



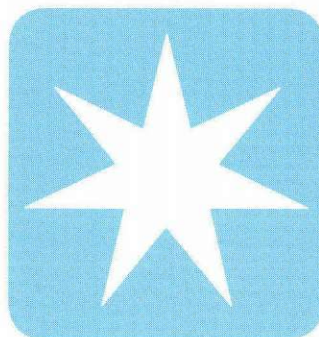
MÆRSK POST

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Editor: Einar Siberg
Printers: Dansk Kliché

Local correspondents:

CHINA: Thomas Thune Andersen
HONG KONG: Tom Sørensen
INDONESIA: Hans Blicher Hansen
JAPAN: S. Osano
PHILIPPINES: Lydia B. Cervantes
SINGAPORE: David Tan
THAILAND: Pornchai Vimolratana
UNITED KINGDOM: Ann Thornton
U.S. EAST COAST: Barney Brennan
U.S. WEST COAST: Kathy Reis
U.S. GULF: Yvonne Brennan

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



NEW ACTIVITIES

On February 27, the departure of "CHRISTIAN MÆRSK" from Bremerhaven in West Germany marks the opening of new Maersk Line services from Europe to West Africa and from Europe to the Middle East, both via Algeciras in Spain.

On February 28, the trailer ferry "DUKE OF FLANDERS", owned by Norfolk Line, has its inaugural sailing on a new service between Denmark and the U.K., marketed under the name Britline.

Both are exciting new developments at a time otherwise characterized by news of cut-backs and closures in international shipping.

Much work and substantial investments have gone into the new liner activities. They are centered on the Maersk Line "Connecting Point" in Southern Spain, our new terminal in Algeciras. The terminal itself with its new quay, two new container cranes, and two so-called transtainers, was completed on schedule, and Maersk offices have been opened in Valencia, Alicante, Barcelona, Bilbao, Madrid, and Algeciras. In West Africa new Maersk offices include one in Dakar, Senegal, one in Abidjan on the Ivory Coast, and one in Lomé, Togo. In the Middle East Maersk Line is already well-represented by competent agents supported by special Maersk Line Owners Representatives.

Britline is opening offices in Esbjerg and Great Yarmouth, and Thor Jørgensen, Maersk Line's Danish Agent, has been appointed the Britline Sales agent in Denmark.

These new activities are the results of good initiatives and creative thinking. Thorough preparations have been made to assure efficient service to customers. We are confident that actual results will prove the initiatives worthwhile.

MÆRSK MC-KINNEY MØLLER



The sponsor, Mrs Mira Møller, with Captain Jørgen O. Hansen (left) and Chief Engineer Carl Johan Heide Pedersen.

m.s. "MC-KINNEY MÆRSK" loading in Rotterdam.



New ship: "MC-KINNEY MÆRSK"

On Saturday, December 14, Mrs Mira Møller, wife of Ambassador and Managing Director Otto E. Møller, named newbuilding no. 120 the "MC-KINNEY MÆRSK" at the Odense Steel Shipyard Ltd. - the Lindø Yard. The new container vessel, built for K/S DIFKO XLIII, is on long-term charter to the A.P. Møller Shipping Company. The "MC-KINNEY MÆRSK", of 52,000 tons deadweight, is 270 metres long and 32

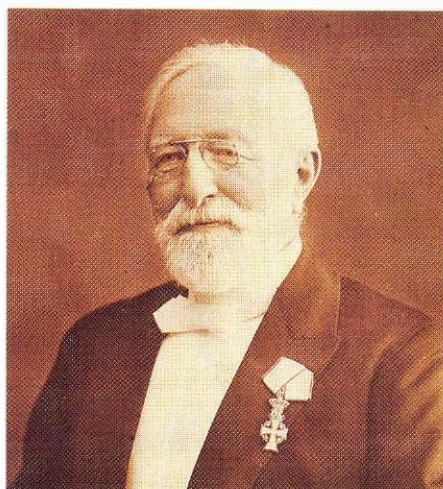
metres wide. Her 15 separate holds and loading capacity of 3,100 twenty-foot containers make her one of the world's largest container vessels, sister ship to a series of four built by the Lindø Yard in 1983-1984 for the A.P. Møller Shipping Company. She has the largest diesel engine in the world, a B&W, type 12L90GBE with 12 cylinders yielding 47,500 GHP and a speed of 24 knots.

Her trial run in the Skagerrak was successful, and the "MC-KINNEY MÆRSK", home port Gilleleje, was fitted out in record time - nine days ahead of schedule - for delivery in Århus on Saturday, December 21. She then sailed on her first voyage to Rotterdam, commanded by Captain Jørgen O. Hansen. Chief Engineer is Carl Johan Heide Pedersen, Chief Officer Knud Møller, and Chief Steward Hans Dreyer.

The wreck of the "Valkyrien", 1883

Captain Peter Mærsk Møller, the Master of the "Valkyrien".

The reef off Dunure fishing village on the Scottish West Coast where the "Valkyrien" was wrecked on December 11, 1883.



In 1874, Shipowner H.N. Jeppesen, Dragør, bought the three-masted bark "Valkyrien" of nearly 400 gross register tons, built in Libau in 1850. He owned nine sailing ships and gave the command of the "Valkyrien" to his son-in-law Captain Peter Mærsk Møller, Mr A.P. Møller's father.

The "Valkyrien" was a solid, wide-bodied bark, not too large for the North and Baltic Seas, not too small to go to the East Indies, and just right for voyages to the West Indies, South America, and the Mediterranean.

Her rigging was quite traditional for Scandinavian ships of her size with single top and top-gallant sails and a royal on the mainmast. As all ocean-going ships she had studding sails.

The normal crew of a bark like the "Valkyrien" numbered 12: the captain, two officers, a carpenter, a sailmaker, a cook, two able and two ordinary seamen, plus two boys. The last six lived below the foredeck. Five men on a watch could handle simple manoeuvres, but all hands had to be on deck for gybing, wearing, and taking down large sails. At sea, an average working day often

lasted 16 hours but, when not at sea, the crew worked from six a.m. to six p.m.

During the first years of Captain Peter Mærsk Møller's command the bark sailed conventional voyages round Northern Europe. She held some 500 tons of coal, but was less well-suited for wood, because the cargo ports in her bow were quite small, and her hold had many stanchions and beams. Fully loaded, she carried 180 standards of wood, 26 of these on deck.

Gradually, the "Valkyrien" extended her voyages. In late November 1882 she carried wood from the Baltic Sea to Barcelona. Then she sailed in ballast to Messina to load fruit for Baltimore. The voyage, with headwinds and gales, lasted 47 days from Gibraltar. Her return cargo from New Port News to Hamburg consisted of paraffin in cans.

The wreck of the "Valkyrien"

On December 11, 1883, the "Valkyrien" was wrecked off the West Coast of Scotland. Captain Peter Mærsk Møller explained:

The "Valkyrien" sailed on November 7,

1883 from New Port News, Virginia, carrying walnut wood. The voyage was smooth; on Thursday, December 11, I passed close by Corsewall Point in a moderate southerly gale. When the watch was set at 8 p.m. there was a strong gale, SW to SSW. We drifted along the coast with enough room to keep going for the night, but at about 10 p.m. the wind veered to WNW and NW in a squall. The sails were blown away like paper. We were then off Turnberry and Ailsa Craig heading WNW and had signalled for a pilot. Land was a few miles to leeward. I called the men to the cabin and explained the situation. I read from the Bible, and we said a prayer. We could do no more then, but later, given the chance, we had to try our best to save ourselves.

By 11 p.m. the fore- and main-topsails had been blown from their leech-lines. The wind was rather more northerly, and we had to turn a little from shore on the other tack.

At about 1 a.m. the "Valkyrien" was taken round to the SW. The wind was NW to N or NNW, and we tried to stay clear of the coast for as long as possible.



We gybed, but then discovered land in the surf to leeward. The men calmly completed their task, braced round and cleared the deck. They asked if they might set the main-trysail and fore-staysail. I answered, By all means, but it won't help. I went to the cabin to collect a large axe which was always kept ready. I cut away the fore-stay rigging thinking that without the top rigging the ship might last till daylight, and the lower rigging could give some safety to the men. As I was cutting the lines for the main topmast the ship grounded and the surf poured over us. I found myself down by the bulwark. I had lost the axe and crawled to windward of the mainmast while the ship took the ground even more firmly. Land was only a short distance away, and I went to the deckhouse to find a hawser which might drift ashore, but the surf had caused such havoc that I could do nothing. The men were sheltering behind the main shrouds. I went to leeward and when the surf was down, dry rocks were visible not far away. I thought I glimpsed some of the crew on the coast. I tried to lower myself down the side on a rope end,

but it took a while before I reached the rock, and I remember thinking, In a minute I'll have joined the hereafter!

I gripped the rock and crawled towards the shore, and just as the backwash was taking me out again a man got hold of me and dragged me towards the shore shouting: Not this way! I was quite dazed and had swallowed a fair amount of water. The men, or most of them, were ashore by then. One of the seamen embraced me when he saw me and cried, "Ah, there you are, Captain!"

We were taken to a nearby farm where we knelt down to thank God for our rescue. I asked for alcohol and had some whisky, and the men also had a small dram each. Then I was taken to a fisherman's and put to bed. Having rested for a few hours I rose and went to the ship, but nothing could be done, and before dawn she was completely smashed.

A young man from Rømø lost his life in the shipwreck.

The situation was this: In a small fishing port nearby the fishermen were out saving their boats from the rough weather. Waves

were high, and a few cable lengths from us a stranded steam tug was burning emergency flares. Some fishermen had run along the coast and had then seen us drifting to shore. At dawn, the crew and the fishermen started salvaging what they could. The section of the foredeck with the deckhouse was perched on the rocks, as was a section of the deck with the fore-end of the cabin. So the men salvaged most of their clothes but the aft end of the cabin with my clothes had disappeared. In the morning the Collector arrived from the Customhouse in Ayr. He asked me if I would leave the salvage and the entire business to him, but I said no. I felt that it would be wrong, but I asked him to be my adviser and assistant which he readily accepted, explaining that he was duty-bound first to ask me if I would leave it all to him. He and I made a deal with the fishermen for the salvage of the cargo, 598 walnut logs and 5981 oak boards bound for Glasgow. They were insured for £12,000 and were worth nearly 36,000 Dkr.

The ship was insured for 28,000 Dkr. Having given evidence at the inquest the men

were sent home, and when I had sold the wreckage which had drifted ashore and

other salvage at an auction I, too, returned home.

100 years on

BY MERETE MÆRSK-CARLSSON

While on holiday in Scotland in 1983 my husband and I decided to visit Dunure, a small fishing village on the West Coast. Here, Captain Peter Mærsk Møller was shipwrecked on December 11, 1883, on board the bark "Valkyrien" - in fact, his last sailing ship, before he transferred to steam ships.

The weather was good for driving, sunshine alternating with rain. We spent a hectic half hour finding our way through Glasgow before heading towards the old county of Ayrshire, where Dunure is located.

The rain stopped just as we were driving into the village. The Dunure area is very beautiful with rich green hills rolling towards the Atlantic Ocean. The beach is rather narrow with fingers of treacherous rock stretching into the sea. A large old ruin on the edge of one of the hills bears witness to a historic past.

Dunure harbour is small with only a few boats. The harbour front consists of old two-storey houses, and when we arrived no-one was about.

We parked the car and entered a small shop in one of the old houses, but the owner was new to the place and had never heard of the "Valkyrien".

Of course there was a pub. Here, we expected to find someone who knew the story of the "Valkyrien", but it was empty. It was rather early in the day.

When we emerged from the dark pub, the sun was about to break through. We saw an elderly couple looking out over the sea. Why not ask them? But we had no luck; they were tourists like us.

