

# MAERSK POST

Published by A.P. Møller, Copenhagen  
Editor: Einar Siberg  
Printers: Dansk Kliché Fabrik

## Local correspondents:

HONG KONG: Thomas Thune Andersen  
INDONESIA: Steen Withen Nielsen  
JAPAN: S. Osano  
PHILIPPINES: Lydia B. Cervantes  
SINGAPORE: David Tan  
THAILAND: Pornchai Vimolrutana  
UNITED KINGDOM: Ann Thornton  
U.S. EAST COAST: Barney Brennan  
U.S. WEST COAST: John J. Harkin  
U.S. GULF: Mary Jane Eck

DISA: B. Trier-Hansen  
MAERSK AIR: Lotte Valbjørn  
MÆRSK DATA: Keld Balle-Mortensen  
THE YARD: Jørgen Petersen  
PAPYRO-TEX: Helge Madsen  
PHARMA-PLAST: Vicki Stene  
ROSTI: Leif O. Jensen  
ROULUND: Else Frejlev

In January last year I expressed the view that we live in a troubled world. This is still true. Since 1948 we have seen more than 100 wars, and the number is still growing. Political unrest is the order of the day, and there are no indications that the world is becoming more peaceful. But somehow we seem to have learnt to live with that. People panic and hoard only in the areas where the unrest occurs. Wars hardly affect international markets, or even our daily lives.

1983 saw improvements in world economy, and we might have expected an increase in activities in international trade to be reflected in shipping. Unfortunately, that has not yet happened. We still experience difficulties. Companies whose expenditure resembles ours, reef the sails or have to close down. Or they survive on government support.

Cost cuts and efficiency drives have eased the way for the Company, and I would like to thank everyone yet again for those special contributions which have made the measures work.

In 1983 great efforts were made to manage the ships more efficiently and to reduce operating costs. Staff ashore and at sea have worked well and achieved good results.

This is true also of our world-wide organization, which continues to function most efficiently. Our name, our reputation, and the service which we offer out there, depend on it.

All the various efforts in the Company produced a positive result from our work at sea in 1983, which is more than some of our competitors can say.

Looking at 1984 we discover that several of our activities are threatened; alertness and additional efforts are required to hold our own. Able, industrious, and loyal members of staff at Headquarters, in the fleet, on the rigs, in the oil organization, on the North Sea, at the Shipyard, in the industrial companies, in the air, and all over the world must ensure that we get on top of all difficulties. Your efforts in 1983 have been greatly appreciated, and now, "Let's get on with the job".

MÆRSK MC-KINNEY MØLLER





1750. Catholic christening and blessing of a galley in France in the 1750s. Priests carrying banners and crucifixes accompanied by choir boys conduct the consecration ceremony from the stern of the vessel, which is decorated with flags. Engraving by Jean Baptiste Rigaud and possibly the oldest existing representation of such an event. By courtesy of the Bibliothèque Nationale, Paris.

# Customs marking the launching, naming, and christening of ships in Denmark

*The naming of modern ships involves traditions several hundred years old. Dr. Henning Henningsen describes them in this slightly abridged version of his article in the Report of the Museum of the Merchant Navy for 1983.*

A ship has a soul. This is no mere old-fashioned superstition, but it is in fact commonly believed even in modern times that a ship is almost like a living being. It was only natural, then, to say a few well-chosen words at launchings, to bless, cheer, and name the ships. In modern times the ceremonies have been known as christenings and many parallels have been drawn between ships and newborn babies. The customs can be found all over the world and date back to olden times. Denmark has seen developments identical to those in other countries.

## The ancient and medieval periods

We possess no information dating back to prehistorical times concerning the ceremonies as they were performed in Denmark, but archaeological finds and accounts in Norse and Icelandic sagas lead us to deduce that they were quite simple. During construction builders frequently left coins on the steps of the mast to bring good luck to the ships. The boats were pushed across the beach into the sea - on rollers, not, as has been claimed, on the bodies of slaves and prisoners of war whose blood dyed them red, although the claim is still put forward in popular articles on the subject. Sacrifices

were presumably offered once the ships had been named but the victims were probably animals rather than human beings: goats, sheep, or cows which were eaten at subsequent communal feasts.

The sagas contain reliable accounts dating from the Catholic Middle Ages. They describe Scandinavian ceremonies which correspond closely to those common both in the Roman Catholic and, to some extent, in the Greek Orthodox Church.

At various points during the construction of a ship a priest - and on special occasions a bishop - blessed first the keel and later the completed vessel by sprinkling it with holy water; the priest was accompanied by a procession of lighted candles, incense, bells, and crucifixes. The purification (*lustratio*) and the blessing (*benediction*) were conducted according to specific rituals during which priests named the ships - frequently after saints who then became their celestial protectors; the priests then blessed the ships, said prayers over them and wished them good luck. As far as their means permitted the owners adorned the ships with holy symbols and treasures: relics, crucifixes, images of saints, coins, which served as mascots protecting the ships against calamities, and they

made donations to the Church in return for prayers for Divine favour: ceremonial vestments, wax candles, money, and land. The holy ceremonies were followed by festive celebrations.

## The Protestant era - the naming of warships

After the Reformation of 1536 most "papist" practices were abolished in Denmark. It appears that the services of the Church were dispensed with at the naming of ships and colourful ceremonies were no longer performed. After the Reformation almost all merchant ships were named without the participation of the clergy, but from the reign of Christian IV onwards vicars or bishops again took part in the naming of men-of-war.

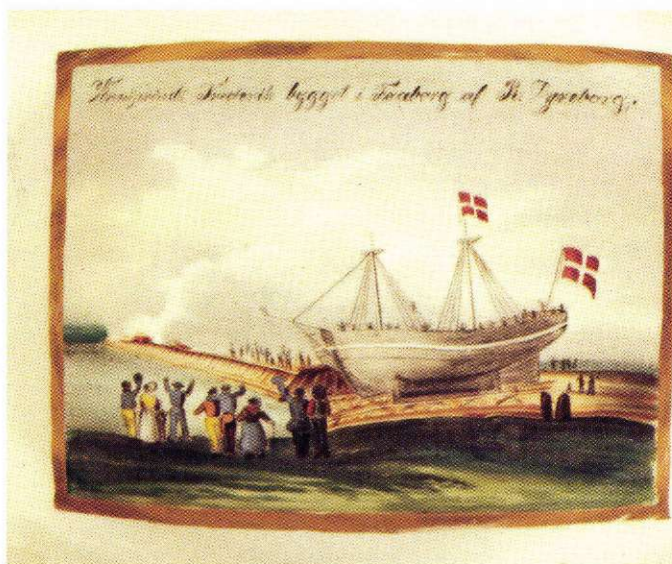
On the basis of scarce information from the 16th to the 18th centuries we may construct a coherent description of customs related to the *pushing into the sea* or *launching* of warships which took place "with God's help" and "in the name of the Lord".

As a rule, the King decided the names of these ships. He was present when the chocks were laid on the berths (1616) - certain ceremonies marked these occasions - and also when the ships ran from the stocks





1840. This beautiful tureen of porcelain was donated to shipbuilder Rasmus Dyreborg and his wife in Fåborg in 1840. It marked the launching of the "KRONPRINS FREDERIK" which he had constructed. The tureen carries a picture of the brig ready for launching, prow foremost on the slipway and decorated with flags. By courtesy of the Museum of the Merchant Navy.



"with the greatest possible amount of ceremony". Red cloth hanging from the top of the naked ribs covered the ships and they flew Danish flags, as did all other ships in the harbour. Clergymen, either the Dean of the Navy or one of the bishops, preached sermons before the launchings in return for gifts of a few rix-dollar; they blessed the ships and prayed to God to preserve them. We are told that in 1655 one ship was named by a clergyman. It is also possible that the King or high-ranking naval officers named ships, but no certain information is available on this point.

During launchings kettle-drums and trumpets were sounded (1664), and cannons were fired in salute. The names were painted on the stern of the ships, at least from about 1640 onwards. The royal family and frequently also foreign ambassadors attended launchings together with other important guests and large crowds of spectators. Sailors and workers from the Naval Dockyard cheered and waved their hats (1727). After the launchings banquets with good food and wine and with ceremonial toasts were held for the royal family and the guests. The master ship builders were presented with special suits as a mark of honour (1579), the workers received schnapps (1665) or barrels of best beer (1664) and extra half rations (1695). Sometimes even money for entertaining guests (1674).

On one occasion in 1644 a master ship builder and his workers decided to donate a splendid chandelier to the church (Neustadt) in celebration of a construction well executed. On rare occasions the King had a coin (medal) struck in memory of a particular event (1692). From the 1680s till well into the 19th century honorary and congratulatory songs were composed and published to mark launchings, and clergymen often published their sermons for the edification of the common people.

In 1862-1864 an armoured frigate was built in Glasgow; she was bought by the Danish Navy but the war of 1864 delayed delivery. She was to have been christened according to a new British custom by a sponsor, a young girl who was to have broken a bottle of sherry against the bow while naming her the "DANMARK", but the British Government forbade the ceremony as a breach of neutrality. Consequently she had not been christened when she came to Denmark after the war; she was regarded as a heathen and

held in disrepute for a long time. At this time, then, the christening of ships was regarded as natural, even though Danish warships were neither named nor christened; it even became customary to launch them without the blessing of the Church. This custom remained unbroken till 1931 when Queen Alexandrine christened the Royal Yacht, the "DANNEBROG", with a bottle of champagne and named her, pronouncing the formula used by the Merchant Navy: "I christen you the "DANNEBROG". May luck and good fortune go with you and your crew".

#### The naming of merchant ships

We do not know which customs were observed during the construction and launching of merchant ships during the first two or three centuries after the reformation; no information on the subject is available. The oldest, known accounts concern Copenhagen and the town of Korsør in the mid-18th century. There is very little evidence from the subsequent many years, but if we try to piece together a mosaic from the numerous single pieces of information from the capital and the provinces including the dukedoms of Schleswig and Holstein we may get a fairly accurate and more or less realistic picture of the customs from olden times through to the great break-through of christenings with bottles and sponsors.

For centuries small ships and boats were conveyed across long or short stretches of land to beaches or harbours; they were pushed on rollers, pulled across blocks or skids greased with soap or tallow (known as *fedtlapper* in Danish) all through the use of muscles, blocks, and winches, or put on horse-drawn trucks. Such demanding tasks could only be undertaken if all local male residents joined in. During the transport they were given sandwiches, pretzels, schnapps, beer; teetotallers had soft drinks. Once the tasks had been performed there were feasts known as *rullegilder* (on the island of Fanø they called them *ship's weddings*) for all participants and their families, for the owners and the builders in return for this free help.

