

# america|letter

SUMMER 2015 | A BENEFIT OF MEMBERSHIP IN THE MUSEUM OF DANISH AMERICA

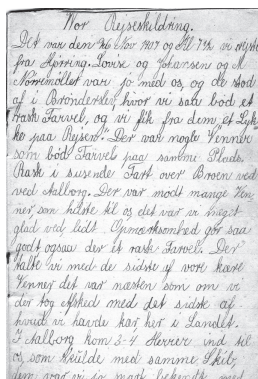


*Emma Mærsk #9, April 21, 2012.*  
Used with permission from Mærsk Line.

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travel by sea

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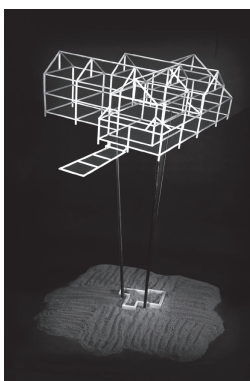


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# director's corner

On Saturday, June 6, I was at the Danish Home at Croton-on-Hudson in New York to speak at the home's annual *Grundlovsfest*. This is an event that brings the Danes of the New York City area together to celebrate Danish Constitution Day. This was a special occasion since the constitutional revision of June 5, 1915 gave Danish women the right to vote, well before nations like Great Britain and the United States took that action. It was fitting that the day began with a church service led by the pastor of the Danish Seamen's Church in Brooklyn. Appropriately, the pastor is a woman!

Following my presentation, several East Coast Danish Americans came up to me and wanted to discuss the Museum of Danish America. They had participated in the annual meeting of the Rebild National Park Society, which was hosted by the society's Heartland Chapter and our museum in April. (The Rebild Society organizes the largest and oldest official celebration of American independence outside the United States. This festival was begun in 1912 by Danish immigrants to the United States and takes place annually on the 4<sup>th</sup> of July in the Rebild Hills south of Aalborg, Denmark.)

Over 100 Rebild Society members from Denmark and the United States, including the Virgin Islands, attended the annual meeting in Omaha and Elk Horn. This was the first time many of them had visited their Museum of Danish America, and each was very impressed. Despite many of them being members and receiving the *America Letter* over the years, they did not realize the museum's scope and the professionalism of our staff.

One, in particular, wondered how we could fund, in his words, such a "world-class" institution. He wanted to know what our budget was, how many were on staff, and how we generated the revenue to operate. Since I had been preparing our budget for next year in advance of our annual June Board of Directors' meeting, this year held at the new Scandinavian Heritage Center in Portland, Oregon, I was very clear on where we were, both in terms of revenues and expenditures. What impressed him, as it does me, is the level of support we receive from members, both through annual membership dues and generous responses to our twice annual fund-raising drives. And yet, I

know that we need this level of support if we are to continue our active programming and enhancing our reputation.

A constant challenge for our museum, as with all museums, is that we really don't make and sell anything. Sure, we are enjoying success in creating traveling exhibits that venues across the country help to support through modest rental fees, but we don't make and sell a physical product, certainly not one that absolutely everyone needs and must have. What we do preserve are values, and hopefully, if we are doing our job, we help individuals to understand human behaviors and practices that are expressions of a cultural heritage.

Sometimes these are behaviors that we don't even think about until through an exhibit we are invited to step back and take a critical, objective look. If done well, the outcome should be a deeper appreciation and understanding of cultural practices that we may have taken for granted. This is at the heart of our current exhibit, *Skål! Scandinavian Spirits*.

What impresses me about this exhibit is that it is not just an exploration of how beer and



By  
John Mark  
Nielsen



then later aquavit became a part of Scandinavian culture. The exhibit also acknowledges what alcohol consumption has created for Scandinavian society. Despite knowing much about Scandinavian history, I was unaware of the “Great Nordic Intoxication,” when King Christian III of Denmark and Norway banned the serving of *brændevin* (aquavit) on holidays to prevent people from attending church drunk. Nor did I know that King Christian IV ordered parliament to meet at 7 a.m. so that members

were not too intoxicated to conduct the kingdom’s business!

As members and supporters of our Museum of Danish America, we can also be impressed by and proud of the fact that *Skål! Scandinavian Spirits* represents the **first cooperative** effort by the six Scandinavian-American museums, and **our museum** initiated and organized it! Moreover, to provide major funding for this project, we secured corporate support from Arcus A/S of Norway, a first for our museum as well.

I have the privilege of representing the Museum of Danish America and its wonderful and professional staff as I travel about the United States and in Denmark or as I work with organizations like the Rebuild National Park Society. I am always aware that what I do and what we as a staff accomplish begins with you! Your support matters and I thank you. As I thank you, I also invite and hope for your continued support.

# museum of danish america

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Rodger Rasmussen  
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Rochelle Bruns

### **BEDSTEMOR'S HOUSE STAFF**

David Thurston  
Trudy Juelsgaard  
Rochelle Bruns  
Doug Palmer  
Jill Raysby  
Jen Neville

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**To Contact Staff** Use the prefix for the staff member shown after E:, followed by @danishmuseum.org.

# the easiest gift you'll ever make

It's a fact that most donors neglect to leave part of their estate to charity. This is hardly surprising, since most Americans die without a will. But even among donors who have a will, most still do not leave anything to charity. Why is this so?

My guess is that many donors think that planned giving is complicated and costly. While this certainly can be true in some circumstances, for many, planned giving can be quite simple, and cost little or nothing. Most people don't even need to change their wills.

If you have savings, investments or life insurance that have beneficiary designations, all you need is to complete a Beneficiary Change Form provided by the financial institution. Those who are married would typically list charities among their contingent (secondary) beneficiaries.

So, how much should you leave to charity? The more appropriate question is, "How much do you *want* to leave to charity?" For some, it makes more sense to start by asking how much you want to leave to your heirs. I usually recommend stating your intentions as a *percentage* of the asset rather than a specific dollar amount, since you usually don't know what the value of the asset will be in the future.

What makes this kind of gift easy is that **1.** it just takes one form, **2.** you don't have to pay anything to make this change, and **3.** the gift is only complete when you know (for a fact!) that you won't need it. In other words, it's as easy as **1, 2, 3!**

Estate gifts like this are critical to the future well-being of many non-profits such as the Museum of Danish America. If you have any questions, please give me a call at 402.201.7024. *Tusind tak!*

## MUSEUM VISITOR HOURS

Monday-Friday 9 am – 5 pm  
Saturday 10 am – 5 pm  
Sunday Noon – 5 pm

Business hours are  
Monday-Friday 8 am – 5 pm

## GENEALOGY CENTER

4210 Main Street, PO Box 249

### May-October

Tuesday-Friday 9 am – 5 pm  
Saturdays 10 am – 5 pm

### November-April

Tuesday-Friday 9 am – 5 pm

Research assistance appointments  
welcomed to 712.764.7008.

## BEDSTEMOR'S HOUSE

2105 College Street

### Memorial Day – Labor Day

1 pm – 4 pm

## ADMISSION

Museum members FREE  
with membership card  
Non-member Adults \$5  
Children (ages 8-17) \$2

Price includes one-day admission  
to Jens Dixen House, Jens Jensen  
Prairie Landscape Park, Genealogy  
Center, and Bedstemor's House.

All facilities are closed on New  
Years, Easter, Thanksgiving, and  
Christmas.



By  
Paul D.  
Johnson

Paul Johnson is a CFP® professional under contract with the Museum of Danish America to assist its donors with planned giving. More about Paul can be found in the Spring 2015 *America Letter*.

# board of directors holds its 100<sup>th</sup> meeting in portland

Board members and staff met June 11 – 13 at the Scandinavian Heritage Foundation's new Nordic Cultural Center. Not yet open to the public, the Grand Opening of this 10,000 square foot structure was held the last weekend of June. Executive Director Greg Smith and his staff warmly welcomed our group and we were honored to be the first to gather in the stunning, airy, sleekly designed building. The influence of Nordic design is seen in the simple lines, prominent use of wood, and walls of glass and skylights that allow natural light to fill the space. The building features a great hall, a café/coffee bar and commercial kitchen, an art gallery, multipurpose board room and offices.

Our lunches were an array of open-faced sandwiches, side salads, fruit and baked goods, enjoyed outdoors on the patio, provided by restaurateur Peter Bro, owner of Café Broder, Broder Nord and All-Way. Bro will manage the on-site café at the center.

Board action included the election of four new board members – David Esbeck (San Diego, CA), Randall Ruggaard (Hudson, OH), Ole Sonnichsen (Bjert, Denmark) and Carl Steffensen (Houston, TX). After the meeting took place, President Garey Knudsen contacted Peter Nielsen (Naples, FL) who agreed to serve one-year of an unexpired term left

vacant by a recent resignation. New board members will officially assume their duties at the October meeting in Elk Horn. The board also adopted a Code of Ethics, which is an important step as the museum seeks accreditation.

After the meeting was adjourned on Saturday afternoon, board members and staff attended the 87<sup>th</sup> Midsummer Festival sponsored by the Scandinavian Heritage Foundation and the League of Swedish Societies. The museum's booth had a steady crew of museum representatives including Danish interns, board members, and staff.



By  
Terri  
Johnson

**Midsummer Festival** Board members Glenn Henriksen, Kristi Planck Johnson, Dorothy Stadvold Feisel and Linda Steffensen at the museum's booth.

# where are they now?

**HELENE AMTER CHRISTENSEN WAS THE MUSEUM'S THIRD DANISH INTERN. READ WHAT SHE IS UP TO NOW, 10 YEARS AFTER HER TIME IN ELK HORN.**

At Aalborg University I studied Tourism, and as part of my Master's program, I had my internship at The Danish Immigrant Museum during the fall of 2005. Since I had spent a semester at Dana College in Blair, Nebraska in 2003, where I gained great friendships, it came naturally to me to travel back to the area that I loved.

I grew up in a small town in Northern Denmark, and I love the rural areas. This is why it did not take long before I felt at home in Elk Horn – also because my colleagues and the local residents of Elk Horn were very welcoming and open-hearted. The museum had an old Volvo for the interns' disposal, which I really loved. I visited friends in the area, did some sight-seeing, and not least, visited the city of Omaha.

My internship at the museum taught me a great deal about market research, marketing, and also representing a tourism site at different events -- experiences that I could use further on in my career.

Right before Christmas, I said "*På gensyn / See you later*" to everyone. Five months later in Denmark, I was struck by lightning – I fell in love, got engaged, started a business with my fiancée, finished my thesis, got my Master's degree and finally got married – all within a year. All my thoughts and effort went into our business, luxury cross-country horseback riding tours.

Along with the business, I have had a number of projects in the tourism industry. I really enjoy working in the industry and gaining a great deal of knowledge. In 2011, I was lucky enough to get an opportunity to work at a five-star hotel in Skagen, Ruths Hotel, as a Marketing Manager. After a year, I decided to stop working as a Marketing Manager because I did not like who I was when working as a manager in the hotel industry, and I especially did not like what all the working hours did to me and my wife. Therefore, I changed lanes, and since 2012 I have worked as a waitress, restaurant manager, in the fishing industry, as a supporter at a web hosting company, and now in the Danish postal service, PostDanmark.

So far it has been quite a journey, career-wise. I have learned so many things, both academically and personally, and now I have started my own business called Hacways. Hacways designs unique and personal heritage tours in Denmark for Danish Americans. When visiting Denmark, or any other country, of course, you want the perfect vacation. Perhaps it is your once-in-a-lifetime vacation. This is where Hacways comes in. Hacways specializes in helping Danish Americans plan their vacation in Denmark -- whether it is a traditional vacation or a unique heritage tour visiting the places the immigrants lived and worked before they immigrated to America.

I live in the rural area of Hals (a small town east of Aalborg) with my wife and horses, cats, dogs, and chickens. I have not been back to Elk Horn since my internship, but I plan to go next year, which I look forward to.

I invite you to visit Hacways at [hacways.com](http://hacways.com) or find us on Facebook!



01



02

By  
Helene Amter  
Christensen

01. Early fall 2005 Helene washing her feet after a particularly dusty day at an event booth for the museum. 02. Helene today, working on her business, Hacways, a Danish vacation planning and travel guide service.

# the kingdom within denmark





*The Edith Mærsk in Hong Kong.*  
Photo credit: Mærsk Line Flickr, 2012.



Anyone who is familiar with international shipping will recognize the unique seven-pointed star and the distinctive blue of the Mærsk Line, the Danish shipping company founded by A.P. Møller. Today, this company boasts the largest container ships plying the seven seas and serving ports throughout the world. Nils Jensen of Portland, Oregon, a Danish immigrant to the United States and a former employee of the Danish East Asiatic Company, which rivaled the Mærsk Line until the 1970s and 80s and a former board member of our museum, has written an informative piece about the Møller family and the Mærsk Line.

The Museum of Danish America is especially grateful to the A.P. Møller and Chastine McKinney Møller Foundation as it provided the funding to create the museum's *Digital Library of Danish American Newspapers and Journals*, a free resource available on the museum's website: [www.danishmuseum.org](http://www.danishmuseum.org).



The title of this article, The Kingdom within Denmark, may sound a little audacious, but if you consider the size of Denmark and the size of the A.P. Møller-Mærsk organization, you will realize how large and important this company is and how much value it brings to Denmark -- value that is often overlooked by some Danes.

Anywhere you go in the world, you will see the light blue shipping containers with their seven-pointed star rolling down the road, or you may be watching the large light blue ships with their Danish flag proudly waving from their stern sailing through the Golden Gate Bridge and other waters of the world. As a Dane you can be proud of this sight. Maybe the A.P. Møller concern is better known around the world than Denmark itself. Well, A.P. Møller has been good to Denmark, but then Denmark has also been good to A.P. Møller.

This article will cover four aspects of this great company:

- 1 | How did it all start?
- 2 | What happened to the company during WWII?
- 3 | The A.P. Møller family and Mærsk McKinney Møller
- 4 | What does the future hold?

So let us see how this 111-year-old company became so large and successful. To find out about this, we must go back four generations.

**CAPTAIN HANS PETER PETERSEN MØLLER (1810-1881)**, hailed from the small island of Rømø, on the west coast of Jutland. The Captain was visiting his friend, an ambitious ship owner, Hans Nielsen Jeppesen, in the little fishing village of Dragør east of Copenhagen. Captain Petersen Møller had a son by the name of **PETER MÆRSK (1836-1927)**, and Hans Nielsen Jeppesen had a daughter named Anna. A marriage was planned and when Peter Mærsk came from Rømø to Dragør in 1862, he became engaged to Anna. Jeppesen appointed his new son-in-law to Captain of one of his sailing ships.

