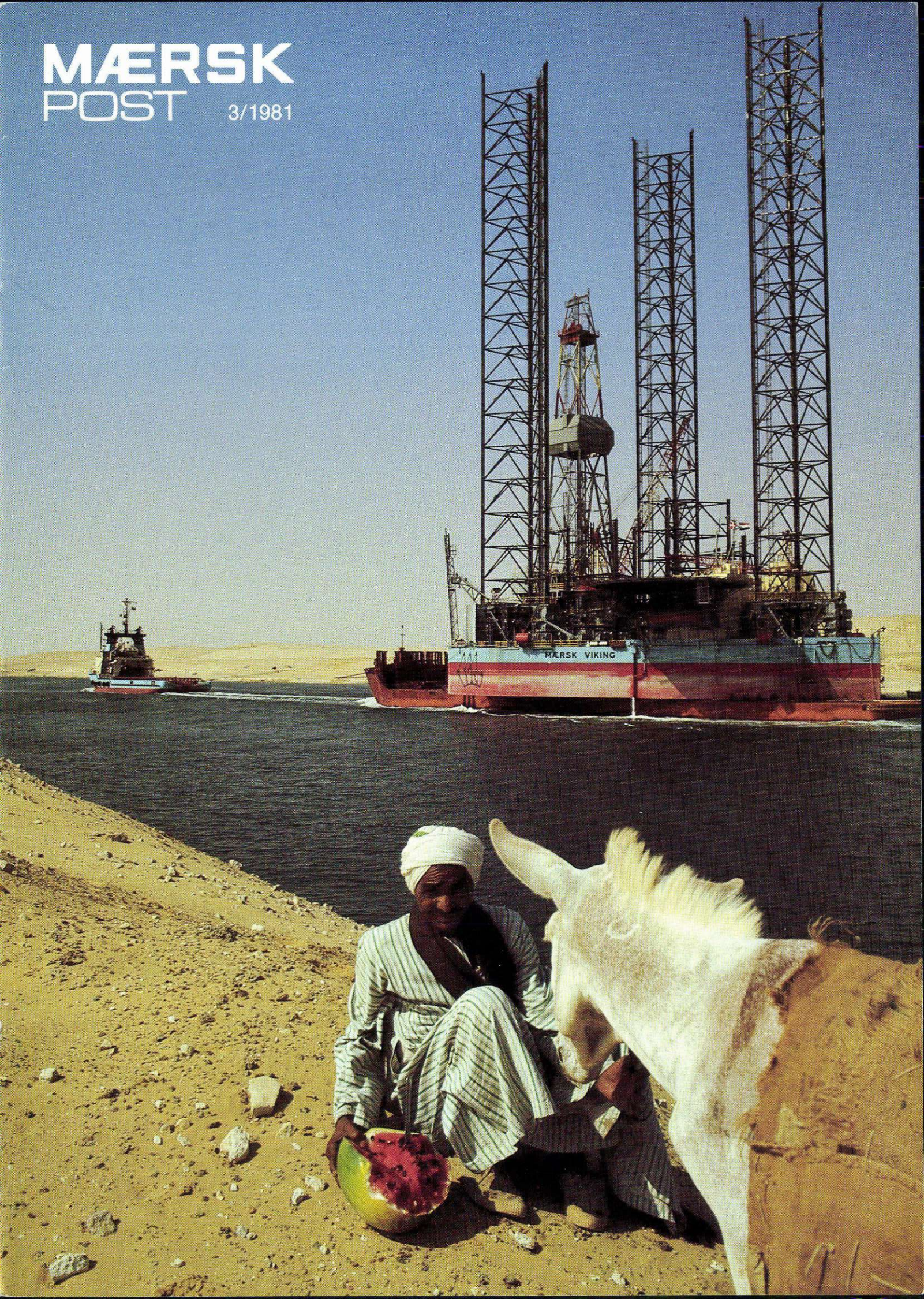


# MÆRSK POST

3/1981





# MÆRSK POST

Published by A.P. Møller, Copenhagen

Editor: Poul Jægerholt

Design: 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: B. Trier-Hansen

MAERSK AIR: Lotte Valbjørn

THE YARD: J. Hellesøe

PAPYRO-TEX: Helge Madsen

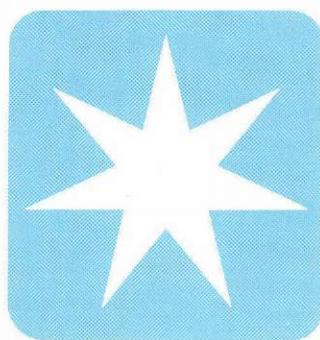
PHARMA-PLAST: Vicki Stene

ROSTI: Leif O. Jensen

ROULUND: Else Frejlev

## Front cover photo:

*During June and July the newly built "MÆRSK DETECTOR" towed the new rig "MÆRSK VIKING" from the yard in Japan to the Adriatic Sea, where the rig will operate with Ravenna as its home base. The voyage went via the Suez Canal, and our photographer, Torkild Balslev, found his motif near Ismailiya. Read the article "Long tow" on page 12.*



On the 15th of June, one of our ships, m.s. "EVELYN MÆRSK", serving in the liner traffic between the Far East and the Middle East, rescued 69 Vietnamese refugees from a small, open boat in the South China Sea.

There is nothing very unique in that. It is an unwritten law for seamen that they should render help to fellow men in distress. And MÆRSK ships have, on a line with vessels of other shipping companies and nations, rescued seamen as well as refugees in need on the seas. Particularly in the waters around South East Asia refugees have often been in distress, due to quite inadequate equipment and insufficient knowledge of navigation. In these cases our ships have often saved human lives which would otherwise have been lost. 5,158 people have been saved by 30 MÆRSK ships since May 1975.

In these rescue actions first-class achievements have been made, both by the entire crew and, through brave and unselfish efforts, by single crew members.

The reason for giving prominence to the "EVELYN MÆRSK" incident of June 15th is the fact that the brave initiative of a single crew member saved a woman refugee who would otherwise have been drowned.

We quote the report from the master of the ship, Captain J. Falk Madsen:

*"--- During the rescue operation one of the women refugees - who later appeared to be pregnant - fell down from the gunwale of "EVELYN MÆRSK", from rather great altitude. Deck Cadet Lars Christensen was at that time assisting on board the refugee vessel. He just had time to divert the woman from the gunwale of the vessel and into the sea, where she soon began drifting away in the rough waves. The cadet boldly dived into the water and managed to get the woman back into the vessel, from where she was speedily taken on board the EVELYN, shocked but with only minor bruises to remind her of her 'flight'.*

*Through his resolute and unselfish act Cadet Christensen most certainly saved the life of the Vietnamese woman, as it would have been impossible later on to locate her in the dark and because of the choppy sea".*

The cadet has already received A.P. Møller's and my personal compliments for his outstanding action, and through this cover article I should like to communicate the young seaman's deed of valour to our readers, an example of good Danish seamanship.

MÆRSK MC-KINNEY MØLLER

Volume 20 No. 3

September 1981

Reproduction permitted with  
acknowledgement of source.





*The sponsor, Queen Anne-Marie, and King Konstantin seen on the fore-deck after the ship had been named "LICA MÆRSK".*

# MAERSK at Langelinie

Royal sponsor  
Open house

## Naming

On Monday, June 1st, Her Majesty Queen Anne-Marie showed our shipping companies the great honour of sponsoring a new containership at Copenhagen's Langelinie Quay.

After the take-over the newbuilding, which was named "LICA MÆRSK", shaped her course for the Far East, where she will join her sister ships, "LAURA MÆRSK", »LEISE MÆRSK«, and »LEXA MÆRSK« in Maersk Line's liner traffic.

These new containerships have a deadweight of 31,700 tdw. with a container capacity of 2,100 TEU, and the ships have so-called slim-guides allowing for 40- and 20-foot units as required, making it possible also to cater for 'artificial tweendecks' with cargoes of irregular dimensions. The ships even carry 1.440 m<sup>3</sup> of liquid cargo in four cargo tanks.

