.t. "KAREN MÆRSK"
built 1977. 332,500 tdw.



PRODUCT-CARRIERS

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

of the same type:
m.t. "SVENGULF MÆRSK"
built 1965. 5,305 tdw.



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

of the same type:
m.t. "GJERTRUD MÆRSK"
built 1974. 31,500 tdw.
m.t. "GRETE MÆRSK"
built 1974. 31,500 tdw.

of similar type:
m.t. "GERD MÆRSK"
built 1977, Wärtsilä
31,877 tdw.



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

of the same type:
m.t. "JESSIE MÆRSK"
built 1976. 58,900 tdw.
m.t. "JAKOB MÆRSK"
built 1976. 58,700 tdw.
m.t. "JEPPESSEN MÆRSK"
built 1976. 58,700 tdw.
m.t. "JESPER MÆRSK"
built 1978. 58,300 tdw.



Product-carriers

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

of the same type:
m.t. "NORA MÆRSK"
built 1977. 68,800 tdw.
m.t. "NIELS MÆRSK"
built 1978. 68,800 tdw.
m.t. "NELLY MÆRSK"
built 1978. 68,800 tdw.
m.t. "NELE MÆRSK"
built 1979. 68,800 tdw.
m.t. "NICOLAI MÆRSK"
built 1979. 68,800 tdw.



GAS-CARRIERS (LPG)

m.t. "SOFIE MÆRSK"
built 1977
Kristiansand mek. Verksted
12,060 m³

of the same type:
m.t. "INGE MÆRSK"
built 1972. 12,060 m³
m.t. "SINE MÆRSK"
built 1976. 12,060 m³



CONTAINER VESSELS

m.s. "DRAGØR MÆRSK"
ex m.s. "SEATRAN CHARLESTON"
ex ms. "SVENDBORG MÆRSK"
built 1973
Ishikawajima-Harima Aloi
31,645 tdw.



t.s. "ANDERS MÆRSK"
built 1976
Blohm + Voss Hamburg
30,948 tdw.

of the same type:
t.s. "ADRIAN MÆRSK"
built 1975. 30,948 tdw.
t.s. "ALBERT MÆRSK"
built 1975. 30,948 tdw.
t.s. "ARNOLD MÆRSK"
built 1975. 31,523 tdw.
t.s. "ANNA MÆRSK"
built 1975. 30,948 tdw.
t.s. "ALVA MÆRSK"
built 1976. 31,523 tdw.
t.s. "ARTHUR MÆRSK"
built 1976. 30,948 tdw.
t.s. "AXEL MÆRSK"
built 1976. 30,948 tdw.
t.s. "ARILD MÆRSK"
built 1976. 31,523 tdw.



m.s. "LAURA MÆRSK"
built 1980
Odense Steel Shipyard Ltd.
31,700 tdw.

of the same type:
m.s. "LEISE MÆRSK"
built 1980, 31,700 tdw.



m.s. "CHARLOTTE MÆRSK"
built 1968 by Kockums,
converted 1980 by
Hitachi's Innoshima yard.
Orig. tonnage 13,766 tdw.
new tonnage ca 25,000 tdw.

*of the same type
converted during 1980:*

m.s. "CHRISTIAN MÆRSK"
built 1968, orig. 13,866 tdw.
conv. ca 25,000 tdw.

m.s. "CLIFFORD MÆRSK"
built 1968,
13,000/ca 25,000 tdw.

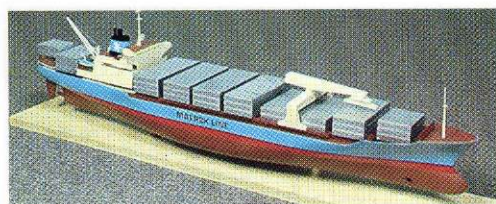
m.s. "CHASTINE MÆRSK"
built 1968
13,810/ca 25,000 tdw.

m.s. "CLARA MÆRSK"
13,789/ca 25,000 tdw.

*of the same type
with gantry crane,
being converted:*

m.s. "CORNELIA MÆRSK"
built 1967
13,886/ca 24,600

m.s. "CECILIE MÆRSK"
built 1967
13,766/ca 24,600 tdw.