Even though the marriage had been arranged, the two young people generated a deep love and respect for each other. They moved into a house owned by the father-in-law, and their first child, Arnold Peter Møller, was born there in October 1876. He was the only male member of the family who did not take the name Mærsk. The whole family soon realized that Arnold Peter was a very unique person, who had inherited most of his traits from mother Anna.

Peter Mærsk was a deeply religious person who did not appreciate all the drinking that took place in Dragør. His relationship to his father-in-law was excellent, however, and he soon became part owner of a large sailing vessel, the *Valkyrien*, which he sailed to the Mediterranean and the West Indies. The ship suffered a wreck off the Scottish coast on a return trip from the U.S.A., and Peter Mærsk almost lost his life.

Upon his return to Dragør, he learned that his father-in-law had drowned, and since the family of his in-laws had never been fond of this deeply religious man, he was soon ostracized. Both he and Anna were asked to leave their house, so Peter Mærsk found himself without a ship, house, or income.

The couple went from house to house in Dragør in an attempt to raise money for a new ship for himself. It was quite evident that Anna was the driving force behind these efforts. She was determined to prove to the rest of the family that she and her husband were born to be in shipping.



By  
Nils  
Jensen

Nils Jensen is a former member of the museum's Board of Directors and resides in Portland, Oregon. Credits: Jan Cortzen, "Myten Møller" & Peter Suppli Benson et al. *Mærsk, Manden og Magten*.

Being unsuccessful in their efforts to raise money, they moved to Svendborg on Funen. Times were tough for Peter and Anna and their growing family. Peter Mærsk soon gave up the idea of owning a ship. This opportunity presented itself, however, when a ship owner in Copenhagen went broke, and with the support of some British connections, he was able to buy a small steamship named *Laura*. On her black smokestack she carried a blue belt with a white seven-pointed star emblazoned. The star that we have all seen had a very special meaning to Peter and Anna. It is said that on a voyage where Anna was onboard, she became seriously ill, and Peter thought she would die. He would later write in his diary that the little star on the black smokestack reminded him of the night he prayed that she would survive. He wrote in his diary: The Lord listened to my prayer!

The ship never generated much profit, and he soon gave up as captain of the vessel. But Anna was not ready to give up, and the situation did not really improve until their son, Arnold Peter Møller, got involved in the family business.



**A.P. MØLLER  
(1876-1965)**

In his early years Arnold Peter did not appear specially gifted. He was second

to last in his class. He often said, "I will never be the last, that rank is reserved for my brother Oluf." He and his brother were often teased because of their Dragør

dialect, since all the other boys were speaking with the singing tone of voice so particular to Funen. Hence A.P. and his brother were often seen in fistfights with the other boys – that made him tough!

At the age of 14 he became an apprentice at a grocery store, where he worked from 7 a.m. to 9 p.m.; Saturdays one hour longer, and Sunday until noon. In between, he studied English and German. Today such a work routine would appear unbearable, but A.P. always remembered those years as some of his best and later recalled that it was during those hard years that he gained the most.

He eventually decided that he was not going to be a grocer, and as a 20-year-old, we find him in Newcastle, England, where he had landed a job with a business connection of his father. Later he moved to the east Prussian city of Königsberg, where he was employed at an export company. In 1899 he moved again to a steamship company

in St. Petersburg – The Danish-Russian Steamship Company. He learned how to operate a shipping company, and things started to move fast for him.

At the age of 27, A.P. returned to Copenhagen and landed a job with a well-known Danish shipping company, C.K. Hansen. He advanced rapidly and the owners soon realized the special quality of this young man. He now demanded to manage his own ship within the company. They turned him down.

When he returned home to Svendborg his mother was delighted with her son's success at C.K. Hansen and realized that he had those special qualities of a ship owner that her husband was lacking. In Svendborg they bought a house, which they named Villa Anna. This became the company headquarters. During a meeting the family decided to start a new shipping venture, which was appropriately named *Dampskibsselskabet Svendborg* (The Steamship Company Svendborg). In 1904



01. *Laura Mærsk* in the icy waters of Greenland circa 1919-1937.

they raised sufficient funds to buy a steamship with tonnage of 2,000 tons. The ship bore the name *ADA* and was later re-christened *Svendborg*.

Anna had an active participation in running the company and was soon joined by A.P.'s sister, Hulda. Hulda was a schoolteacher and became the head accountant. She was intelligent and strong, and A.P. would say about his sister, that if she had been a boy, she would have been able to beat him. When Anna passed away in 1922 at the age of 70, she had witnessed the growth and success of the company, and proved to the family in Dragør that they could indeed manage on their own.

The company had now grown so large that there was no longer sufficient space in Villa Anna. So A.P. decided that it was time to move their headquarters to

Copenhagen. The company had, at that time, three ships, and while A.P.'s father was officially listed as the General Manager of the company, it was really A.P. who ran it. He did all this while working for C.K. Hansen. The management of C.K. Hansen was given the ultimatum to either take him on as a partner or he would leave. They said "No," and he left.

A.P. was experiencing difficulties with his board and now took a daring chance to spin off on his own to establish another steamship company, "The Steamship Company of 1912." The start-up capital was Dkr. 50,000 and the bank lent them an additional Dkr. 275,000 and took collateral in the ships. After the first year in operation, the shareholders were paid a whopping 105% in dividends.

The real success was achieved during WWI. Freight rates went sky high; since both the British and Germans were so busy fighting each other, their tonnage was not available. Since Denmark was a neutral country, the demand for her shipping capacity was overwhelming.

A.P. had been prepared for an event of war and had even included a war provision in his shipping contracts, which gave him protection in case his ships could not sail due to hostile activities. No other ship owner had thought about this eventuality. Their share prices and those of other Danish shipping companies increased by over 325% during these years, and while other ship owners felt they had to pass the

profit on to their shareholders, A.P. resisted, and instead used his earnings to buy more ships. Furthermore, other owners would sail with cargo of any kind, no matter what and for whom, as long as they earned good money. A.P. realized that after the hostilities, one's reputation could be at stake. So he had set some very strict rules in this regard.

One could say that it was during these war years that today's A.P. Møller organization became firmly established. Before the war the company had a net asset of Dkr. 581,000, which had now grown to Dkr. 19.5 million. In 1919 it was the largest shipping company in Denmark. A.P. bought a large amount of the shares of his company, thus becoming the wealthiest man in Denmark. Up to this time, all his ships were powered by steam, and he decided to invest in a brand new propulsion for his ships: the diesel engine. The first vessel was christened *Leise Mærsk*. It should be mentioned the world's first ocean going, diesel-powered ship was the East Asiatic Company-owned *Selandia*, which made her maiden voyage in 1912.

It was time for A.P. to cast his eyes abroad and start a company overseas. In 1919 he opened his office in the U.S.A., where his cousin Hans Isbrandtsen already had a shipping operation. Hans was the son of Anna Møller's sister, Nicoline. Although the relationship of the two families had soured during the Dragør days, it had now improved. Jointly they established the Isbrandtsen-Møller Co.

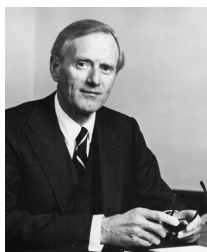


02

**02. Aktieselskabet Dampskibsselskabet Svendborg** (the Steamship Company Svendborg) was established on April 16, 1904 in the town of Svendborg.

While other shipping companies hesitated, A.P. could see the potential of offering the transportation of oil, and now started to invest in oil tankers. This was another example of being in the forefront of ocean transportation, since the demand for this service increased considerably.

When his father Peter Mærsk passed away in 1927, A.P. became the sole operator of the company, which had by now grown to 35 ships. After a modest start 24 years earlier, A.P. had become one of the most important and influential persons in Denmark.



**MÆRSK  
MCKINNEY  
MØLLER  
(1913-2012)**

Mærsk was born in 1913. Since his father, A.P., had

married an American woman, Chastine Estelle Mc-Kinney, in 1910, he learned the English language at a very early age. English was spoken extensively in their home. His full name was actually Arnold Mærsk Møller, but he soon dropped his first name. He did well in school, and his father brought him up with a great amount of discipline. At an early age he was taught duty before pleasure and always to be careful with money. These were good family values and work ethics, which were arguably instrumental in creating the man he became. He always reflected back on his childhood as being a very pleasant part of his life.

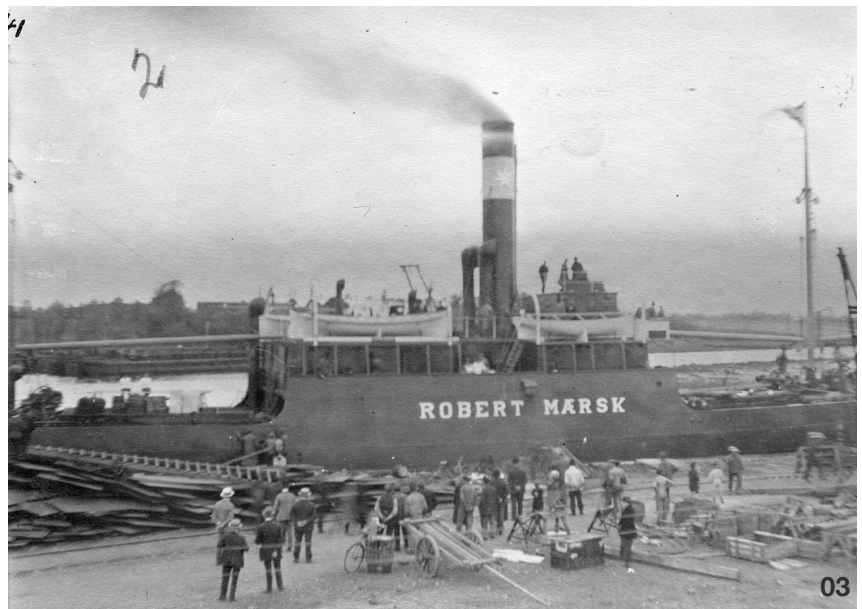
Prominent persons from industry and the political world frequently visited their home, thus Mærsk became accustomed to dealing with important people. Also one of his classmates, a young lady named Emma Marie Neergaard Rasmussen often visited the Møller home. Eventually they fell in love and married.

Maersk landed his first job with C.K. Hansen, just like his father. He was educated in economy, administration, and shipping. In the following years he held jobs in Germany, France, and England. When he returned home in 1938, he was given the position as *prokurist* (Department Manager) at the Møller Company.

In the gloomy years prior to WWII, A.P. became somewhat obsessed with a report that Denmark had undermined its ability to defend

itself against foreign invasion, and he voiced his opinion clearly in various Danish publications. He felt that Hitler was on the right track preparing Germany for war.

A.P. had several ships built in Germany and gained quite a bit of knowledge of happenings inside that country. His instinct told him what was going to happen. He was prepared for any eventualities, and it has been reported that he even knew the date of the German invasion of Denmark on April 9, 1940. How he found out so early has been subject of much discussion. Maybe his shipping agents in various parts of Germany had informed him. Also, his ships plied the high seas, and they might have reported movement of German naval vessels in that area. No one knows for sure.



03. Robert Mærsk leaving Odense Steel Shipyard in 1920.

The company had issued a standing instruction to all the captains on A.P. Møller ships – 46 at that time - that in case of war they should seek a neutral port. What that meant was that they should avoid any ports controlled by the British Empire. The reason being, if they entered such ports, they could be confiscated for war activities and paid a token amount for their services. Whereas, by entering a neutral port, the Møller Company could negotiate a reasonable charter price for their services.

Another plan put into effect was to move his main operation to New York, where his cousin Hans Isbrandtsen had his headquarters. On May 22, 1940 Mærsk Møller married Emma, and shortly thereafter the newlyweds left for New York to take care of the company's interests. Isbrandtsen took over the Møller operation and its ships and basically ignored young Mærsk. Denmark was, however, viewed with some suspicion by the Americans due to the easy occupation of that country by the Germans. The decision was made to change the name from A.P. Møller to Ismolco, thus de-emphasizing the Danish connection.

Isbrandtsen started to negotiate with the American authorities for the best shipping rates and made certain that the U.S. authorities did not gain the impression that they were negotiating with a Danish company. The relationship between Isbrandtsen and Mærsk did not pan out very well, and soon young Mærsk moved out

and established his own office to take over the control of the company himself. Naturally, Isbrandtsen became very upset by this move and complained to A.P., but A.P. backed his son completely and severed their relationship.

Mærsk went to work with energy and enthusiasm and performed the job magnificently.

A.P. had become increasingly frustrated with the government in Denmark in the way they handled the German occupation. He joined forces with other important conservative business leaders in a group known as the *Højgaardkredsen*. These men were unhappy with Prime Minister Stauning and his administration, which they felt was too weak to deal with the Germans. Their man was the conservative party member John Christmas Møller. The group decided to pay a visit to King Christian X and ask him to dismiss Stauning in favor of Christmas Møller. Initially, the King appeared to be receptive to this proposal, but the next day they learned that the King had reported this meeting directly to Stauning, who immediately informed the parliament about A.P. and his group's efforts to oust him. *Højgaardkredsen* was subsequently disbanded.

The war escalated with U.S. entry, and the U.S. government confiscated all Danish flagged vessels within their territory, including some of the Møller ships. Danish ship owners banded together to try to persuade the

U.S. government to charter their vessels and thereby pay the owners a reasonable compensation for their use. Mærsk Møller played an important part in these negotiations. He wanted to prove to his father that he had made the right choice by putting him in charge of the company's interests in the U.S. There was no direct communication between Denmark and the U.S. during these war years, and the only way that father and son could communicate was by A.P. going to Sweden and sending a telegram to the U.S. Mærsk again changed his company's name to Interseas Shipping Company in order to avoid conflict with the U.S. and Britain.

During those war years Mærsk realized that the future of shipping was not in a tramp (unscheduled) service but in offering scheduled liner services. The war had ended, and Mærsk returned to Denmark to a father proud of his son's accomplishments. Challenges awaited young Mærsk. Prior to the war, the company owned 46 vessels, and in 1945, at war's end, only 21 were left. Intense negotiations with the U.S. and England to receive compensation for the lost ships and payment for their use during the war ensued, and it was not until 1958 that President Eisenhower released the final payment. Just getting paid for the value of their ships satisfied most ship owners, but

A.P. was not entirely satisfied with this settlement; he wanted all of his vessels back that had not been lost but were still being operated by foreign governments.

