

MAERSK POST

Published by A.P. Møller, Copenhagen
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Printers: Dansk Kliché

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In 1964 Mr. Herman Salling of Aarhus approached my father with an idea. Mr. Salling had in 1960 opened a new type of shop in Aarhus - a selfservice shop with a cafeteria. The shop sold textiles and hardware as well as food. Føtex was its name. It had been a success, and additional Føtex stores had been opened in Frederikshavn, Fredericia, and Silkeborg.

But Mr. Salling had further visions. He wanted to establish a nationwide chain of Føtex stores. For this he needed capital. Having considered the matter for a while Mr. A.P. Møller agreed to join forces with Mr. Salling, not particularly because of the nature of the project itself, but to prevent foreign capital from in this way entering Danish retailing. Besides, my father liked this enterprising young man from Aarhus.

Mr. Salling has explained that he chose A.P. Møller because we had no experience in retailing and therefore would not interfere in the running of the business. In fact the partnership has developed in just this way: We have never had any reason to interfere, and Mr. Salling has never betrayed the trust we showed him. On the contrary. He and his fine staff have devoted all their foresight, initiative, impressive skills, and energy to the development of Dansk Supermarked A/S. Today, the organization comprises 33 Føtex supermarkets, five Bilka department stores, 60 Netto discount stores, and 21 apparel and shoe shops. More than 7,000 are employed and the turnover exceeds ten billion Danish Kroner.

What an excellent example of the fruits of enterprise, skill, and hard work.

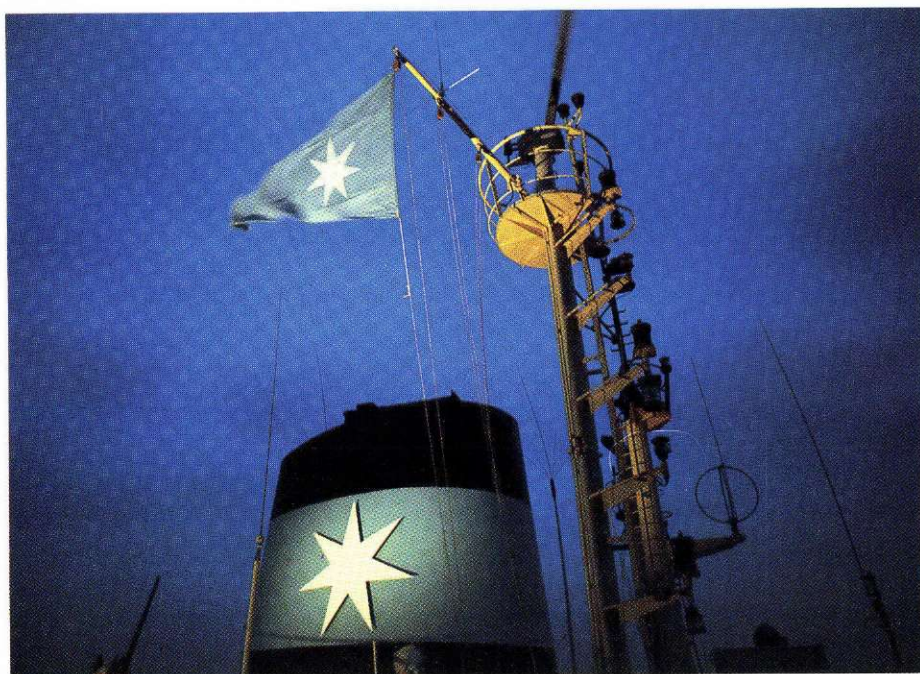
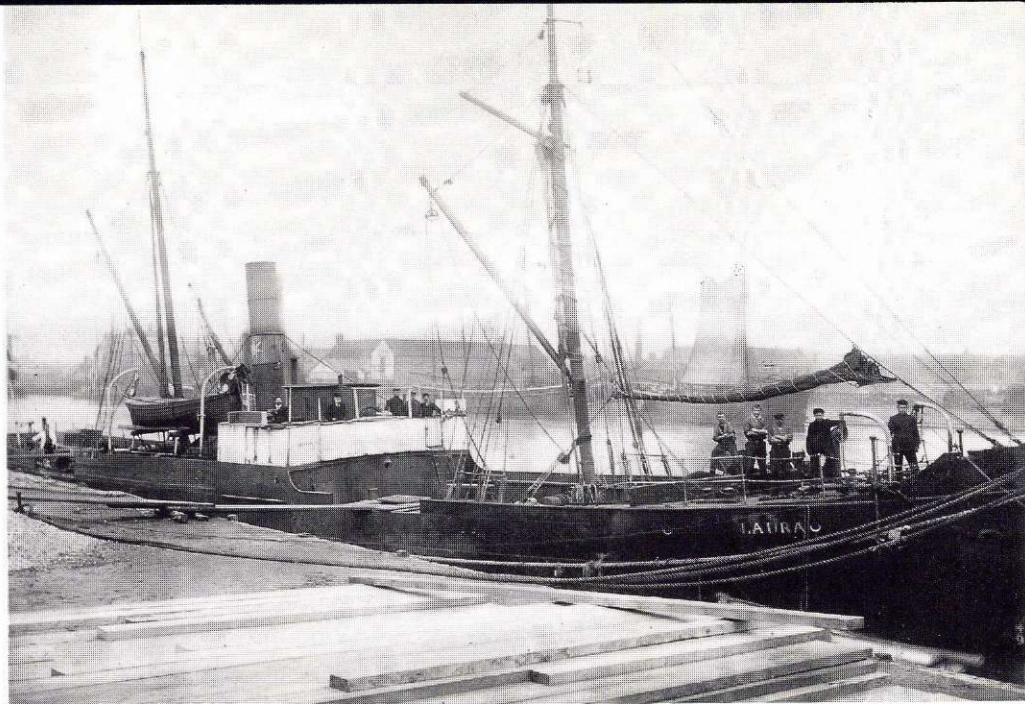
MAERSK MC-KINNEY MØLLER

A star was born...

The famous logo of the A.P. Møller Group, a white seven-point star on a blue background, first appeared on a ship's funnel a hundred years ago this year.

By OVE HORNBY

The s.s. "LAURA" of 320 tons, bought in 1886, was sailed and partly owned by Captain P.M. Møller, A.P. Møller's father. She was the first ship to have a seven-point star on her funnel.



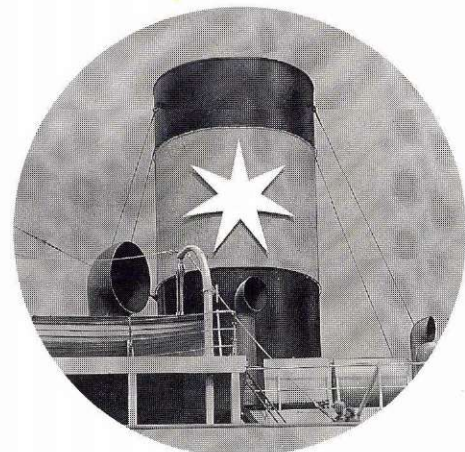
At the end of the 18th century, leading shipowners in Denmark and abroad started using special company or office flags on their sailing ships. Various colours, marks, and signs identified the owners of the ships. This custom became widespread in the 19th century, when people realized the value of being able to single out individual ships. Office flags also flew on many early steamships in the first half of the century - the ships often had additional sails which could hide their tall, slim funnels from view. When steamships became less dependent on sails, someone had the idea of placing company logos on the funnels, which had become a little broader, and which had to be painted anyway to protect them against rust. Black was the fashionable colour at the time, because it prevented the inevitable soot from showing. Only when motor ships appeared just before the First World War were other colours introduced as well. Choosing a funnel logo was one of the first tasks for the experienced ship's master, Captain P.M. Møller of Svendborg, when, in

June 1886, he bought the s.s. "ELLEN" (built at South Shields 1876, 320 tdw) from a bankrupt shipping company in Copenhagen. It cost 18,000 Dkr., and Captain Møller had acquired financial support from his English friend Carl Breyen and some business associates in Newcastle. In gratitude for this support - and to compensate for his inability to accept all the suggestions made in return for the support - P.M. Møller named his new ship after Breyen's little daughter Laura.

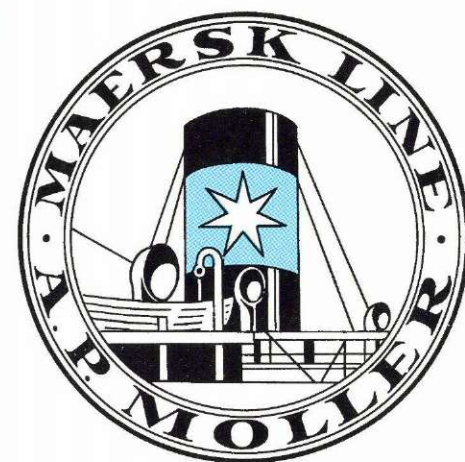
The black funnel was given a blue belt with a white seven-point star on either side. The Captain, who shared the profound religious sentiments of most sailors at the time, described the logo in a letter to his wife Anna, written on October 6, 1886:

"The small star on the funnel reminds me of the night when, depressed and afraid, I prayed for you and asked for a sign, a star in the grey overcast sky, to remind us: the Lord will hear our prayers."

In his memoirs from 1924, the 88-year-old Captain described the background of this



A photograph of the funnel on the "AASE MÆRSK", the model for the first Maersk Line logo.



event:

"In the meantime, I had become a ship's master, I had a wife and family, and then, as a result of my folly, my wife caught a severe cold. She fell seriously ill, and I was afraid that I might lose her. I knew of nowhere to turn for help, except to God. But I dared not come to him as a hypocrite. I had to acquiesce, to agree to belong to him, and I found peace..."



Mr. Bjarne Fogh passed away on April 4. His sudden death was a distressing loss to his wife and children, to Danish shipping, to the A.P. Møller Organization and to everyone of us, not least myself, who had the privilege of working with him. Mr. Fogh was my closest associate and most trusted adviser for many years.

We will miss Mr. Fogh and will honour his memory.

Mærsk Mc-Kinney Møller

There is no truth, then, in the traditional explanation that P.M. Møller was inspired by the famous lines in Christian Winther's poem "The Squire's Oath":

"Like violets the colour blue,
Or like the mighty sea;
And seven rays the flag shone through
From out a pearly star."