FEEDER VESSELS

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

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



GENERAL-CARGO VESSELS

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

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



General-Cargo Vessels

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

of the same type:

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



CARLINERS

m.s. "ELEO MÆRSK"
built 1979
Odense Steel Shipyard Ltd.
29,000 tdw.

of the same type:

m.s. "EMMA MÆRSK"
built 1979. 29,000 tdw.
m.s. "ESTELLE MÆRSK"
built 1979. 29,000 tdw.
m.s. "EVELYN MÆRSK"
built 1980. 29,000 tdw.
m.s. "ELISABETH MÆRSK"
built 1980. 29,000 tdw.
m.s. "EMILIE MÆRSK"
built 1980. 29,000 tdw.



BULKCARRIERS

m.s. "OLGA MÆRSK"
built 1970
Burmeister & Wain
51,340 tdw.

of similar type:

m.s. "MAERSK NEPTUN"
built 1975. 59,960 tdw.
m.s. "MAERSK TRITON"
built 1977. 59,960 tdw.



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



CAR/BULKCARRIERS

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

of the same type:

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

of similar type:

m.s. "MAERSK CADET",
car/bulkcarrier, built 1973. 24,110 tdw.



PURE CAR-CARRIER

m.s. "MAERSK WAVE"
built 1980
Oshima Shipbuilding Co., Ltd.
2,000 units



SUPPLY VESSELS

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

of the same type:
m.s. "MÆRSK SUPPORTER"
built 1971. 745 tdw.
m.s. "MÆRSK SUPPLIER"
built 1972. 745 tdw.
m.s. "MÆRSK SHIPPER"
built 1972. 745 tdw.
m.s. "MÆRSK HELPER"
built 1972. 735 tdw.



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

of the same type:
m.s. "MÆRSK TACKLER"
built 1973. 1,428 tdw.
m.s. "MÆRSK TOPPER"
built 1974. 1,428 tdw.
m.s. "MÆRSK TENDER"
built 1973. 1,428 tdw.
m.s. "MÆRSK TRANSPORTER"
built 1974. 1,428 tdw.
m.s. "MÆRSK TRIMMER"
built 1974. 1,428 tdw.
m.s. "MÆRSK TRACKER"
built 1974. 1,428 tdw.

of similar type:
m.s. "MÆRSK TERRIER"
built 1973. 1,335 tdw.
m.s. "MÆRSK TRADER"
built 1973. 1,335 tdw.



m.s. "MAERSK FIGHTER"
built 1976
Bolsønes
9,280 HP. 1,052 tdw.

of the same type:
m.s. "MAERSK FEEDER"
built 1976
9,280 HP. 1,052 tdw.



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

of the same type:
m.s. "MAERSK PIPER"
built 1976. 1,932 tdw.
m.s. "MAERSK PLOTTER"
built 1976. 1,932 tdw.
m.s. "MAERSK PUNCHER"
built 1976. 1,932 tdw.



Supply Vessels

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

of the same type:
m.s. "MÆRSK LOGGER"
built 1976. 963 tdw.



ANCHOR-HANDLING TUGS

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

of the same type:
m.s. "MÆRSK BEATER"
built 1976. 10,500 HP
m.s. "MÆRSK BLAZER"
built 1977. 10,500 HP
m.s. "MÆRSK BLOWER"
built 1977. 10,500 HP
m.s. "MÆRSK BOULDER"
built 1977. 10,500 HP
m.s. "MÆRSK BREAKER"
built 1977. 10,500 HP



A-H FIRE-FIGHTING TUGS

m.s. "MAERSK RETRIEVER"
built 1979
Odense Steel Shipyard Ltd.
16,000 HP 2,000 tdw.

of the same type:
m.s. "MAERSK RUNNER"
built 1980 16,000 HP. 2,000 tdw.
m.s. "MAERSK RULER"
built 1980 16,000 HP. 2,000 tdw.
m.s. "MAERSK RANGER"
built 1980 16,000 HP. 2,000 tdw.



DIVING/RAPID INTERVENTION VESSEL

m.s. "MAERSK DEFENDER"
built 1976
Singapore
1,250 tdw., dynamic positioning



FLAT-TOP BARGES

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

of the same type:
"MÆRSK BARGE 2"
built 1975. 9,865 tdw.
"MÆRSK BARGE 3"
built 1976. 9,865 tdw.
"MÆRSK BARGE 4"
built 1976. 9,865 tdw.
"MÆRSK BARGE 6"
built 1976. 9,865 tdw.
"MÆRSK BARGE 7"
built 1976. 11,285 tdw.
"MÆRSK BARGE 8"
built 1977. 9,815 tdw.
"MÆRSK BARGE 9"
built 1977. 9,815 tdw.