Eventually he succeeded in getting 6 of his vessels back. A.P. was always thinking long term. Whereas he had no intention of retiring, despite his advanced age, he was planning for the future by creating a testament in form of a foundation – the “A.P. Møller and Chastine Mc-Kinney Møller Foundation.” He, however, did not specify who was going to be in charge of the company after his death.

The foundation had three goals:

- 1 | To ensure that the two shipping companies: *Dampskibsselskabet Svendborg* and *Dampskibsselskabet* of 1912, and as well as the newly-formed Odense Shipbuilding Company at Lindø would continue in the spirit and by those traditions he had established.
- 2 | To ensure that his heirs could live comfortably.
- 3 | To support people in need.

Mærsk immediately put his U.S. business knowledge to work upon his return. The Møller organization became a worldwide operator and soon started to build super-size oil tankers. Another great venture, since these tankers eventually accounted for about 82% of the shipping revenue.

With a good revenue flow, they were looking for other investments, one of which was the *Lindøværft*, Lindø Wharf, on the island of Funen. It was supported by a lucrative tax treatment from the Danish government. It became the largest project in Denmark at that time and was operated entirely with U.S. business practices in mind.

One day A.P. came home and told his family that he was going to invest in oil fields off the Danish coast. The family tried to talk him out of this crazy idea, but to no avail. Rumors were swirling around that the German oil and gas company DEA wanted to develop these fields and had negotiated with the Danish government for the concession. When A.P. heard about it he declared: No way – these fields must stay in Danish hands! Mærsk himself was not particularly happy about this decision either, since he had his plate full of other activities. Due to A.P.’s lack of expertise in oil exploration, it took them a long time before they got started, and the Danish government became increasingly impatient. Eventually the work got started and has since been very rewarding to the Møller organization.

The next major business venture was a joint venture with a man named Herman Salling, who had the idea of starting a supermarket chain in Denmark. Soon the Føtex stores sprouted up all over the country – another good investment, and again, ahead of anyone else. Mærsk Air was

another successful business venture.

Throughout these years, A.P. and Mærsk Møller gained respect and influence with international business and government leaders; they were both frequent guests at the White House.

In 1965 A.P. passed away at the age of 89, but there was now a new, well-trained, bright and hardworking skipper at the helm: Mærsk McKinney Møller. A.P. had become one of the greatest icons in the history of Denmark. The question was now: could his son step into his shoes? Mærsk had a different and more modern way of leadership, but the old man’s philosophy of life was still very much embedded in him.



**04. Emma Mærsk** Taking advantage of the growing demand for oil products, A.P. Møller ordered five tankers to be delivered in 1928. Crude oil tankers were the core shipping activity until the mid-70s. **05. Mærsk Drilling** In 1972, Mærsk Drilling was established to own and operate drilling rigs for companies with interests in oil exploration.

Mærsk started his own routine of modern business management. He was bright and had a sharp memory. When an associate presented a case to him, he better know all the details about the subject, or Mr. Møller would send him back to do his homework. His excellent contact with influential business leaders around the world offered him board positions at several major companies, including IBM whose CEO, Mr. Watson, would later report that

Mærsk would not say a lot during the board meetings, but when he talked everybody listened, and he was arguably the most effective member of the board.

Maersk was very much in favor of Denmark joining the European Union and had undoubtedly influenced the decision in that direction. He had maintained a close connection with the royal family, and Queen Margrethe christened two of his vessels. He

was particularly close to the now deceased Queen Ingrid.

In 1972 Mærsk commissioned nine large container ships, each having a capacity of 1,200 twenty-foot containers, at that time the largest. That was one of his most daring projects. Mærsk had initially hesitated entering the container traffic business, but when visiting the large U.S. container company Sealand in the U.S., he witnessed the efficiency of handling cargo in containers rather than individually. He later acquired that company.

The tanker business proved to be one of his best investments. That came to light during the Six-Day War between Egypt and Israel in 1967 when the Suez Canal was blockaded, and the ships had to sail around the tip of Africa to get to Europe.

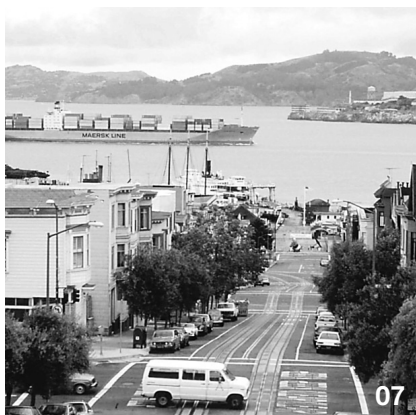
Mærsk was now turning 60, and it was time to look for a new person to lead the company. Mærsk had three daughters and ten grandchildren, but no sons. His daughter Ane appeared to have the greatest potential and would probably have been chosen, had she been a boy. There was no problem for a woman to be the owner and member of the board, but she appeared not interested in being the daily leader. All of his sons-in-law had, at one time or another, worked for the company, but none worked out.

When looking for a successor, outsiders were tested for this important post. The routine was that the candidate chosen would first act as Mærsk's personal assistant. He was particularly interested in having a lawyer in



**06. Inauguration** Mærsk Mc-Kinney Møller and A.P. Møller at the inauguration of Danbritkem, Scandinavia's first petro-chemical feedstock based plant, on June 19, 1962.

the post. Mærsk was a hard act to follow, and many of the younger men had a hard time keeping up with him. They typically worked from 7:30 a.m. to 7 p.m. There was never any doubt who made the decisions, and Mærsk had the ability to micromanage his company, despite his enormous workload. Also, he was not fond of using the time-tested “commando way,” i.e., going through each management layer. He would frequently go directly to the man on the floor who had the information he was looking for and talk to him, and thus bypassing his superior.



In August 1990 the Gulf War started, and the U.S. armed forces were in dire need of ocean transportation for their equipment and supplies. Mærsk wanted Denmark to give more support to the war actions, and when the U.S. government approached Denmark for support, the Danish Foreign Ministry immediately contacted Mærsk. Mærsk was ready to help and put at the United States’ disposal a number of large ships at no cost. The A.P. Møller organization has always had a close and warm relationship with the U.S. Government, and several medals of gratitude have been bestowed upon it.

At approximately the same time, the government changed from Social Democrats to the Conservative Party, which suited Mærsk just fine. The shipyard Lindø, also known as Odense Steel Shipyard, had received financial support in some form from the government, but not nearly as much as shipyards in other European countries, thus making Lindø less competitive.

Mærsk was unable to change this situation, which resulted in the firing of 1,100 workers at the yard. Mærsk started to attack the Conservative Party through the media, which in turn attacked Mærsk. Curiously enough, the role between the Conservatives and the Social Democrats now reversed: The latter came to Mærsk’s assistance to ensure continued employment for the workers at Lindø. This resulted in increased financial incentives and support to the yard. 09

Mærsk had now turned 80, but it was no time to retire. His next major project was to build the world’s largest container ship, capable of handling 4,200 twenty-foot containers. These have since been surpassed by the newest fleet of Maersk ships capable of carrying 18,270 twenty-foot containers. Competition for freight on the Atlantic became quite severe, and one of the major competitors was P & O Lines. The two giants decided to meet and eventually formed a joint venture. Mærsk later bought that company. To gain better control of freight traffic on the Pacific Ocean, he arranged another joint venture with the U.S.’s Sealand and subsequently purchased the company in 1999.

A lot of credit can be given to Mærsk for what he has done for Danish heritage and culture. He bought Dock Island, *Dokøer*, outside Copenhagen in 1999 and built the new and impressive Opera House, which he then handed over to the Danish State in 2004. The restoration of the famous frigate (warship) *Jylland* dating back to 1860 is another

07. San Francisco Lars Maersk in the San Francisco Bay in 1984. 08. China Maersk container in China. 09. Shipyard In 1992, Lindø/Odense Steel Shipyard produced the world’s first double-hulled supertanker. It also produced three of the world’s largest container vessels in less than ten years. The global financial crisis led to the closure of Lindø in 2009 with its last ship delivered in 2012. ►

example of his generosity. Without his initiative and funds this great ship would probably have gone slowly to its demise. The list goes on and on. (Unfortunately, these great gifts to Denmark are not always appreciated as they should be.)

He was proclaimed this century's most important Danish industrial leader and received the "Knight of the White Elephant," the highest Danish order. Mærsk retired from the Board of Directors in 2003 and Michael Pram Rasmussen was chosen as Chairman of the Board.

We have followed this great organization for over 130 years and witnessed how it has thrived in good as well as bad times. It always seemed to come out on top even in the darkest hours of the world's history. The simple answer to its success is embedded in A.P. Møller's doctrine, which has navigated them through difficult times:

- 1 | Always conduct business with: *rettidig omhu*, "with timely care."
- 2 | "It is always important to protect your good name and reputation, and damage control should always be part of your job. If something bad happens to your company, get on top of it right away, before it takes over." We saw an example of this in 2005 during the publication of a cartoon of Muhammad in the Danish newspaper *Jyllands Posten*. The entire Mærsk organization got into action to condemn this

satirical cartoon, and because of this timely action, they did not suffer any damage to their reputation or property.

- 3 | "Companies may be unique in their own way, and may not be equally suitable for everybody. You have to adapt yourself to the way the company operates. You either conform or you are out." The Mærsk organization has an excellent training program for their young employees, and during the training period, management can observe the person's performance.

Mærsk Mc-Kinney Møller passed away on April 16, 2012 at the age of 98. At the time of his death, according to Forbes Magazine, he was among the world's richest men. However, he was extraordinarily generous. This generosity stemmed from a family philosophy, dating back to his father, A.P. Møller: "*Den*

*der har evnen har ogsaa pligten*," which translates to, "Those who have the ability also have the obligation."

What does the future hold for this great organization with the passing of Mærsk? The family and company have looked to the next generation for leadership. There are no males in the next tier of family members, but his youngest daughter, Ane Mærsk Mc-Kinney Uggla, has assumed her father's position as Chairman of the A.P. Møller and Chastine Mc-Kinney Møller Foundation.

Also, Ane has two sons who appear very promising: Johan Pederson Uggla and his brother Robert Mærsk Uggla. Both have shown great potential, and we can expect that one day another Mærsk member will take the helm of the company, and we shall continue to see the blue containers and ships with the seven-pointed stars plying the seven seas – a sight of which Danish people and those with Danish heritage around the world can always be proud.



10

**10. Triple E** Today, Mærsk's Triple E class of container vessels are some of the largest in the world and have a capacity of 18,270 20-foot containers.



## THE 5 PRESENT-DAY BUSINESS AREAS OF MÆRSK

Mærsk Line

Mærsk Oil

Mærsk Drilling

APM Terminals

APM Shipping Services,  
comprised of Mærsk Supply  
Service, Mærsk Tankers,  
Damco and Svitzer

**Around the globe, Mærsk  
vessels call a port every 15  
minutes.**

**The Mærsk Group has  
operations in 130 countries  
and is the world's largest  
container shipping company.**

**In terms of revenue, it is  
Denmark's largest company  
and the second largest in the  
Nordic region.**

## CEOs

1904-1965

A.P. Møller

1965-1993

Mærsk McKinney Møller

1993-2007

Jess Søderberg

2007-Present

Nils Smedegaard Andersen

**11. Family** Ane Mærsk Mc-Kinney Uggla and family in June 2013.

# maritime memories

For several generations, travel by sea was one of the most common forms of transportation. Large ships and small, first class and steerage, calm seas and storms, immigration and battle – there are many, many stories about how people moved from place to place to explore, to war, and to live. Within the museum's collection are several examples of ship models, photographs of people traveling, and art depicting maritime scenes.

## BATTLESHIP JUTLAND

One of the ship models, this one interpreting the Danish battleship *Jutland*, was constructed by Christian A. Skow of Florida. Skow, who was born in Fredericia, Denmark in 1892 and later immigrated to the United States, obtained the plans for this model from a Danish naval shop while he visited his native country in the early 1950s. Over the course of three years, Christian steamed each plank into shape and

used materials from Denmark, Michigan, and Florida. The model was completed in 1954. Countless hours were spent fashioning and gluing each piece, attaching the ropes, and painting the entire model. The end product is a gray, beige, and brown model with small red and white Danish flags along the sides. The model measures 47" tall, 53" long, and 10" wide. Once completed, Skow displayed the ship on his living room wall before it was given to the museum in 1994.

## HAABET SHIP

In many traditional Danish and Danish-American churches, one finds ship models hanging in the nave. This tradition was popular throughout Europe, and adopted in Denmark following the Reformation. The ship symbolizes the church. One of the ships in the museum's collection originally hung inside St. Stephen's Evangelical Lutheran Church in Chicago. Mrs. Jens Gregersen purchased the model on a trip to Denmark in 1911, the model costing about \$600. She commissioned it to be



By  
Angela  
Stanford

01. Battleship *Jutland* Christian Skow shown with his grandchildren in his workshop, the battleship *Jutland* in front of them. (1994.205.001) 02. *Haabet* Detail of the figure attached at the front of the model. This ship, called the *Haabet* (*Hope*), is the largest in the museum's collection. (1996.009.001)

completed out of appreciation for returned good health after a serious illness. The model hung in both the original church building at Vincennes Avenue and 64th Streets and in the new one at 85th and Maryland Streets, before being donated in 1996. This is the largest of the museum's ship models, measuring 58" tall, 76" long, and 27" wide.

### FREDERICK VIII PAINTING

Several paintings, prints, and photographs document maritime travel as well. Art created from memories of travel and photos taken during the immigration voyage all find their home in the museum's collections. One such painting, very small and measuring only a little less than 11" x 9", features the ship *Frederik VIII*, a coal burner. Painted by Hans Skålagard, this was the ship on which the donor, Svend Andersen, left Copenhagen on June 2, 1927, and arrived in Hoboken, New Jersey on June 13.

### MOTHER-DAUGHTER PHOTOGRAPH

Just a few years ago, photos of Annelise Clement Stoaks and her mother Magda Clement traveling onboard the *M/S India*

were donated to the museum as part of a collection of more than 1,100 pieces that document Annelise's life and the lives of her parents. Annelise was born in Japan in 1929 to Danish parents. Her mother had gone to Japan before World War II to design hotel interiors. Annelise's father Aage had also gone to Japan before the War, working for Ford Motor Company. The two met and then married in 1926. Aage was arrested and detained beginning in 1941 as the War began. After his release at the end of WWII, he returned to his wife and daughter, who had remained in Japan, and the family left for Denmark and then the United States. Annelise would have been around 18 years old at this time.

