



MÆRSK *Post*

Cover photographs

Front Page: "Neptunus Rex", the figure-head of the Danish training-ship »DAN-MARK«. Photo by Kaj Lund.

Page 27: Propeller and propeller shaft for Lindø No. 13, the 97,000 tdw. motor tanker "ELI MÆRSK". Photo by Finn Antoft.

Page 3 to 8

Rally of Sailing-ships

July this year saw the greatest meeting of sailing-ships for many years in the Sound and other Danish waters.

The occasion for the meeting was the first centenary of the Royal Danish Yacht Club, and the ships taking part represented a rich variety of types and sizes, topped by the bulky windjammers, the training-ships.

The illustration on page 3 shows the Danish state training-ship "DANMARK" and the airphoto on pages 4 and 5 has eternalized the historic moment when the Danish King's ship, the "DANNEBROG", passed down the front of no less than six full-rigged training-ships, an event that will hardly be repeated.

The ships are, from the front, the "DANMARK", the three Norwegian ships: "CHR. RADICH", "STATSRÅD LEHMKUHL", and "SÖRLANDET", the German ship "GORCH FOCK", and the Danish "GEORG STAGE".

The Royal Danish Yacht Club was not the only one to celebrate a centenary in 1966. It so happened that 100 years ago the first transatlantic race took place. In 1856 three small schooners, the "HENRIETTA", the "FLEETWING", and the "VESTA", set out from Sandy Hook in order to cross the Atlantic to Coves. The race took place in December and under terrific weather conditions. In four days of very hard sailing the "HENRIETTA" won the race, one of the competitors having lost no less than six men in the attempt to fight her.

In 1966 one of the highlights among the many races that took place when ships

from all parts of the globe were on their way to Denmark was the race from Caricle Rowes off Falmouth, through the English Channel and the North Sea to the Skaw. Twenty-eight training-ships from Denmark, Norway, Sweden, Great Britain, and France took part in this race, which was divided into different classes according to tonnage. In the heaviest class, Class A, the three Norwegian ships, "SÖRLANDET", "CHR. RADICH", and "STATSRÅD LEHMKUHL" came in first, second and third, followed by the "DANMARK" and the "GEORG STAGE". The photos on pages 6 and 7 show the boys of the two Danish training-ships in their daily routine, on the left fixing of sails on the "DANMARK", and on the right the "GEORG STAGE" boys spending their elbow grease.

Finally on page 8 is a photo of the "GEORG STAGE", drying her sails in the time-old marine tradition by clew-ing them up to the middle.

Pages 9 to 11

Now I'm cutting

During a visit paid by MÆRSK POST to the ex-MÆRSK skipper A. J. Petersen of Svendborg this summer the details of an episode way back in 1931 were revived. On Saturday June 6th that year a fire broke out in the engine-room of m.t. "MARIE MÆRSK", commanded by Captain Petersen. As the fire increased rapidly, and as various attempts to fight it were without succes, the crew had to take to the boats in which they kept at a safe distance. During Sunday the fire in the engine-room decreased, and the crew returned to the ship, went aboard, quelled the last remnants of fire on the deck and in the store-rooms.

To establish connections with the surrounding world, and as the supply of electricity equalled nil, current for radio-transmission had to be generated in some other way.

The photos on pages 10 and 11 show how

the spokes of one of the wheels have been removed to allow a deck washing hose to connect it with the dynamo. Driving the wheel by hand it was possible to provide current for the ship's radio.

An American ship, the "EASTERN GLEN", responded to the signals, and a tow-line was stretched between the two ships.

The "EASTERN GLENN", however, insisted on towing the MÆRSK vessel to Boston, and as a message received on board the "MARIE MÆRSK" from Copenhagen told Captain Petersen to wait for two Dutch tugboats, which would tow him to Las Palmas, he asked the "EASTERN GLEN" to let go the towline. The Americans refused, however, and after further exchange of messages Captain Petersen sent them his final message, which is given as the headline of this article.

The rest went according to plan. The "MARIE MÆRSK" and her oil cargo, which was intact, safely reached harbour, and the "EASTERN GLEN" had to continue her homeward voyage without her prize.

On page 11 is a photograph of Mrs. Petersen who will be remembered as the sponsor of m.s. "THURØ MÆRSK". Mrs. Petersen is an ardent stamp-collector. Expert on Norwegian stamps.