Teachers and pupils on the quay.

Adoption class visiting

On December 19th, 1980, 22 pupils of the 8th form in the Hadsundvejens Skole in Randers paid a visit, together with their teachers, Else Bernd and Roald Bille, to 'their' ship, the "MC-KINNEY MÆRSK", which made a call at Hamburg.

The visit had been arranged after an invitation from the ship's club of "MC-KINNEY MÆRSK". The ship normally sails between Japan and West Africa, so the club decided that this rare opportunity, with the ship calling at North European ports, ought to be used to see guests from the school with which the ship had had connections since 1977.

Pupils and teachers reached the ship by bus early in the afternoon, and in the saloon of the ship they were welcomed by the master, Captain H. J. Egholm. Roald Bille thanked on behalf of the school and the pupils by handing over to the club three Danish Christmas trees with decorations, ten flower-pot Christmas arrangements, a photograph of the veteran tug BJØRN, active in Randers harbour from 1908 to 1980, together with three pewter cups bearing the Randers coat of

arms; the latter were a gift from the city of Randers.

During the afternoon tours of the ship were made, in which the navigation instruments of the bridge and the engine room control panels appealed particularly to the pupils.

At dinner the guests had an opportunity to get acquainted with Chinese cooking, thanks to the cook of the ship, Mr. Cheung Sui Ting, and in the evening an informal gathering was arranged with members of the ship's club, including the showing of films.

Ole Paulsen

Roald Bille hands over one of the gifts of the school to Captain Egholm.

Captain Egholm with the photograph of the tug BJØRN.



Special cargo facilities

The artificial tweendeck

Maersk Line solves transport problems every day which are normally beyond the scope of fully containerized ships. Besides the containerizable cargoes of today there are still many types of traditional general cargo that must be carried from one part of the world to the other, but which require special facilities because of their dimensions or weight. For this purpose the containerships of the MÆRSK fleet use the artificial tweendeck, which has a length and breadth corresponding to a 40-foot container and, therefore, is adapted to the container modules of the ships.

An artificial tweendeck with the cargo lashed onto it may be taken on board by the container crane and stowed below deck, at the top of a stack of containers. If the height of the cargo items exceeds that of a container, the topmost two containers are left out, or correspondingly three, etc. By combining several tween-decks, up to three in breadth in one hold section (four in a centre section of our newest container ships), a total tween-deck space of about 40 by 24, or 40 by 32 feet, respectively, is gained, which will enable the ship to carry cargo items of even very great dimensions.

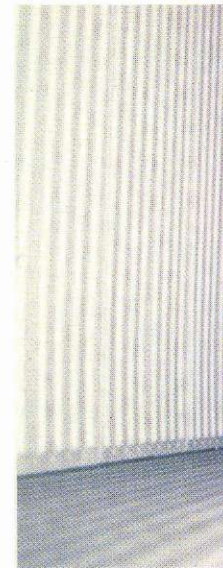
It is also possible to stow large cargo items on deck, viz. on the hatch covers, which will yield a corresponding combined square space of 40 by 24 or 40 by 32 feet. In most cases the hatch cover of a centre section will be used as the cargo will thus be protected by the stacks of containers on either side. If need be, an aggregate square space of about 40 by 96 or 40 by 104 feet may be gained by combining all three hatch covers across the ship.

Special containers

Other transport problems are solved by the MÆRSK fleet by means of special containers, such as

- reefer containers,
- 'open-top' containers, having bottom, sides, and ends, used for very tall items, in many cases with a tarpaulin over the top,
- 'open-side' containers, with bottom, top, and ends, whose open sides may be equipped with bars or net; used for transporting vegetables and fruit, also with tarpaulins if required,
- 'flat-racks', without top or sides, but with ends that may be lowered. Used for heavy vehicles.

The photos on these pages give examples of how artificial tweendecks and reefer containers may be used.



Live trees

This past October, Maersk Line moved a somewhat unusual cargo for Saudi Arabia's Crown Prince Fahd.

In order to achieve new landscaping at his Palace in Jeddah, the Prince required 7,615 Ficus Benjaminas (also known as weeping fig trees). These trees, ranging from 4 to 12 feet in height, were loaded into 23 reefer and 3 open-top containers at two locations in Florida: Bill Hoffman Wholesale Nurseries in Hollywood, and The Botanical Gardens Nurseries in Perrine.