We gave up hope and started walking towards the car. But then my husband saw an elderly man who was cutting wood on the beach on the other side of the harbour.

- Let's ask him, too, my husband suggested. We went up to the man and asked if he had heard of the "Valkyrien". The sun broke through at that very moment, not just in the sky, but also in the old man's eyes. He started describing that horrible night a hundred years ago. He talked of Alexander and William Munro, his grandfather and his grandfather's brother. Alexander Munro

had saved the Captain's life. The man knew the story from his father who was three years old when it happened, and he had heard it from his father. Our man was also Alexander Munro, the name passing from father to son in his family. Another old man turned up at this point: William Munro, Alexander's brother.

We talked, and I explained that Peter Mærsk Møller, the Captain of the "Valkyrien", was my great-grandfather. I showed them his own description of his rescue from the cliff and a poem written then about the awful night. That afternoon we made two really good friends in Scotland. We were all four fascinated by the story and by the fact that fate had brought us together. It was a wonderful afternoon and the real climax of our holiday.

The brothers Munro were thrilled because our visit was living proof of the story of the bark "Valkyrien". Young people in the area had found it hard to believe. They thought that it was a real traveller's tale, which saddened the brothers. But their subsequent letters show that the story has become a subject of much conversation and that our visit created something of a stir. Alexander Munro was even interviewed for the BBC about the story.

December 1985

Alexander Munro's letters revealed that the bell from the "Valkyrien" was in the possession of a younger William Munro, who offered to give it to the Company. Shipowner Mærsk Mc-Kinney Møller invited the family to Copenhagen, and on December 13 the bell was presented to Mr Møller at Company Headquarters on Esplanaden.

In return, Mr Møller presented a bell from the "EMILIE MÆRSK", built at the Lindø Yard in 1980. On the next day, Mr William Munro, his wife Mrs Irene Munro, and their two children, ten-year-old David and six-year-old Allison attended the naming of the "MC-KINNEY MÆRSK" at the Lindø Yard.

The pennant from the "Valkyrien" is already on display at Esplanaden, and now the bell will be hung there too, in memory of Captain Peter Mærsk Møller who, in 1904, founded Aktieselskabet Dampskibsselskabet Svendborg together with his father, Mr A.P. Møller.



Alexander Munro, who brought Captain Peter Mærsk Møller safely ashore.

Alexander Munro (left) whose grandfather saved Captain Peter Mærsk Møller after the wreck of the "Valkyrien", with Captain Erling Carlsson and his brother William Munro, at Dunure harbour. Captain Peter Mærsk Møller spent the night in one of the old houses in the background.





The Munros with Mr Mærsk Mc-Kinney Møller at the Head Office on Esplanaden. On the table, right, the bell from the "Valkyrien" which Mr William Munro presented to Mr Møller, and, left, the bell from the "EMILIE MÆRSK" which Mr Møller gave to Mr Munro.

The bell from the "Valkyrien".



Mr William Munro, his wife Mrs Irene Munro, their son David and their daughter Allison with the sponsor Mrs Mira Møller at the naming of the "MC-KINNEY MÆRSK" at the Lindø Yard.

The "MÆRSK GIANT" - great news



The sponsor, Mrs Eileen Bond, naming the new Company rig the "MÆRSK GIANT".

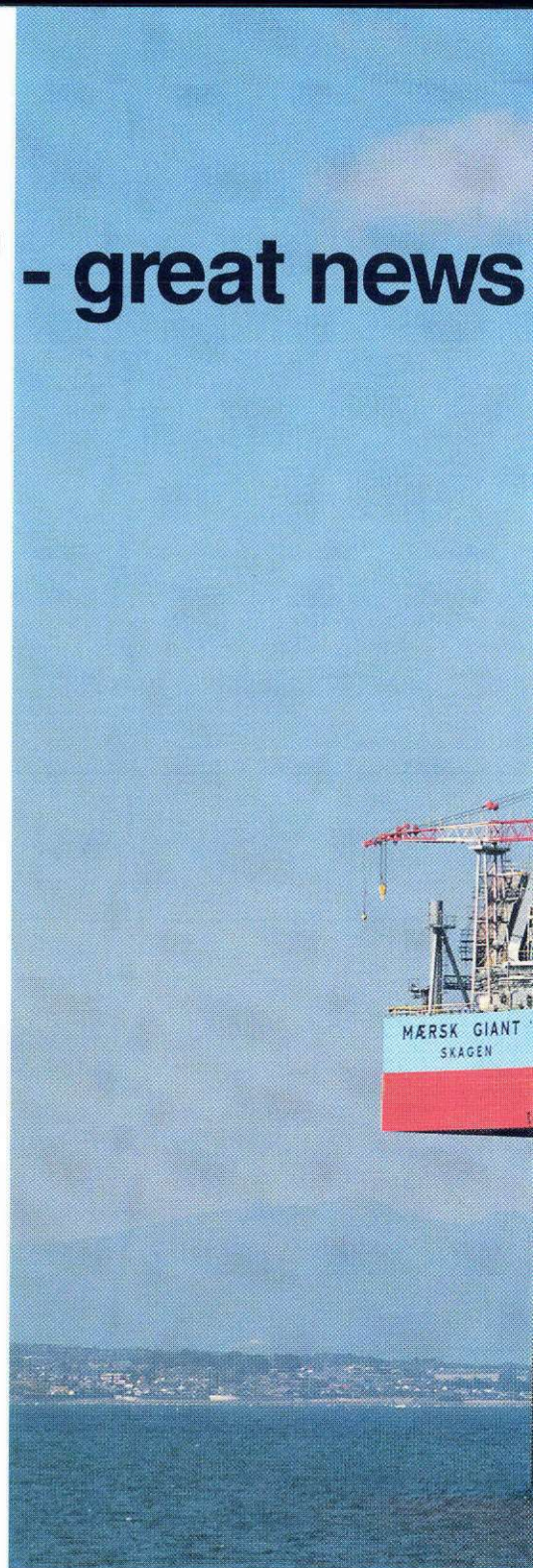


The sponsor, Mrs Eileen Bond, with her husband, Mr Alan Bond, (right), and Shipowner Leif V. Arnesen. They joined the other guests at the naming ceremony in applauding the impressive sight of a large flock of white doves released from the "MÆRSK GIANT" deck.

On Tuesday, January 14, a new rig for the A.P. Møller Company was named at the Hitachi Ariake Kaikan Shipyard in Japan. The sponsor Mrs Eileen Bond - wife of Mr Alan Bond, Chairman of the Board at Bond Corporation, Australia - named it the "MÆRSK GIANT". Representing A.P. Møller were Shipowner Leif Arnesen, President Per Jørgensen and Vice Chairman S. Fujii, Maersk Line K.K., Tokyo. Immediately after the naming, a cascade of flags and streamers was released and a large flock of white doves flew from the deck of the rig, circled to the top of the derrick and then dispersed in all directions. A colourful and impressive sight. The "MÆRSK GIANT" is one of the world's largest jack-up rigs. It has been con-

structed to work in areas so far inaccessible to rigs of this kind; its legs are 157 metres long, and it can withstand winds of up to 90 knots and waves of up to 30 metres. Maersk Drilling has thus expanded its geographical field of operations in various parts of the world: the North Sea, the sea south of Australia, the China Sea - and in locations where tropical storms are commonplace. The "MÆRSK GIANT" introduces a new feature to the Maersk Drilling fleet of rigs: "top drive" - a system which turns the drill string from the top, not from the drill floor. This means fewer operations joining and separating pipes, and the charterers save valuable rig time. The rig also has a hydraulic pipe-handling system which fur-

ther increases its speed and reliability. It represents the first step towards the automatization of physically demanding jobs on the drilling floor and in the derrick. Two steel constructions below the "MÆRSK GIANT" derrick render the rig more flexible for "template drilling" - drilling production wells without the use of platforms. This technique enables an oil company to begin time-consuming drilling of production wells without waiting for the construction and installation of a permanent platform. Template drilling has been attempted once on Danish territory, on the Dan Field extension, by the "MÆRSK EXPLORER" which had to be modified to handle the job. The "MÆRSK GIANT" hull weighs 18,700





tons, is 90 metres wide, 84 metres long, and 9.5 metres high. It can accommodate 94 people. The crew normally numbers 31, but extra space is needed for staff making frequent service calls.

Recreational facilities include a gymnasium, table tennis, billiards, and an indoor badminton court.

When the rig arrives at its destination it lowers its legs to the sea floor. Each of the three legs ends in a spudcan, a steel foot covering 262 square metres. When the spudcans have reached the sea floor, the ballast tanks in the hull are filled to increase the weight on the legs and to ensure that they will sink into the sea floor till they reach a solid surface.

During this operation - known as preloading

- the total weight may increase to nearly 38,000 tons. The legs often sink 20 or 30 metres below the surface of the sea floor. Once the legs have reached maximum depth, the distance from the spudcans to the top of the derrick measures 210 metres. The derrick itself is 58 metres high, and the inside, effective height is nearly 50 metres.

The "MÆRSK GIANT" at the jacking test near the Japanese shipyard. The two steel constructions on the side of the hull below the derrick can be folded out and used for template drilling.

A visit to the Millennium

China has opened its borders to tourists of all nationalities, to a world which is in all respects different from ours. A combination of ancient culture and the intellectual and material development which started when the Republic was founded in 1911. A world which regards manual work as essential and emphasizes a life in harmony with the Universe.

Text and photos: BIRTHE LAURITSEN



Children from a kindergarten on an outing.

Glazed tiles in yellow for the Emperor - blue for Religion.





A knife-grinder.

A shoemaker.

We never found the Pleiades or any other constellation that we knew from home. But the stars were plentiful and showed us why the Chinese philosophy of life differs from ours, why the Chinese have accepted that Nature's whims form a oneness of good and evil, light and dark - yang and yin. And that, therefore, they must seek spiritual satisfaction in harmony with the Universe.

We stood by the River Lijiang. One of the sights in China. With its beautiful limestone mountains resembling sugar-loaves, which small children see as towering mountains. The mountains *look* like that at the River Lijiang. Some of them, at least. Those which have not been eroded into strange formations - heads, camels, and fairy-tale figures. The fairy tale does not end in the mountains. In some places, monkeys inhabit the mountains. In others, where protecting shelves slope to the river bank, people have made their home - in large hammocks - living at one with the river, and from its sustenance. The river is grey and muddy in the town. A place for bathing, washing clothes, fetching water, rinsing vegetables, fishing, and brushing teeth. The place where the sewers drain out, so that even the nutrition in this water is recycled.

Outside the town the mud disappears. People cut sea-grass in the river, side by side with buffaloes which eat the grass from the riverbed, like the cows in Hans Christian Andersen's fairy tale, "Big Claus and Little Claus". Only their backs, resembling large stepping stones, are visible.

River buses sail among the buffaloes and people building artificial islands for fishing. Visitors to China pass through a landscape which the Chinese themselves compare to Paradise.

Travelling truly means experiencing. Experiencing, and realizing that happiness comes in all forms. That there is no logical explanation for everything. Like why there are exactly 508 Arhats in the Temple of the Odorous Buddha outside Peking.

Our Western search for explanations for everything prompted us to ask, why this figure, exactly. Our hosts answered: "It just is."

One of many temples with treasures and fascinating architecture, visible monuments of an empire which was once among the



most powerful in the world, its culture far surpassing ours.

The Imperial Palace in Peking - the Forbidden City - is an extremely impressive building with its 800 rooms, its symmetry, and yellow glazed tiles showing that it was built for the Emperor.

The palaces are grouped around squares. Gold-plated vessels, iron statues, and lacquer columns mingle on the retina with the richly ornamented yellow roofs.