### DIARY

A recent museum acquisition is a diary written by Chris Fredericksen, a Danish immigrant who travelled to the United States with his younger sister in 1907 aboard the *Lusitania*. This British ocean liner was, at one time, the world's largest passenger ship. In 1915 it sank after being torpedoed by a German U-boat just 11 miles off the coast of southern Ireland.

The Fredericksen diary chronicles his experience from the point of leaving home, time spent on the ship, and making his way through his port of entry in New York to where his fiancée was located in Chicago. It adds a very personal and intimate look at sea travel to the museum's collection.

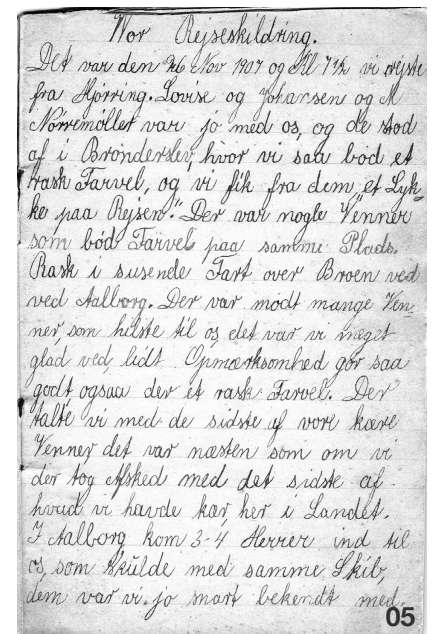
Modern travel is often faster, safer, and much more comfortable than in previous generations, making one pause to appreciate the risk it took to leave one's home with the uncertainty of the trip and of what would lie at the end of the journey. The artifacts that document those migrations will always be important illustrations, not only of the reality of travel, but of the boldness and adventurousness of people.



03



04



05

03. Painting The *Frederick VIII*, as painted by Hans Skålagard. (1996.031.006) 04. Mother-Daughter Annelise Clement Stoaks and her mother Magda Clement onboard the *M/S India* as they left Denmark for the United States in 1948. (2011.013.532) 05. Diary First page of Chris Fredericksen's diary of his immigration aboard the *Lusitania* in 1907. The museum has a complete English translation of this 27-page diary. See page 28. (2015.010.001)

# two exhibitions highlight the work of contemporary artists

## ***Glass and Mosaic by Helle Scharling-Todd***

On view through September 30, the career of Danish immigrant Helle Scharling-Todd is represented by glass, mosaic, metalwork, and silkscreens. Born and raised in Denmark, Helle Scharling-Todd has lived in California since 1980. Her training and career has encompassed many countries, including Italy, Ecuador, Germany and Mexico. Scharling-Todd is best known for art in public spaces – libraries, parks, schools, churches, and other places where art becomes integrated into daily life. The works on display at the museum represent the range of her work in smaller formats, suitable for a gallery setting.

## ***Sense of Place: Photographs of the Danish Villages by Diana Velasco***

*Sense of Place* shares photographs of public places throughout Elk Horn and Kimballton. In November 2014, community members in the Danish Villages participated in an artist-in-residence project with Danish photographer Diana Velasco. Participants completed postcards that identified public spaces with significance in their lives. Velasco then created this set of photographs, based on the locations identified by community members. The written responses that inspired the photographs are displayed with the final photos. The *Sense of Place* project was funded in part by a grant from the Iowa Arts Council.



01



02



03



By  
Tova  
Brandt

01. *From the Earth III*, 2004, Mosaic with rocks. 02. Gallery view. 03. This photo was inspired by local memories of horse-drawn sleighs.

## also on view

### ***Skål! Scandinavian Spirits***

**Presented by Aalborg and Linie Aquavits**

Explore the cultural history of beer and aquavit in Scandinavia and Scandinavian-American communities. On view at the Museum of Danish America through October 25, then beginning a national tour to other museums.

Nordic Heritage Museum, Seattle ..... December 11, 2015 –  
February 28, 2016  
Swedish American Museum, Chicago ..... April 1 – June 19, 2016  
Vesterheim Museum, Decorah, Iowa..... August 12 – Dec. 31, 2016  
American Swedish Historical Museum,  
Philadelphia ..... January – June 2017  
American Swedish Institute, Minneapolis ..... August - December 2017  
Elverhoj Museum, Solvang, California..... Late January – April 2018  
Hjemkomst Heritage Center, Moorhead,  
Minnesota ..... Summer 2018

## coming exhibitions

### ***Home: Sculpture by Dennis Andersen***

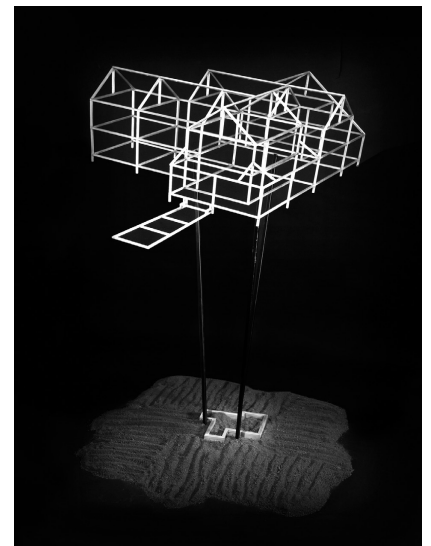
On view from October 22, 2015 through May 8, 2016.  
Artist gallery talk and reception on Saturday, October 24, 2pm.

Dennis is originally from Elk Horn and now resides in Atlanta, Georgia.  
He is a former board member of the museum.

### ***Happy Danes on the Plains***

On view in The Kramme Gallery from November 27, 2015 through early April, 2016.

Through photos, text, and interviews, “Happy Danes on the Plains” describes the story of Danish-American communities which have worked to preserve Danish culture – even into the 21<sup>st</sup> century, long after the immigrant generation has passed on. Many of these towns were started as intentional colonies of Danes in the Midwest and Great Plains, an attempt to create communities that shared a common cultural heritage and worked to keep that heritage alive through generations.



04

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**04. *Spiritual Memories*** sculpture by Dennis Andersen. Created in honor of the former Elim Children's Home in Elk Horn.

# events calendar

## **Tour & a Tasting**

August 21, September 25,  
October 9, 3 p.m.

Explore the flavors of Scandinavia with Tova Brandt. Reservations required.

## **End of Summer Lawn Party**

August 21, 4 to 7 p.m.

Enjoy family games and activities in the Jens Jensen Prairie Landscape Park as we celebrate the end of summer and the beginning of a new school year. Learn how to play Kubb (the "Viking game"), croquet, or blow some bubbles into the sky! In the event of rain, we'll just move the party inside! Picnic supper provided.

## **Brown Bag Lunch:**

### ***Party in Valhalla***

by John Mark Nielsen  
September 17, Noon

## **Regular Board Meeting & Annual Meeting**

October 22-24  
Elk Horn, Iowa

## **Brown Bag Lunch:**

### ***Ørstad: The Other Hans Christian***

by Lyle Feisel  
October 22, Noon

## **"Closing Time" Event**

October 23  
Raise a glass to celebrate *Skål! Scandinavian Spirits* before it departs on its national tour. Next stop, Seattle's Nordic Heritage Museum!

## **Gallery Talk and Reception for *Home: Sculpture by Dennis Andersen***

October 24, 2 p.m.

Hear the artist discuss his work in the new exhibition. Reception to follow.

## **Julefest**

November 27-28

Visit the Danish Villages of Elk Horn and Kimballton to start off the holiday season with Danish traditions. Events at the museum and throughout the community offer food, shopping, and family activities.

## **EXHIBITS**

### ***Glass and Mosaic by Helle Scharling-Todd***

Through September 30  
Main Floor Gallery

### ***Skål! Scandinavian Spirits***

Through October 25  
Kramme Gallery

### ***Sense of Place***

Through Spring 2016  
Multimedia Room

### ***Home: Sculpture by Dennis Andersen***

October 22, 2015 – May 8, 2016  
Main Floor Gallery

### ***Happy Danes on the Plains***

November 27, 2015 – April 2016  
Kramme Gallery

## **SEE US ON THE ROAD**

### **Danish Festival**

August 20-23  
Greenville, Michigan

### **Danebod Folk Meeting**

August 20-23  
Tyler, Minnesota

### **Orange International Street Fair**

September 4-6  
Orange, California

### **Scandinavian Day**

September 13, 10 a.m. – 6 p.m.  
South Elgin, Illinois

### **An Evening of Nordic Flavors to benefit the**

#### **Museum of Danish America**

September 17, 5 – 7 p.m.  
Pageturners Lounge, Omaha, Nebraska  
Scandinavian-inspired cocktails, appetizers, music and mingling. Advance tickets required, contact us today.

### ***Spirits of the North***

#### **Class/Workshop**

September 23, 5 - 7 p.m.  
Des Moines Social Club's Culinary Loft  
Advance tickets required.

### **Danish Sisterhood National Convention**

October 15-17  
Denver, Colorado

# victor borge's piano sings with the music of talented young musicians

Four young musicians entertained a capacity crowd for a piano recital on Sunday, April 26. This is the fourth year of the Victor Borge Legacy Award, a program organized by the museum and funded by R. James and Janet Borge Crowle of Saint Michaels, Maryland, with additional support from the Eric and Joan Norgaard Trust. The Victor Borge Legacy Award is designed to encourage young pianists in the Omaha and Southwest Iowa regions while honoring the Danish immigrant musician and comedian.

The winners were selected in piano competitions organized by the Southwest Iowa Music Teachers Association and the Omaha Music Teachers Association. Each competitor performed multiple piano solo works in front of a judge, and winners also prepared a written essay about the legacy of Victor Borge.

## **This year's recital featured the following performances:**

### **Jonathan Vusich**, Sutton, Nebraska

First-place winner in the Omaha region, and winner of essay prize

|                                             |                      |
|---------------------------------------------|----------------------|
| Sonata in C Major, Op. 2, No. 3, Mvt. 1     | Ludwig van Beethoven |
| Etude in C minor, Op. 10, No. 12            | Frederic Chopin      |
| <i>Suggestion diabolique</i> , Op. 4, No. 4 | Sergei Prokofiev     |

### **Katie Payne**, Woodbine, Iowa

First-place winner in the Southwest Iowa region

|                           |                      |
|---------------------------|----------------------|
| Sonata, Op. 2, No. 1      | Ludwig van Beethoven |
| Sonatine II               | Maurice Ravel        |
| Polichinelle, Op. 3 No. 4 | Sergei Rachmaninoff  |

### **Jonathan Herman**, Cambridge, Iowa

Second-place winner in the Omaha region

|                                   |                      |
|-----------------------------------|----------------------|
| Sonata in E minor, Op. 90, Mvt. 1 | Ludwig van Beethoven |
| <i>L'isle Joyeuse</i>             | Claude Debussy       |

### **Anna Reelfs**, Council Bluffs, Iowa

Second-place winner in the Southwest Iowa region

|                          |                   |
|--------------------------|-------------------|
| Sonata No. 84 in D Major | Antonio Soler     |
| Hunting Song             | Felix Mendelssohn |
| Watercolors              | Lee Evans         |
| Tarantella               | Albert Pieczonka  |



By  
Tova  
Brandt

**Pictured from left to right:** R. James Crowle, Katie Payne, Anna Reelfs, Janet Borge Crowle, Jonathan Vusich, and Jonathan Herman.

# voyage narratives

Until the advent of passenger air travel in the mid-20th century emigration inevitably involved one or more sea voyages. Many of these journeys were perilous – sometimes lasting months from port of embarkation to destination -- and even after steamships became common crossing the Atlantic, or even the North Sea, could be uncomfortable or unpredictable. What emigrants noted or recalled could also vary, depending on their temperament, age and circumstances. From the collections of the Genealogy Center we offer several different accounts of the journey to America.

## **COPENHAGEN TO NEW ORLEANS: CHRISTEN VILLADSEN & KAREN SØRENSDATTER – 1852**

*Christen Villadsen (1812-1897), who became Christian Willardsen in the US, was born in Vile parish in Viborg County. Orphaned at a young age, he made a prosperous life for himself in Denmark through hard work. In May of 1851 he married farmer's daughter Karen Sørensdatter (1830-1902) in Dølby parish. The following year the couple were baptized in the Mormon faith and were among the earliest LDS converts to cross the ocean and the vast reaches of America to reach Utah. They arrived in Salt Lake City in the autumn of 1853 and later settled in Ephraim. The following excerpts have been adapted from an account written by their daughter, Marie.*

On December 20, 1852, 294 Saints, including children, went on board the steamship *Obotril* and sailed from Toldboden (the customs house in Copenhagen) at 4pm under the leadership of Elder

John E. Forsgren. Many people gathered on the wharf to witness the departure of the Mormons, many of them uttering the most wicked and blasphemous language . . . because their countrymen were disgracing themselves by following [the missionaries] to America.

After a rather stormy and unpleasant voyage the ship arrived safely at Kiel, in Holstein, on the evening of the 22nd; the following day the journey was continued by rail to Hamburg, where a large hall had been hired and supper prepared for the emigrants. On the afternoon of the 24th the Saints boarded the steamship *Lion*, which glided slowly down the river Elbe to Cuxhaven, where the captain cast anchor due to the heavy fog. The Saints celebrated Christmas Eve on board with songs and music. On the morning of the 25th, the *Lion* sailed to the mouth of the river, where it was met by heavy head winds that made it impossible to reach the open sea until midnight. Early the next morning the ship passed Heligoland, soon after which a heavy gale blew up from the southwest that increased

in violence until it assumed the character of a regular hurricane, the like of which old sailors declared they had never before seen on the North Sea. Part of the ship was destroyed, but the emigrants were unhurt. On the 28th in the evening the *Lion* steamed into the harbor at Hull, England. About 150 vessels were lost in the North Sea in the storm and it had been believed that the emigrant ship had gone under as well. Possibly it was here that my mother lost my brother Willard, who was six months old, in the feather bed; she was so seasick herself.

From Hull the journey continued by rail to Liverpool, where on December 31, 1852 the group boarded the packet ship *Forest Monarch*, which was anchored in the river Mersey. There it lay for about two weeks on account of storm and contrary winds. In the meantime there were three deaths and two births. One night the ship became entangled with another vessel and a few days later during a storm it got adrift and was about to run aground. Two tug-boats came to the rescue and saved it. On January 16, 1853 the *Forest Monarch* put out to sea.