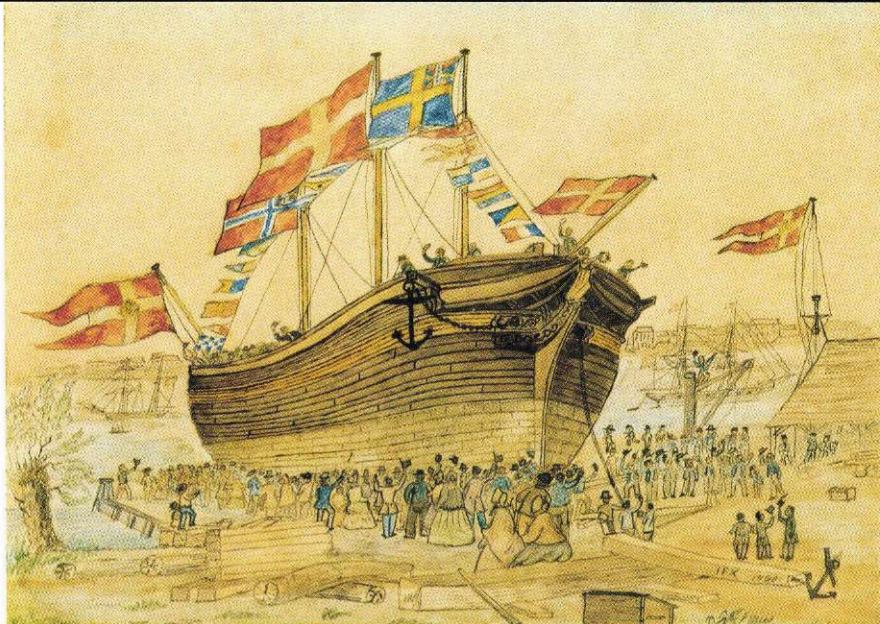
Around the middle of the last century sloping building berths were constructed in many of the harbours which had not had them previously. This meant that the ships could slide straight into the sea. But in many places, particularly shipyards, the ships were

still pushed out on rollers even after 1900.

During the construction of vessels certain ceremonies were performed in many places, often including reading the omens and serving a modest meal. When a keel was laid a small shaving was struck from it; if it stood on its ends it was a good sign, if it fell on its side it was less promising, and if it landed ends up the ship would soon be lost (Fanø, the 19th century). - The owners or the captains were present at the laying of the keels and put their hands on them to ensure fortune and good luck (the town of Fåborg, the 1890s). At the raising of sterns and prows in the town of Marstal two wreaths set at right angles one inside the other and positioned on a pole adorned with flags were nailed to the sterns. They were left there and thrown into the North Sea during the maiden voyages. On Fanø the raising of the ribs was celebrated at a »rib party« during which coffee, punch, and sandwiches were served. In the town of Nyborg they served doughnuts to thank everyone for their cooperation, while in Troense they called them *topping-out ceremonies* (1785). When a top board had been put in place, i.e. after then plank-ing, they had a *højdegilde* (also known as *sluttegilde*, *slutøl*) in the town of Marstal. In Korsør the owners knocked the final nail into place; a string with a bottle was always attached to it so the bottle was broken in the process. Afterwards pancakes, punch, sandwiches, beer, and schnapps were served. After the laying of the last deck planks there were more feasts with plenty of food and drink. Setting the masts also called for a celebration. In Nyborg the master ship-builders passed a cup of brandy around, while in Esbjerg the workers were given coffee at the sailors' hostel. In the village of Skibhusene beer and Danish pastry were served, in the town of Fåborg tea punch. It is obvious that they got as many feasts out of it as possible, even if they were not as lavish everywhere as in Marstal where one of the co-owners brought a bucket of rum punch to share out every Saturday night.

When sterns and prows had been set and masts had been raised coins were often laid, particularly aft between counter timber and keel and in the steps of the masts, normally under every mast. There is even mention of a coin at the top of a mast (the town of Frederikssund). This custom was universal and is not quite extinct yet. Money on board meant that a ship would have lucrative





1860. This coloured drawing by I.F. Kofoed shows the launching of the "SKANDINAVIEN" in 1860. The vessel is decorated with flags. Even though it was never listed in the naval registers, the event probably took place. By courtesy of the Museum of the Merchant Navy.

voyages. Silver coins were preferable. Sometimes the owner or the captain brought the coins for the masts, and occasionally the master builder passed his hat round among the workers.

According to a curious, widely-held belief a piece of a stolen wood must be laid in keel or prow to make ships run particularly fast - as fast as thieves in the night. Stolen nails or silver spoons were supposed to have the same effect.

Choosing propitious days for launchings was very important. Nobody really knew all the traditionally unlucky days, but everyone realized that the 13th day of a month must be avoided at all costs. Mondays and Thursdays were not good, nor were Fridays. There is evidence that many launchings consequently took place on Sundays, the day of rest, but of course, then there was the risk that the local vicar might complain of breaking the Sabbath (the town of Nakskov 1835). Saturday was also a popular day and the workers were then given the afternoon off. At some shipyards launchings always took place on Friday, just to show that *they* were not superstitious.

Suitable equipment was constructed before launchings: sleighs or some similar supports were, together with the chutes, carefully greased with tallow and soft soap. Ships were decorated with wreaths (particularly in Holstein), festoons, fir twigs, and of course with flags. If the masts had not been raised before a launching, battens or spars were put in the holes to simulate masts. Streamers bearing the ships' names were hung from the foretops but they were not unfurled till the ships had been named; owners' flags hung from the main tops and Danish flags flew aft as they did from the other ships in the harbours and from the houses along the harbour fronts.

Occasionally platforms were constructed behind the ships for the owners, their families, and important guests, and from time to time printed passes were issued (Elsinore 1858). On particularly grand occasions the King was present, but ordinarily the sheriff, the mayor, and other public servants might be present along with the co-owners and the captains designate. Moreover there were crowds of spectators and school children. The schools were normally closed on such days. Occasionally the boys were allowed on deck during a launching; if a vessel got stuck on the slips they might run

backwards and forwards across the deck to get it moving again and allow it to complete the launching. Musicians or maybe entire bands, trumpeters (the town of Korsør 1769) and kettle drummers (Copenhagen 1830), as well as choirs singing songs suitable for the occasion, were often present too.

Before a launching the supports had been knocked down leaving the ship held only by a lashing between a clamp on shore and the gudgeon - only in rare cases were ships launched stern first - or by a few wedges and blocks. Frequently the master builder himself cut the lashing with a precise blow of an adze, setting the ship in motion with a pious exclamation of "Now, in the name of Jesus". Or he signalled to his men by e.g. taking off his top hat, and so telling them to knock out the last wedges.

During a launching rhythmical cheers sounded from the crowds on shore and they were echoed by the men on board. The most enthusiastic supporters observed an old custom, hurling their hats high in the air. Simultaneously the old harbour cannons, the cannons on neighbouring ships, of the harbour battery (Marstal) or on the town ramparts (Nyborg 1837, Hamlet's Castle 1841) were fired in salute.

During a launching the anchor was secured to the cathead and once a ship was safely in the water the ship's joiner cut the lashing so that the anchor helped slow down the vessel. Launchings were never quite without their moments of danger. The ships might get stuck on the slipways; they might capsize; friction might set them on fire; they might collide with other ships, get stuck in the mud or crash into the piers opposite. As a rule, however, launchings went well which augured well for the future of the ships.

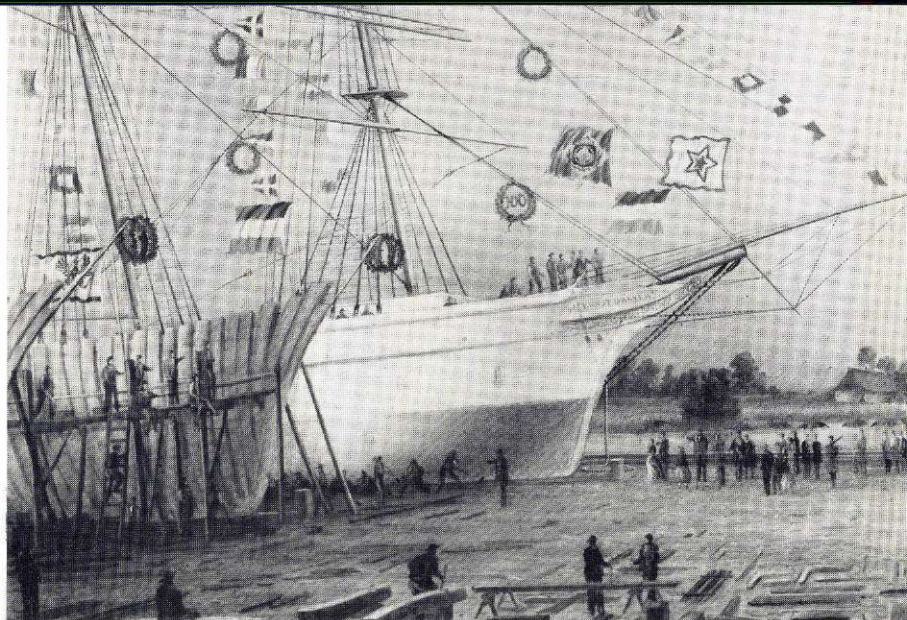
Just before a launching someone would have named the ship. Unfortunately our numerous reports very rarely identify the persons who called out the ship's names. In 1841 the King named a ship after himself in the town of Åbenrå: the "CHRISTIAN VIII"; in 1853 the sheriff named a bark in the town of Rønne on the King's behalf: the "FREDERIK VII". In 1838 a vicar of the town of Kalundborg named a vessel the "CAROLINE", and it is reported that in the 1850s in Nykøbing on the island of Falster the ships' names were most frequently called out by notabilities of the town, on rare occasions by ladies. We must assume, however, that normally the master ship builders them-

selves, occasionally perhaps the owners, called out the names. It very rarely happened that a vessel had been given no name before the launching; it happened though to a brig, the "KRONPRINSESSE CAROLINE" (the town of Svendborg 1842), because the royal family had not yet granted their permission for the use of the name at the time of the launching, and to a stone hauling vessel, the "STEN" (the "STONE") (the village of Rødvig 1953), whose name was banned by the Maritime Register on the grounds that the name had already been given to another vessel; the ship was later named the "SØSTJERNEN" (the "STARFISH"). Once a schooner, the "NOVA SCOTIA", got stuck on the slipway and refused to budge (the town of Middelfart 1919); it was agreed that she had been given an unfortunate name and when she was re-named the "SOLSTRÅLEN" (the "SUNBEAM") on the following day the launching was completed without further problems. Even today it still remains a golden rule - except for warships - that the names must be kept secret and not become known till they are called out or misadventure may ensue. If evil powers know the names they control the ships' destinies. It is not surprising, therefore, that the carvers who carved the nameplates or the seamstresses who produced the banners before the launchings must swear to absolute secrecy. As a precaution some master ship builders preferred to write the names in chalk on the sterns at the last moment. Boards were nailed across the nameplates or they were covered with sackcloth, canvas, or paper. Strings were attached to the covers and then tied to a pole or something ashore, so that when the vessels were launched, the covers were torn off revealing the names. The banners bearing the names were unfurled at the same time by tugging flag-lines.