The imperial halls form the centre of the compound: the Hall of the Greatest Harmony which the Emperor used at New Year, Winter Solstice, and on his birthday. He would sit on his throne while ministers and civil servants did homage to him from the white marble steps.

The carved throne is still there.

The Hall of Complete Harmony is next. The Emperor used it when resting between grand ceremonies. His chair has been preserved; here he received his ministers' trial homage before official appearances.

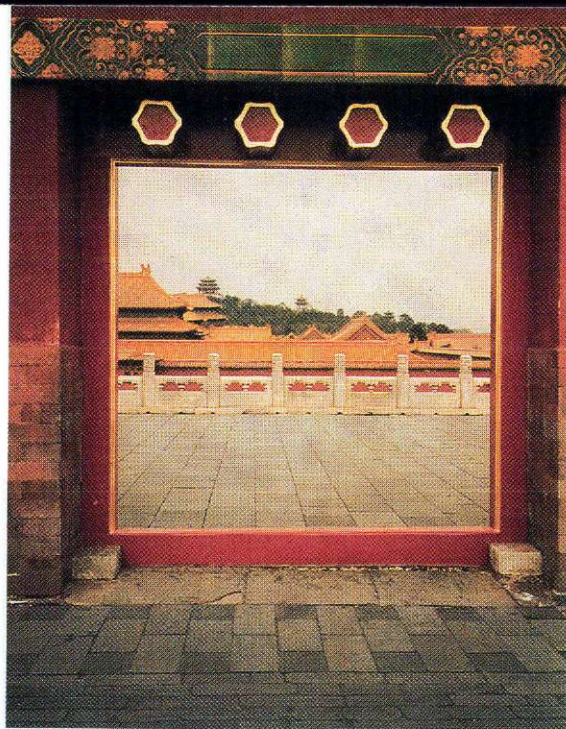
The Hall of Protective Harmony is the third hall at the back. Here, outstanding students sat their exams before the Emperor. There is a garden in this area, too. Here, Hans Christian Andersen's nightingale sang to the Emperor of China. It *must* have been the place, the fairy-tale seems so real here - near

the well where princesses were killed in the past if they had attempted to escape from the Imperial City.

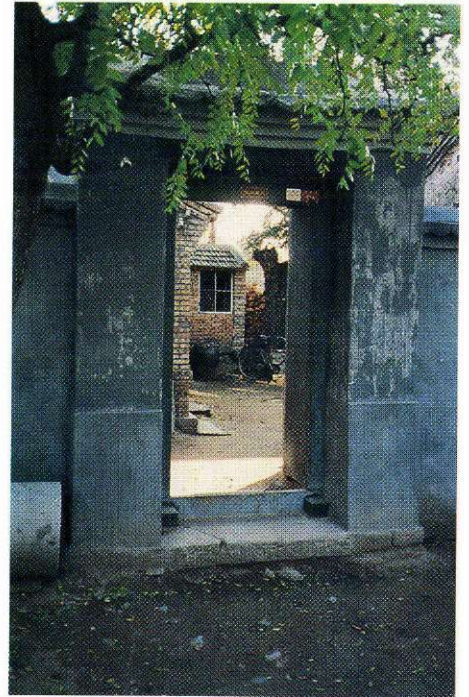
They were pushed quite unceremoniously down the well through a hole which is so small that those insubordinate princesses must have been the size of tiny knick-knacks.

In contrast, the Ming tombs, which leave a very strong visual impression. A gate house, 40 metres high and 12 metres wide, gives access to 13 Ming Emperors' last place of rest. The house has three gates. Through the central one only Emperors' dead bodies would pass - the living went through the side gates. The Ming Dynasty ruled China from 1368 to 1644, and their last resting-place was chosen with much care where the Tian Shou mountains act as a barrier "against evil influences".

Only one burial chamber has as yet been opened. The Emperor Wan Li started constructing it in 1584, when he was 22. It took four years to build, cost eight million ounces of silver, and needed 600,000 workers. Here, the Emperor was buried with his two wives and 26 chests of treasure. Its stone door is more than one metre thick; it was blocked and could not be opened once the Emperor had been laid to rest.



Lacquer columns in the Forbidden City.



Even in poor districts the architecture provides impressive sights.

A mobile shop.



So, in spite of modern techniques, it took centuries to discover the tomb.

All the treasures - solid gold vessels, precious stones, and a coffee pot made from a single piece of costly jade - are separated today from the admiring eyes of the world only by simple glass cases.

The old Empire frowns on theft and wanton destruction.

So, the Buddha reliefs, several thousand years old, in the caves near Guilin are also unprotected. Their faces have been polished by gentle hands which have stroked the gods through the centuries. A visible monument to a religious centre of the past.

Similarly, the Great Wall is visible proof that war is not new to the world. An edifice stretching 4,500 kilometres, and so prominent that it can be seen from the Moon.

This gigantic defence structure was begun 300 years before Christ, when the state of Yen protected itself behind a wall from where soldiers could use the newly-developed crossbow against the nomads who

still fought with conventional bows and arrows.

In 221 BC, when the ruler of the Ch'in Empire had made himself Ch'in-Shih-huang - the First Emperor -, all the old walls were joined into a massive edifice - a long wall winding its way 4,500 kilometres through the mountains. The old earthen walls were given stone facings.

The Ming Dynasty of the 14th century saw restorations to about half the wall; the rulers had realized that its symbolic effect far surpassed its usefulness. Restorations have continued, and today, money has been set aside to preserve, not just a symbol, but an important tourist attraction.

The total length of the wall is some 12,000 kilometres, but the main wall was last extended by the Ch'in rulers. The rest are minor side walls.

The area near the Wall is an archaeological gold mine, showing, for example, developments in Chinese defence. The Chinese were the first to discover gunpowder and the first to realize that iron swords are

more efficient than swords made of bronze. Even after his death, Ch'in-Shih-huang continued to impress the world. Historians say that his body was placed in a coffin of bronze and buried beneath an enormous, artificial mound surrounded by a sea of quicksilver and protected by traps which shot arrows at anyone trespassing on the First Emperor's domain. The mound has been located near present-day Sian and, so far, excavations have revealed lifesize statues of people - whole armies - which have in themselves impressed the world.

A few kilometres of the Great Wall have already been restored, and tourists polish the flagged corridors so that they shine like the Buddha noses near Guilin.

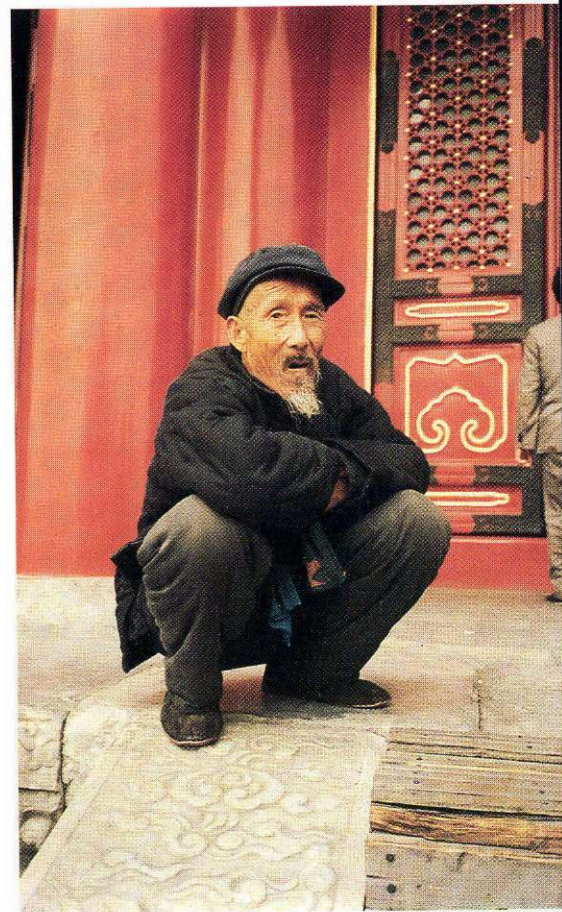
We contributed, too. As fast as the climb and our condition allowed. Up and down. Interminably. Just like the mountains in Guilin and the park in Canton, where the guns remain from the Opium War against Britain more than 100 years ago.

Much water has passed under the bridges of the River Lijiang since then. Much has



A "set of traffic lights" in Chengtu. The red flag stops traffic - a shout from the green megaphone gets it moving again.

Symmetry is prominent in the Forbidden City.



changed from then to now, when many shops sell pins with the American and Chinese flags combined.

New friendly relationships which also tie Europe - Scandinavia - closer to China.

The borders have been opened on a culture very different from ours. On a country where human labour is a dominant force and where the townscape of Chengtu with thousands of bicycles resembles an ant hill. You look twice when a bus is overtaken by a bicycle with a live pig on the carrier - all four legs pointing straight up and its small eyes half open.

It is on its last ride before appearing as sides of bacon in a butcher's shop: the shop being two poles and a crossbar erected independently on the roadside with one half of China going by on bicycles, the other half pulling carts with materials for roads and houses, vegetables, furniture, or latrines. Men go about with straps around their naked shoulders collecting the refuse of the night before and taking it to communal farms where human waste products are used

for compost and where plants are watered by hand. Water is carried in wooden pails on yokes to the plants - one spoonful of water per plant.

We learnt to respect Chinese products. The flat bamboo plate, which we, from an industrialized country, first saw as the result of mechanized serial production.

Serial production, yes, but handmade; a small plate takes half a day to finish, selling at four yuang - 20 pence.

Another factory produces embroidery. Fine stitches and patient counting which may take up to four years to bring together into a whole. The shop price would be £600.

This made us see why everything is put to use in a country where our prejudices are the only hindrance keeping us from enjoying the local culinary delights.

Not all dishes are easily dissected into their component parts. Food is finely chopped for eating with sticks.

Only the hen - and the turtle - appear whole in the soup. Complete with head, feet and so on. We learnt to accept it, and the meat is so

well cooked that it can be eaten with sticks - like everything else. Maybe this is why you leave - if not a piece of your soul - at least some of your body behind in China.

Or perhaps a street scene remains with you: snakes in cages, live and ready for frying, like eel, boneless: or the woman next door refreshing the vegetables with her manual atomizer: a mouthful of water blown over the Chinese cabbage so effectively that no modern mechanical devices can match it.

Some day, the Chinese tao will make an impact on us. Tao - the origin of all order. But also a word whose definition is still being sought.

You just know that it *is* tao. The right way. The way of everything. The universal law.

Birthe Lauritsen

New life-saving equipment on supply ships

Mærsk Olie og Gas A/S has developed a new type of life-saving equipment for use on board supply ships serving the North Sea oil and gas fields. It has been specially designed for rescuing life floats or people in rough weather at sea.

The new equipment resembles a trawl. When fastened to the side of a ship, it can be used to "fish" a person or an entire float out of a heaving sea.

The new net will be particularly useful in rough conditions because ships' sides are very high and because of the violent motion of a troubled sea.

The equipment will now be installed on the "MÆRSK TRAVELLER", following successful experiments on the "MÆRSK TRIMMER". One picture shows the net fastened to the port side of a ship and to a boom which can be swung out from the ship's side. The net is kept down by weights below the water. The other picture shows a float being "fished" out.