"Little Laura" showed the star on her funnel in the North and Baltic Seas, until she was sold to Italy in 1909. Captain Møller was very fond of the logo, which held so many memories for himself and his family. So, in 1904, when he and his son A.P. Møller, then a charterer, raised support from a number of citizens in the town to form "A/S Dampskibsselskabet Svendborg", Captain P.M. Møller asked his son if "his star" could be painted on the first ship. His son agreed, and the white seven-point star on a sky-blue background became the funnel mark of the Company and appeared on the office flag. Both were retained when, later, "Dampskibsselskabet af 1912 A/S" was founded. After the First World War overseas traffic increased, and the Mærsk star became a familiar sight on the seven seas. In 1928, when the USA-Far East service was begun and Maersk Line needed a logo for marketing to shippers and passengers, a picture of a star-studded funnel was chosen for the purpose.

Developments in shipping technology meant that after a time the logo seemed dated. In 1972, a new logo was designed for Maersk Line, and later it became the logo also of the A.P. Møller shipping activities and some affiliated companies: the funnel has disappeared, but the white seven-point star is shining bright - still on a Mærsk-blue background.

Ove Hornby

New ships: "MÆRSK MASTER" and "MAERSK MARINER"

On Saturday, March 15, two advanced supply ships - known as Total Support Vessels - were named at the Odense Steel Shipyard. One was named the "MÆRSK MASTER" by Mrs Anne Heegaard, the wife of Managing Director Povl Heegaard, the Danish Distillers Ltd. Mrs Peggie Brading, the wife of the Chairman of the Board at Occidental Petroleum Ltd., London, Mr John E. Brading, was the sponsor of the other ship - named the "MAERSK MARINER".

The ships are 82 metres long o.a., 18.4 metres wide, and their summer draft is 6.9 metres. In many ways, they represent important advances in the development of offshore vessels. Ever-larger drilling units are being used in previously inaccessible areas of the sea, and the demands on the support vessels increase proportionately.

The design of the ships, 2,400 tons deadweight each, is new. The accommodation has been moved back from the foredeck. A tall forepart produces good seagoing qualities, and here the ships both have a watertight hatch, 12 by 13 metres, opening into a hold six metres deep. The holds provide space for approximately 1,000 cubic metres of pay load, and electric heaters prevent the hatches from freezing even in arctic conditions.

The two ships have special emergency equipment: two fast rescue craft can be lowered and retrieved with separate davits. Up to 300 people can be given accommodation for a short while; and the foredeck hatch is so strong that, when the foremast is lowered, an S61 Sikorsky helicopter may land here, the ships thus acting as helicopter rescue centres. The ships can spread dispersants in cases of oil pollution, and they have tanks for recovered oil. Their four monitors can pump out 10,000 cubic metres of water per hour for fire-fighting purposes.

Each ship has three MAK 8M35 engines with hooked-on generators, yielding a total of 14,900 BHP and a speed of 16.7 knots. Two

of the engines are positioned in such a way that they are connected to the forward-thrust propeller through one gear. The third engine, placed in the side, has no connection to the gear. This unusual lay-out is a part of an equally unusual installation of propellers: one amidships, 4.7 metres in diameter in a fixed nozzle in front of the rudder, and two Azimuth propellers which can be turned 360 degrees to give both sideways and forward propulsion.

This distribution of propellers ensures maximum fuel economy and manoeuvrability under all conditions. The ships may be steered through a system for dynamic positioning; a computer which receives, processes, and relays signals to the engines, the thrusters, etc. The system uses a camera which will focus on, say, a near-by rig, and then maintain the ship's position in relation to the rig.

The world's largest arrangement of winches has been installed to handle rig anchors weighing several tons and for towing: two anchor-handling drums, each for 1,000 metres of 4.5-inch wire, and two towing pins with 1,200 metres of 3-inch wire on each.

The "MÆRSK MASTER", home port Odense, was delivered to the A.P. Møller Shipping Company on Thursday, May 1. On Tuesday, May 6, she sailed on her maiden voyage from the Yard to the Dan Field in the North Sea with a module support frame which will be the base of the large Dan-F supermodule currently being built at the Lindø Yard. The Master of the ship is Søren Peter Messmann, Uve Langschwager is her Chief Engineer, and Palle Vestergaard Rasmussen her Chief Officer.

The "MAERSK MARINER", home port London, was delivered in Fredericia to the Maersk Company Ltd., London, on Thursday, May 8. She sailed immediately for London under the command of Captain John Scott, with Peter Badham as Chief Engineer, and Steve Trzoska as Chief Officer.

Early on Sunday, May 11, she arrived in London City. She moored alongside HMS "BELFAST" and was officially welcomed to Great Britain by the Minister for Shipping, the Earl of Caithness, at a reception on board.



The "MÆRSK MASTER" on her trial run in the Kattegat.

The "MAERSK MARINER" passing under Tower Bridge on her arrival in London.



From the naming ceremony at the Odense Steel Shipyard: left, the sponsor of "MÆRSK MASTER" Mrs Anne Heegaard, with her husband Povl Heegaard, Managing Director of the Danish Distillers Ltd., and the sponsor of the "MAERSK MARINER" Mrs Peggie Brading, with her husband Mr John E. Brading, Chairman of the Board at Occidental Petroleum Ltd., London.



The "MÆRSK MASTER" leaving the Odense Steel Shipyard with a module support frame for the Dan Field in the North Sea.

More MÆRSK stars in Spain

By ULRİK BRANDT



The story of Maersk España, S.A. starts more than 25 years ago when the Far East-West Africa service was established. In the spring of 1984, the Company decided to review the possibilities of increasing cargo capacity and of giving more efficient service to customers in the African trade. The result was amalgamation with the Europe line, and African cargo was then reloaded in Algeciras near Gibraltar in southern Spain.

That was the beginning of CPS: Connecting Point Spain.

The idea of joint operations soon proved positive. The fast ships and considerable precision of the Europe service even made it possible to reduce the transit times to West Africa.

In Algeciras, an existing container terminal was used for the reloading. Initially, ships sailed to West Africa once a month, but the aim was to establish a fortnightly service. The cargo necessary for operating two feeder vessels and a fortnightly service was found when orders from the USA were accepted via the USA-Middle East service - on the same basis as the Far East cargo.

The facilities in Algeciras were still adequate, but experience from the Oriental and American lines showed that Algeciras could also serve as a reloading point on the European lines to the Middle East and Africa. This was a new and large project for Maersk Line.

Two conditions had to be fulfilled:

1. Sufficient capacity on the ships from the USA to the Middle East. A considerable newbuilding programme for the Company had already secured this.
2. Adequate reloading facilities in Algeciras.

New container terminal

Fortunately, a piece of land had just been reclaimed in Algeciras which was suitable for building a container terminal.

First, tenders were invited for a one-year

lease on the land. Other parties showed an interest, and considerable efforts were required to win the rights to the land.

A Spanish company had to be established as part of the tender process, and Maersk España, S.A. was born. But much more work was, of course, needed.

Danish and Spanish consultant engineers, Company resources - particularly at Pier 51 in New York - and studies of the world's most modern container terminals were brought together so that a plan could be drawn up.

The new terminal was based on transtainer operations: containers would be stacked at the terminal. Pier 51, for instance, depends on "wheeled" operations where containers are kept on trailers.

This point often provokes much discussion when new terminals are being planned. But in this case, the "stacked" method was the obvious solution. Space was limited, and about 90 per cent of all containers at the new terminal must be reloaded, not sent out on the roads in Spain.

The concession was for 45,000 square metres, which would accommodate about 3,600 20-foot containers, including 96 with refrigeration facilities. Quay priority was also obtained, a guaranteed right to use 270 metres of quay right next to the terminal.

Two Spanish Paceco container cranes, designed to serve the largest Company ships, were erected on the quay. Purpose-built "Towmasters" - half tractors, half lorries - were bought to carry containers between the ships and the terminal stacks. Special chassis of the "Barth-top" type for fast cargo handling were built for trailers.

Three transtainers, automotive portal cranes, operate at the terminal. They can span stacks of containers six wide and five high. They are also Spanish, of the Paceco brand. Top and side loaders, forklifts, and other equipment were also bought.

Once the ground had been carefully stabilized, the area was covered with 40 centimetres of reinforced concrete. A gate with a weighbridge, a workshop for maintaining all technical equipment, a marine operations building from where the ships' operations are supervised, and an office building were then constructed.

The terminal has a computer system, developed in co-operation with Mærsk Data, for managing all the containers.

A permanent staff of 60 handle 136 calls per year (according to present plans). Dock workers are employed individually for each ship.

Establishing an agency

When the jig-saw puzzle in Algeciras had been completed, the need arose for our own agency in Spain. Maersk España was divided into a Terminal Division based in Algeciras, and an Agency Division with its headquarters in Valencia, which is also the base for the Maersk España central management. But Spain is a large country. With "The Connecting Point" in Algeciras we could offer shipping services in almost all directions, and new offices were opened in Algeciras, Alicante, Barcelona, Bilbao, and Madrid to ensure good customer contact.

Less than six months had been allowed from the day the decision was made to establish an agency to the day we had to receive our first customer - a very short time in this business. A small group from Copenhagen set to work on finding suitable offices, ordering communication lines, and on advertising and filling about 75 vacancies. Several thousand applications were reviewed and hundreds of interviews were held.

Various internal manuals also had to be prepared, offices had to be furnished, stationary printed, insurances bought, etc., etc. A few members of staff began their new Maersk jobs in November and December





The new Maersk Line container terminal in Algeciras. On the night between March 8 and 9, the "CHRISTIAN MÆRSK" - behind the two container cranes - became the first ship to call there. The Gibraltar rock is just visible in the background, right.

From the new Valencia office.



The three transtainers each capable of spanning stacks of containers six wide and five high.

1985, but the majority had their first day of work at Maersk España, S.A. on February 1, 1986. Less than a week later, all employees attended a three-day seminar in Valencia. Additional training programmes with other European Maersk agents were a great help to Maersk España.

... the end of the beginning

Modern shipping is extremely complicated, and for outsiders the Maersk Line systems, offering one of the highest levels of service in the business, are difficult to master in a short time. But with drive and a positive attitude, it can be done.

The two Maersk España divisions now house a group of employees with these qualities. In Winston Churchill's words, we are at "the end of the beginning", but the new staff at Maersk España already feel at home in the Mærsk-blue organisation and are determined to do their best to live up to the Maersk Line motto: "Service all the way".