With the reefers kept at 58°F, all containers were trucked to Savannah, Georgia, to be loaded on the

"CHRISTIAN MÆRSK" for the 19-day voyage to Jeddah. A consequence of this journey was the lack of additional watering and sunlight, and in most cases this situation would be disastrous; but the Ficus is hardy and adapts itself. The cool temperature inside the containers and the sealed atmosphere did reduce the need for water; however, the trees still lost some leaves, but will refurbish when placed in their new location.

The three open-tops, an experimental part of the shipment, were top loaded on the vessel. A representative of the shipper accompanied the shipment and was responsible for the watering of these



Self-propelled cargo

trees, two to three times during the voyage.

Maersk Line's reputation of superior service and equipment was endorsed by their being selected to handle this unique shipment. Behring International, a major freight forwarder in the Miami area, was responsible for the selection, and we were, naturally, thankful and proud of being given this opportunity.

We are pleased to report the safe arrival of the shipment and anticipate similar bookings in the future.

Enrique L. Corzo
Maersk Line Agency, Miami

An unusual cargo for a container vessel, a Sikorsky S-58T helicopter, was recently flown direct to the Maersk Line pier in Oakland, where it was prepared for shipment aboard the "ANNA MÆRSK". Secured to an ATD, the helicopter was safely stowed below deck. The ATD, artificial tweendeck, is a special unit that allows carriage of overweight and/or oversize cargo within the normal configuration of the container vessels.

After discharge from "ANNA MÆRSK" in Singapore, the helicopter continued on to its final destination in India, where it will be used in oil

exploration and transportation of oil personnel. Although an older model now (first built in 1958) the S-58T is still used extensively in rescue work and oil exploration, as well as in construction work.

"A good work-horse" and "built like a tank", are descriptions given of this helicopter by the suppliers, Rotocraft of Hayward, California.

John J. Harkin
San Francisco

News from Rosti

Danish sales promotion in Japanese department store.

In September an exhibition, long planned, was opened in the large department store, ODAKYU in Tokyo. In the glassware, porcelain, and gift department, Bing and Grøndahl displayed porcelain, Holmegaard glass, Stelton steel, and ROSTI its plastic products.

Before the opening, speeches were made by the President of ODAKYU, Mr. T. Mitsuya, by the Danish Ambassador to Japan, Mr. Per S. Groot, and by Rosti's Sales Manager, Mr. E. Klingert. As the exhibition was sponsored by Denmark's Trade Fund and the Federation of Danish Industries, Mr. Klingert's speech dealt with Danish industry in general, not just with the products of the four above-mentioned exhibitors.

The exhibition had been built up in front of a very busy lift, so that thousands of people had an opportunity to study Danish products during the two exhibition weeks.

To blow extra life into the exhibition, Holmegaard had sent a glass-cutter to their stand, who cut monograms and the like into the glass articles bought.

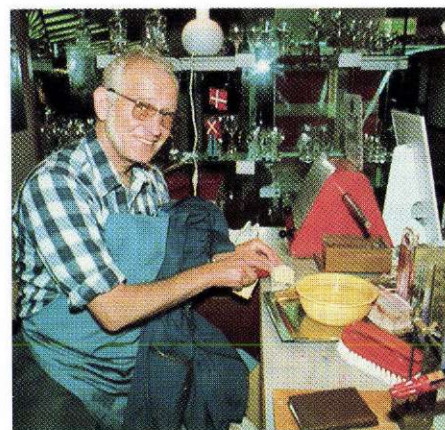
Rosti concentrated on the introduction of its new CUBIC LINE series on the Japanese market. Rosti's sales in Japan are channelled through the large import and export firm, J. OSAWA & CO. LTD. in Tokyo, importers and dealers for many years of Rosti products.



The Danish ambassador to Japan, Mr. Per S. Groot, opens the exhibition at the Odakyo Department Store together with his wife and the President of Odakyo, Mr. T. Mitsuya.



Representatives of J. Osawa & Co. Ltd. in Tokyo, responsible for marketing Rosti's products, watching Rosti's Cubic Line. From the left: Mr. H. Kurokawa; Mr. S. Ikenishi, executive vice president; Mr. K. Morimoto; Mr. Y. Segawa, general manager.



A stand with various Rosti products.