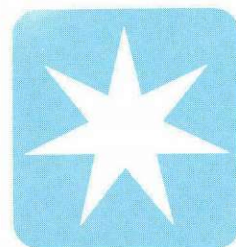




THE MÆRSK FLEET

January 1st, 1986

1986



CRUDE-CARRIERS

t.t. "MAERSK BUCHAN"
built 1968
Odense Staalskibsværft A/S
101,977 tdw.

of the same type:
t.t. "MAERSK ANGUS"
built 1967. 101,977 tdw.



t.t. »KATRINE MÆRSK«
bygget 1974
Odense Staalskibsværft A/S
339.100 tdw.

af samme type:
t.t. »KRISTINE MÆRSK«
bygget 1974. 339.100 tdw.
t.t. »KIRSTEN MÆRSK«
bygget 1975. 325.100 tdw.
t.t. »KAROLINE MÆRSK«
bygget 1976. 339.900 tdw.
t.t. »KATE MÆRSK«
bygget 1976. 339.200 tdw.
t.t. »KARAMA MÆRSK«
bygget 1977. 337.700 tdw.
t.t. »KAREN MÆRSK«
bygget 1977. 337.800 tdw.



PRODUCT-CARRIERS

m.t. "HERTA MÆRSK"
built 1982
A/S Nakskov Skibsværft
13,845 tdw.

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



m.t. "GJERTRUD MÆRSK"
built 1974
Norway
32,044 tdw.

of the same type:
m.t. "GUDRUN MÆRSK"
built 1973. 32,044 tdw.

of similar type:
m.t. "GERD MÆRSK"
built 1977. 32,389 tdw.



m.t. "PETER MÆRSK"
built 1981
Japan
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. "A.P. MØLLER"
built 1984
Odense Staalskibsværft A/S
50,600 tdw.

of the same type:
m.t. "EMMA MÆRSK"
built 1985. 50,600 tdw.
m.t. "EVELYN MÆRSK"
built 1985. 50,600 tdw.



m.t. "JESPER MÆRSK"
built 1978
Norway
59,230 tdw.

of the same type:
m.t. "JAKOB MÆRSK"
built 1976. 59,650 tdw.
m.t. "JEPPESSEN MÆRSK"
built 1976. 59,650 tdw.
m.t. "MAERSK ASCENSION"
built 1976. 59,850 tdw.



m.t. "NICOLINE MÆRSK"
built 1978
Odense Staalskibsværft A/S
69,900 tdw.

of the same type:
m.t. "NORA MÆRSK"
built 1977. 69,900 tdw.
m.t. "NIELS MÆRSK"
built 1978. 69,900 tdw.
m.t. "NELLY MÆRSK"
built 1978. 69,900 tdw.
m.t. "NELE MÆRSK"
built 1979. 69,900 tdw.
m.t. "NICOLAI MÆRSK"
built 1979. 69,900 tdw.



m.t. "DIRCH MÆRSK"
built 1983
Odense Staalskibsværft A/S
99,800 tdw.

of the same type:
m.t. "DORTHE MÆRSK"
built 1983. 99,800 tdw.
m.t. "DAGMAR MÆRSK"
built 1984. 99,800 tdw.



GAS-TANKERS (LPG/C)

m.t. "SOFIE MÆRSK"
built 1977
Norway
12,060 m³

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



m.t. "SALLY MÆRSK"
built 1981
Odense Staalskibsværft A/S
15,379 m³

of the same type:
m.t. "SVENDBORG MÆRSK"
built 1981. 15,396 m³
m.t. "SUSAN MÆRSK"
built 1981. 15,396 m³
m.t. "SVEND MÆRSK"
built 1982. 15,396 m³
m.t. "OLUF MÆRSK"
built 1984. 15,396 m³
m.t. "OLGA MÆRSK"
built 1984. 15,406 m³



CONTAINER VESSELS

m.s. "LOUIS MÆRSK"
built 1984
Odense Staalskibsværft A/S
53,400 tdw.

of the same type:
m.s. "LAURA MÆRSK"
built 1980. 53,763 tdw.
m.s. "LEISE MÆRSK"
built 1980. 53,623 tdw.
m.s. "LEXA MÆRSK"
built 1981. 53,615 tdw.
m.s. "LICA MÆRSK"
built 1981. 31,600 tdw.
m.s. "LEDA MÆRSK"
built 1982. 53,765 tdw.
m.s. "LUNA MÆRSK"
built 1982. 44,250 tdw.
m.s. "REGINA MÆRSK"
built 1983. 43,600 tdw.
m.s. "LAUST MÆRSK"
built 1984. 48,600 tdw.
m.s. "LARS MÆRSK"
built 1984. 53,400 tdw.
m.s. "MC-KINNEY MÆRSK"
built 1985. 53,400 tdw.



m.s. "ANDERS MÆRSK"
built 1976
West Germany
35,019 tdw.

of the same type:
m.s. "ANNA MÆRSK"
built 1975. 35,006 tdw.
m.s. "ARTHUR MÆRSK"
built 1976. 35,108 tdw.
m.s. "AXEL MÆRSK"
built 1976. 34,972 tdw.
m.s. "ALVA MÆRSK"
built 1976. 36,462 tdw.
m.s. "ARILD MÆRSK"
built 1976. 36,482 tdw.

of the same type with garage:
m.s. "ADRIAN MÆRSK"
built 1975. 29,914 tdw.
m.s. "ALBERT MÆRSK"
built 1975. 29,839 tdw.
m.s. "ARNOLD MÆRSK"
built 1975. 30,662 tdw.



m.s. "DRAGØR MÆRSK"
built 1974
Japan
32,821 tdw.



m.s. "CHARLOTTE MÆRSK"
built 1968
Sweden
24,937 tdw.

of the same type:

m.s. "CHRISTIAN MÆRSK"
built 1968. 25,007 tdw.

m.s. "CHASTINE MÆRSK"
built 1968. 25,007 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:

m.s. "CORNELIA MÆRSK"
built 1967. 24,570 tdw.

m.s. "CECILIE MÆRSK"
built 1967. 24,617 tdw.



m.s. "MAERSK MANGO"
with gantry crane
built 1978
Japan
11,034 tdw.

of the same type:

m.s. "MAERSK TEMPO"
built 1978. 11,007 tdw.



GENERAL-CARGO VESSELS

m.s. "ELISABETH MÆRSK"
built 1980
Odense Staalskibsværft A/S
29,750 tdw.



RO/RO VESSELS

m.s. "DUKE OF HOLLAND II"
built 1981
Holland
1,600 tdw.



m.s. "DUCHESS OF HOLLAND"
built 1973
Holland
1,454 tdw.

of similar type:
m.s. "DUKE OF NORFOLK"
built 1972. 1,450 tdw.



BULKCARRIERS

m.s. "MAERSK NEPTUN"
built 1975
Burmeister & Wain
63,990 tdw.

of the same type:
m.s. "MAERSK TRITON"
built 1977. 63,990 tdw.



m.s. "MAERSK SENTOSA"
built 1981
Japan
64,749 tdw.

of the same type:
m.s. "MAERSK SELETAR"
built 1981. 64,748 tdw.
m.s. "MAERSK SEBAROK"
built 1981. 64,822 tdw.



of the same type with cranes:
m.s. "MAERSK SERANGOON"
built 1983
Japan
62,680 tdw.
m.s. "MAERSK SEMBAWANG"
built 1984. 62,689 tdw.



CAR/BULKCARRIERS

m.s. "STREAM BANTAYAN"
built 1973
Japan
33,023 tdw.

of the same type:
m.s. "STREAM BILIRAN"
built 1973. 33,051 tdw.
m.s. "STREAM BUSUANGA"
built 1973. 33,113 tdw.
m.s. "STREAM BALABAC"
built 1973. 33,040 tdw.



PURE CAR CARRIERS

m.s. "MAERSK WAVE"
built 1980
Japan
2,027 cars

of the same type:
m.s. "MAERSK WIND"
built 1981. 2,027 cars



TUG/SUPPLY VESSELS

m.s. "MAERSK SERVER"
built 1971
Dannebrog Værft A/S
3,800 BHP, 757 tdw.

of the same type:

m.s. "MAERSK SUPPORTER"
built 1971. 3,800 BHP, 757 tdw.
m.s. "MAERSK SUPPLIER"
built 1972. 3,800 BHP, 757 tdw.
m.s. "MAERSK SHIPPER"
built 1972. 3,800 BHP, 757 tdw.



m.s. "MÆRSK TRAVELLER"
built 1974
Norway
5,300 BHP, 1,445 tdw.

of the same type:

m.s. "MÆRSK TACKLER"
built 1973. 5,300 BHP, 1,431 tdw.
m.s. "MÆRSK TENDER"
built 1973. 5,300 BHP, 1,431 tdw.
m.s. "MÆRSK TRANSPORTER"
built 1974. 5,300 BHP, 1,431 tdw.
m.s. "MÆRSK TRIMMER"
built 1974. 5,300 BHP, 1,431 tdw.
m.s. "MÆRSK TRACKER"
built 1974. 5,300 BHP, 1,431 tdw.

of similar type:

m.s. "MÆRSK TERRIER"
built 1973. 6,180 BHP, 6,160 tdw.
m.s. "MÆRSK TRADER"
built 1973. 6,180 BHP, 6,160 tdw.



m.s. "MAERSK FIGHTER"
built 1976
Norway
7,040 BHP, 1,052 tdw.

of the same type:

m.s. "MAERSK FEEDER"
built 1976. 7,040 BHP, 1,052 tdw.



m.s. "MAERSK HANDLER"
built 1980
South Korea
7,040 BHP, 1,940 tdw.

of the same type:

m.s. "MAERSK HELPER"
built 1980. 7,040 BHP, 1,940 tdw.



PLATFORM/SUPPLY VESSELS

m.s. "MAERSK PUNCHER"
built 1976
Holland
3,200 BHP, 1,962 tdw.

of the same type:

m.s. "MAERSK WORKER"
built 1976. 3,200 BHP, 1,962 tdw.
m.s. "MAERSK PLOTTER"
built 1976. 3,200 BHP, 1,962 tdw.
m.s. "MAERSK PACER"
built 1976. 3,200 BHP, 1,962 tdw.



m.s. "BIN JABR 1"
built 1976
Dannebrog Værft A/S
2,400 BHP, 963 tdw.

of the same type:
m.s. "BIN JABR 2"
built 1976. 2,400 BHP, 963 tdw.



ANCHORHANDLING TUGS E

m.s. "MÆRSK BATTLER"
built 1976
Odense Staalskibsværft A/S
8,400 BHP

of the same type:
m.s. "MAERSK BEATER"
built 1976. 8,400 BHP
m.s. "MÆRSK BLAZER"
built 1977. 8,400 BHP
m.s. "MÆRSK BLOWER"
built 1977. 8,400 BHP
m.s. "MAERSK BOULDER"
built 1977. 8,400 BHP
m.s. "MÆRSK BREAKER"
built 1977. 8,400 BHP



MULTIPURPOSE/TUG/ SUPPLY/FIRE- FIGHTING VESSELS

m.s. "MAERSK RETRIEVER"
built 1979
Odense Staalskibsværft A/S
13,000 BHP, 1,965 tdw.
of the same type:
m.s. "MAERSK RUNNER"
built 1980. 13,000 BHP, 1,965 tdw.
m.s. "MAERSK RULER"
built 1980. 13,000 BHP, 1,965 tdw.
m.s. "MAERSK RANGER"
built 1980. 13,000 BHP, 1,965 tdw.
m.s. "MAERSK RIDER"
built 1982. 14,400 BHP, 1,965 tdw.
m.s. "MAERSK ROVER"
built 1982. 14,400 BHP, 1,965 tdw.



m.s. "MÆRSK DETECTOR"
built 1981
Frederikshavn Værft A/S
9,000 BHP, 2,160 tdw.

of the same type:
m.s. "MÆRSK DISPATCHER"
built 1981. 9,000 BHP, 2,160 tdw.



m.s. "MÆRSK CLIPPER"
built 1983
Dannebrog Værft A/S
14,400 BHP, 2,000 tdw.

of the same type:
m.s. "MAERSK CUTTER"
built 1983. 14,400 BHP, 2,000 tdw.