From February 5 to 7 the Maersk España staff attended a seminar in Valencia. The picture shows the entire group in front of the "ALVA MÆRSK" during their visit to the container terminal in Valencia, Marítima Valenciana, S.A.



Britline: a new service between Denmark and England



The "DUKE OF FLANDERS" loading trailers in the Port of Esbjerg.

On February 28, 1986, the vessel "DUKE OF FLANDERS" left the Danish port of Esbjerg for Great Yarmouth in the UK on the inaugural sailing of a new service between Denmark and England.

No one who followed the loading of trailers in Esbjerg could have guessed that the management of the new service had only been given exactly 50 days to start Britline, as the new service is called.

In December 1985, several customers in Denmark and England asked whether we could provide a service between the UK and Denmark. Some of the customers had very special requirements, and therefore a study was made to establish what was necessary to make a service first class and viable in this very competitive market. Proposals were

then made to customers. When the replies came back, they were positive. On January 9, the green light was given to a team which was told: you must have a first class service ready in 50 days.

A great deal had to be achieved in the very short time available.

Facilities had to be found and equipped, and offices opened in Esbjerg and Great Yarmouth. Staff had to be employed and trained, sales agents appointed and pricing tariffs prepared. Suitable trailer parking areas and terminals had to be developed and a ship of sufficient capacity and speed acquired. This could not be just any vessel because of the specific constraints governing access to the narrow bending river on which the port of Great Yarmouth lies.

Finally, and probably most difficult of all, a brand-new meat inspection facility had to be built at Great Yarmouth to the satisfaction of the importers and be approved by H.M. Customs and Excise, by the Ministry of Agriculture, Fisheries and Food, and by the Port Health Authorities.

This was to enable Danish bacon, pork, and beef to be imported, as Ess-Food wished to entrust Britline with a share of its large traffic.

And then of course we had to select the name of the line, and that, as you all know, is Britline.

It was not an easy task. For instance, the weather delayed groundwork several times. However, the team managed to deliver. The ship even made an extra trial run to Great



The "DUKE OF FLANDERS" crossing the North Sea.

One of the dark blue Norfolk Line trailers which are seen more and more on Danish roads.



Yarmouth - to test conditions - just to be sure - before the service opened.

The new service carries trailers from several companies, but the largest user is Norfolk Line, whose dark blue trailers are becoming a familiar sight in Denmark.

And the Britline management prides itself on strict adherence to schedule - in the best Maersk tradition - and on satisfactory growth over the first quarter.

Mærsk Data in the USA



During the past year, Mærsk Data has stepped up its activities considerably in the American subsidiary Maersk Data USA Inc. On Friday, April 11, a new EDP-centre was opened in the USA by Congressman Dean Gallo. The inauguration was attended by 125 guests and by the manager of the new centre, Svend Anker Madsen, and his staff who had been working around the clock for a couple of weeks to make sure that everything was ready for the big day. The guests included Shipowner Jess Søderberg of A.P. Møller, Alfred B. Ruhly, President of the Moller Steamship Company, Managing Director Steen H. Knudsen, Mærsk Data, Copenhagen, and Birger Jürgensen, President of Maersk Line Limited.

The new centre occupies some beautiful bright rooms in a white modern building in Florham Park, New Jersey, about 30 kilometres west of New York. The countryside in this attractive area, Morris County, is lovely, and business is expanding. Many large companies have chosen the area as the site for new activities.

The new EDP-centre has been founded in response to an ever-increasing demand for data processing, communication, and information distribution, generated by the shipping activities of the A.P. Møller Company. The facilities are becoming essential to the daily operation of the ships.

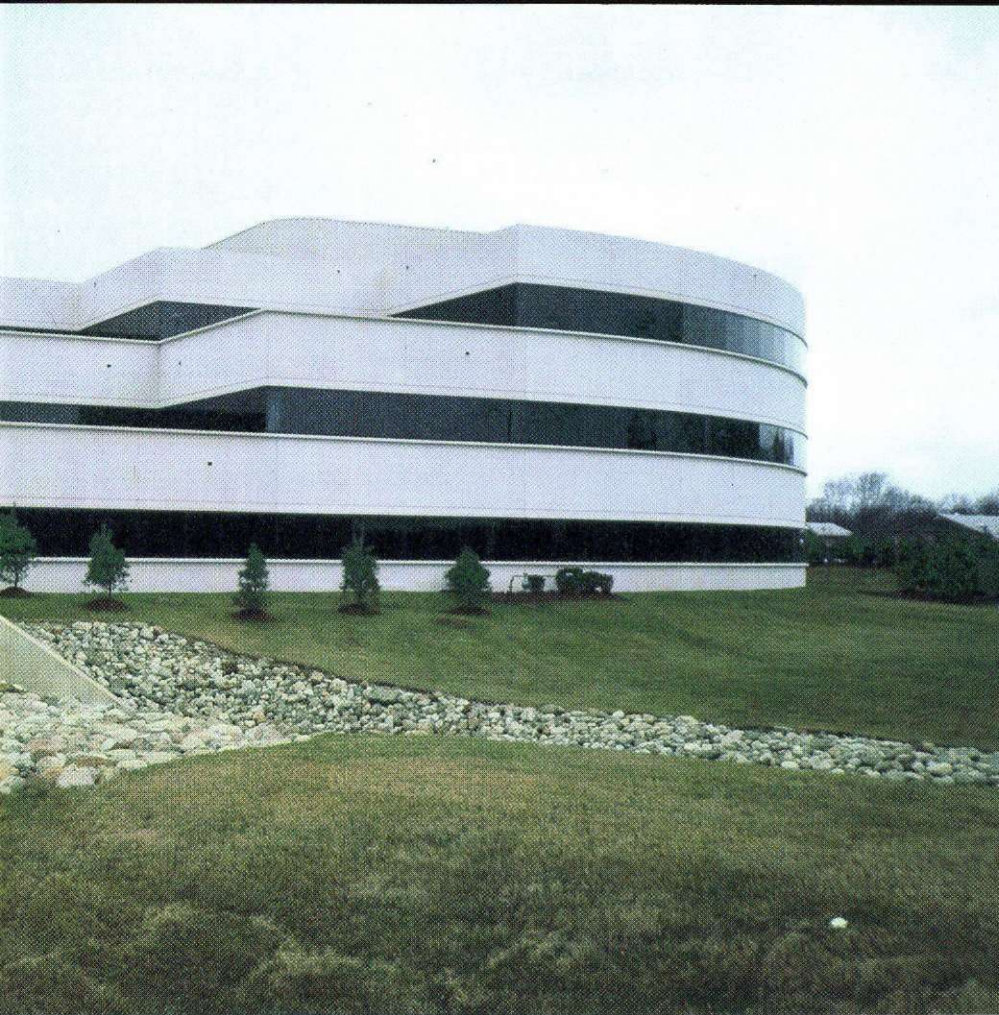
The nerve centre here, as at Mærsk Data, Copenhagen, contains an IBM 3084Q machine capable of handling 28 million calculations per second!

Congressman Dean Gallo opening the new EDP-centre.

At 2.30 p.m. (local time) Congressman Dean Gallo conducted the official opening. He started the machines, and the new Maersk Data centre in the USA is now one of two main centres in the world-wide Mærsk communications network, the other one being Mærsk Data, Copenhagen. They both have an IBM3084Q machine capable of handling 28 million calculations per second - one of the most powerful machines on the market. The existing network has also been enlarged: a high-speed connection for 7,000 characters per second has been installed between Florham Park and Hong Kong, the South-East Asian communications centre, and a similar connection will soon be established between Florham Park and Tokyo.

Maersk Data USA provides services to the A.P. Møller Company and its affiliates, but it also works in the development and selling of software, particularly products which link IBM machines to Hewlett Packard plotters and printers. They are already being used by more than 300 companies, and increasing demands reflect considerable interest in the important new dimension which these products add to management information systems.

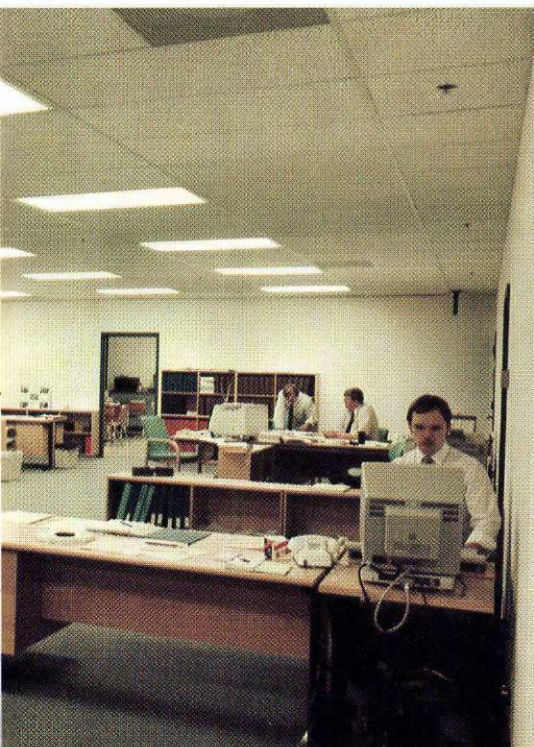




This beautiful building in Florham Park, New Jersey, houses the new EDP-centre of Maersk Data USA Inc.