Holmegaard's glass-cutter at work.



Danish woodstoves

In the December issue, 1980, MÆRSK POST carried an article from DISA dealing with the production of old-fashioned woodstoves at a factory in Vermont, USA, by means of a DISAMATIC 2070 molding machine.

The article mentioned that the present oil crisis lay behind this Danish American industrial fairytale, where old-time

American tradition was combined with the latest and most advanced foundry technology from Denmark.

Supplementing this article MÆRSK POST would like to mention that one of DISA's greatest customers in Denmark, the Morsø Støbegods, has a similar and even greater production (four DISAMATIC's) of various types of fireplaces and woodstoves. A large proportion of these products are exported by Morsø to Canada, Great Britain, Germany, Australia, and the USA, where the oil crisis and the uncertainty regarding oil supplies, have boosted this alternative heating source and caused a revival of the past.

One of Morsø's classical woodstoves, based on modern foundry technology (DISAMATIC).

THE MAERSK AIR FLEET 1981

January 1st, 1981



BOEING 707-720 B

179 passengers

OY-APU
OY-APV
OY-APW
OY-APZ



BOEING 737-200 Advanced

127 passengers

OY-APJ medium range
OY-APK medium range
OY-APL long range
OY-APN long range
OY-APO long range
OY-APP long range
OY-APR long range
OY-APS long range



HAWKER SIDDELEY HS-125-400

8 passengers

OY-APM



HAWKER SIDDELEY HS-748

44 passengers

OY-APT
OY-MBY
OY-MBH



BEECHCRAFT KING AIR C-90

8 passengers

OY-MBA
OY-MBB



BELL 212 Twin-Jet Helicopter

9 passengers

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

Maersk Air in Egypt

In Egypt a new airline company has seen the light of day, named Arab International Airways (ARABIA), and close co-operation was commenced between ARABIA and Maersk Air to enable the new company to start operations from the main base at Cairo on November 21st, 1980.

During the months from August to November the final training of ARABIA's pilots, stewards and stewardesses, and administrative personnel was carried through in Maersk Air's training centre at Kastrup Airport, in the classrooms as well as in the air on board one of Maersk Air's aircraft.

ARABIA operates domestic services in Egypt, e.g. Cairo – Port Said, as well as foreign services, Cairo – Malta – Luxembourg, and also charter flights.

On November 19th the first Boeing 737-200 Advanced (OY-APN) took off from Copenhagen for Cairo, and 10 days later a sister aircraft (OY-APO) joined it at Cairo. Both aircraft will remain on the Danish flight register, and will be flown and maintained by Maersk Air staff. However, as soon as the introduction period is over, ARABIA will take over and operate the first Boeing themselves. The photograph shows the Boeing painted in ARABIA colours.



From left to right: C/J Siw Møller, Vivianne Jonson, Lene Ott Madsen, S/V Majken Clausen, Celina Pesco.

From left to right: Capt. Willy Larsen, Capt. Hans Brams, Flight Engineer Jørgen Petersen.



Around the

A round-the-world tour on a MÆRSK ship is not all that exceptional – it happens too often for that. With Maersk Air it has just happened, for the first and so far only time.

On December 29th, 1980, one of Maersk Air's Boeing 720B's took off from Kastrup Airport on such a mission. The 170 passengers, Captain Willy Larsen and his crew had commenced a flight that would take OY-APZ from Copenhagen to Sdr. Strømfjord, Regina, Oakland, Honolulu (where New Year was celebrated), Nandi in the Fiji Islands, Christchurch in New Zealand (where the world championships in athletics for veterans were arranged), Sidney, Jakarta. Here Maersk Line made an invaluable effort for a successful continuation of this global tour via Sri Lanka, Dubai, Athens back to Copenhagen. The Boeing landed at Kastrup on January 19th after having flown a total of 41,940 km, covered through 51 flight hours.

The Danish travel bureau Hans H. Kristensen had arranged the tour.

From one of the participants of the tour we have received this letter:

To the editor.

In my capacity as vice chairman of the Veterans' Committee of the Danish Athletics Association, I contacted Hans H. Kristensen's travel bureau at the end of 1979 in order to have a tour arranged for sports in New Zealand around New Year 1980-81.

The background was the fact that the world championships in athletics for veterans were to be held in Christchurch,



world by Maersk Air

a sports event that takes place every second year at different places in the world; and the 1981 games were to be hosted by New Zealand. The duration of the arrangement is about a week, and participants are in the age groups of over 35 years.