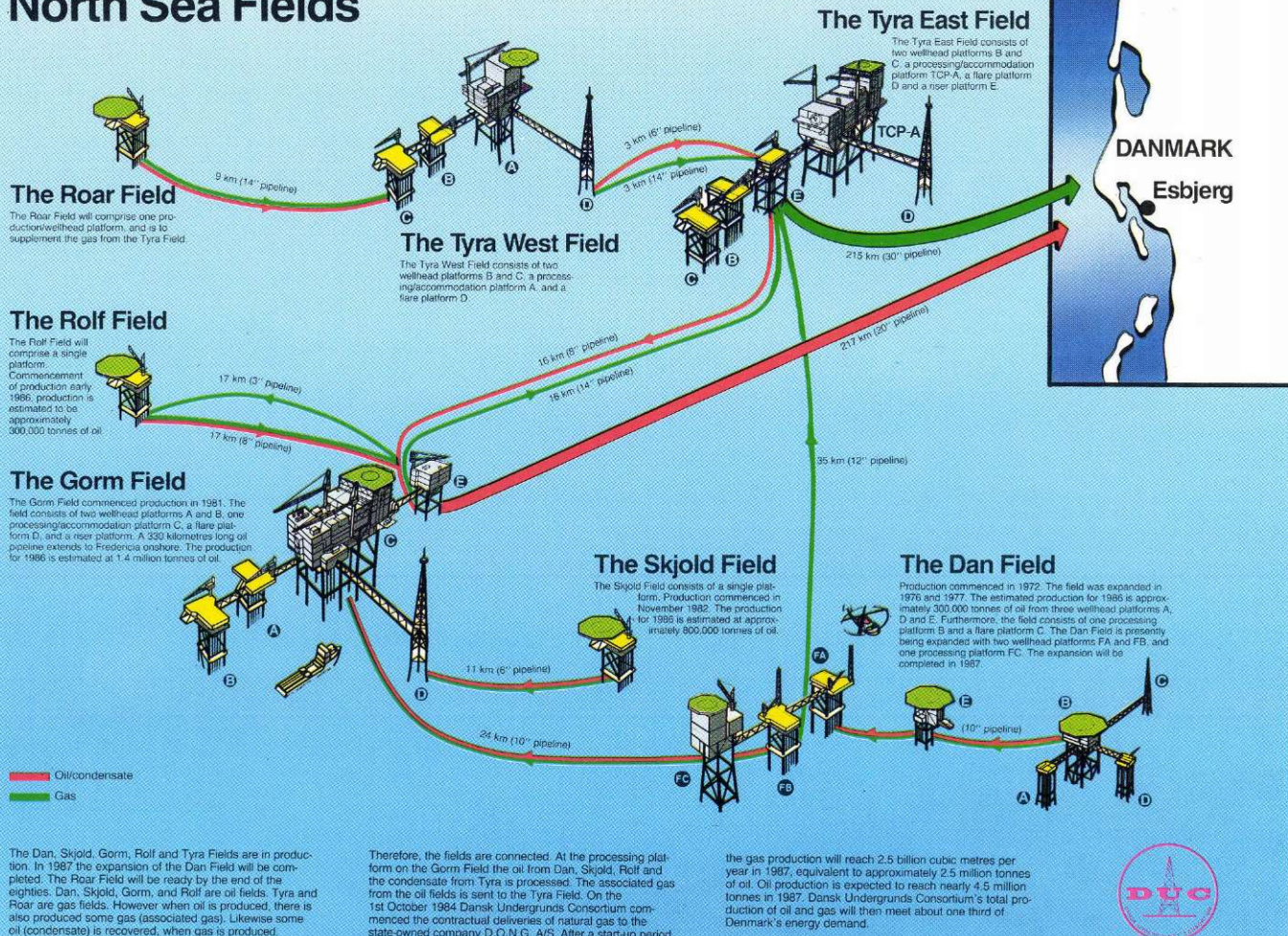


DIVING VESSELS

m.s. "MAERSK DEFENDER"
built 1976
Singapore
1,250 tdw., dynamic positioning,
fire-fighting, stand-by rescue.



Dansk Undergrunds Consortium's North Sea Fields



The Rolf Field already appears on the new map of Dansk Undergrunds Consortium fields. The map has just been published and may be obtained from the PR Department, A.P. Møller, Esplanaden 50, 1098 Copenhagen K.

The Rolf Field has begun production

The Rolf Field - the fourth of the Dansk Undergrunds Consortium oil fields - began production in January. Established as a single, unmanned satellite platform, it is managed and controlled from the Gorm Field, and is expected to produce between 300,000 and 350,000 tons of oil this year. The field was discovered in 1981, some 17 kilometres west of the Gorm Field, when the Rosa well was drilled.

The construction of the Rolf Field began last summer. An eight-inch, two-phase pipeline was established, taking oil and gas to the Gorm Field for processing. From there, the oil will be piped ashore to Fredericia, while the gas will be sent to the Tyra Field for inclusion in deliveries of gas from there.

A three-inch pipeline was also built to take gas from the Gorm Field down the Rolf Field well to improve its production.

In September, the jack (the legs for the platform) arrived from the Nippon Steel Corporation, Japan. The fitting took a few weeks, and then the "DYVI EPSILON" rig drilled the single production well at the field plus a well for monitoring production capacity in the reservoir.

Investments in the Rolf Field total about 600 million Dkr.

In 1986, Dansk Undergrunds Consortium expects to produce more than 3 million tons of oil, plus 300,000 to 350,000 tons from the Rolf Field. The estimated production of gas will equal some two million tons of oil. Mærsk Olie og Gas, the Dansk Undergrunds Consortium operator, manages other projects, the largest one being the Dan F, the extension of the Dan Field with an average yearly production of 600,000 tons of oil. The Dan F is expected to become operational in about a year.

The condensate project, including an extra module on the Tyra West, is also expected to begin production in early 1987.

These two projects will increase the DUC production of oil in 1987 to about 4.4 million tons, with its production of gas equalling about 2.4 million tons of oil. This will meet more than 35 per cent of total Danish demands for energy.

New Maersk Line office - the Prime Minister visits Singapore

BY DAVID TAN

Maersk Line, Singapore, has moved from the World Trade Centre to the 10th and 11th floors of Southpoint on Cantonment Road, Singapore.

The new office took several months to plan, and several more months to furnish and decorate. The location of every department, every section, and every desk was carefully worked out. The EDP room, the telex room, the storage rooms, and the documentation counter were all designed to function with maximum efficiency.

In mid-September the new office was finally ready. The big move itself took place on Saturday and Sunday, September 14 and 15. It was an enormous operation involving computers, display units, printers, telex machines, ships' models, files, other equipment, furniture, and of course, people. The first item left the World Trade Centre at 9 a.m. on September 14, and the last item arrived at Southpoint at 9 p.m. on September 15.

By 9 a.m. on Monday, September 16, it was business as usual at Southpoint.

Quite a few customers and friends were visibly impressed by the nice and neat organization of the office. Moreover, Maersk Singapore had the unprecedented privilege of receiving a visit from the Danish Prime Minister, Mr Poul Schlüter and his wife. The distinguished guests called at the office on Sunday, October 13, accompanied by a large group of nearly 40 businessmen and journalists. Their hosts were Mr Niels J. Iversen, Managing Director of Maersk Singapore, and Mr Bjarne Fogh, Executive Vice President of A.P. Møller.

Maersk Singapore was justifiably proud at being singled out as the only commercial concern to receive a visit from the Danish Prime Minister during his official visit to Singapore.

The memory of this occasion will remain with us for a long time.

Maersk Line's new offices are on the 10th and 11th floors of this building.





Prime Minister Poul Schlüter and Mrs Lisbeth Schlüter arriving at the Singapore office.



The Prime Minister and his group were shown nye round the new offices.



Mr N.J. Iversen explains the Maersk Line computer system to Mr and Mrs Schlüter.



The Prime Minister and his wife after their visit to Maersk Line, Singapore.

35 million Dkr. from the A.P. Møller Foundation



To the Department of Allergies at the National Hospital the Foundation has donated sophisticated equipment measuring changes down to a table-spoon of air (25 millilitres) in asthmatic patients' respiration. The equipment is used for research on allergies and asthma and on new therapeutic medicine. The patients spend five to ten minutes in a closed box, and changes in the volume of their chests are registered in a small box on the side. The changes are analysed by a computer. Here, Chief Physician Dr. Bent Weeke is instructing a patient.

The Department of Ophthalmology at the National Hospital has received equipment for cataract surgery. This picture shows an operation at the Department. The equipment will suck out the blurred line through a needle which can also cut or pulverize tough lens substances in the eye using an internal, rotating knife or ultra-sound.

Last year, A.P. Møller and Chastine Mc-Kinney Møller's Foundation granted some eight million Dkr. to various projects.

Schleswig

The Foundation has always supported Danish sympathies in Schleswig, north and south of the Danish-German border. In 1985, nearly 600,000 Dkr. was granted to e.g. the Frontier Association and the Ejder Collection. Individual projects also received support: the Bennetgaard Rest Home, København, a holiday centre for elderly South Schleswigers, and the tour of the Royal Life Guard Band in Southern Schleswig.

Shipping

Danish shipping was granted about 1.1 million Dkr. The "DANMARK" training vessel had a new radar system installed. The Danish Sailors' Churches in New York and Singapore received help in buying buses. Recipients also included the South Langeland Maritime Continuation School.

Research

In the past, the Foundation has supported numerous medical research projects. Last year, the National Hospital received over one million Dkr. for various purposes, including a quarter of a million for connecting the stereotactical instruments (for brain surgery)

at the Department of Neurosurgery to a CT scanner donated by the Foundation. Money was also granted to the Department of Ophthalmology and the Clinic for Allergies for new clinical equipment, rendering the treatment of patients more efficient.

The Foundation for the Promotion of Medical Science received one million Dkr. for personal research grants, and 200,000 Dkr. for experimental grants to medical students working on research projects.

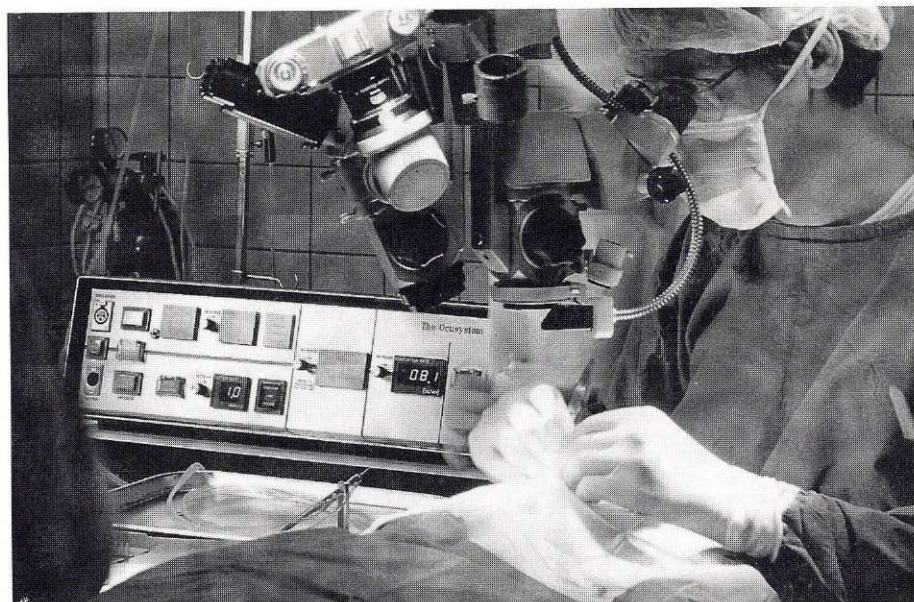
Other research projects include excavations and conservation of the Illerup Ådal Iron Age finds by the Pre-historic Museum, Moesgård.