A 12-cylinder B&W diesel of long-stroke type propels the ship, yielding 47,000 HP at 97 rev./min., and bow and stern thrusters facilitate berth operations.



*About 14,000 people visited the ship during the two 'open-house' days.*



On Saturday, June 6th, the ship set out on her maiden voyage, skippered by Captain Poul Martin Lausten and with Erik Elbenhardt Jensen as chief engineer. The chief officer was Flemming Knaur Hansen, and the chief steward Henning Mikkelsen.

#### Open house

The presentation at Langelinie took place amid a press conflict; but despite the reduced possibilities of announcing to the public an invitation to come on board the ship this arrangement became such a resounding success as has rarely before been seen at Langelinie. About 14,000 people visited Langelinie on Friday or Saturday 5/6 June, and the ship was easily ahead of other contemporary arrangements – such as 'Constitution Day' speeches by politicians in the city parks – regarding public favour.

The 'Open-house' arrangement comprised not only a guided tour of the ship, but also a visit to two marquees pitched at the end of Langelinie. One contained a cinema with continuous performances of our new slide show for 75 spectators at a time. The other presented a series of models of MÆRSK ships, ranging from supertankers and containerhips to supplyships and, in connection herewith, a drilling rig; besides, a large number of photostats and colour enlargements showed different types of ships in action. The greatest success, however, was two video globes which offered continuous showings of films; one about the supertanker »REGINA MÆRSK«, travelling from the Arabian/Persian Gulf to Bantry Bay in Ireland with a cargo of crude oil; the other the 'Kursen er sat' (the course is shaped for —), which gives viewers an idea of life aboard for a deck and an engineer cadet, besides illustrating the various stages in the delivery of a certain commodity, from the placing of the order (at Hong Kong), via the carriage by container to the quayside, the stowing and discharge to the final delivery to the customer.

The two video globes attracted great numbers of spectators during these two days, and a final count showed that the two marquees could boast even greater numbers of visitors than the ship, about 16,000 all told, which may have been due to the fact that many people refrained from joining the long queue for the ship. The queue went from the special staircase by the ship's side along the Langelinie, sometimes as far south as the statue of the Polar Bear. There were no grumblings from the queue, however, and many laudatory remarks fell to the share of the Information Department staff, responsible for the arrangement, as well as of the regular crew of the ship, supernumerary officers, and Esplanaden office staff.



*At a certain time the queue extended as far as the Polar Bear (sculpture) at the southern end of Langelinie.*





*From one of the exhibition marquees. On the right is one of the video globes with continuous skowings of the film 'The course is shaped for ---'*

*You do not just shift a 31,700 tdw. ship around.*



*From the bridge deck, about 30 m above the water, there was a fine view of Copenhagen.*

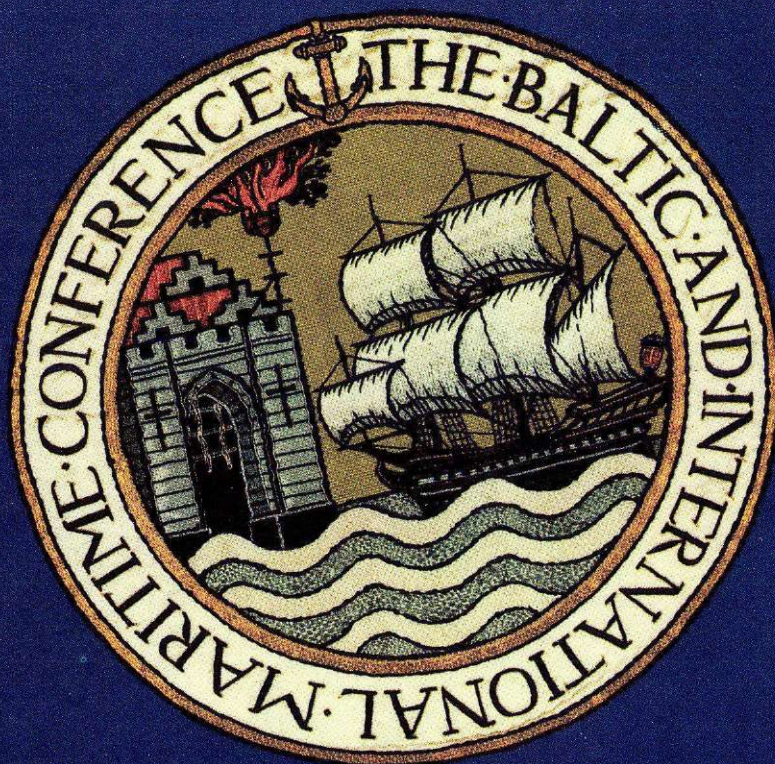
*The enormous size of the fore-deck is apparent.*



**BIMCO  
1905-1980**

# 75 Years of International Co-operation

**BIMCO**



*The BIMCO Crest, printed in colour on the cover of the publication marking the 75th anniversary, was first used officially in 1930. It depicts a 16th-17th century sailing ship, as well as a beacon, or cresset, on the battlements of a watergate, which was a common feature of late medieval ports.*

During the days 19 to 22 May, under the patronage of H.R.H. Prince Henrik, The Baltic and International Maritime Conference – usually termed BIMCO by shipping people – held their general meeting in Copenhagen, and in connection with this a series of meetings with lectures and panel discussions on today's shipping problems. Such meetings have aroused great interest and have often been related in the international shipping press.

To tell readers of the background MÆRSK POST has asked the managing director of the Organization, Mr. Waldemar Møller Sørensen, to give us a brief account of the founding, object, and sphere of activity of the Organization.



# celebrates its 75th anniversary



*H.R.H. Prince Henrik, patron of the general meeting, together with the retiring president, Mr. Gerrit Warnderink Vinke of Amsterdam, and (left) the re-elected chairman of the Executive Committee, Mr. Chr. Lund, executive vice-president in A.P. Moller.*

## **The start**

BIMCO was founded in Copenhagen in 1905 by a group of shipowners, whose main interest was the timber trade from the Baltic and the White Sea, with return cargoes of coal, etc. Hence the name was originally The Baltic and White Sea Conference. At the beginning the main purpose was to agree on minimum rates for these cargoes against the effects of the economic depression prevailing at that time.

However, the advantage of a conference of shipowners on a more international basis, also with a view to other activities, was soon realized, and in 1927 the name was changed to The Baltic and International Maritime Conference. Today it is the biggest private shipping conference in the world.

There are three categories of members:

1. Shipping companies,
2. Shipbrokers and shipping agents,
3. Club members, such as national shipowners' associations, defence associations, and other unions of shipowners.

There are today about 2,700 individual owner and broker members in 96 countries, and the registered tonnage totals 176 million grt./291 million tdw. There are 47 club members.

In addition to members in the old, traditional shipping countries of the

Western World, shipping companies etc. of Socialist countries, as well as of developing countries, are represented.

One of the main objects of the organization is to work out charter parties and other shipping documents used as standard contracts in the important trades. A considerable number of charter parties (freight contracts), bills-of-lading, etc. used in the daily transactions, have been worked out and agreed upon by BIMCO and shipper/importer organizations. BIMCO attaches great importance to the efforts to standardize shipping documents, not only regarding conditions, but even regarding format and layout. BIMCO carries on considerable consultative activities, often giving solicited opinions in disputes of interpretation between shipowners and merchants.

Another advantage enjoyed by members of BIMCO is the unique information service rendered. BIMCO supplies members with a multitude of information needed in daily, practical operations, such as port conditions, expenses in port for calls, loading, discharge, etc., and port conditions in the entire world, regarding handling, strikes, congestion of goods or ships. During the winter regular ice reports are sent out. Special publications contain details in connection with freight tax in various countries, holidays and working hours in ports, and ap-

proved contract formulas, clauses, and the like.