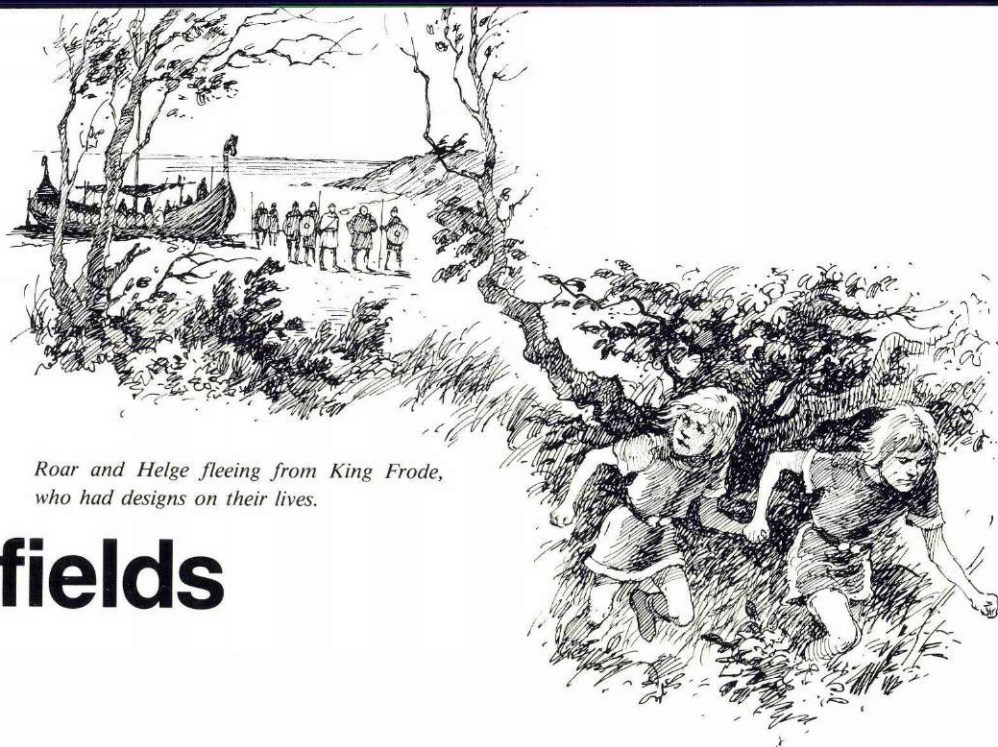


Congressman Dean Gallo in conversation with Shipowner Jess Söderberg, and Managing Directors Svend Anker Madsen, Maersk Data USA Inc., and Steen H. Knudsen, Mærsk Data, Copenhagen.



The control room providing 24-hour supervision of the machines and the data network.

One of the large, bright rooms at the new data centre.



Naming North Sea fields

Roar and Helge fleeing from King Frode, who had designs on their lives.

By JENS LAURITZEN
Illustrations: ERIK HJORTH NIELSEN

The first Danish oil field was ready for production in 1972. It was named the Dan, thus starting a new tradition of calling the large new production plants in a completely new Danish industry by some of the oldest names in Danish history. Names used to date also include Skjold, Roar, Rolf, Gorm, and Tyra, and the most recent addition, Kraka, for a future field on the Anne Structure. Previously, the names were a prominent element of primary school history teaching, but are hardly so any more. These mythical figures, who have lent their names to existing and future oil and gas fields, appear in exciting and often bloody tales.

Dan

Dan is the name of the first Danish king in Saxo's Chronicle. Little is said of his life and his origins, but he presumably provided a useful starting point for the Chronicle, which could then relate King Dan to the name of the kingdom.

The oldest tales of Danish kings are, generally, very unreliable. There is much evidence to suggest that, at the time, several kings reigned simultaneously in different parts of the country.

The tale of Dan describes him as a son of Ypper, a king living in Upsal. When they grew up, Dan and one of his brothers, Nor, left Sweden. Dan went south, Nor went west to the country which became Norway, whereas their brother Østen remained in Sweden.

Dan came to a country called Videslet which included the islands of Zealand, Lolland, and Falster. Jutland, Funen, and Skåne were independent countries at the time. The Jutlanders were at war with the Germans, so they constructed a wall and a stockade where Dannevirke was later built; they called the wall Kovirke.

The Jutlanders had trouble keeping the enemy at bay. King Dan brought the entire Videslet army to their rescue and won a large battle at Kovirke. Many Germans fled, but most of them remained dead on the field.

The Jutlanders then took Dan to Viborg where, standing on a large stone, he was hailed as their king. The stone was named Daneryge, and it was decided that all Danish kings should be proclaimed and hailed there from then on. When the peoples of Skåne and Funen heard of Dan's war exploits and his election as king of the Jutlanders, they soon proclaimed him their king, too.

Having united the country, Dan summoned the best men from all corners of his new kingdom. He asked them to find a name for this fair large land, and they answered:

– You are Dan, and you have united this country. Its name shall be Danmark (Denmark) and it shall last till the end of the world.

King Dan reigned from his royal castle in Lejre by Roskilde Fjord. He was called the Great and eventually buried in a barrow, sitting in the funeral chamber on his horse and in full armour.

Skjold

Saxo claimed that King Dan was Skjold's paternal grandfather. Other sources state that Skjold was the first king to rule the Danes. But the tale of his arrival in Denmark is marvellous, whatever the disagreements.

The Danes had no king, and lawlessness was rife. "Good people cried, and wicked people laughed, thorns only bide, where no fences are." A miracle then occurred. A magnificent ship in full sail approached the coast of Skåne. There were no sailors on board, but a small boy was discovered resting his head on a sheaf of corn by the mast. The ship was lavishly equipped with riches: gold, silver, and splendid weapons. A golden banner waved above the small boy's head.

The boy was carried on a shield ("skjold") to the "thingstead". He was elected king and named Skjold on the assumption that Odin - the god of death, war, and victory - had sent him. The best men in the kingdom were chosen as the child king's guardians. Even as a boy, Skjold showed great courage. While present as a spectator at a hunt, he

was attacked by an immense bear. Having no weapons, Skjold fought the animal with his bare hands. He tied his belt around it and kept it down until his companions arrived to kill it.

Other examples of his courage include his killing, while still a boy, of two German warriors, Atle and Skate. This feat made the Germans lose heart completely, and they surrendered their land to Skjold.

King Skjold was also famous for his right and just laws and his generosity. He helped the sick and the suffering, and in addition to their pay, he allowed his warriors to keep the booty. In his own words:

– Honour to the King, booty to the warriors. He died after a long and happy reign. He was laid in a ship - the way he arrived - with treasures and weapons; above his head the golden banner was hoisted. The ship was launched and the Danes were convinced that now Odin, who had sent him, would take him back thus.

In his late 11th-century writings Sven Aggesøn, the chronicler, explained that Skjold was given his name because he guarded the borders of his kingdom excellently, using his royal army as a shield. Subsequent kings were named after him: the Skjold cubs. Sources further state that he left two heirs to the throne: Frode and Halvdan.

Roar

Halvdan succeeded Skjold to the throne, but he was killed by Frode who assumed power and took his name. Halvdan's two young sons, Roar and Helge, were placed by their foster father Regin with the giant and sorcerer Vilfil on an island near the coast of Skåne. According to legend, King Frode was afraid that some day the two boys would avenge their father's death. Therefore, he searched for them all over his kingdom, but in vain. He then turned to soothsayers and fortune-tellers; they saw that Vilfil's island was enveloped in mist, perhaps concealing something.

Frode decided to take a closer look. That

morning, while Frode was on his way, Vilfil awoke and told the boys:

– Methinks that you are in great peril. Run to the woods and play to your heart's content. But when I call out for my dogs "Hop" and "Ho" you shall hide in your den.

Frode arrived on the island, but Vilfil managed to warn Roar and Helge, so Frode's very thorough search was fruitless. He had to leave having accomplished nothing.

Vilfil deemed the boys to be no longer safe with him. He sent them to their elder sister Signe who was married to Sævil Jarl. Here, the boys always wore the clothes of poor peasants' children; they covered their heads to avoid recognition, and they changed their names to Ham and Hrane.

When Roar was 15 and Helge 13, King Frode arranged a Yuletide feast for his noblemen. The guests included Sævil Jarl and Signe, and the two boys managed to join their train. During the feast Frode recognized the boys, but luckily they were saved by their foster father Regin, who also slew Frode.

With Frode out of the way, Roar and Helge divided the power between them. Roar reigned over the land as a mild and peaceable king. He lived in Lejre and gave his name to the city of Roskilde – Roars Kilde (Roar's Spring), which he founded. Helge reigned at sea, and his fame was quite different. Sven Aggesøn described him:

"He excelled in the force of his manhood virtues; so, Viking chieftain that he was, he went on constant Viking raids. When he had raided and conquered all coastal areas in ad-

jacent kingdoms, he was named King of the Sea."

Rolf

Helge's son Rolf succeeded Roar and his father upon their deaths. He reigned as Roar had done from the royal castle at Lejre.

Legends and songs hail Rolf as a man excellent in both body and spirit, virtuous and brave as well as large and handsome in appearance.

His other name Krake was given to him by a young man, Vigge. When he saw the King at the royal castle he compared him to a *krake*, a ladder made from a semi-trimmed fir tree. This remark could express both praise and scorn, but the King was not offended. He gave Vigge armrings of gold as a reward and thenceforth used the name Rolf Krake.

Later, the account describes his visit to Adil in Upsal. Adil reigned in Sweden and had married Rolf's mother, Yrsa, for the dark and base reason that he wanted to deprive his stepson of his power.

In Adil's hall Rolf had to demonstrate his greatest virtue – patience. Adil ordered his slaves to add ever more wood to the fire; eventually the heat became unbearable. But Rolf remained sitting by the fire and simply protected himself with his shield. When the heat was so intense that his clothes were about to catch fire, he threw his shield on the fire and jumped across it saying:

– He shuns no fire who vaults it!

His men followed him, seizing the slaves and throwing them on the fire, while they sang:

– We add to the fire in Adil's houses.

Later, Rolf and his warriors fled from Adil's

hall to their ships carrying all the King's riches, including a precious ring named Sveagris. Adil and his army caught up with them, and they dropped all the riches in order to escape. Their pursuers stopped, showing their avarice, and when Rolf saw Adil bend down to pick up Sveagris (Sweden's pig) he cried:

– I have made the greatest of Swedes grovel like a swine.

Thus, Rolf Krake and his warriors reached their ships in safety, avoiding a fight. They rowed away at full speed.

Rolf died in a bloody battle with his brother-in-law Hjartvad. One night after a feast which Rolf had given for Hjartvad, and at which the Danish warriors had imbibed intensely, Hjartvad's men attacked Lejre Castle killing Rolf and all his men except Vigge.

On the morning after the battle Hjartvad pronounced himself king, and Vigge swore allegiance to him. He had to swear by the point of Hjartvad's sword, but he asked if he could swear in the same way that he had sworn to Rolf, the hilt pointing towards himself. As soon as the sword had been turned around, he seized it and pierced Hjartvad, loudly announcing his joy at having avenged Rolf which far surpassed his grief at his own imminent death.

Kraka

The much-loved and famous legend of Kraka takes us up to the time of Regnar Lodbrog.

On the death of his first wife Thora, King Regnar sought oblivion on a Viking raid. In Spangareid his men brought tidings of a

In Adil's hall, Rolf and his warriors jumped across the fire saying: – He shuns no fire who vaults it!