The Foundation granted a total of 3.7 million Dkr. for research purposes in 1985.

Culture

Last year, the Foundation again supported various projects of general interest, particularly in culture and sports.

Examples include the restoration of the Great Hall at Rosenborg Castle, starting the Johannes Larsen Museum in Kerteminde, the concert tour of the Royal Theatre and Chapel in Japan, and the restoration at the Royal Geographical Society of Denmark's property. The Foundation contributed to a collection by the Joint Council of Girl Guides in Denmark for the new "Olive Baden-Powell Centre" in London, and also to the resumption of Danish teaching at the University of Michigan, USA.





Sports

The National Council for Sports in Schools received 250,000 Dkr. for Store Bælt, a centre for school sports, and again last year the Foundation supported the Sports Department for the Prevention of Crime at the Police Youth Clubs. The Danish Sailors' Union was granted 110,000 Dkr. to buy a Swedish "Tornado" for Paul and Trine Elvstrøm's training for the 1988 Olympic Games. The preparations of the Danish Yachting Club for their organization of Tall Ship '88 also received support, and the Danish Cyclists' Association was given a grant for issuing cyclists' maps.

Miscellaneous

Special donations included a second grant of

200,000 Dkr. for the Private Foundation Flakfortet as a contribution to their project for the unemployed reinforcing the breakwaters at the Fort.

Total donations for culture, sports, and other activities exceeded 2.6 million Dkr.

Apart from the amounts mentioned above, some 27 million Dkr. was granted for subsequent distribution, including six million for the new five-year experimental training programme for apprentices to become "Metal Workers of the 90s".

Other grants for this year include more than six million for medical equipment and research, and 750,000 Dkr. for repairing the cracked keel on the frigate "JYLLAND".

Over a couple of years the Foundation has granted a total of 1.2 million Dkr. for the restoration of the Great Hall at Rosenborg Castle.

One of the ships described in the text is the three-masted topgallant schooner "Nana" of Thurø. She was built in Svendborg in 1902. The artist, painting a picture of her in 1903, saw that she was a modern and elegant vessel and thus portrayed her as finer in line than she actually was. egentlig var.

A boy from Rømø went to sea

BY CHRISTIAN NIELSEN

Captain Peter Mærsk Møller, A.P. Møller's father, was born on Rømø. This issue of Mærsk Post contains his account of the wreck of the bark "Valkyrien" off the West Coast of Scotland in 1883.

This article is the account of another boy from Rømø, Christian Nielsen, who experienced conditions on board a sailing ship around 1900. The ship was smaller than the "Valkyrien" but life and conditions on board must have been quite similar.

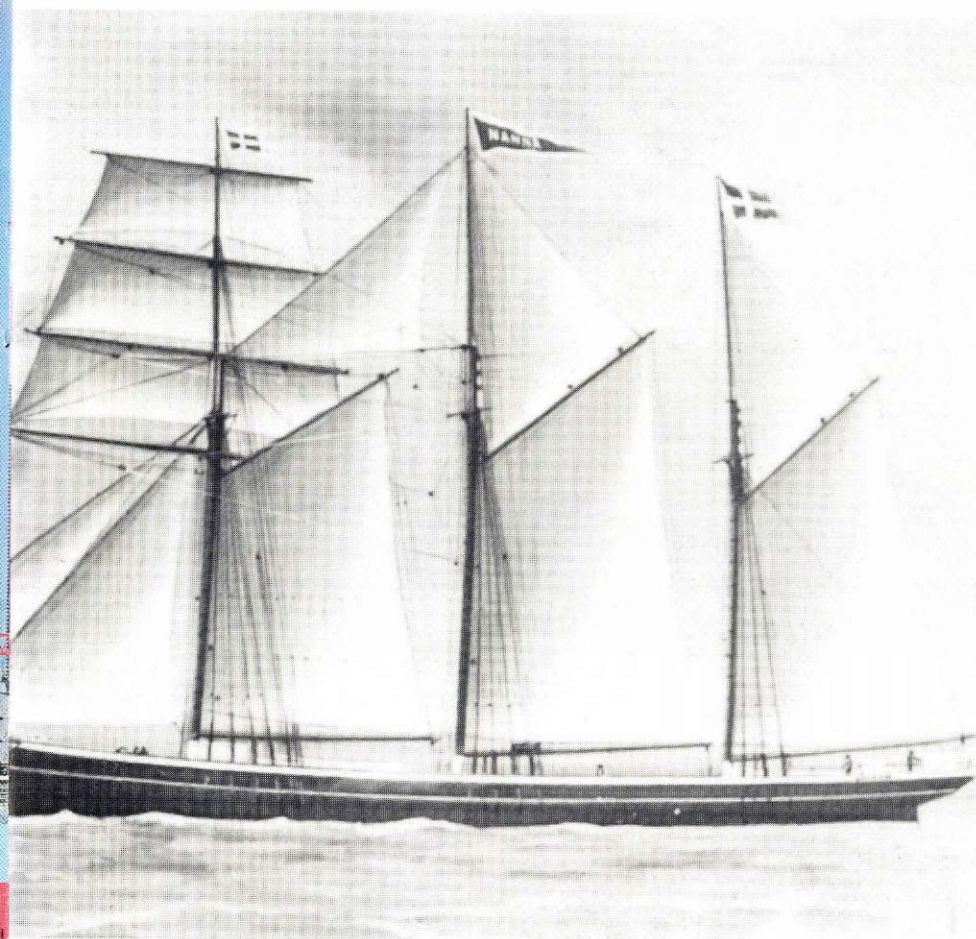
The account is an excerpt from volume one of a new work in Danish, *SAILORS*, published by the National Museum. It comprises eight richly illustrated volumes totalling more than 2,000 pages. The first two, "Ship's Boy and Ordinary Seaman" and "Able Seaman and Carpenter", were published last November. The work describes life at sea from 1870 to 1930, based on thousands of authentic accounts which old sea-dogs - from ship's boys to captains - have sent to the Ethnological Investigation Department at the National Museum.

Christian Nielsen was born in 1891 in Nørre Tvismark on Rømø. His parents bought a farm with an inn in Juvre on North Rømø in 1893. All boys from the island went sailing after their confirmation, and in 1905 Christian Nielsen left on his first Danish ship, although Rømø was German and he had attended a German school:

I went sailing in 1905. I started as a cabin boy on the steamship "Erik" of Copenhagen. There were still many sailing ships in Denmark then, especially from Marstal, Svendborg, and Thurø. They were small ships of 3-400 tons, rigged as three-masted schooners, brigantines, and topgallant schooners, clipper- or sloop-built. Old seamen thought that being a sailor meant having sailed on board a sailing ship, so youngsters who took pride in being sailors simply had to get on board a sailing ship. It wasn't difficult then. In March and April it was easy to find jobs when sailing ships were rigging up to go to Sweden to load wood for Iceland, the Faroes, and the North Sea ports, perhaps even farther. If people from Rømø had spent the winter ashore they went in a group to Copenhagen in the spring to find jobs and lodgings. It might take a few days before we sailed, but rarely longer than that. We signed up at the shipping office at 23 Nyhavn and were sent to the ports where we would join our ships.

Life and equipment on board these ships





were much the same (no rule, though, without exceptions), so I won't name any specific ship. Marstal Customs District had about 300 schooners, and Svendborg Customs District some 150. Sailors used to say that there were schooners from Marstal, Swedish matches, and German girls in every port. I have myself worked on the brigantine "Ino" of Marstal, the topgallant schooner "Grethe" of Thurø, the three-masted schooner "Nanna" of Thurø, the threemasted brigantine "Hildur" of Marstal, and the three-masted topgallant schooner "Vesta" of Svendborg.

The men had their quarters in the forecabin. You got to this room through a companion-head, a box with a sliding top on deck. The back of the box had a hatch which could be closed to keep water on the deck from running into the forecabin. Steps led from the head down to the floor of the room. Below the floor, there was another room for coal to be used in the galley. It was called the forepeak. The forecabin itself was quite small, a few square metres. On both sides there were two bunks in tiers, a small food cupboard on one side, and the sail bunk on the other. Both chain lockers passed down the aft side, the pawl bitt from the capstan on the fore side. A table was fixed to this, but it was too small for all four inhabitants of the cabin. A very cheap paraffin lamp hung above the table. The green sea-chests were placed along the bunks (two on both

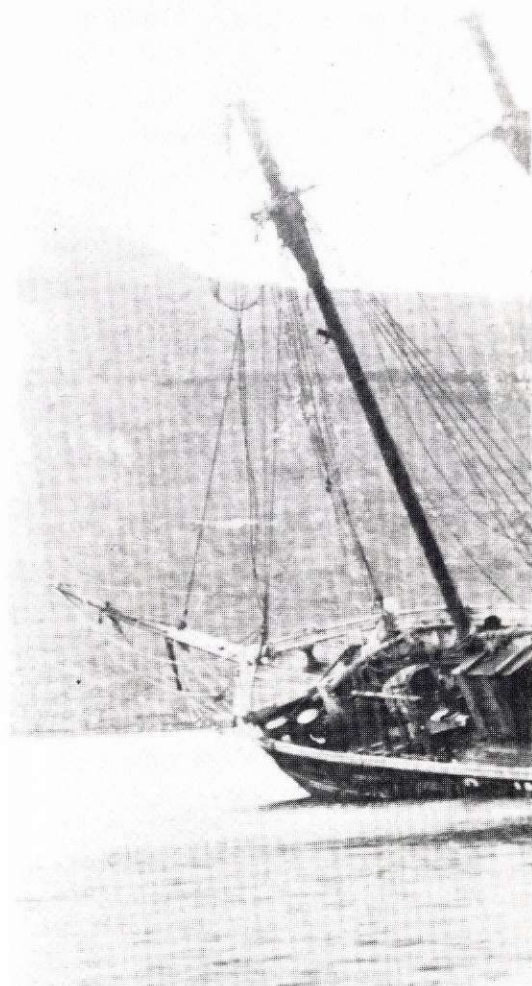
sides) and provided seats. You put your oilskin clothes and boots wherever you could find room. The forecabin was either green or pink, but on more modern ships it was painted to look like oak wood and had a communal wardrobe. In daytime, light came through the companion-head and a few small deck lights. There was no stove for heating.

The galley was on deck behind the foremast. It was a box, about 2 metres by some 1.5 metres, and about 1.5 metres high. Boom irons were used to fix it to the deck, and it had a sliding door on both sides. Inside, there was a small stove whose pipe could turn with the wind above the roof of the galley. A locker contained the fuel, and there was a small cupboard for the food. The equipment consisted of one copper kettle for making tea and coffee alternately. Two pots, a frying pan, a couple of wooden spoons, and a few bags of cloth for steaming puddings. The outside of the galley was painted white, the inside was dark. Obviously, there was little room. When the cook sat on the locker seat in front of the stove he nearly burnt the knees of his trousers. The cooking and washing-up took place, mostly, out on deck.

The cabin was the captain's and chief officer's common room, behind the main or mizzen mast on the halfdeck. Half of it was above deck, the other half below. The top half was the deckhouse. A skylight in the

middle of the deckhouse roof provided light for the cabin. Access to the cabin was through a sliding hatch on the port side aft. A few steps led down to the floor. The cabin itself faced the fore end of the deckhouse. It was much better furnished than the forecabin: a fixed sofa, a table, and a couple of chairs. Below the skylight, there was a brass lamp hung in gimbals, and on the ceiling there was a telltale compass which showed the captain, sitting at the table, whether the helmsman stayed on course. A chronometer hung on the wall. To starboard (under the deck) the captain had his sleeping quarters, while the chief officer had his to port. The rooms were small with a bunk, a wardrobe, and a small table.