By  
Michele  
McNabb

During the voyage across the Atlantic Ocean the ship was favored with very pleasant weather, but for many of the group who were not accustomed to seafaring life the voyage was very trying and tedious. The provisions were poor and their fresh water supply gave out before the journey was ended. There were four deaths and three births on the voyage. On March 8, 1853 the ship arrived safely at the mouth of the Mississippi River, where five more of the company died, and on the arrival at New Orleans on March 16, two others departed this life. From here the journey was made from New Orleans by steamboat up the Mississippi to St. Louis, Missouri, where the immigrants landed March 31, 1853. **Duration of journey: 12 weeks, 2 days**

## COPENHAGEN TO NEW YORK: HANS HANSEN – 1899

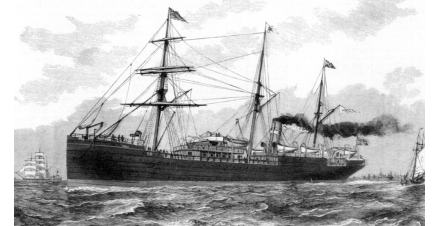
*Hans Hansen (1876-1953) was born into a smallholder farm family in Munke Bjerghby parish in Sorø County. As a young man he traveled to various places in Denmark, but still had a desire to see more of the world. In the late winter of 1899 he walked into the office of an agent of the Scandinavian American Steamship Company and purchased a ticket to Centerdale, Iowa. He settled in Cedar County, Iowa, and, with little money and a lot of resourcefulness, established a farm there which remains in the family today. He married first a fellow Danish immigrant, Marie Katrine Sørensen, in 1902, and after her early death, Iowa native Fern Essie Plough Hatfield, in 1916. His life is featured in a*

*film narrated by his son, Walter Hansen, showing at the Museum of Danish America. For the first part of his journey Hans kept a quite descriptive diary, and then, inexplicably, stopped writing just as his ship began to cross the Atlantic.*

[After purchasing my ticket] I went home to pack up for the long trip. I had indeed no suitcase. . . . Out in the stable I saw an old sack hanging and the thought struck me – what if one took it and filled that carpetbag? The goods in it would be safe for the whole trip.

February 7, 1899: I woke up with all kinds of thoughts in my dazed head. A neighbor living nearby had been hired to take me to the railroad station. After a short farewell and many good wishes for a fortunate trip, he cracked his whip and away we went out into the wide world. After an hour's drive we got to the station and a few minutes later I was on my way to Copenhagen. . . . I got to the shipping house at Larsen's Square, and afterwards at the harbor up stepped an old drunken inspector. With 50 øre I got him to write my name and the ship's name [*Hekla*] on my sack. This done, I went out to Vesterbro, where I had an aunt living. Her eyes got very big when she heard that I was to travel to America, but when I had explained everything, she too thought that I was doing the right thing to come out and see the world, and in the evening when her husband came home from work we had a very pleasant evening with punch and tall schnapps, along with a lot of happy stories.

February 8: I had to be at the steamship's office by 8am, so after having partaken of a good breakfast, I bade farewell and trudged off down to Nyhavn's Corner on Lille Strandstræde, where I got all the necessary information. I had my money changed, and now indeed I was in possession of \$8.98, so I felt already a little like an American. From the office, we had to go down to Larsen's Square again, where we got our tickets delivered, among other papers which should insure us a good reception in America. After that, we went to the doctor in order to find out what disease would show itself when he felt our pulse and asked whether we were well, which we naturally all were. A little later in the morning we came on board, but such confusion there was! Down on the between-decks I selected my bunk, number 152, and separated myself from my carpetbag, then went back up on deck. Naturally, there was much to see, not least of all the rye-meal and Bavarian beer that was brought on board. At 1 o'clock in the afternoon the big propeller began to put itself into motion and we moved out of the harbor, past the beautiful Free Port and the old harbor fortifications. The meal bell rang to signal dinner and now we



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were ready to find out what all the tin utensils were good for as we received foodstuffs from the chief steward. There were beer mugs, cups and knives and forks, along with spoons, all of the cheapest quality. But they were indeed not planned to last more than one trip. After taking our noon meal we came up on the deck to wash our mugs and plates, which we actually had to do ourselves. . . . A little later we came into sight of Kronborg, to the left, and Helsingborg to the right. As we came past Lappegrun -- the light-ship -- the personnel aboard gave us nine hearty hurrahs. At nine o'clock we went to our bunks. They were not like our mother's feather comforters at home! Here there was nothing but a thin straw mattress with a straw pillow and also a little cotton blanket, which we had to prepare ourselves for freezing or else sleep with our clothes on. In the meantime, there was not much sleep, for a little way out we were awakened in the night with a terrible roar that shook the entire ship. It was the steam foghorn, which sent out its warning roar and kept on all night with two minutes in between. There was indeed a furious snowstorm so thick that we could not see from one end of the ship to the other.

February 9: It was a beautiful day that we woke up to, with one foot of snow on the deck when we came up. That was soon shoveled away and all morning we kept

Norway's coast in sight. We took a pilot on board and began to sail into Kristiansand. There were some small forts in wicked rows and a part of the Norwegian navy lay there, so there was not so little to see for us curious emigrants. When we lay to, we all took advantage of permission to go ashore. The streets of the town were filled with snow and a big snowplow drawn by fifteen horses tried to clean the streets. We tried to see the city by climbing up the hill, but snow was falling so fast that we couldn't see our way. I fell a few times and buried my whole person in the snow, but down we came and got on board. February 10: A lot of Norwegians came on board, along with a mass of old cordage and coal, then we weighed anchor at 10am, but had not gotten very far before we discovered a little boat that was doing its best to catch up with us, which it did, and we then saw that it was a man who had come to the ship too late. We are now past Cape Lindesnes and can begin to feel the North Sea's waves play with us. It is otherwise superb weather and we must make use of the time to get acquainted with our fellow passengers, of whom the most are Danish, a lot of Norwegians, some few Swedes, four Finnish girls and a Finnish fellow, along with a Russian.

*[Hans wrote no more in his diary, but told his children that the crossing was extremely rough and stormy. The Hekla arrived in New York City on February 24, 1899.*

**Duration of journey: 16 days**

## **TORNBY TO ESBJERG TO HULL TO LIVERPOOL TO NEW YORK: MADS CHRISTIAN FREDERIKSEN – 1907**

*Mads Christian Frederiksen (1874-1912) – known as Chris Fredericksen in the US – was born in Tornby parish in far northern Jutland. From a rural family, he was a talented musician and also learned photography. In 1907 he, his younger sister, Johanne Martine, and one of her friends, booked a one-way ticket on the Cunard Line's newest ship, the Lusitania. Chris planned to join his fiancée, Maren Jensine Bentsen (later Vinding, 1884-1974), who had emigrated in 1905 and was living in Chicago. They married shortly after his arrival and later settled in Harlan, Iowa, but within two years Chris succumbed to diabetes.*

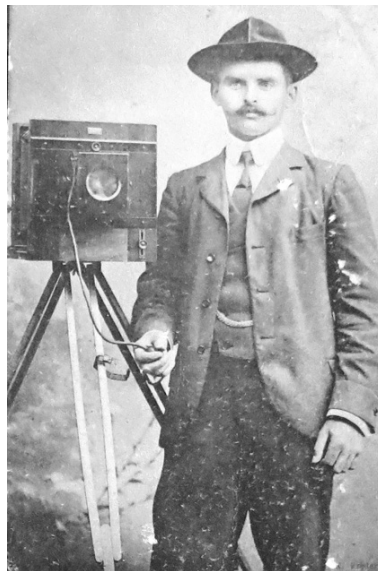
We left Hjørring on Nov. 26, 1907 at 7:30. Louise and Johansen and M. Nørremøller are with us and got off in Brønderslev, where we said a quick goodbye and they wished us "good luck on the trip." Some friends also said farewell at the same place. It went fast across the bridge in Aalborg. Many friends waved to us and that made us happy. A little attention -- even a quick goodbye -- makes one feel good. We talked with the last of our friends and it almost felt as if we were leaving the last of what we loved in this country.

In Aalborg 3-4 men came in and sat with us; they were going on the same ship and we soon became acquainted with them. We arrived in Fredericia, where we changed trains and got into the last car, which was very small and rocked from side to side so that we sat, as they say, with our lives in our hands.

We arrived in Esbjerg between 4 and 5 in the morning, and there were several others who were going with us. Among them was a family of five from Vrejlevkloster. Right away we saw a young man and said to each other that he had probably been in America before. He came over and greeted us, and we quickly became acquainted; he had lived in America for 3 years and came from the Svendborg area. We stayed in Esbjerg that day but I did not have the patience to sit still. During the forenoon I went to Holsted, which is a few miles from Esbjerg. When I got to Holsted and asked about Poulsen, my aunt's husband, they told me that he lived about a mile outside the town. I could only stay there for a couple of hours, so I borrowed a bicycle and soon reached my goal, and then I returned to Esbjerg, where my girls were. We went aboard at 6 o'clock in the afternoon and then left for Parkeston, England. It was difficult for all of us when we got out on the North Sea since it was blowing, and we had a headwind and the waves blew across the ship. You could immediately see and hear sick young men and women, and when Thine [Chris's sister] saw it, she also became ill. Petrine also got sick, but it did not matter since they had their

hero along. But he too became nauseous and had to give a little contribution to the ocean. Since the climate bothered us, we went to bed, where we spent most of our time both that night and the following day. I slept most of the time and had a small meal of peas at noon; that was about all I could eat, and the same was the case with my girls. The coffee tasted like dishwater. The girls made coffee for us Danes both evening and morning and the American brought the water. The name of the ship was *N. I. Fjord* and it was neat and clean when we came aboard. It became very dirty, but that was not the fault of the crew. We were unable to eat the food they served on the ship, so we ate what we had brought and it lasted the entire trip from Esbjerg to England – 26 hours. It was wonderful when we could see the many lights of Parkeston. Hansen (the American) took us sightseeing in the town and then we went back to bed.

It felt good to breathe the air on firm English soil. The next morning we got up early and went to the railroad station right after finishing our coffee. We adjusted our watches since the local time was one hour later than ours. The train left later that morning. Hansen and another Dane and the five of us shared a compartment on the train; that was nice. The seats were upholstered, so we were as comfortable as in first class in Denmark. That was an immediate pleasure compared to home – instead of sitting getting tired we were strengthened. In England the trains are fast. We could walk down the side aisle and visit each other. Now we were probably 15 Danes. I played the violin and right away I heard a harmonica – such nice music on board! Let me say right away that the time passed so pleasantly. Good spirits, so we quite honestly didn't have much time to think about those who were in Denmark. It was terribly foggy in England, so we couldn't see much. We were



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supposed to go by express when we got into the countryside, but somebody accidentally pulled the emergency brake and we were too late getting on that train. We didn't get to Liverpool until evening – 4 hours later than planned. The agent was there to meet us. We were taken by large cabs out to his hotel, where there probably was room for 1,000 for dinner. There were tablecloths on the tables – quite nice. We sat down and had English courses, some kind of soup and meat. It was okay. We went outside in the evening, but one could hardly make any headway because of women selling oranges and all kinds of things. We also had trouble passing because of the shoe-shiners; these were boys who wanted to make money. One just had to stand still for a few minutes and give [them] a small coin, then one's feet looked nice. That was almost easier than at home with Mother, for you had to take them off your feet there, while it was not necessary here. We had nice beds and clean linens, and I think we all slept well. We were awakened at 7 o'clock in the morning to get ready to go aboard the ship. After lunch we were driven to the harbor, where we went into a large building; I believe that there were over 1,000 people. We thought we were going to leave very soon and waited until noon, but with no relief due to the fog. We stayed there all afternoon, and many people became impatient. Someone was playing the accordion and it sounded very nice; another played the guitar -- a terrible noise! The fog did not dissipate, so we were taken back to the hotel, where we had

something to eat and were treated well. We then came into a warm room, where I played the violin for some Norwegian and Swedish people, and sang some songs. There was nice applause and I played some more songs on both violin and guitar, and they sang and I played, just to kill some time. We went to bed late in the evening and the next morning we had breakfast and were again driven to the harbor. The fog had lifted; this was Sunday morning, and the *Lusitania* was there. We quickly got onboard; I do not know how many, there were perhaps 2,000 passengers. We were quickly assigned our places; I got a two-man cabin and that was very nice. I am sharing it with a young Swede. Thine and Petrine are sharing a cabin with three Swedish girls. We are quite satisfied with the arrangements; it is new and clean and we have never seen anything better. It will take some time to learn one's way around. We are drifting around between England and Ireland; the ship is not moving. The food is the way it was mentioned in the book. There are very many Polish people, but we do not mix with them. There must be around 1,000. We are having our evening meal and there is a piano, so there is much music. There is a young Norwegian man who plays the piano and another plays the guitar and I play the violin; it is very uplifting, having music. We are also permitted to sing our songs; maybe it will be of benefit. There is an English lady who sings very well. There are parties on deck; at one place there is dancing, at another there is singing, and maybe there is crying at a third place. It will probably all work out.

Monday morning. We are in Ireland, where more passengers are coming aboard. Thus we have not yet gone very far. At 10 o'clock this morning we are leaving, at 26 miles per hour, and we shall not see land again before we reach New York. It will probably be a difficult trip with a strong headwind; the farther we get from land the bigger the waves are getting. Seasickness has started, with vomiting everywhere. I go to bed early. Tuesday. The seas are rough and there are not many on deck. It looks very wild across the ocean. If I should quickly describe it I would say that it looks like a hill and mountain landscape, white all over. We go into holes and are unable to see much. The high waves come over the ship's deck; it is a wonderful sight. The *Lusitania* is the world's largest emigrant ship and it is like a ball that is tossed around willy-nilly. I have not seen Thine or Petrine, so I should perhaps go down and see if they are still in bed. Yes, there they are in their beds with their noses sticking straight up. They are a couple of nice girls; they will probably bring a lot of joy. Most of the people stay below, and that is probably the best if one is seasick.