Kraka arriving as Ragnar Lodbrok bade her: naked and yet dressed, neither fasting nor full, not alone yet accompanied by no-one.

young woman of riveting beauty. The King thought that if her wisdom matched her beauty she would be a suitable wife for him. In order to test her he sent his men to her, bidding her to come to him next morning - naked and yet dressed, neither fasting nor full, accompanied by no-one and yet not alone.

Next morning Kraka washed in a stream, wrapped her long golden hair around her and donned a fishing net. She bit into an onion and set off for Ragnar Lodbrok's ships accompanied by her small dog. On seeing her the King was convinced of her wisdom - and her beauty - and took her for his wife.

Kraka bore Ragnar three sons of great renown, Iver Benløs, Bjørn Jernside, and Hvidsærk. Later, she told Ragnar that her true name was Aslaug, a princess of noble descent.

Gorm and Tyra

Gorm the Old and Tyra Danebod take us to

the transition period between mythical and historical persons. Gorm and Tyra were the parents of Harold Bluetooth, and evidence has been preserved for all eternity on two runic stones near Jelling. The older and smaller stone was erected by Gorm. It bears the text:

"Gorm konge gjorde kumler disse efter Thyra kone sin - Danmarks bod."

("Gorm king made these "kumler" after Thyra his wife - Denmark's "bod".")

The text has been variously interpreted and at times has given rise to much discussion among historians. According to an old tradition Tyra ordered the construction of the southern defence in the kingdom, Dannevirke. A section of this rampart - very impressive in its day - is named Thyras Vold. The fact that a locality near the - by now dry - Dannevirke Lake is named Thyreborg substantiates the old tradition that Tyra organized the construction of the wall.

Gorm's stone for Tyra includes the first occurrence of the word *Danmark* in Danish

writing. The other stone at Jelling has this text:

"Harald konge bøde gøre kumler disse efter Gorm fader sin, og efter Thyre moder sin, den Harald, som vandt sig Danmark al og Norge og danerne gjorde kristne".

("Harold king ordered "kumler" to be made after Gorm his father, and after Thyre his mother, Harold who won all of Denmark and Norway and christianized the Danes".) The stone carries the first Scandinavian picture of Christ and marks the unification of a country which must previously have been torn by strife.

One of the two mounds near Jelling is supposed to have contained Tyra's and Gorm's graves. But numerous archaeological excavations in this and the last century have discovered no human remains in the two mounds. In 1820, when the northern mound "Thyreshøj" was opened for the first time, the large burial chamber proved to be empty, but showed signs of having been opened previously.

When, in 1976, the local church was undergoing restoration, excavations made by the National Museum showed that three churches had preceded the present one on the site. The foundations of the oldest wooden church showed the position of the chancel, and here a tomb was discovered with human remains, jewellery and fragments of cloth with golden threads. This find suggests that, having introduced Christianity into his kingdom, King Harold wished to honour his parents by giving them a Christian burial in the new church. He moved their earthly remains from the heathen tomb in the mound nearby to the most prominent position in the church in order to let them partake of the new religion.

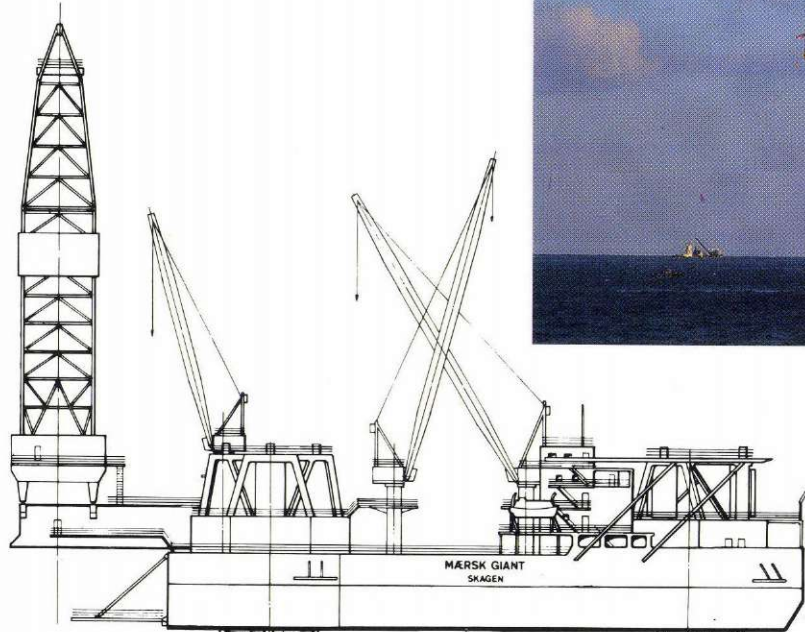
Our old legends mention countless brave, heroic kings and queens, so the selection of names for the giants of our time - the oil and gas fields of the North Sea - will easily satisfy future demands continuing the tradition started by the Dan Field in 1972.

Jens Lauritzen

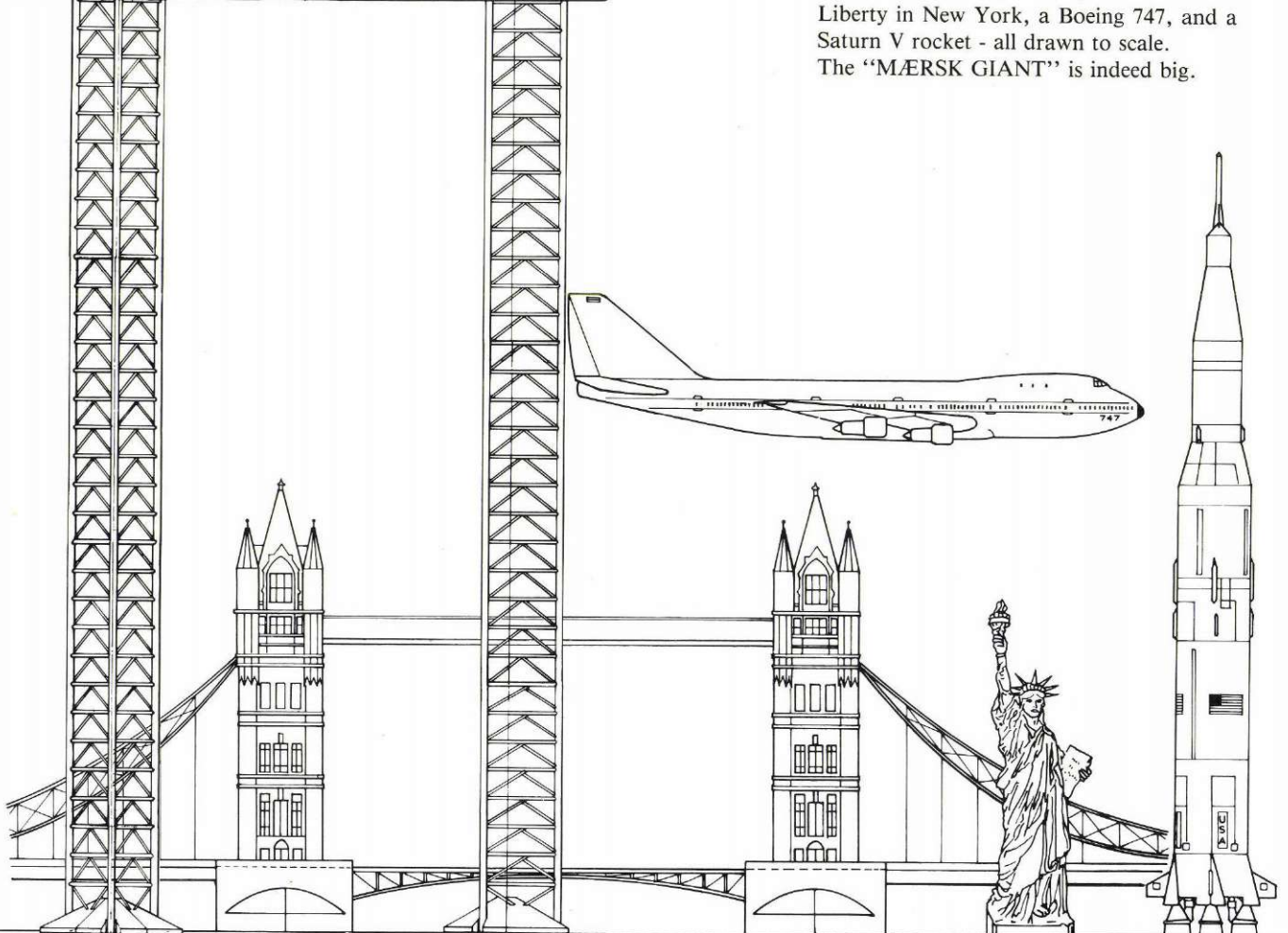
Tyra Danebod supervising the construction of Dannevirke - a rampart which was very impressive in its day.



The "MÆRSK GIANT" is big



In the last issue of Mærsk Post, we introduced the "MÆRSK GIANT", which is one of the world's largest jack-up rigs. Its legs measure 157 metres, and when they are fully extended, the distance from the end of a leg to the top of the derrick is 210 metres. This picture gives an impression of the size of the "MÆRSK GIANT", comparing the rig to Tower Bridge in London, the Statue of Liberty in New York, a Boeing 747, and a Saturn V rocket - all drawn to scale. The "MÆRSK GIANT" is indeed big.



The North Sea Centre in Hirtshals

– one of the largest centres of maritime research in Europe and of great importance to Danish fishing - an industry with as many employees and as large a share of the national product as the merchant marine, our other large maritime industry.

BY JENS JUSTESEN
Photos: The North Sea Museum

The Danish Institute of Fishing Technology is examining a model trawl in their test tank - the largest in the world. The Research Laboratory of the Ministry of Fisheries is conducting experiments on a new method for preserving fish products, while the Danish Institute of Fisheries and Maritime Investigations is analyzing the latest results of test fishing for North Sea herring brought in by the research ship "DANA". At the Ålborg University Centre, civil engineers are listening to lectures on fishing techniques, and a Japanese delegation is studying products for the fishing industries presented by 40 firms and organizations in "the industrial section". Meanwhile, at the North Sea High School, a traditional folk high school specializing in ecology and the environment, a new group of students is being welcomed on a four-month course. And visitors are crowding the North Sea Museum to see, perhaps for the first time, live specimens of fish such as the fishing frog, the piked dogfish, and the thornback.