H.H.K.'s bureau offered five different plans, and we were specially interested in one that would take us via Los Angeles and Hawaii to Auckland, Rotorua, and Christchurch, and back via the Fiji Islands and Los Angeles to Copenhagen.

Very soon 36 Danish participants had entered their names, and through my membership of the Nordic veterans' committee I made Norway, Sweden, and Finland interested in a joint travelling arrangement. In a short time we received more than 100 acceptances, the majority from Sweden.

With H.H.K. a plan matured of making a charter arrangement, and contact was established with Maersk Air. The possibility of a charter arrangement meant that we might offer our participants a round the world tour, returning via the Middle East. We waited eagerly for the outcome; after about three weeks we had sold out, and negotiations with Maersk Air could be finalized.

On Monday, December 29th 1980, at 7.30 a.m. all participants gathered at Kastrup Airport. The first, very nice, detail on the schedule was the fact that Maersk Air had arranged for a special cloakroom in which our winter clothes could be kept while we were away. The checking in took place in good order, and after a drink of welcome in the travellers' pub the final call was given for flight

DM 903, and we went on board.

I seemed to remember from other charter flights that we would be welcomed by polite but formal stewardesses, and that was what it felt like when on the plane we were met by the five beautiful girls that were going to be our hostesses during our three-week tour.

Naturally, we were not to be without the traditional: "Captain Willy Larsen and his crew — —" and the prescribed instructions. But it soon appeared that we were in the good hands of quite an extraordinary crew. Soon the first coolness between us had vanished, and a pleasant tone was felt all over the cabin.

Any misgivings we might have had at the thought of travelling in so large a group of four nationalities melted away, largely thanks to the crew.

From the cockpit Captain Larsen's steady voice would every now and again give us factual and adequate information, and the precision of the cabin crew together with their ability to get on a level with us soon made us all feel as one large family.

With the greatest risk of using superlatives I would say that little by little we began to look forward to rejoining "our" crew and "our" aircraft when after a few days' stay somewhere we resumed our journey.

The fine "blue bird" with the white star also attracted great attention wherever we came, and in Christchurch the landing was filmed and shown on TV.

Thanks to our competent supervisor, Majken Clausen, the food we had on board was in a class of its own, delicious, varied, and well prepared; and I guess

that most of us put on some extra pounds en route.

Our aircraft, a Boeing 720B, was ideal for our purpose, very comfortable in the air, and not for a moment did we feel cramped, not even during the long hauls. Above all our plane had one advantage, it was not supersonic, which gave us more time to talk to each other throughout the tour.

On the whole, we hope that Maersk Air will retain this type of plane, enabling us to use it some other time. Everybody has the absolute wish that for the coming championship in Puerto Rico in 1983 it will be possible to have another arrangement with Maersk Air and Hans H. Kristensen.

Once again, on behalf of all participants, I should like to express our sincere thanks to the crew, Captain Willy Larsen, Captain Hans Brams, F/E Jørgen Petersen, C/C Siw Møller, Vivianne Jonson, Lene Ott Madsen, Celina Pesco, and S/V Majken Clausen. Thank you so much for making this tour an unforgettable experience for us.

At Athens we were taken over by a new crew, captained by Kristian Hougaard. Thank you also to you for carrying us safely on the last leg, so that we could join our families again after a long and eventful tour, with twelve perfect take-offs and touch-downs.

Best regards,
Frank Horn
Veterans' Committee
Danish Athletics
Association

The MÆRSK DATA EDP School



The first class of pupils of the Mærsk Data EDP School have all completed their fundamental training. Here they are seen on the quay outside the A. P. Møller head office at Esplanaden, where classrooms and other facilities were at their disposal. On the right the leader of the school, Mr. Bernhard Horstkamp.

The photograph shows the 1980 class of pupils together with the school leader, Mr. Bernhard Horstkamp, at the completion of the basic training for programmers. The course was held from August 1st to November 30th, 1980, in the classrooms at the A. P. Møller head office, kindly put at our disposal, and equipped for the purpose with terminals and printer.