On the back of the deckhouse, next to the entrance, there was a binnacle with a compass and a lamp. Above the compass, a small brass bell was suspended. Striking bells is an old tradition from the age of the hour glass. Two strokes signalled the passing of an hour, eight strokes four hours and the end of a watch. Provisions were stored below deck, behind the companion to the cabin, in the aftpeak. The poop was about 1.5 metres abaft the deckhouse, fixed to the deck like the galley, with boom irons. The wheel and the thwart for the helmsman were in the poop. On one side of the poop was a paint cupboard, on the other the captain's and chief officer's toilet. The men had no toilet. They had to use an empty beer barrel



The schooner "Nanna" of Thure was stranded on Iceland in 1917. The deck was in disarray, and the poop and the wheel aft had been washed overboard, but the ship, which was eventually salvaged, still serves as an illustration of Christian Nielsen's description.

with a grummet or else "go to the head", as they said.

The pawl bitt was on deck out front, providing support for the capstan, the bowsprit, and the cathead, and for the ship's brass bell which was rung when the ship was at anchor in a fog. The capstan had two solid supports through which a bar was moved by a pump. The top of the pump had iron handspikes, and when they moved up or down, a pawl would fall into a toothed rim in the middle of the bar which then turned, one tooth at a time.

So it took a long time to heave in, for example, a 50-60-fathom chain. Every 10 fathoms were marked on the cable by a shackle showing how much of the cable was out. When the cable was vertical a warning sounded aft: Up and down. Some sails were then set, enough to make the ship manoeuvrable. The anchor was raised in the bow. Once the ship was under sail and the deck had been cleared, the anchor was taken up with a cat, a heavy iron hook on a tackle, hooked into the anchor ferrule, and attached to the cathead with a thin iron chain with slips. The flukes were placed on the anchor lining.

The dinghy was inside the longboat, which was placed in boat chocks behind the galley. Imagine an emergency. Putting out boats was almost impossible.

A small winch placed before the main mast was used for loading and unloading.

The pumps were behind the mast, two large suction pumps reaching down on both sides of the keelson. The chief officer would sound the pump at knocking-off every evening. Any water had to be pumped out, and much pumping was needed if the ship was leaking.

The water casks were on the half-deck before the deckhouse: two large wooden containers holding 3-400 litres each. Water was taken out through the bung in a tin-plated, one-litre measuring cup of copper. This specific measure was necessary in case of rationing which sometimes occurred on long voyages. The bucket rack was on the roof of the deckhouse behind the casks, 6 wooden pails, polished or painted white,

with elaborate grummetts for handles and the ship's name engraved. They were really for decoration. Normally, we used a canvas bucket.

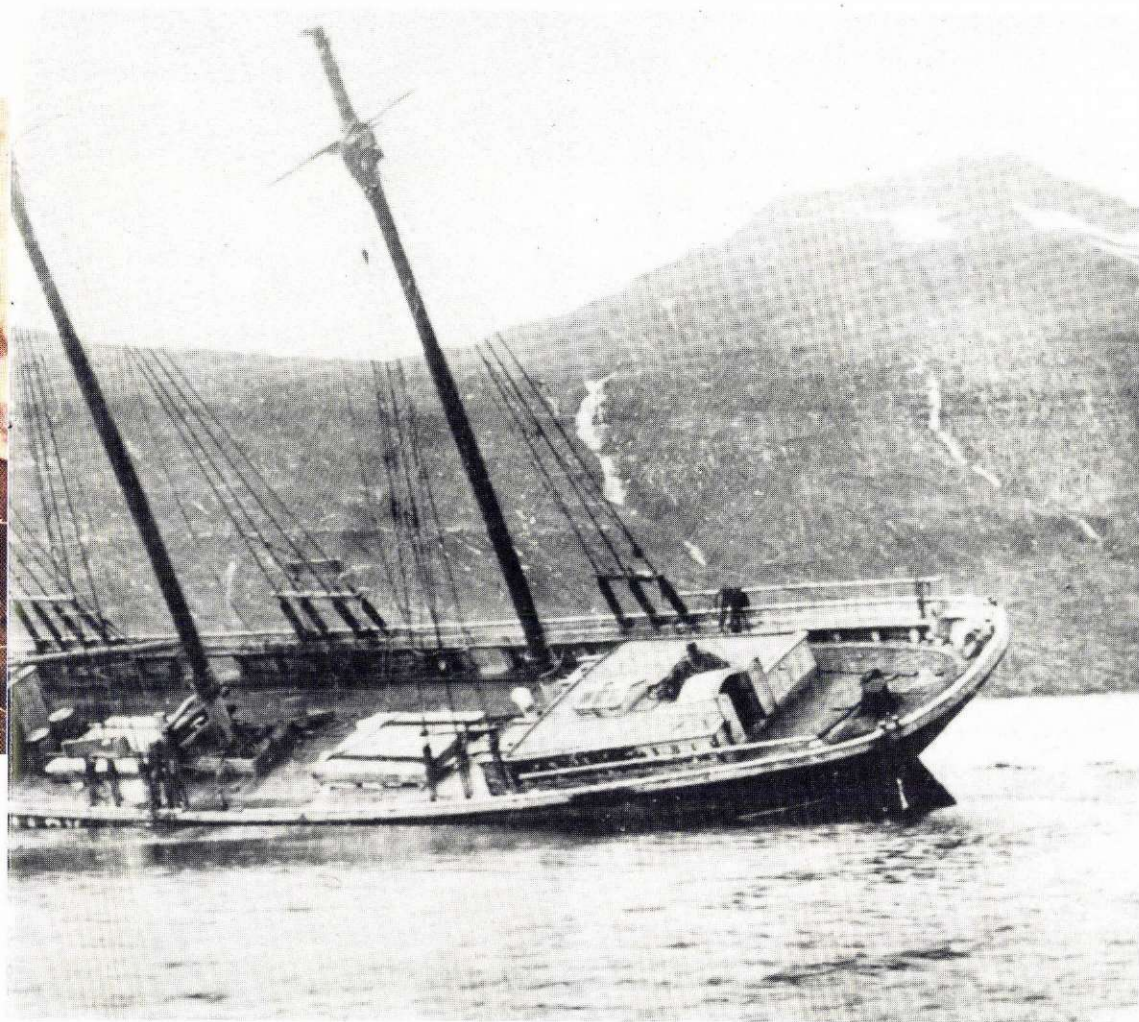
The crew on this type of schooner numbered 6: the captain, the chief officer, one able seaman, one ordinary seaman, one or two apprentices, and the cook. The captain and the chief officer usually lived near the ship's home port, but the crew came from all corners of the country, and sometimes included Norwegians and Swedes. The men had to provide their own mess kit: a mug, an enamelled bowl, a knife, a fork, and a tablespoon plus a mattress of seaweed for the bunk.

On arrival at the port we had to find our own way and make ourselves as comfortable as possible on board. The next day we signed on. The men ate ashore while the ship was being made ready. That was a long process: sails had to be bent, provisions taken on board, and the water tanks filled. The cook had little experience, so he got that job. He spent days filling pails from the pump ashore and dragging them on board, a bucket in each hand. The cook was usually a boy on his first voyage or one who had worked as a cabin boy on a steamship, in which case he had, at least, found his sea legs (didn't get seasick). But he had never done a seaman's job.

Once the ship was ready and had sailed or been towed out of port, all sails hoisted and the deck cleared, the watch was set. The starboard (captain's) watch included the able seaman and the apprentice, while the port (chief officer's) watch had the ordinary seaman and the cook. The watch changed every four hours at eight bells, but the afternoon watch lasted from noon to 7 p.m. The watch relieved at noon had to work on deck from 1 to 3 p.m. before turning in. When the watch was changed one man took the wheel, and one was the look-out. They changed jobs every hour. The watch below was often called for reefing. All hands had to be on deck to reef and fasten the sails. The men could go below again if their watch had not ended, but their sleep had been spoilt. When

the watch changed, the call sounded into the forecabin: rise and shine. In port, one man had to stay on board to keep watch at night. He didn't have to be up all night (as on a steamship), but he had to be on call in case he was needed. Working hours in port were from 6 a.m. to 6 p.m. We had coffee before work, half an hour for lunch at 8, dinner from noon to 1 p.m., and 20 minutes for coffee at 3 p.m. When work had finished we swept the deck before supper.

Each man was given a weekly ration of certain foods: 1 pound of margarine, 1 pound of brown sugar, and a piece of cheese. Bread was not rationed. We had black bread in port and at sea while supplies were available, but rarely for more than 8 days. The last pieces were often dry and mouldy. Then we had wheat or rye biscuits. They were carried on board in sacks and were so tough that they had to soak in coffee or tea before we could chew them. But they were quite tasty. For dinner we had some (I don't remember exactly how much) Icelandic mutton, salted bacon (in the cabin they had smoked bacon), or dried cod. For dessert we had porridge, fruit soup (two prunes per person), or rice pudding, all made with water. On Sundays in port we might get fresh meat soup, if the cook knew how to make it. Any left-overs were used for pancakes which were fried in lard. Otherwise, we had specific dishes on specific days, but I forget the exact order of this menu. We certainly weren't spoilt,



comfort-wise or food-wise. A very small minority of these ships had experienced cooks whose food was rather better.

The cook was the black sheep on board. He knew nothing and had everything to learn. He had to tend his pots, knowing very little about cooking, but he also had to get to know the compass, learn to steer, fasten sails, and know all the halyards - no easy job to memorize all that in a jiffy. Some of the other men were, of course, supposed to help him, but most of them stayed away from the galley as much as possible - and his cooking rarely improved. His primitive dishes were given strange names. His stew was called "slip slop", potato soup "hotchpotch", and boiled biscuits were "baby food". The biscuits were wrapped in canvas and smashed with a wooden club against the warping end before being put in the pot. Salted meat and bacon were freshened in a wooden tub with a bucketful of sea water which was changed once or twice during the day. On long voyages, when water was scarce, the cook looked more like a blacksmith than a cook, and his ears were quite often thoroughly boxed when he had made a mistake.

Today, it's perhaps hard to understand why the boy had to be treated in this way, but we must remember that any mistake when, say, the sails were being worked could prove fatal. After a couple of voyages, at least, there was a fair chance that he had learnt to

cook reasonably edible food, steer a ship, and fasten sails. He was paid 15-20 Dkr. a month and, generally, the pay was not exactly handsome in those days. An able seaman received 60 Dkr. per month, an ordinary seaman had 40 Dkr., and an apprentice 30 Dkr.

When a ship arrived in port and had been moored, it was sometimes customary for the men to be called aft on the half-deck "to haul in the spanker sheet", meaning that they were given a tot or, in southern countries, a bottle of red wine to share in the forecabin after a successful voyage. And they had soft bread, known as English "luf". Rye bread was, of course, not available there.

The Marstal and Svendborg skippers were clever sailors, no doubt of that. They often sailed their ships in and out of port, unaided by tugs. The ships were kept in first-class order; in fact, they were known for this. The difference was obvious when they lay side by side with foreign ships of the same type. On voyages, much work was done, weather permitting, to make a ship look good for her next period in port. Masts, yards, and blocks were scraped and oiled. The rigging was blacked down with brown tar, and the interior was cleaned and painted. The interior was always white, and the roofs of the deckhouses were light green.

The men did most of the loading and unloading in port. Take a cargo of wood in Sweden: a Swedish stevedore would be in the

hold, perhaps with an assistant. He would then state the length of the planks and boards that he wanted, and the men would walk backwards and forwards carrying the planks on their shoulders across temporary gangways from barges or from the quay to the hatch where they handed the wood into the hold. It could take 10-14 days to load a cargo, but life moved at a slower pace than now. When the cargo had been loaded the hatches were battened down and made ready for sailing again.