This could be the situation on a typical working day at the North Sea Centre in Hirtshals - one of the largest centres in Europe for fisheries and maritime research. 170 employees work at the institutions listed here.

600,000 visitors

The North Sea Centre, legally speaking a self-governing institution, was opened by Her Majesty Queen Margrethe in June, 1984. The Centre occupies 110,000 square metres of land, donated by the Hirtshals Town Council, between Hirtshals Harbour and the

Lilleheden dune plantation. It was founded by the Hirtshals Council for Regional Development, the Hirtshals Fishermen's Association, the Hirtshals Town Council, and the Hirtshals Citizens' Club. Their primary objective was to bring together Danish fishing expertise under one roof to provide advice to fishermen, seine makers, manufacturers of equipment etc., to conduct research and develop new products and, generally, to support Danish fish industries involved in export.

Courses and conferences represent another important activity at the North Sea Centre. The Centre Hall seats 250 people and can easily be converted into a smaller hall and a lecture theatre for 75 people. It has all the most modern audio-visual equipment and provides simultaneous translation into six languages. There are teaching rooms and laboratories, and a library with access to data bases containing virtually all the world's literature on fishing subjects.

The North Sea Centre can feed 250 visitors at a time and, if necessary, additional accommodation can be provided by the Hirtshals hotels.

The North Sea Centre attracts international as well as national scientists and conferences. But most of the visitors - more than 600,000 since the opening in 1984 - come to see the "face to the outside world" - the North Sea Museum.

Contemporary museum of an important industry

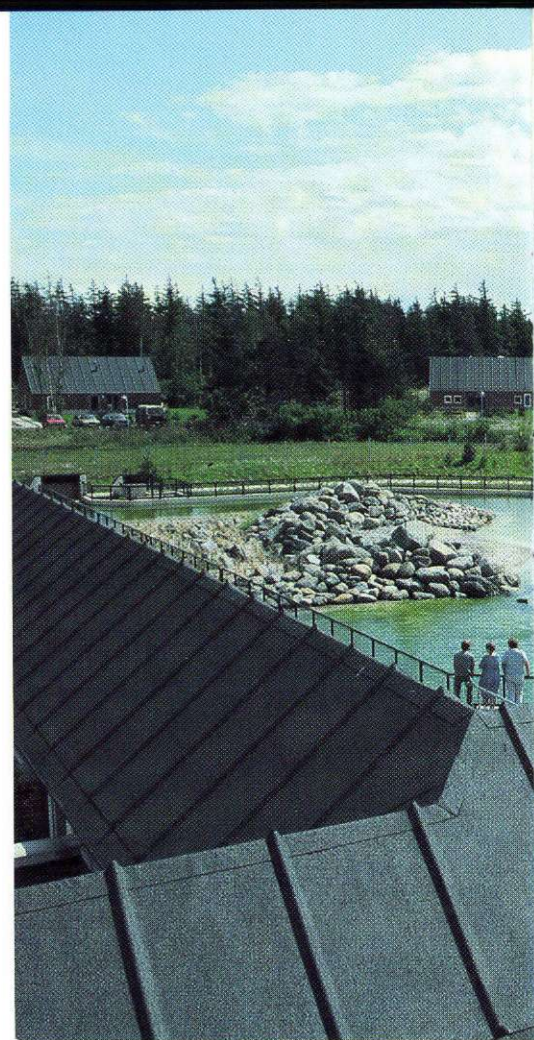
The North Sea Museum is no historical

museum collecting relics of the past. Nor is it an aquarium gathering fish in a systematic fashion. It is a combined contemporary museum and aquarium of natural habitats. It shows modern Danish deep-sea fishing as it is *today*. It describes the exploitation of North Sea resources, and one in particular: the aquatic life as it is in various selected habitats in the North Sea - which, more than any other, represents the daily place of work for Danish fishermen.

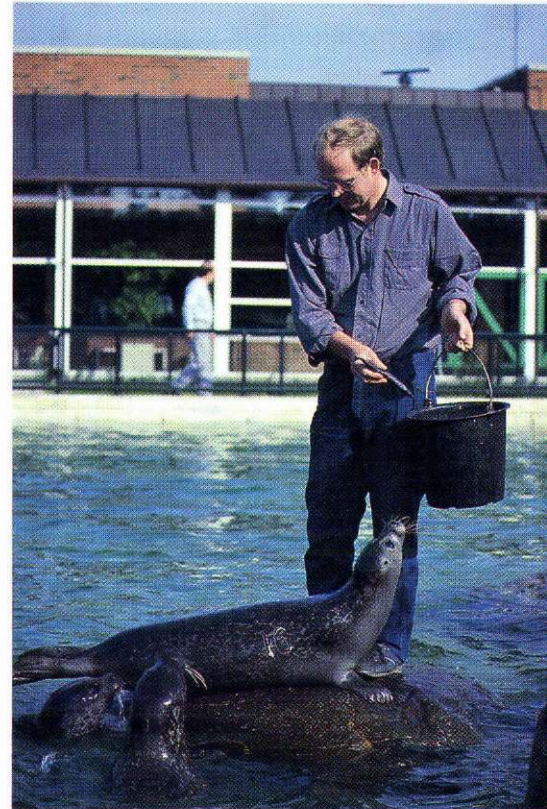
Just how important is the fishing industry to Denmark? The question is a difficult one to answer. Many statistical traps present themselves, but I'll venture a few figures which do, somehow, give an impression of the importance of this industry.

In 1983, nearly 11,000 people worked as full-time fishermen, and 3,500 were employed part-time. So, 14,500 people worked on the sea. They landed fish worth 2,300 million Dkr. as raw material. Most of it underwent industrial processing at the hands of 6,800 people. Exports of fish and fish products totalled 7,500 million Dkr. in 1983. The value of the fish as raw material plus the value of exports were about 10,000 million Dkr. In other words, 21,000 people working with fish and in fishing produced 2 to 2½ per cent of the Danish gross national product.

In 1984, similarly, the Office of Sailors' Taxation registered more than 10,000 Danish sailors on Danish company ships in foreign trade. 5-7,000 sailors worked in the coasting trade. So, the Danish merchant navy employed 15-17,000 people. In addition, about



Visitors crowd round the tank at the seals' feeding time. The industrial wing of the North Sea Centre is visible to the right and, in the background, the North Sea Folk High School.



"Could I have just one more herring? Please!"

3,500 people worked in shipping offices ashore, which means that a total of about 20,000 people produced 2 to 2½ per cent of the Danish gross national product.

This hazardous comparison tells us that the Danish fishing industry and the Danish merchant navy are of almost equal importance. For the sake of precision, I should say that numerous connected industries - shipyards, manufacturers of navigation equipment etc. - have been excluded from the figures.

A never-ending journey

We'll begin our tour of the Museum on the ground floor.

When we've bought our tickets, a walk around the "central aquarium" seems the natural thing to do - "central" not because it is a part of the Centre, but because it is the centre of the Museum.

The aquarium holds 120,000 litres, making it the largest free-standing tank in Northern Europe. It is the only aquarium at the Museum which illustrates no specific habitat in the North Sea. It's simply meant to be impressive. And it contains something unique: a large, healthy shoal of mackerel. Perhaps the only shoal of its kind in Europe - or, indeed, the world. It's definitely impressive. The fish are never at rest. A mackerel must keep in constant motion. It has no swimming-bladder and will sink if it stops moving. Another tank contains a shoal of herring. A herring, too, must swim about constantly, restlessly, not because it lacks a swimming-bladder, but because this is its most efficient way of collecting food. Whalebone whales

sift "krill" and small fish from sea water and, in a similar way, a herring sifts plankton - microscopic plants and animals. The more a herring moves about with its mouth open, the more food it collects.

Environmental experts and boneless old men

Herring and mackerel are extremely fast hunters living vagrant lives of luxury in the open masses of ocean water.

The pier tank, the first of the habitat aquariums at the Museum, is no less fascinating, but much more "coastal" and quiet. Quiet, mainly because of the typical behaviour of most of the animals living near a pier. Their environment is by no means quiet. Waves ceaselessly break on the stones of the pier. The water is in constant circulation. At low tide, the top of the pier is dry. Some animals, unable to submerge themselves, have over the years developed techniques which enable them to survive these hardships. Some have shells which they close to keep wet. Others survive in small puddles of water among the stones.

In many ways, the environment near a pier resembles that near the rocky coasts of our neighbouring countries. It's tough and hard. Strictly for experts only.

We leave the pier and pass the tidal tank, showing another environment which requires very special adaptation of the organisms which have to live here.

We continue along the wall of tanks past scenes from life near a shipwreck, a food chain on the Dogger Bank, and a pipeline 50 metres below the surface on Bløden.

Now we're off Bulbjerg under 15 metres of water. The temperature is about 12 degrees Centigrade, and in front of us there's a reef with a rich and varied fauna. We see the ballan wrasse, sea scorpion, and smear-dab. We find male and female cuckoo wrasse - two fish very different in colour and form; it's hard to believe that they belong to the same species, and equally difficult to accept that no one Danish name has yet been found for the two.

The lesser forkbeard is another rum fellow living on the reef and in the belts of seaweed nearby. It is scarce wherever it's found, from the coasts of the English Channel up to Trondheim. It's black. Small, 20-25 centimetres. It's a codfish but resembles most of all an outsize tadpole with barbels. It feeds on worms, star fish, sea-urchins, and shellfish which are, of course, also present in the reef tank. And there are masses of soft creatures such as dead men's fingers, sea anemones, and sea carnations.

Sea carnations are particularly surprising. Some specimens may survive us, and even our children, grandchildren, and great-grandchildren. Examples have been found more than 200 years old! They are rare, but even the ordinary lifespan of a sea carnation, 50 to 80 years, is quite impressive.