The most frequently used BIMCO publications are the 'BIMCO Weekly Circular' and the 'BIMCO Bulletin'; the latter appears every second month.

BIMCO enjoys the status as consultants in the UN special shipping organizations, viz. the 'Inter-Governmental Maritime Consultative Organization' (IMCO) in London and the 'United Nations Conference on Trade and Development' (UNCTAD) in Geneva.

At the general meeting, which is held every second year, elections are made of the president, possibly an honorary president, the future president, up to five vice-presidents, and a board of directors. The Board is composed in accordance with the statutes of the Organization in the way that the number of registered shipping companies and the subscription paid decide how many seats on the Board each of the member countries is entitled to have. After the recently held general meeting there are 42 seats, and 23 countries are represented on the Board. The Board appoints members of the Executive Committee and the Documentary Council.

## **Strong Danish representation**

Since 1973, Shipowner Eigil Hahn-





*BIMCO's office building in Kristianiagade in Copenhagen.*

Petersen, Copenhagen, has been honorary president, which should be interpreted as a token of gratitude on the part of the Organization for Mr. Hahn-Petersen's prolonged and active service in BIMCO.

As president for the period May 1981-May 1983 the general meeting elected Shipowner J.D. Lauritzen, Concord Line A/S, Copenhagen, who was also recently re-appointed chairman of the Danish Shipowners' Association. The Spanish shipowner, Señor Eduardo Bages of Madrid, was appointed to the post as coming president, and he may then expect to be elected at the next general meeting, which will be in Madrid in May 1983.

Mr. Chr. Lund, Executive Vice-President in A.P. Møller, was re-elected chairman of the Executive Committee. He was elected for this post at the last general meeting at Cannes in May/June 1979.

The newly elected chairman of the Documentary Council is an Englishman, Mr. Peter G. Bradley of Rochester.

The retiring president, Mr. Gerrit Warnderink Vinke of Amsterdam, pronounced, when his period of presidency expired, that at the election in 1979 of Mr. Lauritzen as coming president and Mr. Chr. Lund as chairman of the Executive Committee, and with Danish management of the Secretariat, the strong

predominance of Danes at top level might prove unfortunate. He was, however, able to assure members that the strong Danish representation had in no way interfered with the neutrality of the Organization when serving the general interests of international shipping; and the general meeting gave their full approval to this point of view.

#### **Celebrating the 75th anniversary**

As mentioned above BIMCO was founded in Copenhagen in 1905, and on 11 occasions Copenhagen has been the framework around the general meetings of the Organization. It was the case also at the 25th anniversary in 1930 and the 50th anniversary in 1955. As the general meetings are held only every second year, it was decided that the official celebration of the 75th anniversary should take place in Copenhagen at the 1981 general meeting. In this connection it was highly appreciated that H.R.H. Prince Henrik favoured the Organization by assuming the patronage of and officially opening the general meeting, and that H.M. the Queen as well as the Prince attended the ballet performance at the Royal Theatre, to which the Danish Shipowners' Association had invited all participants with wives/husbands on Tuesday, May 19th. After the performance the

Association also played host at a repast at d'Angleterre Hotel.

The city of Copenhagen held a reception at the Town Hall on Wednesday evening, May 20th, including the serving of the famous 'town hall pancakes'. Furthermore, great hospitality was shown by the Danish Shipbrokers' Association at a reception in the main hall of the Stock Exchange building, and by the Shipowners' Association of 1895 who, together with the Defence of Shipping Executive Board and the Danish section of the insurance association Skuld sponsored a lunch at the Nimb restaurant, when the general meeting itself, in the Tivoli concert hall on May 22nd, was over.

About 700 member representatives of 53 countries were present in Copenhagen during the general assembly, many of them accompanied by their wives/husbands, so that the number of participants registered was well over 1,200.

#### **BIMCO's offices**

Since the Organization was founded in 1905 the Secretariat has been domiciled in Copenhagen.

The office building at No 19, Kristianiagade belongs to BIMCO. The regular staff counts 24 people.





## Training ship **DANMARK** visits New York

BY BARNEY BRENNAN

On May 1, 1981, the Port of New York once again played host to Capt. Vilhelm Hansen and the 90 plus officers and cadets of the "DANMARK" (among them 43 MÆRSK boys). Amid much fanfare, two Coast Guard cutters loaded with Danish and American television reporters and technicians, as well as representatives of the Danish Consul and Moller Steamship Company, proceeded from the South Street Seaport to Gravesend Bay where the vessel was anchored. Due to new television techniques, the "DANMARK" and its crew were immediately on the morning show of an American television news program; as soon as the photographers were able to focus their cameras on them. The vessel then proceeded to the South Street Seaport, arriving to be greeted by thousands of New Yorkers who were on their

lunch hour breaks at that time. A program of entertainment and instruction was put into effect immediately after the vessel docked, supervised by the Consul General's office and ably abetted by the Moller Steamship staff. Part of the program consisted of a visit to West Point by 40 of the Cadets on the following day, Saturday May 2nd. This part of the program was arranged by Moller Steamship Company, and was supervised by your correspondent with the aid of two of our Danish Trainees, Kim Westrup and Henrik Jensen.

We left South Street Seaport about 8:30 a.m. by bus, and arrived at West Point Military Academy at 11:30 a.m., where a pretty female guide was waiting to show us the points of interest.

The "DANMARK" was originally scheduled to sail from New York on May

7th, but it became necessary for Capt. Hansen to have minor surgery, and the vessel was delayed pending his return from the hospital. After release from the hospital, it was then deemed too risky for the Master to make the trip back home, and the ship finally departed on May 13th for Copenhagen via the Azores under the command of First Mate Ole Peder Nielsen. Incidentally, due to the additional time the vessel spent in New York, it gave all the cadets the opportunity of visiting Berth 51, Port Newark, where the "AXEL MÆRSK" was discharging and loading — one group visited the pier the day of arrival, and the second group on the following morning, which was the day of departure for the "AXEL MÆRSK". Capt. Bent Lund also arranged for the cadets to have a tour of the vessel.



*This is West Point's Reveille gun. It is fired by the honor detail from the 57th Military Police Company, 1st Battalion, 1st Infantry, each day at 5:30 a.m., and at the close of the day, normally at 4:30 p.m. On days that the cadets parade, it is fired at 5:00 p.m. As the gun is fired, the flag is raised in the morning and lowered in the afternoon.*



*These are the steps to Battle Monument at Trophy Point, the most famous of all West Point monuments. It was erected in honor of all those officers and men of the regular Army who were killed during the Civil War.*







*This is a full photo of Battle Monument. On the base of the monument are the names of 2,240 officers and soldiers killed during the Civil War. The Civil War era cannons around the outer edge have the names on them, of battles fought during the Civil War. Between each set of cannons you can see a granite ball. On the stripes around these balls are the names of men killed during the particular battles listed on the cannons. In the background of this photo is Storm King Mountain.*

*These chain links were not built to enclose the remnants of early American cannons. In fact, they are all that remains of West Point's "Great Chain". During the Revolutionary War a means was needed to prevent the British from sailing up the Hudson River and attacking American settlements and forts. The Great Chain served this purpose nicely. When completed the chain was 600 yards long and weighed 150 tons. It was stretched across the Hudson from West Point to Constitution Island. Portions were floated on timber rafts to keep the chain at water level. The chain was used for five years beginning on May 3, 1778.*



*This is a cadet parade or sometimes called a review. The purpose for parades is to teach cadets military drill. However, they have become one of West Point's most famous tourist attractions. Some 2.5 million people visit West Point each year, mostly in the Spring and Fall, just to see a cadet parade. These cadets are wearing the "White over Grey" uniform, the summer uniform. In the background is Washington Hall. In addition to the Administrative Office, this building contains the Cadet Mess Hall. The Mess Hall is a dining facility for the cadets and will seat all 4,400 members of the Corps of Cadets, and does so three times each day. Prior to each meal the cadets line up by company (there are 36 companies in the Corps) for inspection in front of their respective barracks. They then march through the six doors and are seated at pre-assigned tables of ten. Meals are served family style. The Academy's budget for meals is over \$10 million a year, including food costs, operating expenses and employees' salaries.*





# Long tow

*The "MÆRSK VIKING" during a 'jacking trial' off Naruto City on 20 April. The hull is 90 m above sea level, and 10 m of the legs are below the surface. The final length of the legs will be 123 m.*



The A.P. Møller Shipping Companies have taken delivery of a new drilling rig from the Japanese company MODEC (Mitsui Ocean Development and Engineering Co. Ltd.). It was named "MÆRSK VIKING" and is the first in a series of six.