In 1909, an accident put a stop to Christian Nielsen's career on board the sailing ships. He returned to Rømø and worked in farming, ferrying cattle from the island to the mainland. In 1911, he was called up and served for 1½ years in the German Navy on board the "Schlesien", a ship of the line. Then he worked as a fisherman out of Esbjerg for a while. In 1915, he was called up again and fought in the War until he was wounded in 1918 by a mine exploding off the Åland Islands.

On November 24, 1918 he returned to Rømø and took over his parents' farm, which he managed till 1933 when he became a victim of the crisis in agriculture. Rømø suffered much hardship because of its very special farms. He then became a labourer, thus ending a career which should have made him a captain. But Christian Nielsen became a valuable assistant to the National Museum.

Rounding up...

DUC exhibition in Frederikshavn



On the initiative of Esben Ehrenreich, the Principal of the Frederikshavn School of Marine Engineering, the Dansk Undergrunds Consortium exhibition was shown at the School from January 28 to February 13. Mr Ehrenreich opened the exhibition at a reception at the School attended by invited guests from Frederikshavn, notably the Mayor, Ove Christensen.

The exhibition comprises about 40 display panels with texts and pictures describing the search for and production of oil and gas from the Danish subsoil. A large drill bit and models of the "MÆRSK ENDEAVOUR" rig and of the anchor-handling tug "MÆRSK BATTLER" were also displayed. Three films were continuously screened: "Gorm" and "The Oil People" from the DUC, and "Gas Underground",

which was filmed in 1941 for the Government Employment Committee. The film describes drilling and the production of natural gas near Frederikshavn 45 years ago. The local connection, of course, meant that the film attracted considerable attention.

In the last five or six years, the DUC exhibition has been shown in many places, most recently in Southern Jutland in July and August 1985 at the Kværs-1, the last DUC drilling on land. The exhibition is updated and renewed constantly, so that the panels give completely up-to-the-minute information.

The exhibition has been requested by various interested parties, but no definite plans have, as yet, been made as to venues and times.



New Maersk Line container terminal in Kobe, Japan

The Kobe Port Development Corporation recently granted the lease to Maersk Line for container berth no. 4 at Rokko Island Terminal (RC-4), Kobe. This is the first large-scale terminal in Japan, scheduled for opening in March 1988. It has been designed to accommodate modern container vessels of ever-increasing sizes.

The RC-4 berth covers 122,000 square metres and is 350 metres long. The water is 14 metres deep, and the berth will have three super-modern cranes with a rated load of 40 tons each.

On December 19, the lease was

formally signed by Mr Per Jørgensen, President of Maersk Line K.K., Tokyo, and Mr M. Kanoh, President of the Kobe Port Development Corporation. One picture shows Mr M. Kanoh, of the Kobe Port Development Corporation (left), and Mr Per Jørgensen, Maersk Line K.K., shaking hands on the new agreement. The other picture shows Rokko Island today. The new container terminal will be situated on the island in the bottom corner.

S. Osano



Boat refugee goes to sea as Danish second officer

On May 2, 1975 the "CLARA MÆRSK" rescued 3,743 Vietnamese boat refugees in the South China Sea. One of those rescued was Ky-Tu Dang-Dinh, at that time 11 years old, who came to Denmark after disembarkation in Hong Kong. But he never forgot either his admiration for seamanship as such, or the kindness he met with on board the "CLARA MÆRSK", and was thus inspired to seek a future at sea.

Having passed his Danish

school-leaving certificate examinations, he applied to the A.P. Møller Shipping Company for training of cadets to become deck officers.

Just before Christmas he received his master's certificate (qualifying for captain), and on January 9 he was at Kastrup Airport, ready to fly to New York to take up his posting as 2nd officer on board the container vessel "LEDA MÆRSK". Ky-Tu Dang-Dinh lives with his family in Tåstrup, just outside

Copenhagen, and in addition to his training in navigation he has also had time to study Tai-Kwon-do, an oriental form of wrestling. So effectively has he trained, indeed, that as well as his master's certificate of competency he has a certificate as Danish Grand Master in Tai-Kwon-do.

The picture shows 2nd officer Ky-Tu Dang-Dinh at Kastrup Airport, just before his departure for New York.





25 years' music at the Yard



If, one afternoon in the middle of the week, one walks past Odense Steel Shipyard's old yard in Odense itself, the sound of a wind orchestra might be heard - or perhaps just a few practice scales played on the trombone or piccolo. Following the sound, one will enter a building formerly used by draughtsmen. The yard is now deserted but, here, a certain group of workers can still be found. They are members of the Lindø Yard's orchestra engaged in their weekly practice, or aspiring musicians learning how to play an instrument.

With everyone present, the orchestra numbers 38 members. It can happen that members are prevented from coming, but they miss a rehearsal only when absolutely necessary, though fines for absence are no longer enforced.

Music at the Yard began in 1960. Shipbuilder Emil Andersen had heard that a small group of workers who were interested in music wished to form an orchestra. He in turn told Shipowner A.P. Møller of their desire. Mr Møller replied, "Music is a lovely thing, and if office workers and workers at the Yard actively want to form an orchestra, I would willingly

help by donating suitable instruments."

Given such a fine foundation for an orchestra, the first general meeting could be held on February 9, 1961.

At the start the orchestra was composed of 15 members, six of whom had been active for many years. The others were trained by the orchestra's first conductor, Lars Toft, who played solo trombone in the Odense City Orchestra. He led the orchestra for five or six years, and was succeeded by the present conductor, Poul Erik Hansen, of Funen's Life Guards' Regiment. The first public performances by the orchestra were at namings of new ships at the Yard; but through skilful administrative work and professional musical guidance, both the orchestra's musical standard and its number of members increased. So, over and above musical activities at ceremonies at the Yard, the orchestra quickly made its mark on Funen's musical life in general and was in demand at musical symposia, city festivals and promenade concerts at Odense Town Hall and in the Royal Garden.

In 1976 and 1978 the orchestra won second and third prize respectively in the Danish Amateur Orchestra's Association championship. Outside Denmark, the orchestra has for many years worked together with twinned orchestras in Heide and Eddesee, in Northern Germany.

The last-named orchestra has, by the way, promised to play for their Danish musical colleagues at a jubilee performance to be held at Odense Town Hall in May.



Speedy container handling in Charleston

Staying on schedule sometimes requires extra effort by Maersk Operations. Witness the night of November 17, when the "LOUIS MÆRSK" docked at Charleston's Wando Terminal at the stroke of midnight. Anxiously waiting were four cranes, ninety-four longshoremen, and Maersk Line personnel. At 5.30 a.m. the "LOUIS MÆRSK" sailed away, having loaded and dis-

charged 625 containers by averaging nearly 34 container moves per crane per hour. This was the first time four cranes had worked a container ship in the port of Charleston.

The photograph, taken by crane operator Curtis Landis, shows the "LOUIS MÆRSK" being handled at the Charleston Wando Terminal during the night.



Two workers honoured at the Yard

At a New Year's reception on January 2 at the Lindø Yard, two workers were honoured for special contributions in 1985. They are Lars Kærslund, an apprentice welder, and electrical welder Helmuth Verner Böhm. They were chosen as "Apprentice of the Year" and "Man of Ideas, 1985" respectively by the Managing Director of the Yard, Mr Troels Dilling.

Lars Kærslund, 19 years old and from Kerteminde, is being trained as a skilled welder in a relatively new programme, and will finish his apprenticeship in August. Together with eight other apprentices he has, in the course of the first two years of the programme, become qualified for the demanding work on the Yard's offshore products.

"The Man of Ideas, 1985" -

59-year-old Helmuth Verner Böhm, who has been at the Yard since 1965 - is ordinarily employed in the welding laboratory.

Through the years, he has distinguished himself by his many excellent ideas for saving money and simplifying procedures. One suggestion, concerning a self-adjusting forward mechanism for a welding pistol used in the Yard's work on offshore modules, earned him one of the largest cash prizes of 1985.

The picture shows electrical welder Helmuth Verner Böhm (left) and apprentice Lars Kærslund together with Managing Director Troels Dilling, who presented a ship's chronometer and an inscribed barometer to each of the prize-winners.

Personalia

ESPLANADEN



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4

40 Years Anniversary

1. Arne Casper Poulsen
5 June

25 Years Anniversary

2. Frans Kurt Pedersen
24 April
3. Keld Eriksen Graugaard
1 May
4. Arne Ejler Jørgensen
1 June

ORGANIZATIONS ABROAD



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4

25 Years Anniversary

1. F. Igaki
1 April
2. S. Emoto
1 April
3. T. Miyaji
1 April
4. Y. Muraki
1 April

THE FLEET



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25 Years Anniversary

1. Gas Engineer Pauli Nielsen
9 April
2. Captain Jens Wamberg
10 May
3. Chief Officer Poul Buchholz Hansen
30 May
4. Chief Engineer Ole Fielsøe Pedersen
31 May
5. Chief Engineer Arne Andersen
5 June
6. 1st Engineer Kjeld Odgaard Nielsen
11 June
7. Chief Steward Jan Peter Toftegaard Andersen
19 June
8. Chief Engineer Freddy Andersen
27 June

Retiring

9. Repair Engineer Hans Ellerup Pedersen
1 June

THE YARD



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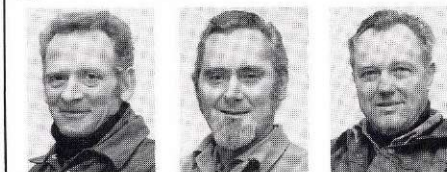
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25 Years Anniversary

1. Jens H. Nørgaard
4 April
2. Egon Pedersen Hansen
4 April
3. Magnus Godtfredsen
11 April
4. Svend Egon Nielsen
11 April
5. G. Ørvad Jensen
18 April
6. R. Fonseca
18 April
7. Ole F. Nielsen
30 April
8. Carlo B. Stald
30 April
9. Niels Christensen
30 April
10. Carl Christensen
16 May
11. Holger Jensen
16 May
12. Jens Lindahl Henriksen
16 May
13. Arne Mortensen
16 May
14. Mogens H. Hansen
16. May
15. Preben Villy Jespersen
23. May
16. Erik Jensen
23. May
17. Preben Orla Nielsen
23 May
18. Harry Aa. Pedersen
23. May
19. Henry Børge Rasmussen
30 May
20. Leif Bebe
30 May
21. Helge Larsen
30 May
22. Per Ulrik Larsen
13 June
23. Tage Preben Nielsen
13 June

24. Erik Møller Hansen
20 June
25. Jørgen Rud Hansen
20 June
26. Hans Kr. Hansen
20 June
27. Svend B. Rasmussen
27 June
28. Frank Wyrzt
27 June
29. Carl Peter Mathiesen
27. June

Retiring

30. Jens V. Illum
31 May
31. R.B. Clement
30 June

DISA



1

25 Years Anniversary

1. Emil Jespersen
1 May

ROULUND



1



2



3

40 Years Anniversary

1. Karlo Hansen
5 April

25 Years Anniversary

2. Finn B. Hansen
12 June
3. Poul Erik Larsen
26 June

Obituary

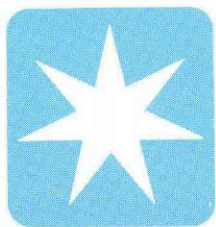
The A.P. Møller Companies regret having to announce the following deaths:

Henning Lang Petersen
The Yard
7 December

Able seaman Jens Christian Lund
ex m.t. "JESPER MÆRSK"
1 January

Robert Zautner
Los Angeles
5 January

Hugo Brask
New York
4 February



MAERSK

Maersk Line container on its way through
Hong Kong's crowded streets.