Underwater chess for plaice

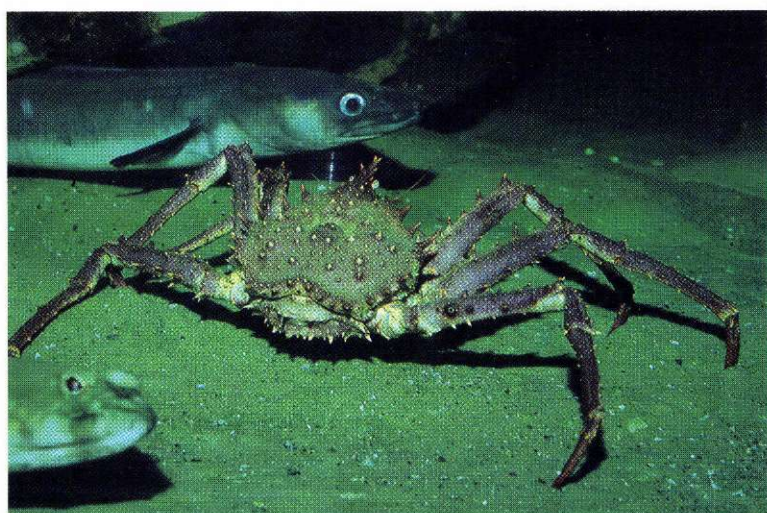
We leave the reef and go to a stony section of sea floor seven or eight nautical miles southwest of Hirtshals. Here, the temperature is also 12 degrees Centigrade. At first sight, there are hardly any fish. Just a rough gravel

Shrimp is the favourite food of many sea animals. The eggs in the abdomen of this shrimp will soon increase the food supply.



A section of the large Dansk Undergrunds Consortium exhibition on show at the North Sea Centre.

A member of the lithodes family is crossing the bottom of the "Devil's holes" watched by a large conger eel and a turbot.



surface. But we mustn't be fooled. The tank is full of fish - smear-dab so well camouflaged that they nearly seem one with the surface gravel.

Fish and other sea animals have an extraordinary ability to change their appearance according to their surroundings. Would you like to play chess on the back of a plaice? It sounds silly, but if you put a plaice on a chess board it develops black and white squares. Not as distinct as on the board, but it's obvious what the animal is trying to resemble.

Devil's holes, Norway lobster, and adder's poison

We move briefly down into the "Devil's holes" full of sharks and skate, conger eels, ling, and turbot. We're nearly 200 metres below the surface. It's dark and still 12 degrees Centigrade.

Then we cross "Lobster Land" about 10 nautical miles north of Hirtshals. The depth is 70 metres and the temperature only eight degrees Centigrade. The sea floor is muddy and full of small holes. If you look carefully, you'll see two claws in each of the holes: Norway lobsters patiently waiting for their food to come within reach. They will then rush out and regale themselves with other shellfish which live on the soft surface, and with brittle stars, a much-coveted delicacy. As we move towards the seal tank, we make a detour from the North Sea into the Kattegat. The sea floor off Hirtsholmene is a mixture of stones and gravel under 10 to 15 metres of water. The temperature is about 12

degrees Centigrade, and the area is much richer in plants and animals than the west coast, because it is protected by Jutland. One of many species is the greater weever which lies partly buried in the gravel. If you go swimming from the east coast of Jutland, you may *feel* it before you *see* it! In recent years, an increasing number of swimmers have been "stung" by the greater weever. It's not a pleasant experience. A spine on the gill covers and the front rays of the dorsal fin is connected to glands which produce poison, affecting people in much the same way as adder's poison. Fishermen must also watch out for this fish, of which they land about 500 tons each year. There's no cure for the "stings", but fortunately they are lethal only in extremely rare cases.

Dead seals and unhealthy economy

The North Sea Museum keeps five common seals in an 800-cubic-metre, open-air seal tank. "Elise" was named after the book-keeper at the Museum, and the other seals are "Oscar", "Sille", "Luffe", and "No. 16".

Until September 1985, "Selma" also lived in the tank, but one day she was found on the bottom, dead. Money was the cause of death. At the autopsy, the vet discovered no less than 256 coins in her stomach. These lethal bits of metal totalled 64 Dkr. - a pitiful price for "Selma's" life.

Sadly, this is no uncommon occurrence in seal tanks throughout the world. Visitors throw coins to the seals to "get them going", and the sparkling objects attract the animals

when they fall through the water. The seals believe them to be fish.

At the North Sea Museum the seals are fed at 3 p.m., with real herring! This is a happy time for the seals and one of the highlights of the day for the visitors.

The DUC and the porpoise

The fresh air by the seal tank calls for a cup of coffee in the café. Before going upstairs, we'll take a look at the section for special exhibitions. At the moment, it houses the large exhibition from Dansk Undergrunds Consortium on the search for and production of oil and gas in the Danish section of the North Sea. Many visitors are also interested in this way of exploiting the North Sea resources. The exhibition is a good supplement to the other displays at the Museum.

This autumn, the porpoise will be the subject of a special exhibition. And, all being well, live, frisky porpoises will join "Elise", "Sille", "Luffe", "Oscar" and "No. 16" in the seal tank.

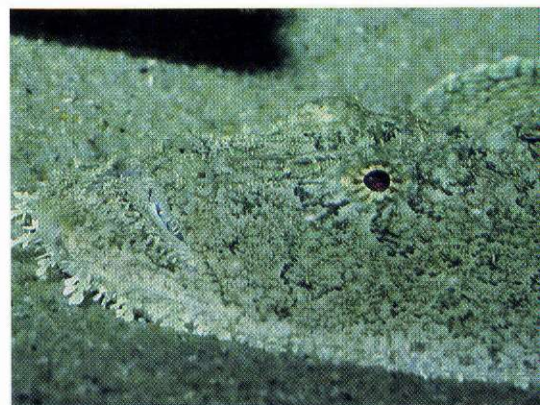
A fishing trip on the balcony

The Museum takes as its subject the North Sea, its resources, and the exploitation of these. The ground floor describes the resources themselves, the fishermen's fish, and the first floor - the balcony - describes the fishermen's everyday life, their tools, and their fishing techniques.

When you come up the stairs, you'll first see a model of a fishing port. The boats are ready to leave, and the idea is that the exhibition will take you fishing.



The central aquarium at the North Sea Museum is the largest free-standing tank in Northern Europe, holding 120,000 litres of water.



This close-up of a fishing frog illustrates the incredible natural camouflage techniques of fish. They adopt the colours of their surroundings.

Every modern fishing boat has complicated equipment for navigation and communication, so that it can move safely on the sea. This equipment is at the Museum too. Not an old, cast-off system, gathering dust in a corner, but modern, fully-functional equipment.

The radar shows the town of Hirtshals, the coast in the direction of Skagen, and the ships which are on the sea off the coast at any given moment.

When the fishermen have finished eating in the messroom on board, they - and we - may stop in the current affairs corner. Here, we can read the latest news from fishing magazines and newspapers, and computer print-outs list the fish landed, today and during the month, at the Hirtshals Fish Auction. The skipper has also been relaxing in the corner, reading "Dansk Fiskeritidende" with his coffee. Now his break is over, and he must return to the wheel house and his responsibilities. We follow him. And if you get seasick easily, now is the time to take your pills. When you enter the exact copy of the wheel house on board the R 169 "GRETHE MARS" you really feel the ground rocking under your feet. The "GRETHE MARS" is a stern-trawler of steel, 58 gross register tons, built in 1985. The horizon behind the model moves and this produces the impression that we are out in rough weather trawling for Norway lobster four hours north of Hirtshals.

The skipper must keep a constant eye on the weather. And on board the model of the "GRETHE MARS", he's in a good position

to do so. A few paces from the wheel house he can receive television pictures of the surface of the earth from Meteosat, a meteorological satellite circling the earth 36,000 kilometres above the Equator. The pictures will show approaching storms, cloud formations, and so on.

The mini-cinema at the Museum shows non-stop films on fishing during opening hours. They describe current techniques used at sea by Danish fishermen and give an impression of a fisherman's working day.

The exhibition also includes an echo sounder and asdic for locating fish. Our trip demonstrates the use of most ordinary fishing tackle, and ends safely back in port, where the fish is sold and processed.

Nature - culture - man

That's how the North Sea Museum looks today. But it's a contemporary museum, so it must be in constant development. Special exhibitions come and go, and in 1987 the entire balcony will be cleared of its present display to make room for a large exhibition on the North Sea culture as it manifests itself in a series of selected fishing communities in the countries with North Sea coastlines.

The triad "nature - culture - man" is the basic idea behind many activities in the Hirtshals area. The three concepts have inspired several exciting experiments at local schools, and the Hirtshals school authorities are the subject of many positive comments from teachers nationwide. And the triad is the real source of inspiration for the activities at the North Sea Museum.

So far, the Museum has been trying to show that man (the Danish North Sea fisherman) and his culture (the fishing communities along the west coast of Jutland) have survived only because of rich natural resources (the strains of fish in the North Sea).

The Museum will use the new 1987 exhibition to show that other fishing communities around the North Sea also depend on their natural resources for survival.

1987 is not here yet.

At present, the North Sea Museum is concentrating on 1986.

Jens Justesen

Fly - and relax

BY FIRST OFFICER MICHAEL HARRIS,
MAERSK AIR



If you've been up in an aircraft, you may have wondered what makes flying possible and what actually happens during a flight. It is lift which makes the aircraft ascend, and this is produced by air flowing across the wings. Some might think that the pressure from below is the only important force, but in fact a powerful partial vacuum above the wing helps pull the plane up. An experiment will prove the point: take two pieces of paper and let them hang down freely an inch or so apart. Then blow in between them - you may expect the pieces to move farther apart, but they actually move closer to each other. The force of the lift depends on several factors such as speed, temperature, and the size and curvature of the wing.

You may have noticed that the wings change appearance during a flight. Objects appear - in front, on top, and at the back. They help regulate the lift. Slats project from the front of the wings at take-off and landing; they guide the air-flow evenly across the wings at low speed and thereby maintain the lift. Flaps jut out from the back to increase the surface of the wing and, again, the lift. These two facilities make it possible for a plane to start and land at a lower speed than it could otherwise do - the speed, incidentally, is between 200 and 300 kilometres per hour at the moment of starting or landing. The exact speed depends on weight and temperature, among other things.

On top of the wings there are spoilers. They "spoil" some of the lift on the wing. Pilots sometimes need to descend fast - to reduce speed quickly, perhaps to make room for other planes. Air traffic has increased considerably in recent years, so no-one may fly just as they please. The highway code of the sky must be respected. The spoilers also keep a plane on the ground once it has touched down, and they serve to reduce the speed. Slats, flaps, and spoilers all produce minor vibrations in the plane when they are pushed

out. This is quite natural, because they force the air, suddenly and at high speed, round new angles and edges. Just think of the effect which the wind has on a car travelling at high speed - and a car, of course, moves much more slowly than a plane.