The Mærsk Data EDP School was started in the summer of 1980, based upon a decision made by the management during the spring – with the first class beginning on August 1st. The reason for the decision to start our own school is the great general shortage of edp specialists, a shortage confirmed by an inquiry made

by the EDP Council during the summer of 1980, revealing that during the coming three years Denmark will be short of 600 or 700 edp specialists. The greatest shortage will be of edp assistants. The four schools in Copenhagen, Odense, Århus, and Ålborg will turn out about 1600 edp assistants; but inquiries show that the edp establishments of this country will need about 2100 newly trained assistants. An improvement is underway, however, in that the Ministry of Education is at present establishing six new classes for 1981, which will cover half the expected shortage.

Also regarding the highest trained group of edp people, holding a bachelor's or a master's degree in computer science, the inquiry has found a shortage. These experts will pursue studies at a university for at least five years, some of them even five and a half years. During the next three years about 150 such candidates will pass their finals, but a total of 350 will be needed.

The purpose of the Mærsk Data EDP School is to ensure that Mærsk Data will, also in the future, be able to put skilled edp staff at the disposal of the A. P. Møller Group, and the recruiting of 10 to 12 new apprentices per year has been planned. To enter the Mærsk Data EDP School the edp assistant examination will normally be required. The training for edp assistant takes one or two years, one if the General Certificate A level has already been taken, two if the basic vocational course has been passed. The two-year course includes part of the mathematical subjects required for the General Certificate, but on the whole the two courses run along much the same lines.

About one-third of the lessons are devoted to commercial and office routine subjects, for instance accounts, to give students an idea of the subjects served by the edp machines.

The edp subjects themselves start at bottom level, telling about the computer, upon which the pupils learn a machine-oriented and a problem-oriented pro-

gramming language, data processing, etc. The edp assistants are given a solid amount of fundamental knowledge, and the ensuing teaching at the Mærsk Data EDP School is based on this, resulting in fully trained programmers with a command of the programming language and programming aids used by Mærsk Data, and with knowledge of Mærsk Data's edp machines, operating systems, and data transmission equipment.

Furthermore, pupils are told about Mærsk Data's organization, purpose, and role in the A. P. Møller Group; and in order to enable pupils to get a good idea of the problems with which they will have to grapple later on, and find an edp solution for, they join the A. P. Møller shipping apprentices for the introductory course of the Shipping School at Esplanaden. In the course of this they are given a solid understanding of Mærsk Data's biggest and most important customer, the A. P. Møller Shipping Companies with their many different departments.

With a higher level of education than edp assistant it is possible to be exempted from parts of Mærsk Data's training of programmers, which consists of four months' basic training and an eight months' period of practice. After these two basic training elements the students will meet the requirements asked by Mærsk Data of independently working programmers, and they will be able to cover the edp needs of A. P. Møller and other customers in a qualified way.

The first class of pupils are now in their period of practice, and so far everything promises well, all pupils having carried through their fundamental training.

The next class will start on August 1st, 1981, and this time we aim at 12 pupils at least in order to satisfy, also over a longer period, the needs of the A. P. Møller Group for expert assistance in the construction of edp solutions.

*S. Palle Andersen
Mærsk Data*



Transport seminar in Hong Kong

'The Shipping Company and the Shippers' was the title of a seminar arranged by the Hong Kong Management Association, sponsored by the Economic Bureau of The Macau Government.

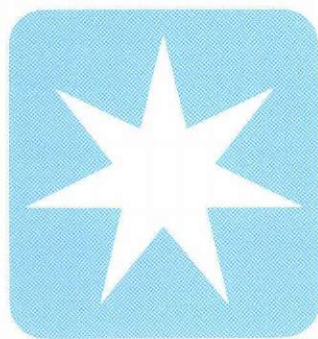
Maersk Line (Hong Kong) Ltd. and Agencia De Navegação Ou Fat Lda were invited to elaborate on the various phases of transportation specifically, in relation to import-export to/from Macau.

The combined Ou Fat/Maersk Line panel covered numerous topics ranging from documentation requirements, terminal operations, and conferences to inland transportation. The seminar was rounded off with a question/answer session, leaving the participants with a better understanding to be used in their daily work.

On December 6, 1980, the Macau participants were invited on board the "ARNOLD MÆRSK" where Captain Lausten and his crew ensured a successful and very informative presentation of a present-day container vessel.

The enclosed pictures show the group on board "ARNOLD MÆRSK" during the presentation.