The "MÆRSK VIKING" has been fixed for the account of the Italian oil company AGIP for a longer period, and it will be working in the Adriatic Sea with Ravenna as its base.

The new rig was towed on a barge from the yard in Japan to Italy by another A.P. Møller newbuilding, the supplyship "MÆRSK DETECTOR", delivered to A.P. Møller a few months ago by the Frederikshavn Yard as the first of two.

The towing operation started in Japan on 2. June, and "MÆRSK VIKING" reached the Adriatic on 22 July, passing through Suez.

The rig was taken on board the barge in the way that the latter was filled with water, thereby being depressed so much as to allow the positioning of the rig directly over it. Next the water was pumped out, whereupon the barge rose with the rig placed on its deck. The top photograph shows the rig afloat right over the barge, the stem of which can be discerned on the left. In the bottom photograph the towing operation has commenced (the supplyship is out of the photo).







# Numisnautics

BY HUBERT MALLING

PHOTOS: LENNART LARSEN, DANISH NATIONAL MUSEUM

*"Numisnautics" is a denomination used by numismatists about research in maritime history based on the description, interpretation, and catalogueing of coins and medals bearing maritime motifs. This article narrows the subject to some of our national coins showing a few well-known types of ships.*

## Days of barter

From the first beginning all trade took place through bartering. Commodities changed owners and varied according to the needs and habitude of those taking part. But little by little metals – especially the precious ones – were preferred as means of trade. They were easily controlled by a pair of scales and were very handy to carry along, for instance in the form of rings or spirals from which bits could be cut to pay for various goods.

Coins as such are not seen till about 600 B.C. in the Middle East, where the very rich King Croesus of Lydia had small lumps of gold marked with a symbol to guarantee their value.

Among the classical peoples the Greeks preferred silver for their coins, whereas the later Romans had theirs made of gold, as well as silver and bronze. The decline and fall of the Roman Empire amid the great migrations also influenced the money systems, which were not re-established till the epoch of Charlemagne, about A.D. 800. The range of motifs and symbols on coins has, naturally, changed during the times; still, certain main tendencies prevail. Gradually, advanced techniques have increased the artistic possibilities of medallists and the quality of their workmanship.

Every new sovereign in history has, for reasons also valid for sovereigns, naturally enjoyed having his own portrait or monogram replace that of his predecessor on the coins of the realm. It would be imprinted on the front side, the *obverse*, whereas the back side, the *reverse*, was dedicated to a symbol rendering one of the brilliant feats of the realm, such as shipping activities.



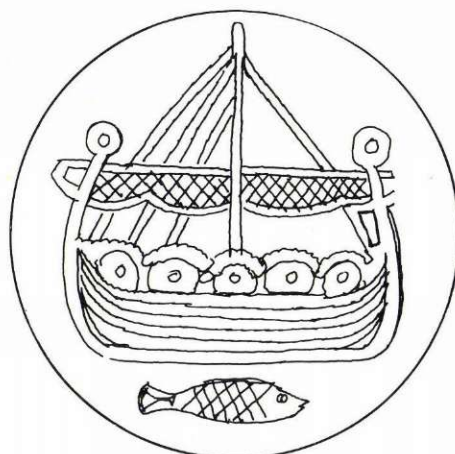




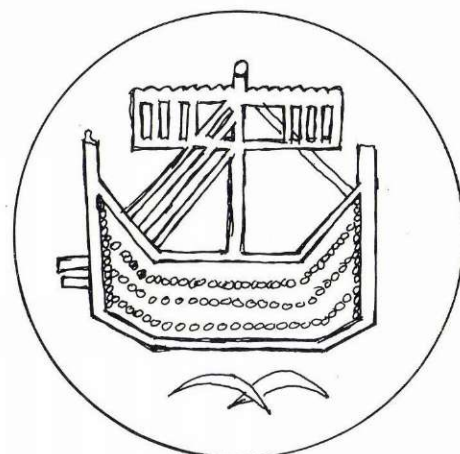
### The Viking era

Nordic illustrate that the habit of depicting ships on coins began gaining momentum during the early 800's. During this period, that of Charlemagne, a rather extensive and peaceable trade was carried on with the Franconian Empire, via the Frisian town of Dorestad, where coins were struck. This also took place slightly further south, at the Flemish trading centre Quentovic – in both places occasionally with pictures of ships on the reverse. The types of ships point to the latter years of the Romans in England, but also serve as model for Nordic coinage of money, most likely carried out by mintmasters from England.

Today we know 15 finds of coins with maritime motifs from the Viking era, rendering warships as well as merchantmen. The types are easily defined. The material is silver, and the coining can be dated to the beginning of the 800's.



Even though the dimensions of the coins dictate a very schematic representation, there is no doubt. Warships appear with the characteristically curved stems ending in a circular figure, and with shields lining the upper board along the ships' sides. The watery element is marked by a fish under the keel. The fact that its scales have the same diamond pattern as the reefed sail may be explained as the stamp-cutters wish to make the job easier for himself. The steering-oar is not seen – but it may have been taken within board.



There is no mistaking the merchantmen either. They have straight stems with tiny angular keel-ends ('beards') to decrease the drift when beating to windward. The many small vertical circles along the stems, marking the shape of the hull, are probably nails. The fact that the steering-oar is on the port side may have had aesthetical reasons. The type of ship points to the later cogs – and further to the Hanseatic epoch.

As seen from stays and shrouds both ships have their stems to the right. Whether this indicates an out-going or return voyage is left to one's own imagination. The vertical or intersecting lines on the sails of the coin ships represent strengthening strips of homespun, or leather straps for the same purpose.

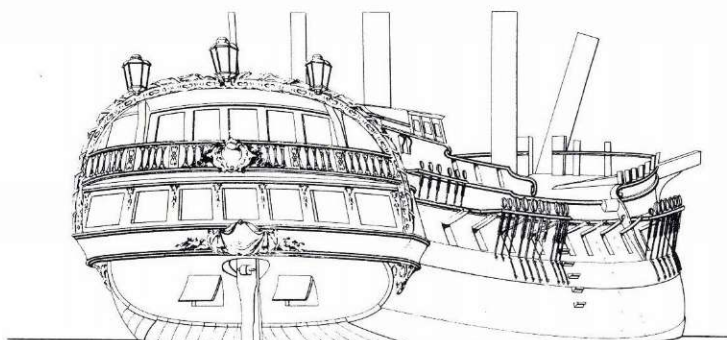
Certain details in the standing rigging and indications in the running have been of use to science in the attempts to reconstruct the spread of canvas of Viking days. This task is still very difficult because no sails or remnants of sails have yet been found from that period – not even in ship burials of Viking chiefs. If an important person was not given a sail for this very last voyage, it may very well have been a question of economy, as the large square sail might easily cost as much as the vessel itself. And, after all, the auspicious gales he could hope for were not of this world.

From the time when Viking coin ships disappear, half a century is to elapse before new vessels turn up. Now on the coins of kings.

### Frigate days

Under six rulers of the Oldenburg dynasty coins with magnificent ships' motifs are struck. This period lasts roughly from the mid 1600's to the early 1800's, often





summarily referred to as the 'Colonial Era'. It was a period during which international trade animated our shipping organizations to considerable activity, and companies were established in remote localities.