Before or after the launchings or at the subsequent gatherings the master builders, the shipowners, the local mayors, representatives of the workers or others who felt the urge made well-intentioned speeches. We have already noticed the strangely infrequent participation of the clergy. The only known examples date from the shipyard Pedersværft 1781, Kalundborg 1838 (where a vicar named a ship), and Elsinore in 1841, when the hymnologist, C.J. Boye, named a ship, and in 1852. This is a consistent feature of launchings in Protestant as opposed to



1869. This is the oldest extant picture showing the use of a bottle at a launching in Scandinavia. P.C. Holm's painting, a section of which is shown here, describes the launching of a barkentine, the "ERNST DREYER". It was built in 1869 as the 100th construction at Ernst Dreyer's Shipyard in the then Danish city of Altona near Hamburg. The ship is positioned stern foremost and decorated with flags and wreaths, the latter being typical of launchings in the north of Germany. The lady sponsor is seen under an umbrella by the prow; she is ready to throw the bottle, which is attached to a string, against the side while the workers are knocking out the blocks. By courtesy of the Altonaer Museum.



Roman Catholic countries where priests always play an active part.

After launchings toasts of beer, schnapps, or punch were drunk and in the evening there were feasts for the workers. They sat at long tables in the workshops, out in the open air or in harbour restaurants, sailors' hostels etc. Those taking part were the employees of the shipyards with their wives and also the suppliers and skilled craftsmen including the sailmakers, the block makers, the blacksmiths, the painters, and the joiners. There were festive menus and more than enough to drink: beer, schnapps, port, red wine, rum along with excellent cigars. Singing and dancing followed. If a shipowner did not offer to pay for the feast, the master builder paid the money and added the sum to the bill. Occasionally these expenses were included in the building contracts. Now and then the workers received tips or "rewards" as tokens of appreciation for their excellent work.

While builders and their families indulged in simple pleasures, owners or master builders gave lavish dinners to which local notabilities and other noble guests were invited, as a rule along with their ladies. They might take place at fine local hotels, perhaps at the town hall or out in the open air, e.g. in a tent in the woods, on rare occasions they took place in the holds of the ships. Lamps, candles, flags, flowers, and foliage were used for decoration. The foods and wine were of the finest quality; there were more speeches and the ships, the master builders, and the ship-owners were toasted. Occasionally even champagne was drunk, and dinners were often followed by balls. If a banquet was held in the afternoon the dancing might take place on the deck of the new ship. Occasionally a shipowner might present the master ship builder with a beautiful gift, or vice versa, to commemorate the event.

Once a ship was fully rigged she went on a trial run often carrying guests. In the town of Åbenrå it was customary years ago to throw coins from the ships to the children on the quay side; these were also days of celebration, weather permitting, marked by eating and drinking, toasts and good wishes. Flags were hoisted. If a run was successfully completed the owner or a company of co-owners took over the ship, and her first call at her homeport provided another occasion for celebrations and perhaps for a short trip for friends and acquaintances.

When the ship set out on her maiden voyage she attracted considerable attention once again; spectators waved her off from the quay side, cannons saluted, and flags were flying.

During the construction of a ship many auguries were taken to discover her fate and everything was done to ensure her good fortune. It was considered a favourable sign once at the end of the 18th century when a bird nested and laid eight eggs on a galliot on the building berth at Åbenrå, and on another occasion when two storks sat on the stern of a frigate, the "JØRGEN BRUHN", under construction in the bay of Kalø in 1857. Good omens also included fair wind at launchings and the sea washing across the deck as a ship hit the water.

It boded ill if a ship was launched during hail and thunder storms, if she got stuck on the slipway or ran out of control and did damage before she was stopped, maybe even capsized, and most particularly if someone was hurt and started bleeding or was killed - that definitely made a ship a "killer". The re-naming of a ship should be avoided and she must never under any circumstances be given the name of a vessel which had been wrecked. Lighting a fire under the keel helped to protect a ship against the doings of evil spirits (the town of Kerteminde). Maybe the gun salutes were originally attempts to frighten off these spirits. Virtually nothing could be done, on the other hand, against "evil eyes", those of witches for example; if anyone had harmed a ship by giving her the evil eye, nothing good would ever come of it. Hence all the good wishes to a ship and her crew, hence the pious pronouncements: In God's name! Go with God! etc.

#### Bottles and sponsors

This long, mosaic-like summary actually describes ceremonies observed in all Protestant countries, not just Denmark, well into modern times. After 1900, however, a fundamental change took place almost universally; it was introduced gradually even at small shipyards in Denmark and for that matter internationally all over the world, irrespective of religion and tradition: christening ships with bottles, carried out by a sponsor.

The use of bottles originated in England. In the 17th century English warships were named by the King, a prince or some other person of high rank who poured red wine from

a large gilded silver cup on to the deck and half-deck, named the ship, and threw the cup overboard into the sea. The ceremony was simplified at a later stage, but a ship was still "christened" by having wine poured on her deck, after which the guests drank a toast to her good fortune. At some point in the 18th century the idea of breaking a bottle of wine on the deck was introduced instead. The first recorded christening with a bottle took place in 1780 when HMS "MAGNANIME" was launched and named at Deptford, but there is no detailed description of the custom which must of course be older. It seems to have spread quickly in the Royal Navy and even from the 1790s onwards American men-of-war were christened with bottles. Shortly after 1800 we come across the custom at the launching of merchant ships, both in England and America, and it then went all round the world. The bottles contained red wine, sherry, rum, whisky - it made no difference as long as it contained the right "spirit". Champagne became accepted only gradually for christenings; it was considered particularly grand and produced wonderful foam, but even after 1900 red wine, rum etc. were still in use in many places.

In England it was customary till after 1800 that a male member of the royal family or a representative of the Admiralty named ships for the Navy, but in 1811 the Prince Regent, who later became George IV, decreed that ladies - primarily of royal descent - were to conduct christenings. This was no entirely novel idea. As early as 1804 the wife of a shipowner had christened a West Indiaman, the "ST. VINCENT", in Bristol by breaking a bottle of wine against the figurehead, and in France from the middle of the 17th century till about 1880 we encounter *parains* and *marraines* (male and female sponsors), functions which, incidentally, were often fulfilled by boys or girls. They had to call out the ships' names, after which priests sprinkled holy water on the bows and on the decks.

The royal example was immediately taken up in England, thus introducing *sponsors* at christenings. In Danish the equivalent of the term godmother is used to describe this function, but neither the English nor the Americans, who adopted the new practice more readily than other nations, use the word. They call her *sponsor* (or *woman sponsor*, *lady sponsor*, *ship's sponsor*). In the early





1930. This is probably the oldest photograph in existence showing the launching at the Odense Shipyard of a ship belonging to the A.P. Møller Shipping Company. The ship is the "GERTRUDE MÆRSK".

Church a *sponsor* (from Latin *spendere* = promise solemnly, accept duties) was a witness at christenings, a godparent, a godfather or a godmother. At christenings of both children and ships in Germany the word (*Tauf*)*patin* is used, in Holland the word is *doopster* (i.e. baptist), whereas the Scandinavian languages use the Old Norse word of the early church: *gudmo(de)r* (i.e. godmother). The earliest recorded example of this usage which we have come across dates from 1887 (Elsinore), but it may well be older. In fact, they are not truly godmothers; they name and christen ships, but a child's godmother does neither. Since about 1950 it has been customary in Denmark, incidentally, to use the term *navnemoder* to avoid confusion with christenings in churches. The Danish word for godmother being both ingrained and distinctive it is not easily replaced, and the concept is, as we have seen, accepted internationally. In Holland, as in Denmark, the word meaning the giver of a name (*naamgeefster*) has been used from time to time, the first instance on record dating from the mid-1950s.

We now want to answer the question: when did sponsors start using bottles at the christening of ships in Denmark? It is clear from Thomasine Gyllembourg's novel "Een i Alle" (i.e. "One in All" 1840), that the idea went around at the time. One episode of the novel takes place in the town of Randers in about 1820. A shipowner invites a few friends to a restaurant to celebrate the completion of his ship. One of his friends pops the cork of a bottle of champagne and fills the glasses saying "I salute the new ship and request the honour of christening her the "MARIANE"... Three cheers for the "MARIANE"! May luck and good fortune go with the "MARIANE"!"

Many of the early Danish steam ships were built in England and it seems likely that some of them were christened by a lady sponsor before the launching according to English custom. The first recorded instance of this concerns the S.S. "JYLLAND" which was built in London in 1851; it was christened there with a bottle of wine by Ingeborg, wife of the Danish Consul General, Mr. Westenholz. - In 1864 Mads Holm, who later founded the Iron Shipyard at Elsinore, bought an English bark, the "SKIMMER OF THE SEA", which was re-named the "EMILIE" in Hong Kong. Fairly lavish

celebrations took place on board and champagne was used for the christening.

This type of christening was thus not entirely unknown in Denmark. The records which are known to us allow us to construct the following list. It is, of course, not complete. The years indicate the dates of recorded examples and (?) indicates that the contents of the bottle are unspecified.

1860 *Altona*, Ernst Dreyer (champagne) - lady sponsor.

1865 *Nykøbing on Falster*, E.C. Benzon (champagne) - lady sponsor followed by the captain.

1869 *Altona*, Ernst Dreyer (champagne?) - lady sponsor.

1882 *Svendborg*, Sophus Weber (champagne) - lady sponsor.

1883 *Elsinore*, the first ship built at the Iron Shipyard (champagne) - lady sponsor.

1883 *Copenhagen*, Ny Kalkbrænderi, Rosenfeldt (?) - lady sponsor.

1887 *Elsinore*, Rohmann & Barfoed (?) - sponsor.

1894 *Skibhusene* (Odense), N.F. Hansen (?) - (?)

1894 *Nyborg*, Fløytrup & Schmidt (wine) - young girl.

1897 *Copenhagen*, B&W (lemonade and ale) - lady sponsor.

1899 *Copenhagen*, the Floating Dock (?) - young girl.

pre-1900 *Bandholm* (schnapps, rum, or champagne) - the captain.

No instances at the other Danish shipyards have been recorded before this century. It is not surprising that a bottle may have been used for the first time at a christening in the town of Altona, for the practice may have been known in Hamburg, even though no instances have been recorded. The earliest known use of the bottle in Germany occurred in 1856 in Damgarten (Mecklenburg), when a captain broke a bottle of wine against the bow of his ship.

It is worth noting that a bottle was used for the first time at the Burmeister & Wain Shipyard as late as 1897 at the launching of the s.s. "LIVONIA". The owners, Baltic Steam Ship Company of Riga, demanded that this practice should be adopted. It was customarily used in England, but the demand embarrassed the managers who were not familiar with this practice. Fortunately the wife of the master ship builder at the yard, W. Johansen, had already christened two ships in England, so the couple took

care of everything; among other things he filled the decorated champagne bottle with a mixture of fizzy lemonade and ale.

This new type of christening, whether of wooden or iron ships, retained a number of characteristics similar to the ones which we described in our discussion of naming at earlier launchings: decorations, flags, festivities, speeches, banquets etc. We shall concentrate, therefore, on giving a condensed account of elements which have been added recently.