Personalia

ESPLANADEN



1



2



3



4

25 Years Anniversary

1. Svend Hansen
April 3rd
2. Niels Lillelund Jørgensen
April 3rd
3. Svend Aage Johansen
April 22nd

Retiring

4. Børge Sørensen
April 30th

MÆRSK DATA



1

25 Years Anniversary

1. Bent Flinck
March 1st

THE FLEET



1



2



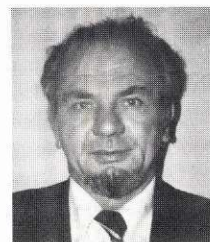
3



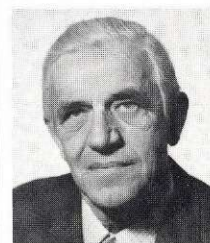
4



5



6



7

25 Years Anniversary

1. Captain Aksel H. Nielsen
March 12th
2. Captain P. Ellebye Andersen
March 15th
3. Chief Engineer Preben V. Laursen
April 21st
4. Chief Engineer Hans P. Danielsen
May 18th
5. Chief Engineer E. Elbenhardt Jensen
May 20th
6. Captain Eigil Hansen
May 30th

Retiring

7. Chief Engineer Henning Hedeby
February 28th

THE YARD



1



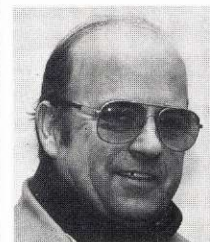
2



3



4



5



6



7

25 Years Anniversary

1. Eivind Fl. Petersen
March 20th
2. Knud H. Nielsen
April 24th
3. Verner Bay Nielsen
May 3rd
4. Vagner V. Pedersen
May 8th
5. Palle Jensen
May 23rd
6. Mogens Bang
June 1st
7. Hans Peter Mogensen
June 12th

DISA



1



2



3

40 Years Anniversary

1. Svend Aa. Jensen (Jægerspris)
May 19th

25 Years Anniversary

2. Mogens V. Andersen (Herlev)
May 1st
3. Poul Jensen (Mileparken)
May 1st

ROULUND



1

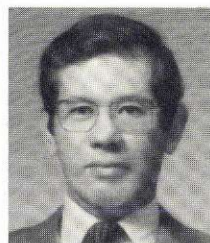


2

40 Years Anniversary

1. Ingvard Andersen
January 27th
2. Mogens Helsted
May 26th

ORGANIZATIONS ABROAD



1



2



3



4



5

25 Years Anniversary

1. K. Tsukamoto, Kobe
March 1st
2. R. Yoshida, Kobe
March 1st
3. M. Yamaoka, Osaka
March 12th
4. Y. Kakuta, Tokyo
April 1st
5. K. Miyasaka, Tokyo
April 1st

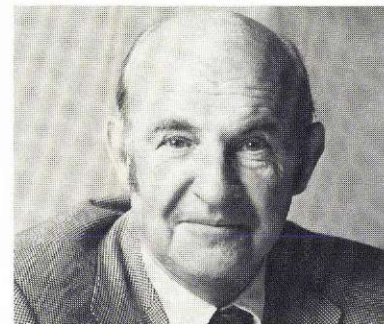
Retiring

K. Taura, Kobe
March 31st

Obituary

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

Sv. Carlo Mortensen
DISA (Mileparken)
October 29th, 1980
Kjeld P. Nielsen
The Yard
December 19th, 1980



After 48 years of service with the A. P. Møller Shipping Companies, Shipowner C. Rentz-Petersen, who celebrated his 65th birthday last year, has wished to scale down his activities. One of Mr. Rentz-Petersen's responsibilities has been the managing of the big MÆRSK fleet of tankships.

On the 1st January, Mr. Rentz-Petersen resigned from his post as partner in the Firm A. P. Møller, thereby terminating his daily responsibilities in the management.

We are happy to say that Mr. Rentz-Petersen will retain certain functions in the Shipping Companies, where he will undertake a number of specific and important tasks. Furthermore, he will represent A. P. Møller on the boards of a number of Danish companies and international organizations. Among the latter are:

International Tanker Owners' Association (INTERTANKO)
The International Tanker Owners' Pollution Federation (TOVALOP)
International Maritime Industries Forum (IMIF)
Tanker Committee and International Chamber of Shipping (ICS)

Able Seaman
Christian Jørgensen
m.s. "BRIGIT MÆRSK"
December 27th, 1980

A few months after having retired from active service, Captain Ove i Gerdinum, ex the MÆRSK fleet, passed away on September 14th, 1980