In 1616 the *Danske Ostindiske Compagnie* is founded and dependencies are secured on the south coast of India, and in 1652, during the reign of *Frederik III*, the first Danish vessel departs for the West Indies with permission to bring home colonial goods on private initiative. This initiative is revived and stimulated by the successor, *Christian V*, who, by royal charter of 11 March 1671, cedes St. Thomas and the surrounding, uninhabited islands to the new *Vestindiske Compagnie* as a base for their operations out west.

To run the colonies in the West Indies manpower was needed. That was provided in the form of slaves from the strongholds acquired by Denmark on the West African Guinea coast. Through this a *commercial triangle* was established, having Denmark, the Guinea fortresses, and the West Indian Islands each in one corner. Ships set out from home carrying commodities suited to the African market, exchanged this, in the true sense of the word, for a dark cargo, which in the West Indies was traded for such delicacies as sugar and rum for the home market.

The system utilized the prevailing winds of the oceans; but in 1803 Denmark prohibited the importation of negroes into the West Indies – four years before England took the same decision. In the meantime there was quite an elaborate trade pattern to take care of. Rights had to be enforced – and the values below deck must be protected.

For these purposes the *frigate* was ideal. As soon as the early 1600's the possibilities of this craft were realized. Full-rigged and with a gun deck where the number of guns gradually increased ninefold, resulting in ships of the line of the first order.

It was only natural that the frigate should come to dominate the reverse of several magnificent coins of the colonial period. Not least the golden ducats.

#### King by king

The total period of reign of the six Oldenburg Kings who struck coins extends from 1648 to 1808. Some of them really let their minters keep their noses to the grindstone. Others simply continued a tradition. But the frigate held its course.



The tradition takes its beginning with *Frederik III* (1648-1670), who mints double ducats with vessels that may be either men-of-war or company ships, but at any rate of the frigate type. They appear in gold during the decade 1657-67 and are seen with stretched sails and waving pennants. They were probably meant to mark Danish sovereignty, for judging by the number of gun ports their cargo capacity must have been rather limited. As regards the West Indianmen it amounted to about 4,500 tons. The big Chinamen could take more than twice that amount.

On the double ducats the ship parts the word *tandem* (= at length) leaving one syllable on either side of the rigging. Later coins bear the King's motto *DOMINUS PROVIDEBIT* (= the Lord provideth for me).

The last ducat in this series distinguishes itself by presenting an even more impressive frigate than its predecessors, a precious vessel which may very well have plied the waters in 1669 when *Lloyd's* first shipping lists saw the light of day.





*Christian V* (1670-99) furthered the interests of the realm both in the East and the West. The connection between strongholds on the Gold Coast and the West Indian possessions is marked by mentioning the company as the *Vestindisk-Guineiske Kompagnie*. During his last year of reign the King has a ducat coined, on which the proud frigate lies at anchor off *Christiansborg* on the Guinea Coast.



*Frederik IV* (1699-1730) also takes great delight in colonies, and in 1701 he follows suit with a new ducat bearing the same motif: a ship at anchor off the African fortress. Three years later a five-ducat is minted, showing the frigate in the open sea, and clearly indicating, through the inscription, where the ship comes from. On a double-ducat from 1708 the abbreviation *Soc. Ind. Occ.* (*Societas Indiæ Occidentalis*) points to the *Dansk Vestindiske Kompagni*. We are still in the epoch of gold ducats; but it is only one year before the 'Great Nordic War', which is going to last 21 years.



*Christian VI* (1730-46) issues new coins on a modest scale, but contributes to the money system with a 12-skilling of silver. It is minted in 1740 *FOR DE DANSK AMERIC. INSULER*, as stated by the legend, and it shows a heavy ship which may be either of the company or warship class. The cargo, no doubt, was sugar, the current cargo par excellence.





Frederik V (1746-66) also mints a 12-skilling of silver. The frigate on it flies its flags and pennants in an untraditional way; but on the following edition (same value) everything goes back to normal. In 1763 a 24-skilling is minted, with an indication that the coin is Danish-American.

For domestic use Frederik V strikes a number of gold coins, on which the origin of the metal is given. This applies to a ducat showing a frigate in the roads off Christiansborg, and with the legend *FROM CHRISTIANSBORG*, to stress the origin of the gold. Another ducat, bearing a modified classical galley, tells that it was made of gold from China *EX AURO SINICO*. The letters *KODAC* are easily distinguishable on its standard, meaning *Kongelig Dansk Asiatisk Compagnie*. Other ducats without any indication of origin were probably based on homeland stocks.

Christian VII (1766-1808) supplements the 12- and 24-skilling issues of the West Indian system with a 6-skilling, marking the close of the epoch of this particular Danish coinage in the distant islands.

### A barque

Almost one hundred years are now to elapse before any more West Indian coins with ships' motifs are to appear. In 1849 the currency of the Islands was changed from Danish to American under Frederik VII (1848-63). At first re-imprinted American coins are used, but in 1859 a new series is issued with 5- and 20-cent pieces showing a barque.

The coin is the work of the well-known medallist, C.F. Krohn, reputed for being a very meticulous craftsman. This is clearly seen from an explanation which he forwards to the Second Department of the Ministry of Finance regarding the said barque:

*"The first Danish West Indian coins of 1740, from the time of King Christian VI, have a ship on the reverse side, and the same type is used under Frederik V and Christian VII, wherefore I have taken up this type, which Frederik VI abandoned. The said ship is a warship, probably correctly chosen for the prevailing conditions, whereas it may now be more suitable to use a merchant ship. Seen with an artist's eye the warship ought to be preserved. According to information kindly given by Captain Tuxen a barque is a craft usually seen in the West India trade, wherefore I have tried to render such a ship in my design; it is, however, difficult to draw on such a small scale, but fairly easy to engrave. Through the ship it has been attempted to suggest a colony distant from the mother country."*

### Own impression

Barques are rare in our time in Danish waters. If they are seen at all, they are usually training-ships or cruise ships. The classical full-rigged ship, the frigate, is a thing of the past. A single specimen, the *Jylland*, launched in 1860 and written off in 1908, survives under miserable conditions, disused, idle, full of days, her mouldering boards echoing with a hollow sound the stories about her feats of yore, told by tape-recorders as the modern tourists board the old vessel.

Coins are more durable. With a little luck they preserve their imprint through centuries. If you wish to get a personal impression regarding the types of ships mentioned above, the well-preserved collections of the Coins and Medals Department of the National Museum is the place to visit.

Here are coins with ships of the Viking era from Hedeby in the Schlei, as well as ducats and skilling pieces of gold and silver from the colonial period; about 50 different coins connected with activities of Danes on the seas through centuries.

For more detailed studies of frigates and Viking ships enthusiasts are referred to *Træskibet, fra Langskib til Fregat*, edited by the Information Council of the Wood Trade. Detailed drawings of frigates of various classes may be found in the very beautiful work *Architectura Navalis Mercatoria*, compiled by a Swedish specialist of the 18th century, Frederik Henrik Chapman.





During the reign of *Christian IX* of the House of Lykšborg (1863-1906) a *Danish-West Indian National Bank* is founded in 1904. At the same time the local currency is changed to francs, and the series of this system are minted with values given in dalers as well as francs. The last two West Indian coins with ships on the reverse are a 50-franc piece, worth ten dalers, and a 20-franc piece, worth four dalers. They are both of gold. But frigates and barques are gone and replaced by a classical galley, heavily weighed down by a buxom lady symbolizing agriculture, commerce, and – shipping!

Twelve years later the Islands are sold to the USA for close to 190 million kroner, quite a sum in those days, and even today not a bad deal, considering the fact that in 1981 money it would correspond to two thousand million kroner. The payment was for an area smaller than the island of Mors in the Limfjorden (North Jutland), and it was an area which had for years been in the red, financially.