Wednesday. It is still blowing and there is much seasickness; I am doing fine without wiggling my ears. It is sad that the only way one can see movement is by looking across the ocean. Nothing new on the schedule; only big waves and vomiting. When you go down for breakfast or dinner there is nobody there, although there is room for 400. When I am going to eat I take it up on the deck or eat it in my bed. You friends

who read these lines had better believe that it is difficult being on the big ocean when it foams wildly. It is fun to walk on the deck; almost like being drunk and having to hold on to something. The ship was lying still and drifted backward for 4 hours; maybe there was something wrong with the machinery. It has been fixed, but there is a delay when there is a headwind. We are not going to reach New York by Saturday.

Thursday. It is not as windy today. Thine is up and feeling well and Petrine will also be coming. Today the dining hall is full of many kinds of people who are speaking many different languages. It is fortunate that the ship is not overcrowded with passengers. The food is good, so we shall not complain. I do not touch the coffee and tea. They are serving English meals with soup every day and a lot of meat. I get my share, but I will confess that Kesten's food tastes better. But it is not worth thinking about that. I hope that you are sending us a friendly thought from home. Things are going well and the beginning is supposed to be the worst. We make sure to get a good start in order to get an even better finish. I am in good health; my back is fine. The wet climate is helping. I wanted Thine to write; she is sitting next to me, and then the Danish men come over to flirt with her. It is a good thing that she has me to take care of things. They are standing around her like coopers around a barrel. Hansen is the leader. There are about 20 Danes, almost all of them men. Sister Thine is going to make coffee for us Danes; it has been 5-6 days since I last had some. Just like

Thine and Petrine we drink just water and liqueur. It is not easy to get hot water on board or to make coffee. The latter is almost the worst when our women get sick. I have not noticed any religious people on board, but it is not really easy. There is much confusion on such a trip, with much noise all around. All of the ones I can understand are using bad and immoral language; they do sing a few patriotic songs and that can be good, but otherwise, they sing songs about old loves and women. There also seem to be many who are getting into relationships; they are sitting around making out, so that it is disgusting. It looks as if it is the worst kind of people who are traveling to America. I know that in Denmark behavior in general is better than here. Otherwise, I have been lucky enough during my lifetime to have lived and can remember to have been among people who were more civilized and polite. Hansen says that the first he learned when he came to America was to lie and swear. If you cannot become a liar you might just as well return home. When you think seriously about it for a moment, it is sad that there are so many people without spiritual interests and without God who are stumbling around in this world and do not enjoy that which is the greatest joy. They have only ears and eyes for what is low and sinful in this world. The many souls who have been shipwrecked and become spiritual wrecks on the sea of this world and drifted ashore on the dark coast of death, where no flash of light from above shines again and no kindly star of consolation shall be seen. Master, hear the roar of the waves.

Friday. The weather was nice to begin with. There were more people on deck than there had been before. At 11 o'clock in the morning it started blowing and the waves got big. The ship rocks as never before and it is almost impossible to sit on the benches or to walk. I went to bed and stayed till the next day.

Saturday. Very nice weather; the nicest it has been so far. Today there was a sign of life from the New World. It was a small sailboat and we stood looking at it as long as we can see it; that is a great experience. They say that there is going to be a wedding here today and it is probably true. It is a young Finn who became confused last night when he was going to bed; he got into the cabin of a young girl, also a Finn, naturally, and he spent the night there. It was supposed to have been by accident; but it was against both morality and the law, and they will be denied admission to the country for that kind of behavior. Since this would mean being sent back home they thought that marriage was preferable. It should not be too bad for them, since they can then be together another day and night. When they get to America they can naturally go their separate ways. The free love game is probably being played here. They are dancing 4-5 on the deck now and the Finns are lustily swinging each other around.

Sunday morning. People did not spend much time in bed last night. They have been running back and forth, knowing that we are close to shore. I got up at 5 o'clock and there were many people up on the deck when



I got there. We can begin to see the lights, probably at the entrance to New York. The ship is not moving and will probably wait until morning before it sails in. I am going back to bed, and that is where I am writing these lines. People who read this will understand that it is unpredictable here and that the same is the case with this description of our trip, since one cannot just sit down and think about what one should write. No, I am going to let the current flow the way it will and then something will appear on the paper.

We came into the harbor at noon and it was nice to sail toward land since there was so much to see; but it was very foggy. One could immediately see that it was a foreign shore. The buildings and everything else were different than at home, also large-scale. We stayed on board all day. The city was a beautiful sight at night, with its thousands of lights and the many ships moving back and forth, all brightly illuminated. On Monday morning we had our last breakfast, and then went ashore and had our customs inspection. It was easy; we just lifted the [baggage] lid and then we got on another ship and sailed to a different place for a medical inspection. They just looked at our eyes and we spent most of the day there. And received a railroad ticket and we could send a telegram. We left the harbor and the other young men stayed in New York. We went by train to Chicago in the evening. **Duration of journey: 8 days**

## AALBORG TO COPENHAGEN TO NEW YORK: BENTE PEDERSEN – 1958

*Bente Pedersen was 14 years old in September of 1958 when she traveled by train from the small town of Hørby in northern Jutland with her parents, Stenvald and Ida, and younger sister, Jonna, destined for Fremont, Nebraska. They traveled on the Norwegian-American Line ship Stavangerfjord. Having studied English for three years in realskole, Bente was the family's sole English speaker at the time. Speaking with young American girls on the ship stood her in good stead when she started school in Fremont. After three years there, the family moved to Lincoln, Nebraska, where both of Bente's parents worked as tailors in clothing establishments and where Bente still resides.*

Saturday: Our cabin – number 463 – is very spacious; there are four berths and I get to sleep in one of the upper ones. Father and Mother have already tried out theirs because they were somewhat tired, and they say that the beds are very soft. There are four small closets to put our clothes in; in between the berths are two sinks with a mirror above. . . . Our table waiter looked just like Bivogn in the Fyrtårn og Bivogn films, and he's very nice. For dinner we had red sausages and cold potato salad, after which we could go and take anything we wanted from a large table with many different things: sandwich

meats, salads, cheeses, meats, tomatoes and liver paste. There was whole wheat bread on each table. Around the tables were many bowls with prunes, apricots and many other goodies, all arranged beautifully. After dinner I explored the entire ship while the others took an afternoon nap. The smokestack was as big as a house. One of the passengers has a small curly-haired dog along who would fetch a ball if you rolled it along the deck.

Sunday: we were in Kristianssand for a couple of hours; there were a lot of people coming on board. We were told to turn our watches an hour back. We haven't been ill because each of us took a seasickness tablet. This morning I spoke with two girls from New Mexico whose mother is from Norway. All three were in Norway on vacation. The girls cannot speak Norwegian, only English. I spent the rest of the day with them and two other girls. I can understand most of what they say. After breakfast I suddenly felt ill and soon I had to throw up. A little while ago we had an emergency drill and had to wear our life-vests. At 9 p.m. we saw a film, which was pretty grim; it dealt with an expedition to the South Pole.

Tuesday: today the ship was rocking a lot and it also began getting quite windy. In the afternoon we were sitting up in the restaurant and started conversing with an American

man and woman. The man was Danish-American; the woman Norwegian-American; they were both nice. We've mostly been spending time playing ping-pong, but today it was hard to play because of the ship's rocking and the rain. To get to our cabins we have to go down a lot of stairs and this evening the ship suddenly lurched so much to one side that I fell down and hit both knees. Lying here in my berth I am a little afraid that I'll fall out.

Wednesday: We aren't rocking as much today and the wind has died down. We have turned our watches back 4 times now and have to do it twice more. One of the girls that I pass the time with is named Penni. She is 13 years old, but at first I thought she was 15 or 16. Her little sister Caroline is 10, the same as Jonna, but she is much larger. One of the others is called Linda. She is 15 and from New York City. The last one, Carol, is 11 years old. They all look older than they are because they are so big. There are also several Norwegian boys about 15 or 16 who are all going to New York and then taking work as seamen from there. Up here in the salon there is a place where one can dance, and shops where one can buy beer, pop and Coca-Cola, which is something like beer. The girls I am with like it, but I don't think it tastes good. This evening we saw a film called Spøgelseshuset, which was much better than the other one we saw.

Thursday: In the morning the ship was rocking again and it was very warm in our cabin so we were not feeling very well. Jonna could not eat much today and Mother

wasn't feeling very well either. Father and I ate alone while the others stayed in their berths.

Friday: We can see Newfoundland. A little while ago we went to a children's party, which was a lot of fun. First some men with funny hats came marching in, playing instruments. We all got ice cream and Coca-Cola and a chocolate bar, then there were games. Two boys and two girls were chosen to come into the middle of the room, where two waiters were standing with a long pole on which four sausages were hanging. They were supposed to eat them without using their fingers. It was really very funny. Then there was an eating contest, and finally, 7 chairs were placed in the middle and a circle drawn around them, then 8 children were to run around the circle while the orchestra played, and when the drum was struck they had to hurry and sit down, and of course there was one who wasn't able to. The

winners all got prizes. Then we saw a Walt Disney film and a Gøg og Gokke film, and we all laughed so hard that our stomachs hurt.

Saturday: Today it was so sunny and bright that we had to wear sunglasses. In the evening we ate an hour later because it was a farewell dinner. First we had ox-tail soup, which didn't taste good and not many ate it. Then we had roast reindeer and fish, and finally, ice cream. The tables were all decorated with Norwegian, Danish and American flags and ribbons with Stavangerfjord printed on them. Afterwards there was dancing as late as one wished, so it was a wonderful day.

Monday: we were up on deck at 4 a.m. and we could see New York, with its lights all the way in. The city is huge! We were still far from land and had to wait for the pilot. When we sailed into the harbor we saw the Statue of Liberty.

**Duration of journey: 9 days**



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## WEBSITES OF MARITIME GENEALOGICAL INTEREST

There are many websites devoted to things maritime. Visit [tumblr.co/ZNjGLm1nZt90V](https://www.tumblr.com/znjglm1nz90v) for a list of websites that may be useful and interesting for those with Danish ancestry.

## ARE YOU A DANISH IMMIGRANT OR LONG-TERM RESIDENT?

Many Danes have immigrated to the US since WWII, have been exchange students or resided in this country for longer periods of time. We would like to have some information in our library on more recent immigrants or long-term residents from Denmark. If you would be willing to fill out an Immigrant Information Form or distribute it at meetings of your local Danish-American organization, contact us for copies.

## WISH LIST

We are always looking for additions to the Genealogy Center Collection. Our listing of “most wanted” titles in both Danish and English may be found on the museum webpage under Library & Genealogy > Genealogy Center Donations and Wish List. We welcome donations of or toward these materials, but since this list changes frequently, please contact us before purchasing or sending items so that we may avoid duplicate donations.

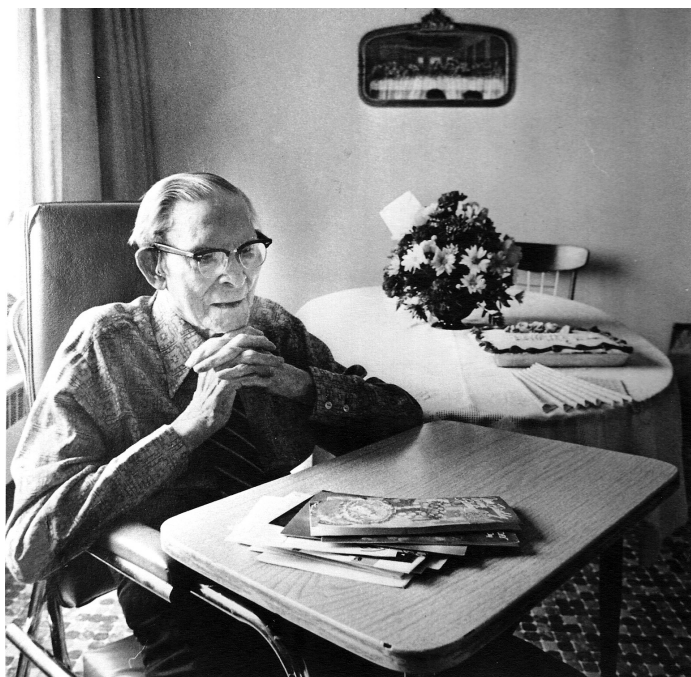
# a century of centenarians

This year’s Genealogy Center photo exhibit celebrates Danish immigrants who reached the age of 100 or more. After the exhibit was mounted, more individuals have come to our attention and we now have information on nearly a hundred centenarians! Our oldest centenarian reached the age of 115 and was reportedly the oldest person in the U.S. at the time of his death in 1998. The island of Funen and the former Hjørring County share the current lead of being the birthplace of the greatest number of these *seje danskere*. Here are the names of the honorees in our exhibit, including a few who nearly made a century:

### Centenarians

|                                                                 |            |            |
|-----------------------------------------------------------------|------------|------------|
| Andersen, Augusta H. (Pedersen) .....                           | 101 .....  | 1887-1990  |
| Andersen, Hans Peter .....                                      | 106 .....  | 1858-1964  |
| Andersen, Karen Sophia (Hansen) .....                           | 100 .....  | 1857-1957  |
| Anderson, Lars .....                                            | 102 .....  | 1853-1955  |
| Astrup, Martin Ove .....                                        | 103 .....  | 1898-2001  |
| Berg, Anna Lydia (Nørregaard) .....                             | 103 .....  | 1867-1971  |
| Bundgaard, Peter .....                                          | 104 .....  | 1871-1975  |
| Christensen, Anton Sørensen .....                               | 100 .....  | 1888-1989  |
| Christensen, Christine (Røge) .....                             | 100 .....  | 1896-1997  |
| Christensen, Johanne Marie (Rasmussen) .....                    | 101 .....  | 1896-1997  |
| Christensen, Peter Christian “Pete” .....                       | 100 .....  | 1883-1983  |
| Christoffersen, Valborg (Mortensen) .....                       | 103 .....  | 1876-1980  |
| Clausen, Anna Margrethe (Hansen) .....                          | 103 .....  | 1879-1981  |
| Davidsen, Johanna Hulbjerg Poulsen .....                        | 99+ .....  | 1865-1965  |
| Dix, Inger (Achton) .....                                       | 105+ ..... | 1910-1914+ |
| Grumstrup, Kamma (Jørgensen) .....                              | 101 .....  | 1889-1989  |
| Hansen, Annie M. .....                                          | 103 .....  | 1877-1980  |
| Hansen, Hans Peter Nørregaard<br>[aka Hans Peter Lynning] ..... | 100 .....  | 1896-1996  |
| Hansen, Henry (Thomsen) .....                                   | 100 .....  | 1912-2012  |
| Hansen, Jorgen .....                                            | 103 .....  | 1875-1978  |
| Hansen, Signe Marie (Kristoffersen) Larsen .....                | 107 .....  | 1860-1967  |
| Hansen, Sigurd .....                                            | 100 .....  | 1888-1988  |

|                                                                |           |           |
|----------------------------------------------------------------|-----------|-----------|
| Heide, Christian John .....                                    | 103 ..... | 1875-1979 |
| Hendricksen, Andrew Marius .....                               | 101 ..... | 1888-1990 |
| Hoffman, Lars Frederik .....                                   | 100 ..... | 1894-1994 |
| Jensen, Carl C. .....                                          | 104 ..... | 1882-1986 |
| Jensen, Jacobine Andersine (Sørensen) Pedersen .....           | 102 ..... | 1874-1974 |
| Jensen, Jens Peter Østergaard .....                            | 105 ..... | 1895-2000 |
| Jensen, Kirsten Katrine (Nielsen-Hjørnet) .....                | 100 ..... | 1904-2005 |
| Jensen, Metha M. (Eskildsen) .....                             | 100 ..... | 1901-2002 |
| Jensen, Niels Kristian Thorvald Mousing .....                  | 105 ..... | 1901-2006 |
| Jørgensen, Anne Marie (Eriksen) Olsen .....                    | 102 ..... | 1895-1997 |
| Jørgensen, Edith Elise Sophia (Holmberg) .....                 | 101 ..... | 1901-2002 |
| Juel, Jes Nissen .....                                         | 99+ ..... | 1880-1979 |
| Juhl, Sylvia Paula (Poulsen) .....                             | 104 ..... | 1910-2014 |
| Klausen, Kristian Klaus [aka Chris C. Clausen] .....           | 99+ ..... | 1882-1981 |
| Knudsen, Anna Elisabeth (Svenning) .....                       | 103 ..... | 1901-2004 |
| Kragh, Rasmus Hansen .....                                     | 100 ..... | 1866-1967 |
| Kramme, Karen Marie .....                                      | 105 ..... | 1909-2014 |
| Kristensen, Ane Kirstine (Andersen) .....                      | 99+ ..... | 1877-1977 |
| Kristensen, Rasmus<br>[aka Rasmus Christensen Overgaard] ..... | 103 ..... | 1880-1983 |
| Kugel, Anna (Peterson) .....                                   | 104 ..... | 1904-2008 |
| Larsen, Christian .....                                        | 102 ..... | 1882-1985 |
| Larsen, Karl Christian .....                                   | 103 ..... | 1889-1992 |
| Larsen, Lars Jacob .....                                       | 101 ..... | 1881-1982 |



|                                                                                        |     |                |                                                  |     |                |
|----------------------------------------------------------------------------------------|-----|----------------|--------------------------------------------------|-----|----------------|
| Larsen, Lauritz.....                                                                   | 101 | .....1890-1992 | Olsen, Marie Christena "Stena" (Willadsen).....  | 99+ | .....1881-1980 |
| Larsen, Marie A. ....                                                                  | 100 | .....1879-1980 | Ott, Tove Fogh (Barfod) Petersen.....            | 99+ | .....1896-1996 |
| Larsen, Marie Gunhild (Hansen) .....                                                   | 100 | .....1897-1997 | Pade, Agda Cecilia Caroline (Seehausen).....     | 103 | .....1885-1989 |
| Larsen, Marie K. (Frederiksen).....                                                    | 104 | .....1897-2002 | Petersen, Gjertrud Jacobine (Lønne).....         | 100 | .....1863-1963 |
| Larsen, Thomas Peter .....                                                             | 102 | .....1884-1987 | Petersen, Magnus Laurits Basse.....              | 102 | .....1887-1990 |
| Lawson, Maren (Christensen) Westergaard.....                                           | 100 | .....1898-1999 | Petersen, Sena Serene (Sørensen).....            | 104 | .....1875-1979 |
| Lonay, Marie Hansen.....                                                               | 103 | .....1901-2004 | Poulsen, Bernhard Nicolai.....                   | 100 | .....1883-1984 |
| Madsen, Magrethe (Steen).....                                                          | 100 | .....1895-1996 | Rasmussen, Rasmus C. ....                        | 100 | .....1892-1992 |
| Madsen, Niels Michael Plough.....                                                      | 100 | .....1877-1978 | Robinson, John F.....                            | 100 | .....1885-1986 |
| Mikkelsen, Kathrine Marie (Petersen).....                                              | 100 | .....1828-1928 | Rosholm, Trier Magnus.....                       | 101 | .....1886-1988 |
| Mogensen, Maren Kirstine (Rask).....                                                   | 103 | .....1905-1909 | Ruge, Henrik Wilhelm (Henry W.) Moritz .....     | 100 | .....1834-1936 |
| Moos, Jens.....                                                                        | 100 | .....1879-1979 | Sand, Christian.....                             | 102 | .....1871-1973 |
| Mørck, Poul Andreas [aka Paul Andrew Mork].....                                        | 100 | .....1850-1950 | Schou, Lawrence Viggo Marius.....                | 100 | .....1882-1983 |
| Mortensen, Thomas Peter Thorvald Kristian<br>Ferdinand [aka Christian Mortensen] ..... | 115 | .....1882-1998 | Schultz, Anton Theodor.....                      | 103 | .....1874-1977 |
| Mou, Anton Mortensen.....                                                              | 101 | .....1879-1980 | Segor, Jens Martin [aka Jens Martinus Søgaard].. | 101 | .....1886-1988 |
| Nielsen, Axel P. ....                                                                  | 101 | .....1886-1987 | Sørensen, Herluf Otto "Herbert".....             | 106 | .....1898-2005 |
| Nielsen, Ellen Haumann (Jørgensen).....                                                | 101 | .....1902-2003 | Sørensen, Søren Jens Jørgen .....                | 101 | .....1891-1993 |
| Nielsen, Emmy Dorothea (Christensen) .....                                             | 100 | .....1897-1997 | Sørensen, Svend Thor.....                        | 99+ | .....1896-1996 |
| Nielsen, Iver Olsen.....                                                               | 99+ | .....1867-1967 | Steensen, Sigvald Alexander.....                 | 100 | .....1880-1980 |
| Nielsen, Karen Jacobine (Tvenstrup).....                                               | 108 | .....1892-2000 | Thomsen, Christian Peter.....                    | 101 | .....1887-1988 |
| Nielsen, Karen Margrethe (Christensen).....                                            | 100 | .....1905-1905 | Thomsen, Jens Harry .....                        | 101 | .....1900-2001 |
| Nielsen, Lilli Viola (Nissen) .....                                                    | 103 | .....1897-2000 | Thorup, Ester Karoline (Hansen) .....            | 100 | .....1904-2004 |
| Nielsen, Petrea Jacobine (Christensen) Paulsen...                                      | 100 | .....1895-1995 | Tophoy, Michael Lauritsen.....                   | 101 | .....1882-1984 |
| Nissen, Martine Jacobine (Madsen) .....                                                | 102 | .....1886-1988 | Vind, Mathilde Nicoline.....                     | 106 | .....1896-2002 |
| Olsen, Elna Jespersen (Laumark).....                                                   | 99+ | .....1899-1999 | Waldemarsen, Valdemar Niels P.....               | 100 | .....1878-1978 |
| Olsen, Karen M. (Andersen).....                                                        | 105 | .....1862-1968 | Welling, Jens Peter Toft .....                   | 101 | .....1884-1985 |
|                                                                                        |     |                | Wolsmann, John P.....                            | 99+ | .....1864-1965 |

We are still collecting information for our files on both immigrants and immigrant descendants who have become centenarians. If you have such a person in your family, brush off their history, find one or more photographs and send the information along with the form at [bit.ly/GoldenDanes](http://bit.ly/GoldenDanes) to the Genealogy Center, PO Box 249, Elk Horn IA 51531 or [genealogy@danishmuseum.org](mailto:genealogy@danishmuseum.org).

Anton Theodor Schultz looks at the cards he received on his 103rd birthday.

# named gifts

For a more permanent legacy at the Museum of Danish America, we are pleased to offer a variety of naming opportunities. Support our vibrant and sustainable institution and help to preserve your Danish heritage, while ensuring that your generosity will be recognized for years to come. A range of naming opportunities are available for individuals, families, organizations, and corporations, enabling donors to pay tribute to their relationship with the museum or to honor and recognize someone special in their lives.

Please contact Development Manager Deb Christensen Larsen to see which of these named gifts may be available to suit your wishes.

## **Currently proposed naming opportunities include:**

### **MUSEUM**

Main Level Gallery  
Front Circle Entrance  
Flag Plaza  
Concourse  
Future Core Exhibit Addition  
Individual Exhibit Spaces  
Future Exhibit Space  
Contemporary Artist Exhibit  
Traveling Display  
Curatorial Center Addition  
Main Vault  
South Vault  
Visual Artifact Storage  
Conference Room  
Offices – Upper North Wing  
LEGO Play Area

### **JENS JENSEN PRAIRIE LANDSCAPE PARK**

East Council Ring  
Amphitheater  
Country Lane  
Pergola  
East Museum Terrace  
Introductory Interpretive  
Feature  
Interpretive Signs  
Benches & Picnic Tables  
Trees (Mature with Bronze  
Plaque)  
Trees (Young with Stake)  
Shrubs  
Brick Pavers

### **MUSEUM CAMPUS SITES**

Bedstemor's House  
Jens Dixen House  
Genealogy Center

### **ENDOWED POSITIONS**

Librarian  
Research/Translation Manager  
Curator of Collections/  
Registrar

### **PROGRAMMING & EVENT SPONSORSHIPS**

Website  
Videos  
Brown Bag Lunch  
Dinner and a Movie  
Sankt Hans Aften  
Tivoli Fest  
Julefest



By  
Deb  
Christensen  
Larsen

**Named Gifts Achieved** To see a list of those who are currently honored with a plaque or signage at the museum and Genealogy Center, visit [www.danishmuseum.org/named\\_gifts\\_list.pdf](http://www.danishmuseum.org/named_gifts_list.pdf)

# update:

## JENS JENSEN HERITAGE PATH PAVERS TO BE REPLACED

Five years ago the museum embarked on a landscaping project in harmony with its Jens Jensen Prairie Landscape Park. Three hundred forty-five museum donors have personalized a paver of three sizes in the Jens Jensen Heritage Path with its origins leading to and encircling the Flag Plaza. To date, 330 engraved pavers have been donated. Much to the museum's dismay, the engraving paint weathered away, making many of the pavers illegible. Last year a moratorium

was placed on further engravings until a permanent solution could be found.

After much investigation, a problem with the pavers' composition was discovered and the museum has taken every step to find a suitable solution.

**Replacement of existing pavers by engraving on new, granite-based pavers will begin this year and be completed in 2016.**

The Museum of Danish America apologizes for this inconvenience. We are grateful for the patience and understanding you have shown us. Thank you for trusting that a lasting solution would be found. We are excited to once again make the Jens Jensen Heritage Path a place to celebrate an occasion or achievement, recognize an individual or organization, or honor the memory of a loved one.



By  
Deb  
Christensen  
Larsen

# new addition to the wall of honor

**FEBRUARY 16, 2015 – JUNE 18, 2015**

The Danish Immigrant Wall of Honor provides families and friends with a means of preserving the memory of those who emigrated from Denmark to America. Over 4,500 immigrants are currently recognized on the Wall. Their stories and the stories of their families contribute to the growing repository of

family histories at the museum's Genealogy Center. You can find a list of the immigrants on the Wall of Honor at [www.danishmuseum.org](http://www.danishmuseum.org).

The information below includes the immigrant name, year of immigration, location where they settled, and the name and city of the donor.

**CHRISTIAN JACOBSEN** (1906)  
Britt, Iowa – Margaret Andersen  
of Livermore, CA – Patrick & Jill  
Morelli, Seattle, WA

# in honor

**FEBRUARY 16, 2015 – JUNE 18, 2015**

Through various funds, gifts have been received in honor of people or special events.

Jens & Elna Christophersen  
Miles Jeffry Hommel  
Yvonne & Daniel Larsen  
Mettie Miller  
Poul & Benedikte Ehlers Olesen  
The Schleswig-Holstein exhibit  
at Danish American Center,  
Minneapolis, MN

# new members

**FEBRUARY 16, 2015 – JUNE 18, 2015**

The Museum of Danish America  
is pleased to identify the following  
35 individuals and organizations  
as its newest members:

David Andersen, Coralville, IA  
Rick Andersen, The Villages, FL  
Arcus AS (Christer Andre Olsen,  
Business Area Manager),  
Hagan, Norway  
Brandon & Christina Baggett,  
Elk Horn, IA  
John & Caryn Behr, Willmar, MN  
Edward & Bente Bladt,  
Lumberton, NJ  
Karen Breckan, Morgan Hill, CA  
Angela Brewer, Inver Grove  
Heights, MN  
Kent & Annelle Brewer,  
Tualatin, OR  
Louise Bruynseels, River Forest, IL

Lawrence & Eileen Sorensen  
Carlston, Littleton, CO  
Hacways (Helene Christensen),  
Hals, Denmark  
Carol Faruolo, Milford, CT  
Maureen Fialkov, Clive, IA  
E. Lee & Flora Fitzhugh,  
Lakeside, AZ  
Mike Miller & Diane Foss, Windsor  
Heights, IA  
Gamle Ode (Mike McCarron),  
Minneapolis, MN  
Paula Glissman, Omaha, NE  
William & Carol Gordean, Saint  
Michaels, MD  
Gary & Margaret Hansen, Walnut  
Creek, CA  
Sallie Hobbs, Liberty, MO  
Stephanie Holm, Cedar Falls, IA  
Andrew Johnson, Iowa City, IA

David & Michele Johnson,  
Lawrence, KS  
Verlyn & Carol Larsen,  
Hutchinson, MN  
Daniel & Elizabeth Moll,  
Knightstown, IN  
Patrick & Jill Morelli, Seattle, WA  
Hal & Melissa Munger,  
Perrysburg, OH  
Mark & Sandy Nissen, Audubon, IA  
Old Ballard Liquor Co. (Lexi),  
Seattle, WA  
Jeffrey & Mary Perrill,  
Peterson, IA  
Philip & Mildred Petersen,  
Wayzata, MN  
Alan Poulsen, Audubon, IA  
Susan Quist, Centennial, CO  
Helle Scharling-Todd, Ventura, CA

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**Gift Memberships** Membership in the Museum of Danish America is a meaningful gift for any occasion. Make shopping easy while supporting the museum. As a member, your friend will enjoy year-round admission, the *America Letter* newsletter (three times a year), a 10% discount in our Design Store, and reduced translation and research fees at our Genealogy Center.