Pages 12 and 13

Biographical Excerpt

A hundred years ago the author of the "Håndbog i praktisk sømandskab" (Handbook of practical seamanship), Jens Kudsk Jensen, was born. Himself a sailor for many years and with the ability to write he had every possibility to produce a book from which other sailors might derive great benefit. His personal experiences included four shipwrecks, attacks of scurvy, mutiny, initial stages of gangrene, being shot at by a German submarine in the North Sea, and other sorts of trouble. Besides his gift as a

writer he possessed exceptional abilities regarding handicrafts. At his youngest son's house (Mr. Kudsk Jensen jun., yard manager at the Odense Steel Shipyard) there are many examples of senior's dexterity in the shape of model ships, navigation instruments, and drawings. Father and son are seen on pages 8 and 9, respectively, the latter holding one of the many model boats built by senior. It is the question of the "Hjortespringkobbelt" boat from abt. 400 B.C., found in South Jutland. Many models are to be seen at Kronborg, in Stockholm, Oslo, and London (British Museum).

Pages 14 and 15

New Ships

The MÆRSK fleet has taken delivery of two new ships. On July 8th a bulkcarrier of 46,000 tdw., m.s. "LAURA MÆRSK", was delivered by the Odense yard; the colour photo was taken at Sandefjord by Mr. Finn Antoft, when the ship was docked there shortly before delivery. On October 21st the Lindø-built m.t. "ELI MÆRSK" of 97,740 tons deadweight was delivered. The photo was taken by an Odense staff photographer about a week before the ship set out for her trials.

Pages 16 to 19

Oil Beneath the North Sea?

In August 1966 the "Danish Underground Consortium" started the first drilling-operations in the North Sea, on 55° 24' north and 5° 03' east. For this activity the American drilling-ship, "GLOMAR IV", has been used. It is seen on page 16 which shows the special landing-platform for helicopters in the stern of the ship. The ship accommodates 60 men,

and replacements and supplies of food etc. are effected by helicopter.

The drilling was terminated on September 30th, and the "GLOMAR IV" has now left the area.

The photo on top of page 9 was taken onboard the "GLOMAR IV" where the drilling takes place through a hole in the ship. Underneath is a photo of the Town hall Square in Copenhagen. An artist has placed the new drilling-platform ordered by the Danish Underground Consortium across the Townhall to illustrate the size. The three legs of this "MÆRSK EXPLORER" will stand on the bottom of the sea and drillings may be carried out even where the sea is over 60 metres deep. The legs have a length of 88 metres and the total distance from the bottom of the sea to the top of the derrick will be 150 metres. With its 10,000 H.P. machinery the "MÆRSK EXPLORER" will be able to drill 7000 metres below the floor of the ocean. The costs of the platform will be 60 million kroner.

Pages 20 to 22

Photo Contest

1st prize for black-and-white, 200 kroner, was awarded to Mr. Kurt Ellegaard, Roulund, who took his picture at the mouth of the Odense Fjord.

1st prize for colour, 200 kroner, was won by Mr. Gunnar Mathiasen, p.t. New York office, who calls his picture: Sunset behind the southern tip of Manhattan.

2nd prize for colour, 100 kroner, went to Mr. Søren Vedel, Kgs. Nytorv office, who also landed this trout himself.

2nd prize for black-and-white, 100 kroner, was won by Mr. Laurits Rasmussen,

the Odense Steel Shipyard, who took this picture in Svendborg (Gerritsgade).

Pages 23 to 25

Spotlight

On page 23 is a photo of Mr. Herman Hammer, air photographer par excellence. A great many of Mr. Hammer's photos have appeared in MÆRSK POST; in this issue readers may have a look at pages 4 and 5 to judge whether Mr. Hammer still deserves his nickname, "Rembrandt of the air". He uses two Linhof cameras (seen in picture) and he flies a KZ 7 four-seater, where the passenger seats have been replaced by a reserve petrol tank, allowing Mr. Hammer 7½ hours in the air.

At the bottom of page 23 Mr. Finn Cappele of BUKH (left) is handing a cup to Mr. Fini Friedmann of Roulund. The latter represented the winning team of an inter-company football tournament with the following results:

BUKH - Roulund: 2 - 7

A. P. MOLLER - Odense Yard: 0 - 1

Roulund - Odense Yard: 4 - 1

A. P. MOLLER - BUKH: 7 - 0

Page 24 shows the new team of office apprentices of Kgs. Nytorv on a trip to Odense, where they visited the Yard and Roulund (photo taken there).

Page 25 deals with the annual rally of Shipyard brass bands, which this year took place at Nakskov (in connection with the seventh centenary of this town). The band of the Odense Steel Shipyard took part, and according to Mr. Jørgen Hardorf, who sent us the photo and a report, the rally was a great success. The photo shows the massed band of six Danish shipyards giving a concert in the townhall square of Nakskov.