Regarding our possessions in Southern India it might be added that the very modest coin systems of Tranquebar, from the acquisition in 1620 under Christian IV til they were sold to England in 1845 under Christian VIII, never had any ships' motifs.



## News from LONDON

### Five-a-side

The very active Danish vicar in London, Mr. P.E. Fabricius, arranged a football tournament among Danish firms in London on 2 May. No less than 10 firms accepted the invitation, and in four fields beside the well-known English prison in Wormwood Scrubs in North London there was a whole day of five-a-side matches, finishing off with dinner at the Danish embassy.

Maersk Company fielded both their first and second teams, seen in the photograph before the matches started.

The two teams had been supplemented with a couple of reserves – thus, Mr. Carsten Plougmann, en route to Tokyo, had to volunteer. Our first team got as far as the semi-finals, but this year's winners were the YMCA team.

### Maersk Line golf meeting

On June 5th Maersk Company Limited arranged their first golf meeting in the UK for customers and business relations.

The meeting had been planned by the Agency Dept., who had also provided favourable weather. The 18 holes were played on the beautiful, though very difficult, golf course of St. George's Hill in Surrey. At the following dinner Shipowner Leif Arnesen handed the Maersk Line Golf Challenge Cup to Mr. H. Takenaka of Nishizawa Ltd., London, this year's winner, with Mr. H. Onoue of C. Itoh & Co. Ltd., London, as first runner-up.

*The winner, Mr. Takenaka, and Mr. Leif Arnesen at the 15th hole.*

*The picturesque clubhouse, where lunch was served.*







## Well done

The A.P. Møller football team, member of the KFIU (Copenhagen Union of Company Sports), participated in the unofficial world championship in football for company teams, held at Hengelo in Holland during Whitsun.

The tournament mustered 48 teams from 12 nations. No 1 was a team from the Dutch plastics factory "Wavin". No 2

was an R.A.F. team, stationed in Germany, and the A.P. Møller team was third.

The MÆRSK team received a fine cup for their third place, and a cup for being the most fair-playing team. Besides, our goalkeeper, Lars Kastrup of the Tanker Department, received a prize as the best goalkeeper of the tournament.

Our team was composed of:

Lars Kastrup,	Tanker Dept.
Anders Andersen	Claims
Michael Hassing	Liner
Finn Skanderup	Liner
Søren Vestergaard	Bulk & Special
Flemming Hansen	Liner Dept.

Frank Pedersen  
Knud Finnerup  
Andreas Justesen  
Peter Brask  
Peer Juul  
P. Woodall  
Flemming Gamst  
Jakob Øhrstrøm  
Knud Madsen

Ships' Personnel  
M.C.L.  
Bulk & Special  
Maersk Drilling  
M.C.L.  
M.C.L.  
Liner Dept.  
M.C.L.  
M.C.L.

The picture shows Peer Juul with the fair-play cup, Peter Brask with the cup for third prize, and in front of the goalkeeper, Lars Kastrup, is the statuette he received for his high-class performance.

Erik Sjøstrand  
captain



## Photo competition

The editor takes this opportunity to call the attention of our readers to the MÆRSK POST annual photo contest, the judging of which will take place with the edition of number 4, 1981, which will appear in November.

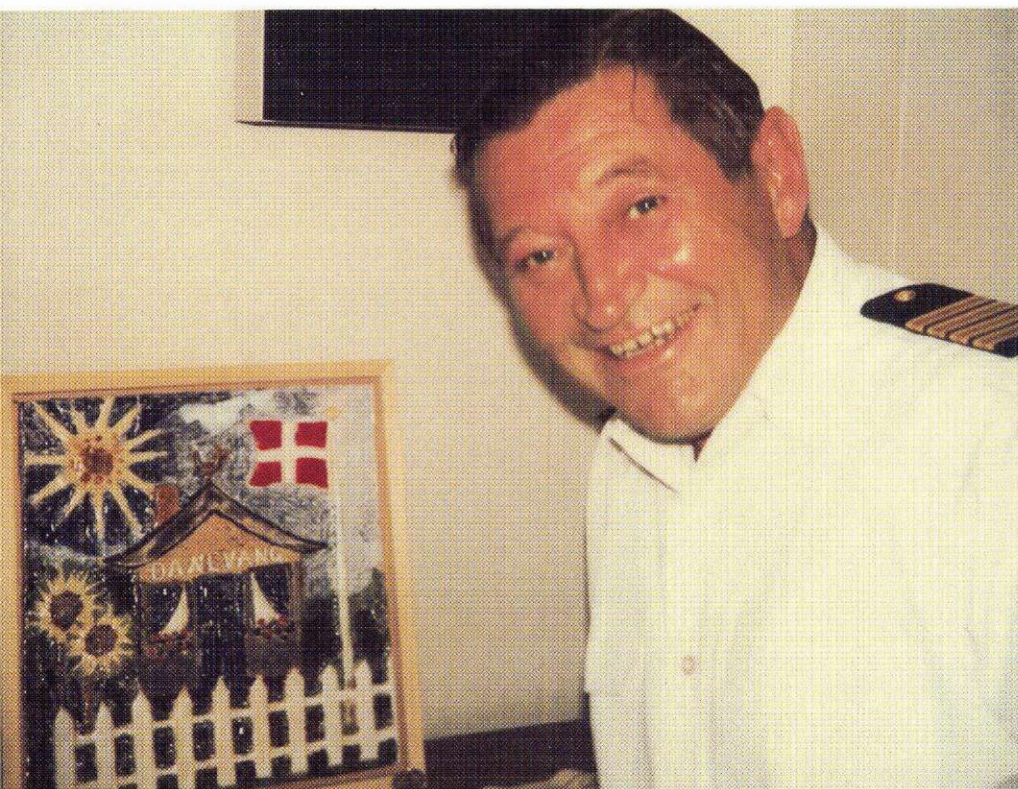
Submissions should reach the editor by October 15th, and you may send in colour photos, preferably in the form of diapositives/transparencies, but also colour negatives. In the latter case you

should submit negatives as well as paper prints.

Four prizes are awarded. First prize is a Minolta Himatic S camera, second prize a Braun electronic flash with sensor 320 BVC, third prize Time/Life's book "The Techniques of Photography", and fourth prize is a film packet, containing a colour diapositive film, a colour negative film, and a black/white film.



# The arts



Captain Kurt Brændekilde, master of the "LAURA MÆRSK", was slightly sceptical when, some time ago, he had a discussion with the ceramist, Lise Jonas, who is responsible for the maritime ceramic reliefs over the swimming-pool of the ship.

Mr. Brændekilde voiced his absolute appreciation of the artist's work, but then he ventured a remark that personally he would have liked a picture of a Danish garden lot with a summer house, a flag, and hollyhocks.

Lise Jonas took him at his word, prepared a small relief for him and sent it together with a piece of poetry, hard to render in English, but saying as much as:

It may be difficult to grasp an abstraction and quite a different thing to have a summer house

I distinctly recall how in Hamburg one day

Captain Brændekilde gave us his opinion of art.

He wished for a summer house with a flag

I gave the house the name of Danevang  
I hope it may bring comfort to Danes  
out there in foreign lands.

*Lise Jonas*

Being a polite man the Captain immediately thanked for the relief, likewise in verse, contents of which are given below together with a photo of the skipper and his particular relief.

Formerly among sailors who feared the Danish coasts

a Jonas (=Jonah) was pointed out in sinister superstition,  
for starvation and toil and beatings with the "cat"  
formed the miserable day of Danish sailors.