Sponsors take part in 99 per cent of the ceremonies; they may be little girls, often the owners' or captains' daughters, or adult ladies, women who have links with the shipyards or the companies, notabilities, wives of esteemed citizens or on some occasions ladies of the royal family. There are no obligatory specifications of dress, but at least during the first couple of decades of this century white dresses were customarily worn. Sponsors are often presented with bouquets of flowers prior to christenings and maybe don badges or favours showing the national colours.

On a few occasions men have acted as sponsors. In the 1870s in Nykøbing on Falster a skipper was the sponsor, and this happened several times until about 1900 on the island of Thurø, in the village of Bandholm, and in Korsør; during the same period the mayor of Nyborg is also known to have named a ship. In about 1914 a shipowner acted as sponsor in Korsør. Today some people suggest that the women's monopoly should be broken and that male sponsors (*gudfar* or *gudmand* in Danish) should be reintroduced (the Frederikshavn Shipyard 1982).

Christenings have taken place on board ships on a few occasions; the bottles have then been broken against the top of the prow and the contents have flowed down the bow (Copenhagen 1883, Nyborg 1894, Thurø ca. 1900), but it always was and still is customary for a sponsor to stand either on shore in front of the bow - which means that the ship must be launched stern first - on the ground or on a platform, on a box or on the midship section. Today a stand is erected in front of the bow and it is decorated with greenery, flowers, and flags. The stand also houses a release mechanism which the sponsor may activate by pulling a lever or pressing a button. Occasionally there is a silk ribbon for her to cut with a pair of silver scissors. Cutting the ribbon with a neat little axe fre-





1960. Mr. A.P. Møller attends the launching at the Odense Steel Shipyard in 1960 of the first reefer vessel for the Company, the "DRAGØR MÆRSK".



1984. In a few seconds the champagne bottle will break against the side of the ship. The sponsor, Mrs. Ruth Weidekamp, names the latest ship of the Company, the "LAUST MÆRSK", at the Lindø Shipyard on January 14, 1984.

quently occurs abroad but seems never to have been used in this country. These intricate arrangements ensure that the bottle will hit the ship and break somewhere against the bow - but the risk does exist that the bottle may miss or the ship run out too soon, if for instance someone presses the button by mistake. The arrangements were simpler in the past, but then ships were much smaller: the sponsors (male or female) gripped the necks of the bottles and broke them directly against the bows or they threw them against the targets, a practice which allowed for a considerable margin of error. Several accidents are on record: bottles hitting people's necks from behind, faces lacerated, and champagne spilt on fine clothes.

If the ships were launched in the old-fashioned way prow first, which was still used in places even in this century, the bottle was thrown against the stern (1865 in Nykøbing on Falster, about 1900 in Bandholm).

As we have seen the bottles usually contain champagne, as an economy measure sometimes a somewhat cheaper "launching champagne", unless of course they contain specially prepared mixtures of sparkling wine and some other liquid which produces plenty of foam, as for instance ale and fizzy lemonade at B&W. Other types of wine and spirits have also been used in Denmark: red wine, sherry, rum, schnapps, and on one occasion even beer. Teetotal shipowners have filled the bottles with red or yellow lemonade or with mineral water - but they always use champagne bottles to keep up appearances. Occasionally other liquids have been used to mark the origin of the shipping companies or the future destinations of the ships: water from the stream at the town of Ribe, water from the icecap on Greenland, water from the North Sea (the Lauritzen Shipping Company), cherry liqueur (the Heering Shipping Company), liquid gas (Kosangas Ltd.), and in the case of ships built in Denmark for foreign shipping companies they have used e.g. Brazilian rum, water from the Euphrates and the Tigris, juice from ripe oranges etc.

Whatever the contents the bottles are always decorated in various ways: silver foil, cellophane, red and white silk ribbons (showing other national colours in the case of foreign ships) with ribbons bearing the names of the ships or favours showing the emblems of the shipyards. On one specific occasion the bottle was wrapped in crepe

paper, ribbons, and material to make it look like a doll from Greenland (Fåborg 1962, a life boat for Greenland). Occasionally the bottles are wrapped in gauze to prevent the broken glass from scattering.

Of course, the bottles must break and spill their contents. Otherwise the whole purpose is defeated. At some shipyards, therefore, they cut the bottles gently with diamonds in advance. But this may lead to the bottles breaking too soon because of high internal pressure. Of course, they always keep a bottle in reserve.

At some shipyards the ships are still not christened, they are launched as heathens. The village of Gilleleje has never seen a christening, for instance, and in the village of Lynæs they only happen infrequently. One Viking ship, the "HUGIN", which was built at Frederikssund in 1949, was not christened - but this happened for historical reasons: the Vikings were not Christians. The Olau-Line Shipping Company made a point of principle of always launching their ships without christenings.

When releasing the bottles the sponsors pronounce or call out the christening formula including the names. In its simplest form it runs: "I name you.... May luck and good fortune go with you and all that sail in you on the seven seas. May you bring prosperity to your company and do honour to Denmark!"

In this century it has become customary for sponsors to be presented with gifts at the banquets following the christenings. The shipyards normally donate these christening presents, which may be wrist watches, objects of silver, such as bowls or plates with engravings of the ships, jewellery such as rings, bracelets, golden replicas of anchor chains, brooches of platinum with diamonds and the emblems of the shipyards etc.

Even in these days auguries are taken from events at some christenings. It is an ill omen if a bottle misses, or fragments of glass hit someone. If a ship runs off too soon, if the string attached to a bottle snaps, or if a bottle misses its target someone from the shipyard must make sure that a bottle is broken against the ship at a later stage or else she will remain a heathen. If everything goes according to plan, and luckily this is the norm, everyone may breathe freely: Good launching, good ship!

Ethnographers and historians of the Christian Church have wondered whether the

christening and naming of a ship may be compared to the baptism of a Christian child. There are a number of obvious external common features, but there are also many differences. People often compare the two ceremonies without reservations, whereas some Christians regard the practice as blasphemous and demand that the terms christening and godmother must be abolished at launchings. Strictly speaking the Protestant customs - including the use of bottles at christenings - have nothing to do with the Church in point of theology. Clergymen only rarely attend christenings. But the Roman Catholic and Greek Orthodox Churches regard their ceremonies as holy Christian acts and they developed their rituals back in the Middle Ages. Nevertheless, we must emphasize that even Catholic christenings of ships include ceremonies which did not originate in the Church but date back to religious practices in ancient times, such as the cleansing of ships (*lustratio navis*) and the sacrifice of drink (*libatio*).

Leaving these considerations aside most of us are fascinated by the subject, and hardly anyone remains unimpressed when an enormous construction, such as most ships are today, is born at the launching and releases its terrific powers like a more or less savage child. It seems to possess the powerful spirits of mother nature.

There is a legal aspect to launchings which is most clearly described in a ruling from the Supreme Court of the United States of America given in 1902:

"A ship is born when launched and remains alive as long as she preserves her identity. Before launching she is a construction of wood and iron - and ordinary piece of personal property. ...At the christening during the launching she receives a name, and from the moment she touches the water, she undergoes a transformation and passes to the jurisdiction of the Admiralty. She receives an identity, is empowered to close deals and is responsible as an individual for her duties. ...She may also commit acts of wrong and is responsible for the damages which may ensue..."

After this surely no one will deny that a ship possesses individual identity and has a soul which is not unlike the human one.

Henning Henningsen



# The "MÆRSK TRIMMER" at work in the North Sea



The supply vessels working in the North Sea are widely respected. The weather is often so rough there that even the best sailor may feel a bit squeamish. Last December, however, Knud Levring, from the PR-Department at A.P. Møller, took his life into his hands and embarked on the »MÆRSK TRIMMER» together with two photographers, a television crew, and one of the editors of *Fyens Stiftstidende*.

Five of the Company supply vessels are currently at work in the Danish section of the North Sea. Esbjerg is their base and one of them is the "MÆRSK TRIMMER".

The "MÆRSK TRIMMER" is one of about 40 supply vessels in the Company, and she's neither the newest, nor the largest, nor the most powerful, nor, indeed, the most expensive. But she is well-liked by her Captain and her crew, and the Chief Engineer is proud to be able to say that although she's nearly ten years old she still yields maximum propulsion.

She's well suited for working in the Danish section of the North Sea. Conditions are tough, but not quite as tough as in the northernmost British gas and oil fields, which lie up to 700 kilometres further north. The powerful anchor handling vessels from the Company are required there.

The "MÆRSK TRIMMER", then, is not the largest supply vessel in the Company, but she carries 1,430 tons of cargo, of which 500 tons is stored on deck. This gives her

reasonable cargo capacity and ensures a reasonable distribution of deck and bulk cargo. Bulk cargo includes fresh water, drilling water, diesel fuel, barite and cement, for all the rigs, production platforms, and diving vessels. Her sizable quarterdeck provides ample room for cargo, usually packed in containers for delivery to the permanent installations.

The "MÆRSK TRIMMER" is not the most powerful supply vessel in the Company, either. Far from it. Her 5,300 BHP give her enough towing capacity to work as a tug and anchor handling vessel with one or two other ships when the rigs working for the DUC must be moved to new locations.

#### At work for seven years

The "MÆRSK TRIMMER" has worked for Dansk Borelseskab since 1977 and that is really the best proof that this type of vessel is well suited to the Danish section of the North Sea. During the past almost seven years the ship has become popular both in



Esbjerg and on the North Sea. "If the "MÆRSK TRIMMER" cannot handle the job, no one can"; that has become a stock phrase. She has earned this reputation by never giving up without trying and also by having been on the North Sea for so long that she's known to everyone. Her suitability to the conditions, her excellent seagoing qualities, and the wholehearted attempts of her Captain and her crew to make everything work all add to this reputation.

### 300 voyages out and back

The "MÆRSK TRIMMER" has made nearly 300 trips to offshore installations during her seven years of service with Dansk Borelselskab. From 1977 to 1982 she also carried equipment for diving. She has played an active part in the enormous development which has taken place in the Danish section of the North Sea. In 1977, when the "MÆRSK TRIMMER" started work, production from the E platform of the Dan Field had just begun. There were only three destinations to service then: The Dan B, the Dan E, and the "MÆRSK EXPLORER". The Gorm Field, the Skjold Field, The Tyra East, and the Tyra West have been added since. In 1983 there was a total of five rigs which needed supplies of drill-pipes, pipes for casing wells, drill heads, water, cement, drilling dry mud, diesel fuel and many other goods.

The "MÆRSK TRIMMER" is not alone in handling the important and demanding job of keeping the platforms in supply all year round - also during winter in the North Sea when warnings of gales and strong winds are the order of the day. One sister ship, the "MÆRSK TRAVELLER", and the "MÆRSK TRADER", which is a little more powerful but carries slightly less cargo, also work for Dansk Borelselskab. So do the "MAERSK PACER" and the "MAERSK PLOTTER" along with a Norwegian supply vessel, the "MARINE SUPPORTER".

Dansk Borelselskab in Esbjerg organizes the transport of cargo to the platforms, but the "OTC GORM CHARLIE" takes charge of the ships once they're in the area. OTC means Offshore Transport Coordinator. It's important to make use of as much of the cargo capacity as possible even on return trips. Storage space is limited both on the permanent installations and on the rigs, and containers must go back ashore for refilling.