Sometimes a plane will fly unevenly in the air. You've probably heard of "air-pockets" - a very misleading phrase, since of course there are no pockets in the air. The correct term is turbulence, but a simple change of words cannot hide the fact that the effect is unpleasant. The phenomenon can be caused by a number of different conditions, but in all cases the air in which the plane is flying moves up and down. Because the plane flies at a high speed, the feeling is the same as when you drive on an uneven surface. It's unpleasant and may even frighten passengers who are not used to flying. Sometimes the effect is quite violent, but it is entirely harmless.

If you've been in a situation like that you may have noticed that the wings move up and down, just like the wings of a flying bird, and you may have wondered if they are supposed to do that (perhaps they could fall off!). The truth is that a plane is constructed in such a way that it will withstand even the most violent turbulence. The wings *must* move, or they would break. From the back of a plane you can see that even a little turbulence will make the whole body of the aircraft turn and twist - which is quite a fantastic sight, by the way.

Pilots prefer, of course, to avoid flying in areas of turbulence. The meteorologists can tell them which areas have particularly strong turbulence on a specific day, and the pilots will try to fly outside these areas, without deviating too much from their route.

Some passengers experience the landing as a worrisome phase, particularly if bad weather makes it impossible to see the ground until

the plane has landed. Quite a few passengers feel as if their ears block up when a plane descends, because the pressure in the cabin is slowly increased to the same level as on the ground. This feeling of a block may - particularly if you have a cold - be so strong that it hurts, and your hearing may be drastically reduced. In most cases, the feeling disappears if you yawn as though you're tired, or if you hold your nose, close your mouth, and then blow - a pop in the ear will announce that everything is back to normal.

When a plane is descending the spoilers may be used, and the slats and flaps will appear when the plane is near the airport to allow it to fly as slowly as possible at the moment of touch-down. Finally the wheels appear, and when they make contact with the runway, the spoilers will come out on top of the wings. Some large shields behind the engines are then closed to send the air-stream forward and help stop the plane.

Finally, we should mention that all planes are checked very carefully before each flight. They have at least one back-up for all functions, ensuring full control of the planes and the flying at all times. Planes used in commercial air traffic have at least two engines, so at any point during a flight they can continue (or stop on the runway), if one engine fails. And all pilots receive very rigorous and careful training; they attend brush-up courses every six months where they work through all possible and impossible situations which may arise on a plane.

So, the answer to your possible worries about flying is quite simple: sit back, relax, and enjoy the flight.

Rounding up...



“MÆRSK TRIMMER” is on top

The Danish Merchant Navy Welfare Board, together with its sister organizations in Norway, Sweden, and Finland, arranges sports competitions for sailors and students at maritime colleges. The 1985 competitions were particularly successful as regards ships calling regularly at Esbjerg, athletics being a festival of fireworks with the “MÆRSK TRIMMER”, the “HAVØRNEN”, and the “KRONOS” competing for first place in their class. The winner was the “MÆRSK TRIMMER” ahead of the “HAVØRNEN” and the “KRONOS” - a particularly impressive victory because all three crews beat the existing points record.

On Monday, February 17, the prizes were presented in the canteen at Danbor Service in Esbjerg. The “MÆRSK TRIMMER” crew took their fair share of the prizes:

First Engineer Bo Dalmose Nielsen won four gold medals in class 2: running, long jump, high jump, and tetrathlon.

He set new records in the

60-metres race and in the sailors' tetrathlon. Chief Officer Ole B. Madsen won the gold medal for the no-run high jump in class 2, Chief Engineer Bent M. Christensen took the gold in the high jump, class 4, Chief Engineer Preben Pedersen won two golds for the high jump and long jump, and Motorman Ole Hansen won a double championship in the class 3 high jump and tetrathlon.

The crew also picked up a number of second and third prizes, making the “MÆRSK TRIMMER” an extremely successful participant in her class, which numbered no less than 32 competing crews.

One picture shows the four-fold gold medalist, First Engineer Bo Dalmose Nielsen, receiving one of many prizes from Poul E. Fribæk, Liaison Officer of the Danish Merchant Navy Welfare Board, and in the other picture, the Mayor of Esbjerg, A.K. Nielsen, is presenting the City Gift to the master of the “MÆRSK TRIMMER”, Peter Ussing.



Maersk Line, Japan, establishes trucking company

Maersk Line, Japan, recently established a subsidiary company under the name of Naikai Transport K.K. for carrying Maersk Line containers in the area around Kobe, Osaka, and Nagoya.

The new company is the first foreign capital trucking company which has been formally accepted by the Japanese government. It commenced

business on March 29 using its own trucks, but Naikai also controls a subsidiary company, which means that it can handle some 10,000 containers in and out of the Port of Kobe every year.

The picture shows Naikai trucks with Maersk Line containers alongside the “MC-KINNEY MÆRSK” in Kobe Port.



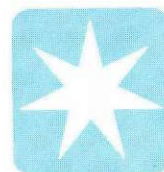
Mærsk returns to Division One

Last year, when the men's handball team of the Mærsk Sports Club was relegated to Division Two, the players promised to reform, with the result that the team has lost only *one* match since March 1985! They had secured promotion even before their three final matches, and the Mærsk team was the clearest winner of any division or series within the KFIU (the Copenhagen Employees' Sports Association). As the top team of Division Two, they were chosen for the meeting between KFIU and

FKBU (the Union of Company Games Clubs) on Saturday, April 5. Here, they continued their positive efforts and won the decisive match against Siemens by 24-23.

The Mærsk ladies' handball team was successful, too. They were promoted to Series 1, even though they finished “a mere” fifth in Series 2. The promotion was the result of numbers one, two, and three being suspended because of late cancellations of matches, so numbers four and five were promoted instead.

Personalia



ESPLANADEN



40 Years Anniversary

1. Wagn Jacobsen
15 August
2. Poul Wilhelm Frederiksen
18 November

25 Years Anniversary

3. Tormod Andy Sørensen
4 July
4. Torkild Kastor Kristensen
1 August
5. Torben Kruhøffer Qwist
1 August
6. Hans Heinrich Petersen
6 August
7. Winnie Røser Pankoke
1 September
8. Jørgen Bech
27 October
9. Jørgen Schmidt
1 November
10. Hans Kjeldsmark Pedersen
10 November

Retiring

11. Ulf Emcken
30 June
12. Lilli Aalborg
30 September

ORGANIZATIONS ABROAD



25 Years Anniversary

1. René Uffe Seidel, Damman
22 August

The next issue of Mærsk Post will be published in November 1986.

THE FLEET



25 Years Anniversary

1. Captain Bjarne Mogensen
9 July
2. Captain Niels Asger Hansen
17 July
3. Captain Jens Anker Rasmussen
24 July
4. Chief Engineer Leif Arne Andreassen
25 August
5. Chief Steward Jens Chr. Sode Jensen
11 October
6. Chief Officer Mogens Jørgen Koch
13 October
7. Chief Engineer Harry Taarup Pedersen
3 November

MÆRSK OLIE OG GAS



25 Years Anniversary

1. Bent Lund
1 August

THE YARD



50 Years Anniversary

1. Arne Rasmussen
10 October

40 Years Anniversary

2. Børge Falk Hansen
7 November

25 Years Anniversary

3. Kurt Henning Jakobsen
4 July

4. Boye Neumann Jæger
4 July
5. Anders Eskildsen Jepsen
4 July
6. Kurt Pedersen
11 July
7. Poul Nielsen
8 August
8. Gunnar Høj
8 August
9. Karl Peter Andersen
8 August
10. Ove Sørensen
8 August
11. Svend Aage Søfeldt
15 August
12. Thorkild Harris Roe
15 August
13. Frode Egil Hansen
15 August
14. Ib Baltzer
15 August
15. Frede Åkær Bertelsen
22 August
16. Henning Nielsen
22 August
17. Svend Børge Moberg
22 August
18. Knud Tage Højstrand
29 August
19. Hardy E. Hansen
29 August
20. Viggo Ingvar Schmidt Bach
5 September
21. Ejner H. Nielsen
5 September
22. Gunnar Poulsen
12 September
23. John Nielsen
12 September
24. Finn Heinicke
12 September
25. Kaj Larsen
19 September
26. Henning Johan Berthel
19 September
27. Svend Arnold Møller
19 September
28. J. Bredal
3 October
29. Sv. Aage Anthonsen
3 October
30. Villy Svensson
10 October
31. Hans M. Andersen
10 October
32. Aage Th. Sørensen
17 October
33. Jørgen Jespersen
17 October
34. Ole Thorkild Morsø
17 October
35. Fl. J.P.G. Hansen
24 October
36. N.H.A. Andersen
31 October

37. J.E. Tønnesen
31 October
38. Preben Hansen
31 October
39. Bent G. Larsen
31 October
40. Karl L. Hansen
31 October
41. Knud E. Jensen
7 November
42. Villy Erhardt Olesen
7 November
43. Ejler Kristian Olsen
7 November
44. Eigil J. Plambeck
14 November
45. Jan Michael Larsen
14 November
46. Erik Andersen
14 November

ROULUND



25 Years Anniversary

1. Frode Rasmussen
2 August
2. Leif Sørensen
28 August
3. Birger Hjort
1 October
4. Knud Hede Poulsen
2 November
5. Erik Johs. Andersen
13 November

DISA



25 Years Anniversary

1. Bent Jensen (Herlev)
19 September
2. Anni Kallenberg (Herlev)
15 October

BUKH



25 Years Anniversary

1. Erik D. Hansen
1 May

Obituary

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

Mogens Søgaard
The Yard
3 February

Tong Ming Kai
Hongkong
7 February

Donkeymand Børge Andersen
ex m.t. "GERD MÆRSK"
8 February

M.W. Emor
Jakarta
28 March

Donkeymand Rune Lekander
ex m.t. "NICOLINE MÆRSK"
6 April

Johan K. Knudsen
The Yard
10 April

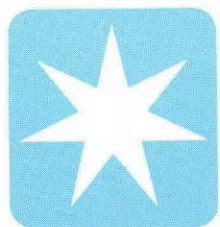
Sigrid Lund
The Yard
17 April

Chief Steward Helge Karl Johansen
ex t.t. "KAREN MÆRSK"
2 May



New local correspondent

With this issue of Mærsk Post Mr Lars R. Jakobsen, Jakarta, takes over as local correspondent after Mr Hans Blicher Hansen, now stationed in Los Angeles.



MÆRSK

The feeder vessel "Maersk Mango"
and the container vessels
"Louis Mærsk" and "Leda Mærsk"
in Hong Kong.