# memorials

**FEBRUARY 16, 2015 – JUNE 18, 2015**

Through various funds, gifts have  
been received in memory of:

Judy Andersen  
Henning Kildalh Bitz  
Max R. Brodersen  
Bendix & Ida Bruun (Brown)  
Earlier members of the Byriel  
family  
Cliff Christensen  
Karl Christensen  
Virginia Christensen  
Elna Marie Christophersen  
Petersen Darwin  
Hans & Mathilde Farstrup  
Barnard Lillian Feddersen  
Bernal Gregersen  
Karen Haigh  
Carma Marie Hansen  
Thorvald Hansen  
Mogens Hempel  
Merlin J. Holland  
Valdemar E. Hoppe  
Arne C. Jensen  
Ellen Jensen  
Harald C. Jensen

Yvonne Jensen  
Eugene T. Jensen and father  
Donald E. Johnson  
Iver & Marie Jorgensen  
Kathryn Kline  
Jimmie Kelgor  
Evelyn Jessen Kelso  
Christian R. Kloster  
Dennis Krogsgaard  
Kuhres - Rasmussens (Warren,  
PA)  
Kurt Klarskov Larsen  
Paul C. Larsen  
Paul M. & Johanne Larsen  
Nita Larson  
Marvin Laursen  
Marvin P. Laursen  
Jim Lucks  
Dr. Paul O. Madsen  
Harald Hakon Madsen  
Mary Julianne Jensen McDonald  
Ib Melchior  
Soren Miller

Carl Nielsen  
Jim Nielsen  
Maynard Nielsen  
Tom Nielsen  
Mary Bethel Olsen  
Anna M. Pedersen  
LeRoy Pedersen  
Adolf & Marie Petersen  
Darwin Petersen  
Harry & Frances Petersen  
Norma I. Petersen  
Ruth Petersen  
Delbert Rasmussen  
Junior Marion Rasmussen  
Andrew & Rosa Rosenkild  
Egon Simonsen  
Rosemary Soe  
Hans Sorensen  
Larry Svendsen  
Emma Hansen Swendiman  
Christen Moeller Sweningsen  
Ardis Tuttle

# thank you, organizations

## FEBRUARY 16, 2015 – JUNE 18, 2015

These organizations have contributed memberships or gifts-in-kind of \$100 or more or have received complimentary memberships in recognition of exemplary service to the museum. We acknowledge their generosity in each edition of the America Letter during their membership.

|                                                                             |                                                                              |                                                                                 |
|-----------------------------------------------------------------------------|------------------------------------------------------------------------------|---------------------------------------------------------------------------------|
| A & A Framing (Annette Andersen), Kimballton, IA                            | Danish Brotherhood Lodge Centennial Lodge #348, Eugene, OR                   | Henningsen Construction, Inc., Atlantic, IA                                     |
| Andersen Windows (Sarah Andersen), Bayport, MN                              | Danish Brotherhood Lodges, Heartland District, Des Moines, IA area           | House of Denmark, San Diego, CA                                                 |
| Answers (Frank R. Tighe), Atlantic, IA                                      | Danish Brotherhood Lodges, Pacific Northwest District, OR & WA area          | Independent Order of Svithiod, Verdandi Lodge #3, Chicago, IL                   |
| Arcus AS (Christer Andre Olsen, Business Area Manager), Hagan, Norway       | Danish Club of Tucson, Tucson, AZ area                                       | Ivy Marketing Group (Debra Sheridan), Glen Ellyn, IL                            |
| Atlantic Friends of The Danish Immigrant Museum, Atlantic, IA               | Danish Crown USA (Stig Kjaeroe, President), Cranford, NJ                     | Kirsten's Danish Bakery (Paul & Kirsten Andersen Jepsen), Burr Ridge, IL        |
| BIEN Publishing Inc. (René Gross Kærskov, Publisher), Pacific Palisades, CA | The Danish Home, Chicago, IL                                                 | Knudsen Old Timers, Yorba Linda, CA                                             |
| Boose Building Construction (Marty & Connie Boose), Atlantic, IA            | Danish Home for the Aged, Croton-On-Hudson, NY                               | Leman USA (Steen Sanderhoff), Sturtevant, WI                                    |
| Carroll Control Systems, Inc. (Todd Wanninger), Carroll, IA                 | Danish Mutual Insurance Association, Elk Horn, IA                            | Marne Elk Horn Telephone Co., Elk Horn, IA                                      |
| Cedar Valley Danes, Cedar Falls, IA area                                    | Danish Sisterhood Lodge #3, Davenport, IA                                    | Nelsen and Nelsen, Attorneys at Law, Cozad, NE                                  |
| Copenhagen Imports (Jorgen Hansen), Phoenix, AZ                             | Danish Sisterhood Dagmar Lodge #4, Chicago, IL                               | O & H Danish Bakery (Eric Olesen), Racine, WI                                   |
| Country Landscapes, Inc. (Rhett Faaborg), Ames, IA                          | Danish Sisterhood Lodge #20, Kenosha, WI                                     | Old Ballard Liquor Co. (Lexi), Seattle, WA                                      |
| Danebod Lutheran Church, Tyler, MN                                          | Danish Sisterhood Ellen Lodge #21, Denver, CO                                | Olsen, Muhlbauer & Co., L.L.P., Carroll, IA                                     |
| The Danish American Archive and Library, Blair, NE                          | Danish Sisterhood Lodge #102, Des Moines, IA                                 | Outlook Study Club, Audubon, IA                                                 |
| Danish American Club in Orange County, Huntington Beach, CA area            | Danish Sisterhood Lodge #176, Dike, IA                                       | Oxide Design Co. (Drew Davies), Omaha, NE                                       |
| Danish American Club of Milwaukee, Milwaukee, WI area                       | Danish Sisterhood Lodges, Heartland District, Johnston, IA area              | Proongily (Cynthia McKeen), St. Paul, MN                                        |
| Danish Brotherhood Lodge #1, Omaha, NE                                      | Den Danske Pioneer (Elsa Steffensen & Linda Steffensen), Hoffman Estates, IL | The Rasmussen Group, Inc., Des Moines, IA                                       |
| Danish Brotherhood Lodge #14, Kenosha, WI                                   | Elk Horn Lutheran Church, Elk Horn, IA                                       | Raymond James (Hon. Consul John Larsen & Jillian Larsen), Scottsdale, AZ        |
| Danish Brotherhood Lodge #15, Des Moines, IA                                | Elk Horn-Kimballton Optimist Club, Elk Horn, IA                              | Rebild National Park Society, Southern California Chapter, Los Angeles, CA area |
| Danish Brotherhood Lodge #16, Minden, NE                                    | Exira-Elk Horn-Kimballton Community School District, Elk Horn, IA            | Red River Danes, Fargo, ND area                                                 |
| Danish Brotherhood Lodge #35, Homewood, IL                                  | Faith, Family, Freedom Foundation (Kenneth & Marlene Larsen), Calistoga, CA  | Ringsted Danish American Fellowship, Ringsted, IA                               |
| Danish Brotherhood Lodge #56, Lenexa, KS                                    | Gamle Ode (Mike McCarron), Minneapolis, MN                                   | scan   design foundation by Inger & Jens Bruun, Seattle, WA                     |
| Danish Brotherhood Lodge #144, Dike, IA                                     | Hacways (Helene Christensen), Hals, Denmark                                  | Shelby County State Bank, Harlan and Elk Horn, IA                               |
| Danish Brotherhood Lodge #268, Junction City, OR                            | Hansen Interiors (Torben & Bridget Ovesen), Mount Pleasant, WI               | Symra Literary Society, Decorah, IA                                             |
| Danish Brotherhood Lodge #283, Dagmar, MT                                   | Harlan Newspapers (Steve Mores & Alan Mores), Harlan, IA                     | The Vault Antiques (David & Roshelle Thompson), Walnut, IA                      |
|                                                                             | Hastrup & Co A/S (Lars Hastrup), Hornbæk, Denmark                            | TK Petersen (Thorvald K. Petersen), Santa Monica, CA                            |

**Did you know?** Families, groups, clubs, or businesses can sponsor exhibits, events, free admission days, our website, Brown Bag Lunch programs (including online videos for applicable presentations), or the whole Brown Bag Lunch series! Contact us to discuss the possibilities that await you: 712.764.7001 or [deb.larsen@danishmuseum.org](mailto:deb.larsen@danishmuseum.org).

In the early years, many immigrants from Scandinavia and the Baltic States crossed the ocean to the New World in ships from the Scandinavian American Line. In lieu of our usual recipe on these pages, we thought it would be fun to feature some of the menus for the fare that many immigrants enjoyed during their voyage.

The **Scandinavian American Line** (*Skandinavien-Amerika-Linien*) was founded in 1898. The passenger and freight service between Scandinavia and New York City was operated under the name Scandinavian American Line until 1935. SS *United States* sailed from 1903-1934. SS *Frederik VIII* sailed from 1913-1935.



DET FORENEDE DAMPSKIBS-SELSKAB  
AKTIESELSKAB  
SCANDINAVIAN - AMERICAN - LINE

S. S. „UNITED STATES“

Second cabin                      Saturday, December 25. 1915

**BREAKFAST**

Fruit

Warm dishes:

Oatmeal porridge w. milk

Beefsteak w. onions

Coffee    Tea    Cocoa    Milk

To order:

Boiled eggs

Cold dishes:

Salted meat    Oxtongue    Bologna sausages

Anchiowis    Danish sausages    Liverpatty

Corned sausages    Pickled herring    Fresh meat

Smoked ham    Corned beef    Tongue sausages

Pickles    Tomatsauce    Worchestersauce

Raspberry Marmalade    Orange Marmalade

Cheese

Dairy                  Dutch

Holstein



DET FORENEDE DAMPSKIBS-SELSKAB  
AKTIESELSKAB  
SCANDINAVIAN - AMERICAN - LINE

S. S. „UNITED STATES“

Second cabin                      Saturday, December 25. 1915

**SUPPER**

Warm dishes:

Mock turtle

Macaronni salad

Cold dishes:

Roast goose    Smoked eel    Sardines

Corned sausages    Corned beef    Salted meat

Smoked ham    Fresh meat    Oxtongue

Liverpatty    Anchiovis    Bologna sausages

Tongue sausages    Pickled herring    Danish sausage

Pickles    Tomatosauce    Worchestersauce

Orange marmalade    Raspberry marmalade

Cheese:

Roquefort    Dairy

Holstein

Tea

**Explore our collection** For help locating or using documents or artifacts from ships in your research, contact our Librarian (documents), Michele McNabb, or Curator of Collections (artifacts), Angela Stanford.



  
 DET FORENEDE DAMPSKIBS-SELSKAB  
 AKTIESELSKAB  
**SCANDINAVIAN-AMERICAN-LINE**

S. S. »Frederik VIII«      Søndag 8. August 1920

**MENU**

2den Kahyt      Aften

Varm Ret:

Frankfurter m. Kartoffelsalat

Koldt Bord

|                           |               |                  |
|---------------------------|---------------|------------------|
| Salat à la Russia         | Stegte Høns   | Frikadeller      |
| Beufkarbonade m. Løg      | Røget Laks    | Salat Windsor    |
| Steg                      | Cervelatpølse | Rullepølse       |
| Oksetunge                 | Leverpostej   | Røget Skinke     |
| Tungepølse    Skinkepølse |               |                  |
| Spegepølse                | Salamipølse   | Røget Filet      |
| Pickles                   | Worcester     | Ketchup          |
| — O S T —                 |               |                  |
| Holstensk                 | Schweitzer    |                  |
| Kiks                      | Cracker       | Jam    Marmelade |
| The      Kaffe            |               |                  |

  
 DET FORENEDE DAMPSKIBS-SELSKAB  
 AKTIESELSKAB  
**SCANDINAVIAN-AMERICAN LINE**

S. S. »Frederik VIII«      Fredag 19. Oktober 1923

**MENU**

2den Kahyt      Lunch

Varm Ret:

Forloren Skildpadde

Koldt Bord

Andesteg    Stegt Fisk

Stegt Medisterpølse    Tomater    Røget Sild

Salat 'Haricot verts    Salat à la Reine

Tungepølse    Skinkepølse

Spegepølse    Salamipølse    Røget Filet

Steg    Cervelatpølse    Rullepølse

Oksetunge    Leverpostej    Røget Skinke

Marineret Sild    Anchiovis

Pickles    Worcester    Ketchup

— O S T —

Holstensk    Hollandsk

Kiks    Cracker    Jam    Marmelade

. . . .

Kaffe m. Wienerbrød Kl. 3<sup>30</sup>

Menus on this page reproduced with permission from the Gjenvick-Gjønvik Archives, Muncie, IN.

A few of the several items in our collection related to the Scandinavian-American Line. **Ticket** (2012.044.002), **Dinner plate** (1999.031.001), **Hand mirror** (2001.157.006)



museum of  
danish america

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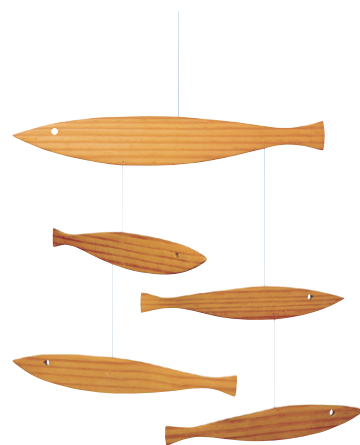
01



02



03



04



05

The Paper Boat series from Sagaform is designed by Form Us With Love design group, recipients of the prestigious Red Dot Design Award, among many others. Paper Boat products are crafted from glass and stoneware. **01. Schnapps set** includes carafe with cork and four shot glasses, dishwasher safe, \$17.50. **02. Serving bowl**, dishwasher safe, \$12.50. **03. Salt and Pepper set**, \$6.50. **04. Floating Fish** pine mobile by Flensted, \$119.50. **05. Easy Build Lobsy 3001** by Billing Boats is a model of a lobster boat. Can be used on water. For ages 8+. Glue and paint not included, \$13.99. *Membership discounts apply.* Call 800.759.9192 or shop the new webstore at [danishmuseum.org](http://danishmuseum.org)!