### Passengers on board

The "MÆRSK TRIMMER" accommodates 12 passengers and in December the Information Department at A.P. Møller had booked six places on one of the trips of the "MÆRSK TRIMMER" on the North Sea. A Danish regional television company, the TV-Syd, and the Nord Deutsche Fernsehen wanted to shoot a film for television about the work of the supply vessels. We availed ourselves of the opportunity to take pictures for the new slide show which is being produced for the A.P. Møller Group, and Mr. Preben Hellelund, editor of Fyens Stiftstidende, joined us on the voyage.

We set out from Esbjerg at 6 p.m. on Mon-

day, December 5. We carried goods for the Gorm Field, for a tanker, the "HENNING MÆRSK", and for a drilling rig, the "MÆRSK ENDEAVOUR". We also carried a passenger for a diving vessel, the "SOUTHERN SURVEYOR". The Meteorological Office forecast fresh winds, waves of six to seven meters, and gusts in excess of 50 knots. The dispatchers at Dansk Borelselskab were full of concern and, of course, of assorted, authentic accounts of seasick passengers. Besides, they were firmly convinced that on the next day the weather would not permit us to unload. We would be lucky if we got back for the week-end.

The trip started well. We left the harbour in the wake of the "MAERSK PLOTTER" which was on her way to the "DAN EARL", a drilling rig in the Tyra Field, and to two other rigs, the "DYVA BETA" and the "DYVA EPSILON" about 70 kilometres further north.

### Rocking the boat

Navigating through the narrow strait between Jutland and the island of Fanø, through the Grådyb to the 0 buoy, takes about an hour. We began to feel the waves at this point, but we were told that we would be sheltered by the Horn Reef for a couple of hours yet.

We soon discovered, however, that supporting oneself against the ship is a piece of time-honoured advice which one does well to follow. We hadn't found our sea legs so we felt like sparrows that had got mixed up in a game of badminton by mistake, and we watched with admiration when sailors carrying cups of coffee moved about safely without having to support themselves against the ship.

Our first night on board was indeed an experience. Not that we were seasick. Only one out of seven passengers was seasick and then only moderately. The experience consisted in going to bed and finding out that the movements of the ship first made us stand on the end boards of our bunks, and next banged our heads up against the wall. By experimenting we found the way to stop this sliding up and down. Turn on your stomach, position yourself diagonally across the bunk, then wedge the right foot between the mattress and the side of the bunk. Bend the left leg, pressing the left knee against the fiddle, and support the left foot against the right knee. Pile up cushions in one corner at the top end of the bunk so that movements in this direction are gently checked. The movements of the ship will then ensure an excellent night's sleep.

### Tramping in the North Sea

Next morning when we came up on the bridge we were near the Dan Field. During the night we had received orders to change our course and collect two pieces of cargo for the Gorm Field. It was still dark and the weather forecast had proved too pessimistic. We'd had no strong gusts of wind and the waves were only four or five metres, but with a slightly greater swell. If the waves had been







*Loading the "MÆRSK TRIMMER" in Esbjerg.*



*Captain Tonny Hansen on the bridge of the "MÆRSK TRIMMER".*

*The "MÆRSK TRIMMER" on her way in to Gorm C.*







*Ships that pass... the "MAERSK PLOTTER" northward bound.*

only slightly higher, the Dan Field would have had to keep her goods for the time being. Her cranes only extend four metres from the edge of her platform, so the ship would have to go quite close.

Dawn was breaking when we sailed from the Dan Field to the Gorm Field, 27 kilometres away in a north-westerly direction, where we unloaded some containers and helifuel. We also had to unload the container for the "HENNING MÆRSK" and the passenger for the "SOUTHERN SURVEYOR" on the Gorm C. The weather in no way permitted our going alongside the two vessels.

The Captain, Mr. Tonny Hansen, explained to us that the art of loading and unloading in rough weather - waves had by then increased to six or seven metres as forecast - consists in not forcing the ship. Her powers must be exploited without the use of a whip. That way you ensure that the ship is at her steadiest in the water, that the men on deck receive maximum protection from the waves, and that maximum power may be applied immediately if the ship suddenly starts to "surf" towards the platform on the back of a wave. Moreover, the engine suffers if its 5,300 BHP are being constantly reversed.

Having loaded our return cargo from the Gorm C we set out towards the "MÆRSK ENDEAVOUR", which had just opened the East Rosa-2 drilling about ten kilometres west of the Gorm Field. Here we unloaded containers of food for the crew. When the ship points her prow against the waves she is remarkably steady. Some of us took advantage of this and had our dinner. The cook on a supply vessel has little hope of matching the lavish meals served on a platform. He prepares good, every-day food instead. And a crew of only nine men will make sure that any faults or deficiencies in the food will receive due comment. There were no complaints in this case. We had clear soup with dumplings and rib roast.

We left the "MÆRSK ENDEAVOUR" to

go to the Tyra East where we were to collect some empty containers from a hotel platform, the "FORTUNA UGLAND". It was still windy and showers had brought the strong gusts forecast in the weather report. The waves hit the port bow and made the ship rock a great deal. We were all surprised to find that the Chief Officer still did not think it necessary to support himself against the ship. The men who had been on deck during the unloading at the "MÆRSK ENDEAVOUR", now went below to eat. There were no reports of how they coped with the soup and no one had the courage to ask.

#### **Meeting at sea**

At the Tyra Field we met the "MÆRSK PLOTTER" which we had followed on the first stretch of our voyage from Esbjerg. The "MÆRSK PLOTTER" had unloaded some of her cargo at the "DAN EARL", and now she was on her way north to the two drilling rigs.

We weren't as lucky as the "MÆRSK PLOTTER". Wind velocity had increased, there were gusts of gale force wind, and therefore the "FORTUNA UGLAND" could not raise her cranes. The hotel platform has very long cranes which are useful because the supply vessels need not go very close. On the other hand, their large surfaces mean that they have the same effect as sails. Even when there is no wind the weight of the cranes when moved makes the water splash from side to side in the shower cubicles. In rough weather protecting the bridge between the hotel platform and the Tyra East takes priority. If this connection is severed most of the hook-up crew must leave the Tyra East which means that work must in fact cease. The bridge is a very sophisticated construction, and up until the time for writing the connection had not been severed once since the day it was opened in July 1982. To maintain this connection, however, the "FORTUNA UGLAND" must move on the water

in a special way. Raising the cranes in rough weather may interrupt this movement and make it move so violently in relation to the Tyra platform that the connection must be severed.

#### **Back to shore**

Having waited in vain for four hours we returned to the Gorm Field, where we were to collect some containers from the E-platform. Waves were still increasing and we had gusty showers. The foreman on the deck of the Gorm E was, however, not quite happy about the way his crane was moving, so he gave up transferring the containers to the "MÆRSK TRIMMER". We then loaded a helifuel tank from the Gorm C instead. We had to wait for the last drops to be transferred to a helicopter sitting on the heliport deck.

Then we turned towards Esbjerg. Waves were now nearly nine metres but they came in from behind and the ship was remarkably steady in the water.

We had perhaps our most surprising experience of the trip when we turned in at midnight with strong winds blowing and foam being blown on to the quarterdeck, and then rose at 7 a.m. to find that in a few hours the North Sea had become almost dead-calm. The Horn Reef did indeed provide shelter but even so, we were still in the area where the waves had made us stumble about only 36 hours earlier.

At 9 a.m. on Wednesday we put in at the French Quay in Esbjerg and we passengers went ashore after a really unusual and thrilling experience.

The "MÆRSK TRIMMER" only made a short call at Esbjerg. She set out that evening on her 274th voyage in the service of Dansk Borelseskab.

*Knud Levring*

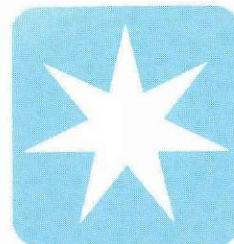




# THE MÆRSK FLEET

January 1st, 1984

# 1984





## 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. 35,935 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. "RAS MÆRSK"  
built 1973  
Odense Steel Shipyard Ltd.  
286,000 tdw.

*of the same type:*  
t.t. "ROMØ MÆRSK"  
built 1973. 286,000 tdw.



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

*of the same type:*  
t.t. "KRISTINE MÆRSK"  
built 1974. 333,750 tdw.  
t.t. "KIRSTEN MÆRSK"  
built 1975. 319,999 tdw.  
t.t. "KAROLINE MÆRSK"  
built 1975. 333,950 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. "HANS MÆRSK"  
built 1982  
Nakskov Shipyard  
13,845 tdw.

*of the same type:*  
m.t. "HERTA MÆRSK"  
built 1982. 13,845 tdw.  
m.t. "HULDA MÆRSK"  
built 1982. 13,845 tdw.  
m.t. "HENRIETTE MÆRSK"  
built 1982. 13,845 tdw.





m.t. "GJERTRUD MÆRSK"  
built 1974  
Kaldnes Mekaniske  
Verksted A/S  
31,500 tdw.

*of the same type:*  
m.t. "GUDRUN MÆRSK"  
built 1973.  
31,540 tdw.

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



m.t. "PETER MÆRSK"  
built 1981  
Ishikawajima-Harima Kure  
47,803 tdw.

*of the same type:*  
m.t. "PRIMA MÆRSK"  
built 1982. 47,803 tdw.  
m.t. "PAULA MÆRSK"  
built 1982. 47,803 tdw.



m.t. "JESPER MÆRSK"  
built 1978  
Kaldnes Mekaniske Verksted A/S  
58,300 tdw.

*of the same type:*  
m.t. "JAKOB MÆRSK"  
built 1976. 58,700 tdw.  
m.t. "JEPPESSEN MÆRSK"  
built 1976. 58,700 tdw.  
m.t. "MAERSK ASCENSION"  
ex. "JESSIE MÆRSK"  
built 1976. 58,900 tdw.



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.



m.t. "DIRCH MÆRSK"  
built 1982  
Odense Steel Shipyard Ltd.  
98,200 tdw.

*of the same type:*  
m.t. "DORTHE MÆRSK"  
built 1983. 98,200 tdw.  
m.t. "DAGMAR MÆRSK"  
built 1984. 98,200 tdw.





## GAS TANKERS (LPG)

m.t. "SOFIE MÆRSK"  
built 1977  
Kristiansand Mekaniske  
Verksted  
12,060 m<sup>3</sup>

*of the same type:*  
m.t. "INGE MÆRSK"  
built 1972. 12,060 m<sup>3</sup>  
m.t. "SINE MÆRSK"  
built 1976. 12,060 m<sup>3</sup>



m.t. "SALLY MÆRSK"  
built 1981  
Odense Steel Shipyard Ltd.  
15,070 m<sup>3</sup>

*of the same type:*  
m.t. "SVENDBORG MÆRSK"  
built 1981. 15,070 m<sup>3</sup>  
m.t. "SUSAN MÆRSK"  
built 1981. 15,070 m<sup>3</sup>  
m.t. "SVEND MÆRSK"  
built 1982. 15,070 m<sup>3</sup>



## CONTAINER VESSELS

m.s. "DRAGØR MÆRSK"  
built 1973  
Ishikawajima-Harima Aioi  
32,153 tdw.



m.s. "ANDERS MÆRSK"  
built 1976  
BLOHM + Voss Hamburg  
converted 1983 by  
Hitachi's Innoshima yard.  
35,108 tdw.