Now there's smile and song  
every day,

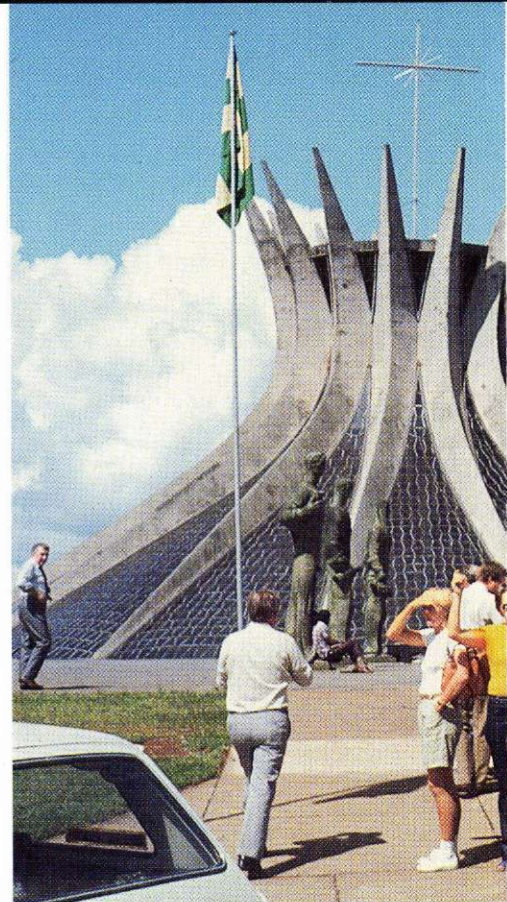
to us at sea from Danevang  
a Jonas is *the* thing  
with brightness and colour Jonas brings  
about  
happiness to enlighten sailors so they lose  
their hearts.

I hope I have expressed through these words

our humble thanks;  
may we meet at table some day  
and have a good meal.

Then I shall sing in praise of your relief,  
of the Danish flag, of Danevang,  
of Jonas' little Lise

*Kindest regards,  
Kurt Brændekilde*



## News from

In co-operation with the Jyllands-Posten and SAS, the Maersk Air travel bureau of Århus has been responsible for the technical arrangement of a new, interesting project within the sphere of special travels. The first stage in the development was enacted in the latter part of March under the title of 'looking at new markets', and twenty Danish industrial leaders took part in an introductory round trip to Brazil, where during twelve days they had a close look at the possibilities for co-operation within industry and commerce.

The trip lasted from 25 March to 6 April, and at the departure from Copenhagen the Brazilian Ambassador to Denmark, Senhor Helio Scarabotolo, wished the party a happy journey at a meeting in the VIP lounge of Kastrup Airport. During the trip by SAS via Lisbon to Rio de Janeiro the participants, though coming from widely different branches and localities, very soon formed a group of friendship and co-operation.

In Brazil they continued from Rio, after few days, by bus to Belo Horizonte. A slight detour was made to the little town of Seritinga to visit a 77-year-old Danish emigrant, Kai Godtfredsen, who today owns four dairies, and whose family staged a sumptuous reception.

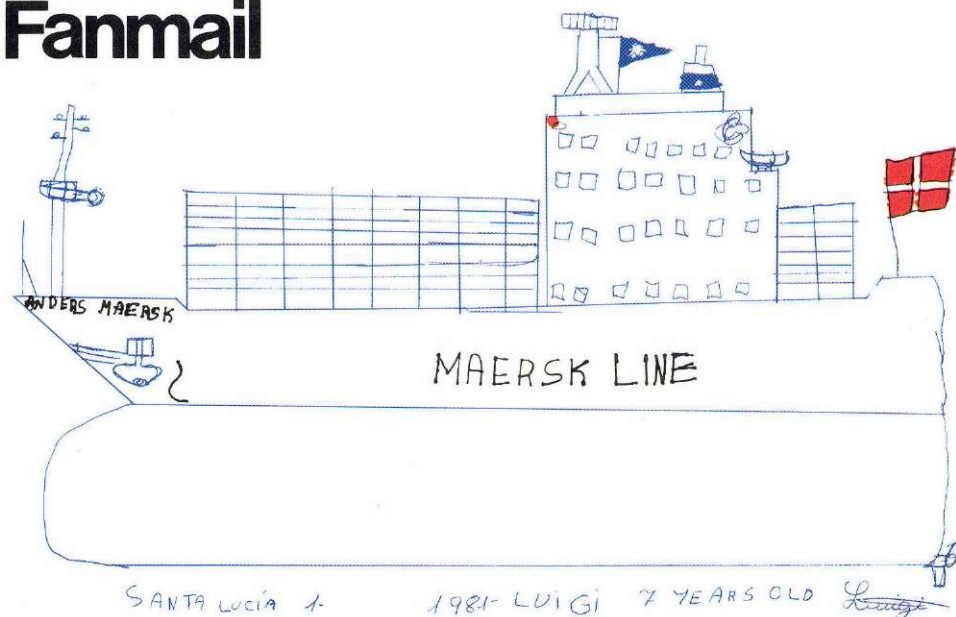
In Belo Horizonte a series of information meetings with the very active Brazilian development organization INDI had been arranged, and afterwards the journey went on to the capital, Brasilia, where the Danish ambassador Richard Wagner Hansen was the key



A visit was paid to Brasilia's impressive cathedral



## Fanmail



## Maersk Air

person in the arrangements. Various seminars were held here, and the entire group was invited to an official dinner at the embassy.

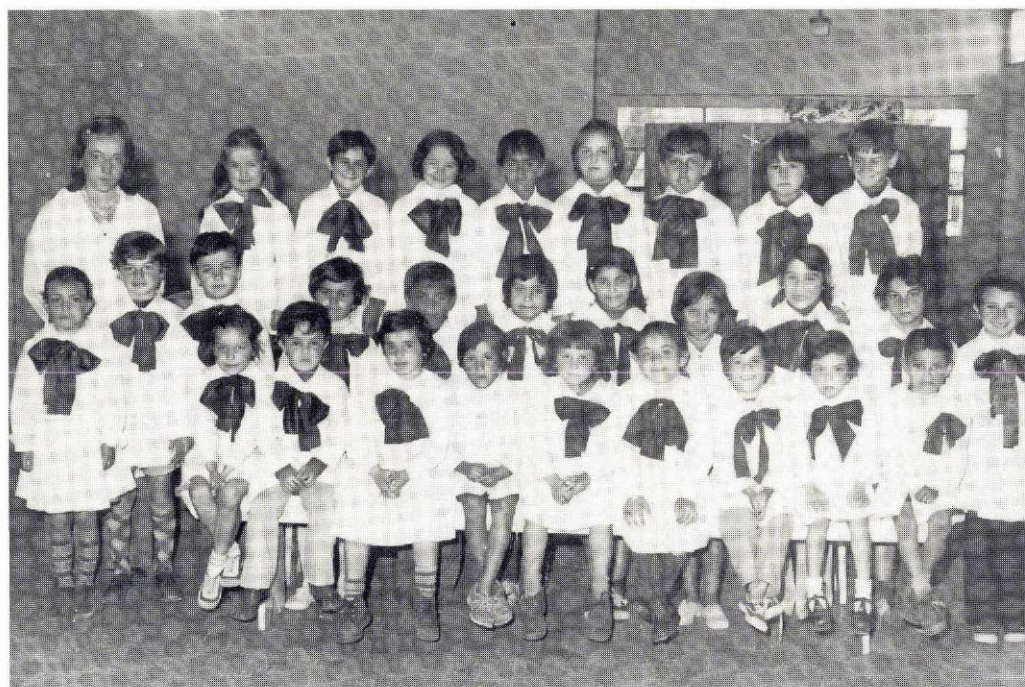
From Brasilia the trip continued to Brazil's largest industrial centre, Sao Paulo, with visits to a number of Danish firms. Not least conversations with these people, having several years' experience, were useful for the participants. Establishing an industrial undertaking in Brazil requires patience, but first and foremost an effort to acquaint oneself with local conditions. Exporting direct from Denmark is a difficult affair, wherefore the main interest centred around the possibilities for joint ventures with investments in and exports from Brazil.

From Sao Paulo we returned to Rio for a couple of days' relaxation – such as an unforgettable boat-trip as the guests of the Scandinavian club in Rio.