*of the same type converted 1983:*  
m.s. "ARTHUR MÆRSK"  
built 1976. 35,108 tdw.

*of the same type:*  
*being converted during 1984-85:*  
t.s. "ADRIAN MÆRSK"  
built 1975. 32,610 tdw.  
t.s. "ALBERT MÆRSK"  
built 1975. 32,500 tdw.  
t.s. "ARNOLD MÆRSK"  
built 1975. 33,110 tdw.  
t.s. "ANNA MÆRSK"  
built 1975. 32,610 tdw.  
t.s. "ALVA MÆRSK"  
built 1976. 33,110 tdw.  
t.s. "AXEL MÆRSK"  
built 1976. 32,500 tdw.  
t.s. "ARILD MÆRSK"  
built 1976. 33,110 tdw.





m.s. "LAURA MÆRSK"  
built 1980  
Odense Steel Shipyard Ltd.  
34,240 tdw.

*of the same type:*  
m.s. "LEISE MÆRSK"  
built 1980. 34,240 tdw.  
m.s. "LEXA MÆRSK"  
built 1981. 34,240 tdw.  
m.s. "LICA MÆRSK"  
built 1981. 34,240 tdw.  
m.s. "LEDA MÆRSK"  
built 1982. 34,240 tdw.  
m.s. "LUNA MÆRSK"  
built 1982. 44,221 tdw.  
m.s. "REGINA MÆRSK"  
built 1983. 43,600 tdw.



m.s. "CHARLOTTE MÆRSK"  
built 1968 by Kockums,  
converted 1980 by  
Hitachi's Innoshima yard.  
24,937 tdw.

*of the same type  
converted during 1980:*  
m.s. "CHRISTIAN MÆRSK"  
built 1968. 25,007 tdw.  
m.s. "CHASTINE MÆRSK"  
built 1968. 25,067 tdw.  
m.s. "CLARA MÆRSK"  
built 1968. 25,078 tdw.  
m.s. "CLIFFORD MÆRSK"  
built 1969. 25,130 tdw.



*of the same type  
with gantry crane,  
converted during 1981:*  
m.s. "CORNELIA MÆRSK"  
built 1967. 24,617 tdw.  
m.s. "CECILIE MÆRSK"  
built 1967. 24,617 tdw.



## FEEDER VESSELS

m.s. "MAERSK MANGO"  
built 1978  
Taihei Industri Co., Ltd.  
11,034 tdw.

*of the same type:*  
m.s. "MAERSK TEMPO"  
built 1978. 11,007 tdw.





---

## GENERAL-CARGO VESSELS

m.s. "MARCHEN MÆRSK"  
built 1974  
Nakskov Shipyard  
21,300 tdw.

*of the same type:*  
m.s. "MARGRETHE MÆRSK"  
built 1975. 21,300 tdw.  
m.s. "MATHILDE MÆRSK"  
built 1975. 21,300 tdw.  
m.s. "MC-KINNEY MÆRSK"  
built 1975. 21,300 tdw.



---

## CAROLINERS

m.s. "ELISABETH MÆRSK"  
built 1980  
Odense Steel Shipyard Ltd.  
29,750 tdw.

*of the same type:*  
m.s. "EMILIE MÆRSK"  
built 1980. 29,750 tdw.  
m.s. "EVELYN MÆRSK"  
built 1980. 29,750 tdw.



---

## BULKCARRIERS

m.s. "MAERSK NEPTUN"  
built 1975  
Burmeister & Wain  
59,960 tdw.

*of the same type:*  
m.s. "MAERSK TRITON"  
built 1977. 59,960 tdw.



m.s. "MAERSK SENTOSA"  
built 1981  
Hitachi-Ariake, Japan  
63,777 tdw.

*of the same type:*  
m.s. "MAERSK SELETAR"  
built 1981. 63,728 tdw.  
m.s. "MAERSK SEBAROK"  
built 1981. 63,801 tdw.



m.s. "MAERSK SERANGOON"  
built 1983  
Hitachi—Ariake, Japan  
62,680 tdw.





## PURE CAR-CARRIERS

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

*of the same type:*  
m.s. "MAERSK WIND"  
built 1981. 2,000 cars



## SUPPLY VESSELS

m.s. "MAERSK SERVER"  
built 1971  
Dannebrog Yard, Aarhus  
745 tdw.

*of the same type:*  
m.s. "MAERSK SUPPORTER"  
built 1971. 745 tdw.  
m.s. "MAERSK SUPPLIER"  
built 1972. 745 tdw.  
m.s. "MAERSK SHIPPER"  
built 1972. 745 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 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 HANDLER"  
built 1980  
Samsung Shipbuilding Co., Ltd.  
9,280 HP. 1,940 tdw.

*of the same type:*  
m.s. "MAERSK HELPER"  
built 1980  
9,280 HP. 1,940 tdw.





m.s. "MAERSK PUNCHER"  
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 PACER"  
built 1976, 1,932 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.  
20,500 HP, 2,000 tdw.

*of the same type:*  
m.s. "MAERSK RUNNER"  
built 1980, 20,500 HP, 2,000 tdw.  
m.s. "MAERSK RULER"  
built 1980, 20,500 HP, 2,000 tdw.  
m.s. "MAERSK RANGER"  
built 1980, 20,500 HP, 2,000 tdw.  
m.s. "MAERSK RIDER"  
built 1982, 20,500 HP, 2,000 tdw.  
m.s. "MAERSK ROVER"  
built 1982, 20,500 HP, 2,000 tdw.



m.s. "MÆRSK DETECTOR"  
built 1981  
Frederikshavn Yard Ltd.  
15,000 HP, 2,160 tdw.

*of the same type:*  
m.s. "MÆRSK DISPATCHER"  
built 1981, 15,000 HP, 2,160 tdw.



m.s. "MÆRSK CLIPPER"  
built 1983  
Dannebrog Yard, Aarhus  
22,000 HP, 2,085 tdw..

*of the same type:*  
m.s. "MAERSK CUTTER"  
built 1983  
22,000 HP, 2,085 tdw.



---

## DIVING/RAPID INTERVENTION VESSEL

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







## New ship: the "LAUST MÆRSK"



The "LAUST MÆRSK" is named after Shipowner Mr. Mærsk Mc-Kinney Møller's great-great-grandfather. He was whaling commander Laust Michelsen, who was baptized exactly 300 years ago at the church on the island of Rømø.

He abandoned whaling to become a "landfoged", a civil servant on Rømø. He survived five wives and was married to number six when he died; he had 21 children. Maren, one of his daughters by his third wife, married whaling commander Hans Peter Petersen, who became Mr. Mærsk Mc-Kinney Møller's great-great-grandfather.

The stone which was put on Laust Michelsen's grave may be viewed in the churchyard on Rømø. It was used as a stepping stone for many years but has now been returned to the family grave. The inscription and the figures are unfortunately rather worn, and this picture is a reconstruction by the painter K. Tom-Petersen. The stone confirms that Laust Michelsen's sixth wife died after him and left no children. The 13 children on the stone are probably those who were still alive at the time of his death.



*The sponsor, Mrs. Ruth Weidekamp, on the bridge with Captain Bent Boye-Hansen.*

On Saturday, January 14, a new container vessel for the A.P. Møller Shipping Company was named at the Odense Steel Shipyard. It was the 100th construction completed at the Odense-Lindø Yard, and its sponsor was Mrs. Ruth Weidekamp, wife of the Lord Mayor of Copenhagen, Mr. Egon Weidekamp.

The vessel was named the "LAUST MÆRSK". She is the second of a series of four sophisticated container vessels from the Odense Steel Shipyard. The "REGINA MÆRSK" was the first; she is 14 metres shorter than the "LAUST MÆRSK" which is 255 metres long and weighs 47,000 tons deadweight as against 43,600 tons for the

"REGINA MÆRSK". They are of equal breadth: 32 metres.

The "LAUST MÆRSK" has a container capacity of 2700 20-foot units and is fitted with a B&W diesel engine of the new fuel-saving type yielding approximately 47,000 BHP.

Delivery took place in Aarhus on January 23, after which the "LAUST MÆRSK" set out for Singapore, via the Suez Canal, where she will replace the "ADRIAN MÆRSK" on the Maersk Line US-Far East service.

Captain Bent Boye-Hansen is in command, and her Chief Engineer is Erling Zacho. Niels Grøntved is her Chief Officer, and Steen F. Thomsen is her Chief Steward.





## New ship: the “DAGMAR MÆRSK”



*The sponsor, Mrs. Edith Kirk Christiansen, and her husband, Lego manufacturer Godtfred Kirk Christiansen.*

On Saturday, December 10, 1983, the last of a series of three advanced product-tankers of 98,200 tons deadweight for the A.P. Møllers Shipping Company was launched at the Odense Steel Shipyard. It was named the “DAGMAR MÆRSK” by Mrs. Edith Kirk Christiansen, wife of Lego manufacturer Godtfred Kirk Christiansen.

Just as the previous D-type vessels, the “DIRCH MÆRSK” and the “DORTHE MÆRSK”, the “DAGMAR MÆRSK” is built to carry both crude oil and refined products simultaneously. The cargo section consists of 16 separate tanks - two of these are sloptanks - which are all specially treated to facilitate cleaning, e.g. when the cargo changes from crude oil to refined products or from one refined product to another. The pipe systems are constructed so as to allow for simultaneous loading and unloading of four products. Four cargo pumps - each of a capacity of 1,800 cubic metres per hour - ensure that the products remain separate. The total cargo tank capacity is 102,750 cubic metres.

The main engine is the latest version of the B&W fuel-saving diesel engine whose continuous output of 14,600 BHP yields a cruising speed of more than 14 knots.

Further technical details:

Length, overall. ....	236.05 m
Length, b.p. ....	226.50 m
Breadth, moulded. ....	39.90 m
Depth. ....	20.50 m
Draught design. ....	12.17 m

Delivery took place in Aarhus on January 2, and on the following day the “DAGMAR MÆRSK” set out for Rotterdam and Flushing to collect a cargo of kerosene.

Captain Poul Otto Olesen is in command of the “DAGMAR MÆRSK”, and Hans Chr. Hansen is Chief Engineer. Her Chief Officer is Ole B.P. Nielsen, and Erik M. Hansen is Chief Steward. She has a crew of 21.



# Lego model of the "DAGMAR MÆRSK"



At the launching of the "DAGMAR MÆRSK", a product tanker of 98,200 tons deadweight, the Odense Steel Shipyard recieved a Lego model of the ship in celebration of the event. Lego manufacturer Godtfred Kirk Christiansen, married to the sponsor Mrs. Edith Kirk Christiansen, presented the gift.

The model is built to a scale of 1:200; it is 1.18 metres long and approximately 0.2 metres wide. Employees and visitors may admire it in the Entrance Hall at the yard.

Mærsk Post no. 1/1983 carried an article on the construction of model ships for the A.P. Møller Shipping Company. A Lego model is constructed according to some very different principles. Designer Leo Leth of Legoland was in charge of the construction, and he describes the principles:

- The Lindø Shipyard gave us drawings of the ship. We used photographic techniques to reduce them to approximately 11 centimetres and projected them on to a wall. The pictures showed the ship from the side, from above, from the front, and from the back; we pencilled in the bricks on the photographs and used them as our blueprint. Then we constructed a prototype which we worked on to produce the correct shape. We made an exact copy of the pro-



otype - leaving out glue and fingermarks - and this copy is now on display at Lindø.

- How long did it take to build the model?
- Between 12 and 14 working days.
- And how many bricks did it take?

- About 4,200.

You need lots of time and patience, and a very large box of Lego bricks if you wish to repeat Leo Leth's feat.



# A fan of the turbine says goodbye

Chief engineer Helge Robert Petersen is on the point of retiring and he has sent this letter to Mærsk Post.

When one is about to swallow the anchor after nearly 40 years at sea I suppose one cherishes some hopes for the remaining years of one's life, but one also experiences a certain sadness when contemplating the years that have passed.

When I became an apprentice at the Shipyard I lost my heart to steam engines and steam turbines, and it has since been my lot to work in this area. They have given me many happy memories, and I think of them with a sense of nostalgia, as we say these days.

The development of modern steam turbines took place within a fairly short period of time in the history of Danish shipping, from about 1960 to 1975. Changes were extremely fast and affected mainly boilers and automation. The first boilers had partial, manual control whereas the modern ones had exclusively automatic control. Power steering was, in a manner of speaking, perfected during those years. The period also gave us completely centralized control, with air-conditioned control rooms marking the peak of the achievement. The changes were beneficial to personnel and, not least, to instruments, which became much more reliable. This development has created a demand for a new type of chief engineer, and it has led to a fair number of courses for those of us who have been in it from the start.

Steam engines are on the way out, and new large diesel engines are on the way in. Some of us are happy about this, others are sad. It's about time that this old fan of the turbines says goodbye.

During the period in question most developments were of a technical nature. As for personnel, changes were fairly slow and easy to grasp. In future the situation will probably be reversed. Even today we know that drastic reductions in manning levels have taken place since about 1975. We have not seen the end of this development and it will be ex-

tended, even intensified, by tough competition from abroad, particularly from countries in the so-called Third World.

Those are the prospects, like them or not; stopping the development is not easy, and it's probably unwise even to try. It's a question of survival.

The development has had some positive effects seen from the sailors' point of view. Much improved periods of signing on have no doubt benefitted family life and have probably made the periods away much easier. No one needs to be away from wife and children for a year or even more.

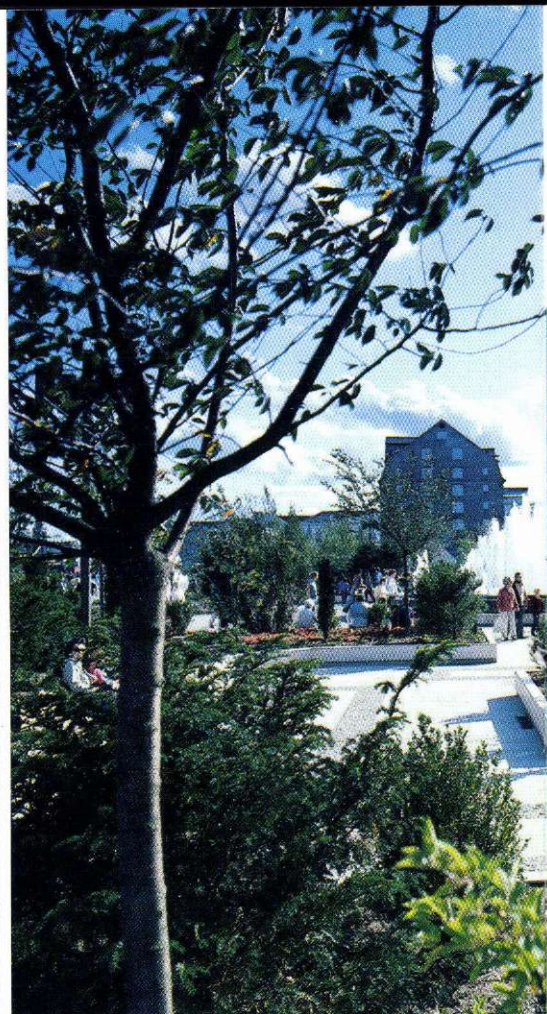
That is the picture today when I'm about to take stock of my life at sea. Has it been worth it? Counting all the hours, days, and years away from family and friends, looking at the difference between my neighbour's life and my own?

I just don't know. But I do know that given the chance I should probably do it again. If you decide to become a sailor, you embark on a unique life, and I think that your attitude towards and approach to your place of work must be of a very special kind if you are to feel satisfied with your life. You must love your work, be content with your own company, but above all, you must be prepared to put in 24 hours a day producing more than just the results specified in agreements and settlements. After all, it's work which ensures the safety of your friends, your ship, and her cargo. Moreover, you must be companionable as a shipmate as well as being a calm and well-balanced leader who still retains the authority necessary for the job.

Impossible demands? No, but perhaps difficult to live up to from time to time, and, quite apart from anything else, they require a lifetime of constant training.

I'm now about to swallow the anchor, and I'd like to thank those that have helped me through all the tests and trials and given me, so I hope, patience to become a sociable neighbour and pensioner in my retirement. Thank you all, on the ships, in the office, and out there in the wide world - and may you enjoy fair wind in the years to come.

Sir Robert



Amaliehaven, summer 1983.



From Illerup Valley: decoration from a silver shield with inlaid semi-precious stones, circa 200 A.D. (Moesgård photo).



# The A.P. Møller Foundation made numerous donations in 1983

Handing over the Amaliehaven to the Danish Government and the City of Copenhagen on May 10 marked the climax of the greatest task ever undertaken by the A.P. Møller og Hustru Chastine Mc-Kinney Møllers Fond til almene Formaal. The extensive and costly work took three years to complete.

In addition to this special task the Foundation paid 5.3 million Dkr. in support of various activities in 1983.

240,000 Dkr. was set aside to further work among Danes in the German-Danish border area, and a total of 335,000 Dkr. was granted in support of pan-Scandinavian co-operation.

100,000 Dkr. was donated to sports activities on the Faroe Islands, and 100,000 Dkr. was granted towards the building of a new church in Fuglefjord on the Faroe Islands. Danish shipping received 135,000 Dkr., of which 100,000 Dkr. was donated to the Danish Association for the Adoption of Ships.

The neuro-radiological ward at the National Hospital in Copenhagen received 500,000 Dkr. of the 6.4 million Dkr. donated by the Foundation for a sophisticated brain scanner. 47 scientists received 785,000 Dkr. in grants distributed by the Foundation for the Furtherance of Medical Research.

A final instalment of 900,000 Dkr. paid to the important excavations of the prehistoric finds in the Valley of the Illerup Stream brought the total to 3.5 million Dkr. This archaeological project has yielded great results, and the Foundation has decided to award further grants: 1.6 million Dkr. towards concluding the excavations in 1984 and 1985 of a section of the Valley where the finds are threatened because the groundwater is receding, and 1.5 million Dkr. for the conservation and cataloguing of the finds to be concluded in 1986. The Foundation has thus awarded a total of 6.6 million Dkr. to the Illerup Valley project.

The Foundation granted a further 155,000 Dkr. to other research projects.

Sports and other leisure activities for the young were favoured by the Foundation in 1983, as in previous years. The scouts and

guides received 335,000 Dkr., and 65,000 Dkr. was awarded to various sports activities through e.g. the Danish Sailors' Union and the Danish Association of Canoeists and Kayakists.

The Police Youth Clubs received 50,000 Dkr., and the Boys' Choir of Copenhagen was awarded 25,000 Dkr. to cover some of the costs of their tour of America.

Various museums also received support. The Museum of the Merchant Navy at Hamlet's Castle was granted the first half of a sum of 1,550,000 Dkr. for the installation of electric light. 300,000 Dkr. of a total grant of 1 million Dkr. was paid towards the restoration of the Main Hall at Rosenborg Castle, and other museum-related activities, including the docking of the frigate the "JYLLAND", received 165,000 Dkr.

16 additional grants totalling 535,000 Dkr. were awarded to other causes.



*From Illerup Valley: a sword with well-preserved hilt of ivory, silver and gold, circa 200 A.D. (Moesgård photo).*



# Maersk Air on the Faroe Islands

By JØRGEN PEDERSEN,  
p.t. Base Captain, the Faroe Islands

*On the island of Mykines.*



*The helicopter and the hamlet on Skuø. In the background, Sandø.*

During the summer and autumn of 1981 Maersk Air was chartered, on a trial basis, by the Faroese Government to set up air links between the islands and to do "contract work" with a Bell 212 helicopter. The experiment was so successful that when Maersk Air left the Faroe Islands again after four months, the inhabitants of villages on the small islands and of villages with no connecting roads demanded that Parliament establish a permanent helicopter service. Parliament debated the matter, and in the autumn of 1983 they agreed to purchase a helicopter which was to be operated locally.

## **Maersk Air contract**

The Faroese Government contacted Maersk Air, and we agreed that the Government would buy a Bell 212 from us, and that Maersk Air was to operate and service the helicopter until such time when qualified pilots and technicians could be employed by the Government.

We have now been operating out of Vagar Airport since December 1. "We" are two

pilots and two mechanics from the Helicopter Department at Esbjerg. We work on a rota basis ensuring that one pilot, the Base Captain, is replaced every three months whereas the other pilot is replaced every three weeks. The mechanics operate a similar system.

We provide a scheduled taxi service, meaning that we are under no obligation to fly according to schedule if we receive no advance bookings. The schedule includes twelve destinations with three weekly connections each. They are isolated places on islands with no proper harbours or roads. The helicopter may be their only means of transport for up to two months at a time. The helicopter has suddenly changed living conditions in out-of-the-way places, and there is now some hopes that perhaps young people may be persuaded to live there, thus saving the places from certain death within a few years.

## **Contract work**

In addition to this scheduled taxi service the

helicopter does a fair amount of contract work. Assisting at the salvaging of a freighter which had run aground, has been our largest single operation so far. We carried men and pumps, and used our electric crane and the hook under the helicopter to put them on board.

We have also carried hay in large nets to sheep in sheds high up in the mountains. Without the helicopter farmers would have had to carry the hay several miles on their backs.

The heaviest single load which we have carried hanging from the hook, weighed 1,150 kilograms; it was a diesel engine for the power station on the island of Mykines.

All these tasks provide an interesting change from flying on the North Sea, and if one is open to the somewhat unusual way of life on the Faroes, one may have some very interesting experiences up here. The pilots and technicians who have worked here so far, have all greatly enjoyed their stay on these exciting islands.