Three of the participants prolonged the arrangement by making a detour to the free-trade area of Manaus on the Amazon river, whereas the rest of the party returned to Denmark.

On the whole, a successful arrangement without any mishaps and with many words of praise to the organizers, Jyllands-Posten and Maersk Air. It is still too early to evaluate any practical results in the form of contracts of co-operation Denmark/Brazil, but we are entitled to expect results even in this field. Thus, Mr. Jakob Korsgaard, representative of the dairy company Danmark, is hoping for considerable results.

Kaj Nielsen



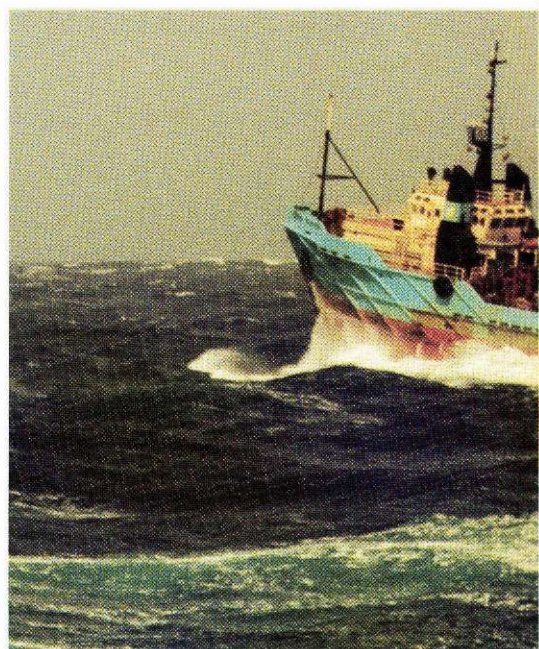
A teacher at Santa Lucía, Uruguay wanted some material for her class on the subject of transportation. She wrote to A.P. Møller, whose correct address she had somehow got hold of, and asked for help. Anne Herforth of the Information Dept., responsible for dealing with such

mail, sent her a fleet list and a pocket size group brochure. With a letter of thanks Miss Herforth received, some time later, a drawing one of the pupils (7 years) had made, and a photograph of Miss Maria Victoria Acquistapace and her class.



# Pictorial News

This heavy thunderstorm was seen from the "MARCHEN MÆRSK" by 1st Engineer Tom Albertsen.



These two snapshots of the "MÆRSK TRIMMER" in heavy seas were submitted by Cook S. Brabrand Jensen, p.t. "MÆRSK DISPATCHER".

The training ship DANMARK returned to Denmark in June, and 43 MÆRSK boys (of about 80), herewith terminating the first stage of their training to become navigation officers, gathered at Esplanaden for the signing on meeting. The young men are today serving in various MÆRSK ships, where they will receive further basic training before commencing their studies at the navigation schools. The period on board the ships usually lasts 16 months.





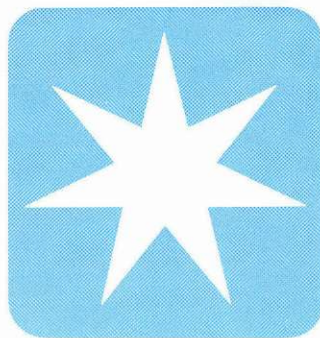


The quayside in front of the Copenhagen Port Authority building at Nordre Tolbod has often been used by important seaborne visitors. This was the case when on 1 June the Canadian Governor General Edward Scheyer, arrived in Copenhagen on board a Canadian destroyer and landed close to the MÆRSK headquarters.

Queen Margrethe welcomed her guest, and in the photograph Her Majesty is seen walking down the front of the Royal Guards together with the Governor General.

In the course of the summer the product-carrier "NICOLINE MÆRSK" has plied Danish waters, e.g. discharging 34,000 tons of fuel oil to Elsam near Aalborg on 8/9 July. The ship is seen here in the Limfjorden.





# Personalia

## ESPLANADEN



1



2



3

### 25 Years Anniversary

1. August Emil Gosch  
16 September
2. Frode Sønderby  
1 October
3. Ove Pedersen  
15 November

## THE FLEET



1



2



3



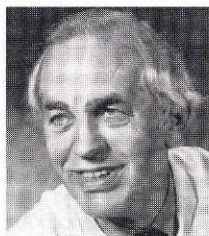
4



5



6



7



8

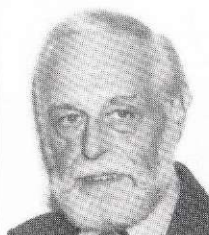
### 25 Years Anniversary

1. Chief Engineer N.E. Carbel Sørensen  
6 September
2. Chief Engineer Ove Haugaard  
18 October
3. Chief Engineer Leo Amelung  
23 October
4. Captain Jesper Dehn  
1 November
5. Radio Officer Mogens B. Knudsen  
1 November
6. Chief Engineer Elias H. Johansen  
25 November

### Retiring

7. Captain Erik Lyck  
31 August
8. Captain Leivur A. Jakobsen  
1 October

## PHARMA-PLAST



1

### 25 Years Anniversary

1. Paul Sandell  
1 September

## ORGANIZATIONS ABROAD



1

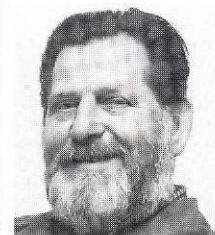


2

### 25 Years Anniversary

1. Preben W. Hein, San Francisco  
1 September
2. Kathleen Cox, New York  
26 October

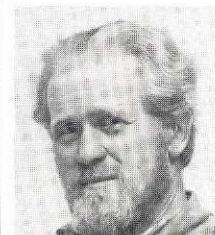
## THE YARD



1



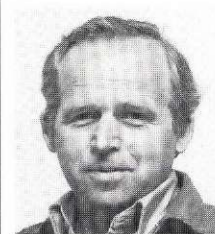
2



3



4



5



6





7



8



9



10

#### 25 Years Anniversary

1. Kr. Ørsnæs Pedersen  
9 October
2. Niels Ingemann Pedersen  
16 October
3. Preben Skovlund Andersen  
30 October
4. Henry Jensen  
30 October
5. Arne Johs. Nielsen  
30 October
6. Arne Chr. R. Andersen  
1 November
7. Egon F. Nielsen  
1 November
8. Poul Jensen  
20 November
9. Stig Vagn Hansen  
11 December

#### Retiring

10. E.W. Petersen  
1 August

## DISA



2

#### 25 Years Anniversary

1. Ib Leon Hansen (Herlev)  
5 September
2. Einer Mikkelsen (Skovlunde)  
23 October

## BUKH



1

#### 25 Years Anniversary

1. Kurt Hansen  
1 October

## New local correspondent



Lotte Valbjørn

In connection with his new post as managing director of Maersk Air, Mr. Bjarne Hansen has had to give up his functions as his company's local correspondent to MÆRSK POST. The editor would like to express his gratitude for four years of co-operation resulting in many interesting articles, at the same time bidding welcome to Bjarne Hansen's successor, Maersk Air's newly appointed chief of information, Lotte Valbjørn.

### Obituary

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

Karl Erik Eriksen

The Yard

31 March, 1981

Jørgen Pank Petersen

The Yard

8 April, 1981

Poul Erik Hansen

Roulund

28 April, 1981

Able Seaman

Jens Møller Christensen

ex t.t. "KIRSTEN MÆRSK"

24 May, 1981

2nd Officer

Bengt Göran Johansson

ex t.t. "DAGMAR MÆRSK"

29 May 1981

Villy Holm

Esplanaden

18 June, 1981

Knud Aage Nielsen

BUKH

10 July, 1981

2nd Engineer

Peter Mikael Junker

ex m.t. "HENNING MÆRSK"

14 July, 1981

F.B. Lyskjær

The Yard

15 July, 1981

Stewardess

Brunhild Elin Kamp

ex m.t. "GJERTRUD MÆRSK"

20 July, 1981