*Jørgen Pedersen*





## New Maersk Air plane



An entirely new type of aeroplane for Danish domestic flights was introduced by Maersk Air in January. It is a Shorts 360 of a new generation of turbo jet planes. The Shorts 360 seats 36 passengers; it is well-known for its spacious and friendly cabin which allows passengers to walk fully upright and offers ample leg room. It has large windows, a wide aisle, and shelves with lids for luggage.

The Shorts 360 will operate primarily on the Thisted service and will fly to other Danish domestic destinations at regular intervals. The new plane will replace the present Bandeirante type plane on the Thisted service, because the old plane seats only 16 and has become too small. As in the case of the Bandeirante, the Shorts 360 will be operated by AirBusiness, a subsidiary company which was bought by Maersk Air in May of last year.

Once delivery had taken place the new plane was put on display at all Danish airports serviced by Maersk Air; it was well received everywhere.

"No beauty from the outside, but its interior is surprisingly agreeable and comfortable," that was the general verdict.

*Lotte Valbjørn*



# Rounding up...



## The "CHARLOTTE MÆRSK" rescues sailor

The "CHARLOTTE MÆRSK" was on her way from Oakland to Tokyo when, on November 25, her crew observed a yacht in distress.

There were two people on board. 65-year-old Edwin Fitze had already died, whereas Jerry Lee Ballard, 38, was quite emaciated and ill from having drunk salt water.

The "MERMAID" had set sail for Newport, Oregon, from Honolulu on November 6 and had lost both her masts in a storm on November 12.

The dead sailor was buried at sea, and Jerry Ballard sailed to Tokyo on board the "CHARLOTTE MÆRSK". On arrival he had recovered completely from his terrible experience.

On the following day Maersk Line, Tokyo, received this letter from the American Embassy in Tokyo:

Dear Sir:

*I am writing to express my appreciation and that of the entire consular staff for all the assistance you rendered to the American citizen, Mr. Jerry Lee Ballard, who was rescued at sea by the crew of the SS Charlotte Maersk, and to Mr. S. Takahashi who accompanied him throughout December 7, 1983.*

*In particular we wish to praise the Master of Charlotte Maersk under whose direction the rescue and delivery to the port of Tokyo took place. Mr. Ballard told us of the Captain's generosity and the kindness of the entire crew.*

*Thank you very much.*

*Sincerely yours,  
Mary Eileen Welch  
American Consul*

## MAERSK ships receive AMVER Awards

In November last year ten ships of the MÆRSK fleet received AMVER Awards for 1982 in recognition of their contributions to the world-wide rescue service of the US Coast Guards, AMVER (Automated Mutual-Assistance Vessel Rescue System).

The "CLARA MÆRSK", the "LEISE MÆRSK", the "LICA MÆRSK", the "NICOLAI MÆRSK", and the "SVEND-

BORG MÆRSK" received their certificates for the first time. The "CLIFFORD MÆRSK" and the "MAERSK WIND" received their second certificate in two years, whereas the "ANNA MÆRSK" and the "DRAGØR MÆRSK" received certificates for the third year running. The "ADRIAN MÆRSK" has been awarded a certificate every year for the past seven years.



## Fast cars with fast ships

Every autumn the tiny idyllic Portuguese-administered territory of Macao is the scene of an international Grand Prix. For two days the narrow and winding streets are turned into a 6.1 km race track where cars and motor bikes compete for the honours.

Of all the cars participating in the Macao Grand Prix only the formula cars are flown in from Europe and the USA, whereas the cars in the other classes come from the Far Eastern circuits. This year, however, BMW felt that the prestige of the race was so great that they would use their best factory cars driven by

their most experienced drivers. BMW decided to ship the cars on the fast Maersk Line service from Europe to the Far East, and the two BMW 635 CSI racing cars arrived safely in Hong Kong on board the "ARNOLD MÆRSK" and were in good time for the races. The extremely valuable shipment included accessories and was packed in one 40 foot container.

The two cars came first and second in the Guia 25-lap 100-mile race, and later they were displayed in Hong Kong prior to their return journey onboard the "AXEL MÆRSK".

Thomas Thune Andersen

## Sailors fly with Maersk Air



The picture shows trainees and crew from the training vessel, the "DANMARK". On December 13 they signed off at La Spezia, and were flown back from Genoa to Copenhagen by Maersk Air on the same day. On

January 10 Maersk Air flew the new trainees and crew to Genoa, and on January 15 they joined the "DANMARK" in La Spezia. The ship set sail for Monaco on February 2.



## A bell for the Port of Copenhagen



On Friday, December 30, the Port of Copenhagen celebrated the 125th anniversary of its charter.

To mark the event the A.P. Møller Shipping Company donated a ship's bell from the t.t. "DIRCH MÆRSK"; it was placed on the Custom House Quay outside the administrative headquarters of the Port. The "DIRCH MÆRSK" was 205,600 tons deadweight, and in 1968 she was the largest of all Danish ships. The picture shows the bell being

presented to the Port authorities on behalf of the Company by Senior Vice President Bent E. Hansen and Mr. Jørgen H. Frederiksen, General Manager, Technical Department. Present were, from left to right, Assistant Managing Director C. Veng, Mr. E. Hesselbjerg, High Sheriff of Copenhagen and chairman of the board, Sectional Engineer P.E. Rasmussen, Master Builder C. Varming, Harbour Master E. Løber, and Personnel Manager J.E. Ewald.



## "Apprentice of the Year" and "Best Idea of the Year"

On Monday, January 2, the Odense Steel Shipyard had its New Year reception, at which trainee shipbuilder Kim Ottosen, 21, was made "Apprentice of the Year" and mechanic Hans Erik Jakobsen, 48, was awarded the prize for "Best Idea of the Year".

Kim Ottosen became an apprentice at the Lindø Shipyard in August 1981, and he has just been granted a reduction of his apprenticeship period to study engineering.

Hans Erik Jakobsen joined the Lindø Shipyard in 1962, and throughout 1983 he suggested economy measures and simplified working procedures, which will save approximately 145,000 Dkr. per year at the yard. Managing Director Troels Dilling presented both Kim Ottosen and Hans Erik Jakobsen with a combined chronometer and barometer bearing inscriptions which praise their positive contributions in 1983.



Osaka Castle: the main tower, rebuilt in 1931.

## Festivals in Osaka

Last autumn a festive atmosphere pervaded both the city and the port of Osaka, when the "Osaka Castle Fair" attracted 5.3 million visitors to celebrate the 400th anniversary of the founding of Osaka Castle. The Castle has now become a symbol of this city, which claims 40 per cent of the nation's trade, and also plays an important role as one of the world's gateways into Japan.

Osaka Castle was built in the late 16th century by one of the lords who conquered large areas of Japan. After his death, his family was wiped out and his castle burnt down by one of his minor noblemen, so ending the long days of civil war in Japan. The conqueror rebuilt the castle, but the main tower was later struck by lightning and burnt down once again.

A replica was constructed in 1931 from funds donated by the citizens of Osaka, who are very



From the Opening Procession: a model of the Castle's main tower.

proud of their historical castle. As one of the main events, the "Osaka World Sail 83" was a real highlight. Escorted by hundreds of yachts and cruisers ten sailing ships representing eight different countries were in full sail in the Bay of Osaka. They marked the first international marine festival in Asia.

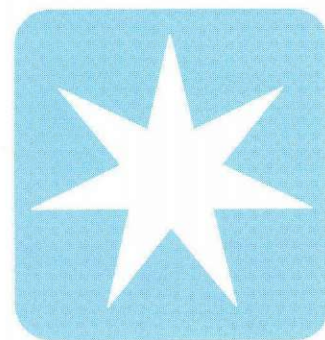
S. Osano

The panorama of sailing ships in Osaka Bay (Provided by Osaka Port & Harbor Bureau).





# Personalia



## ESPLANADEN



1

### 25 Years Anniversary

1. Peter Horster  
1 June

## THE FLEET



1



2



3



4



5



6



7

### 25 Years Anniversary

1. Chief Steward Ove Zanchetta  
15 April
2. Chief Engineer Poul Riis  
25 April
3. Chief Engineer Jens Kølbaek  
11 May
4. Radio Officer Keld Andersen  
2 June
5. Captain Bjørn Rosendahl Borbye  
11 June

### Retiring

6. Chief Engineer Poul Nielsen  
31 December, 1983
7. Captain Hans Heiden Hansen  
30 April

## ORGANIZATIONS ABROAD



1



2



3



4



5



6



7

### 25 Years Anniversary

1. T. Hattori, Tokyo  
1 April
2. K. Hisayama, Osaka  
1 April
3. M. Kanzaki, Osaka  
1 April
4. Roy Salvage, London  
27 April
5. Captain Knud Olsen, Oakland  
11 May

### Retiring

6. Jesus Panelo, Manila  
31 December, 1983
7. Captain Richard Thackery Mudd,  
Singapore  
8 March

## THE YARD



1



2



3



4



5



6



7



8



9



10



11



12



13



14

### 25 Years Anniversary

1. Villy Mikkelsen  
5 April
2. Robert Jens Nielsen  
6 April
3. Gerhard Kristiansen  
27 April
4. Flemming Steimle  
11 May
5. C. Aagaard Schmidt  
1 June
6. Max Herluf Due Jensen  
8 June
7. Kurt Mikkelsen  
8 June
8. Flemming M.A. Guldstad  
15 June
9. Jens H. Olesen  
15 June



10. Preben Emil Agger  
22 June
11. Laurits Hansen  
22 June

#### Retiring

12. Harry Nielsen  
30 April
13. Villy B. Eriksen  
31 May
14. Preben Broner Jensen  
30 June

#### DISA



1

#### 25 Years Anniversary

1. Karen Bargholz (Herlev)  
29 April

#### ROSTI



1

#### 25 Years Anniversary

1. H.O. Frandsen  
1 April

#### ROULUND



1



2



3



4

#### 40 Years Anniversary

1. Georg F. Eriksen  
19 April
2. Poul Hansen  
29 April

#### 25 Years Anniversary

3. Flemming Madsen  
27 April
4. Helge Jørgensen  
8 June



#### New local correspondent

With this issue of Mærsk Post, Mr. Pornchai Vimolrutana has assumed the task as local correspondent after Mr. Thavi Tantisunthorn.

#### Obituary

The A.P. Møller Companies regret having to announce the following deaths:

Knud Erik Jørgensen  
The Yard  
13 November

Ib Ryder Jensen  
The Yard  
28 December

Per Thirup Simonsen  
Dansk Boreselskab  
2 January

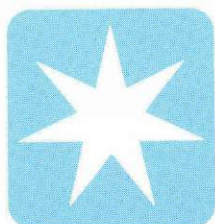
Captain Jens Jimmy Højstrup Nielsen  
Maersk Air  
2 January

Pilot Verner Amlund Rasmussen  
Maersk Air  
2 January

Jan Erik Petterson  
The Yard  
13 January

Air Hostess Anne-Mette Rasmussen  
Maersk Air  
15 January





**MAERSK**

A Maersk Line container and Mt. Fujiyama  
in Japan.

