

MÆRSK *Post*



Cover Photographs

Front Page: The cherry blossoms of our gardens may usually be taken as a symbol of spring. This photograph was taken by Mr. S. Hvorslev.

Page 27: Another sign that spring is here was found by Mr. Søren Vedel in the outline of the fishing-nets against a bleak April sky.

Pages 3 to 7

Acrobats of the Sea

In most waters between the Tropics of Capricorn and Cancer you may watch the jumps and turns of members of the large family of dolphins and porpoises in front of the stem. You may be sure, however, that you will never see a shark together with them. They are bitter enemies, and their behaviour is completely different. Whereas you may often see the three-cornered fin of a shark from a ship moving at a maximum speed of 6 knots, dolphins prefer ships making 12 to 15 knots or more.

One fact should be established first of all, viz. that the dolphin is not a fish but a mammal. The ordinary type, which is frequently seen in the Mediterranean and in mid-Atlantic, has a length of up to 9 or 10 feet. Its back is almost black with a greenish or bluish shade, and there is a marked line against its white belly. The eyes are placed in the white and are surrounded by a dark ring.

Also in Danish waters porpoises may be observed. Contrary to the dolphin the porpoise has no "bill". Its Continental name is taken from the official French name, "marsouin", which like the Danish word "marsvin" is derived from German, whereas the word "porpoise" is derived from the French "porcpoisson", meaning pig-fish. The illustration on page 4 shows the position of the tail of a dolphin. It is horizontal as compared with that of a fish, which is vertical. This enables the dolphin to change its course in the up-and-down-going direction, which is necessary for a sea-animal which has to dive out of the water every six minutes to inhale air. It is a matter of seconds only for this function to be carried out; the photo on page 4 shows the rather short distance between the spots where the dolphin dives out and in. Most sailors have heard the characteristic, snorting sounds of a dolphin breathing above the surface.

Experiments on sound in Florida after the war have revealed that the dolphins emit notes of an extremely high frequency, almost corresponding to those of Asdic and sonar. This has contributed to explaining the exceptional powers of observation of the dolphin. Its sight is not very good, the smelling powers equal nil, and still it is a very good hunter by day as well as by night. A series of experiments have verified the theory that the high-frequency notes mentioned before are emitted by the dolphin and echoed back to him, thus enabling him to judge the direction and distance of objects in the water. At the marine laboratory in Florida dolphins have been fitted with rubber suction-cups to cover their eyes, and when fish were thrown into the water at some distance their position was immediately determined by the dolphins, swimming towards the fish to swallow them.

The 1966 issue of "The Marine Observer", quoted on page 6, gives an account of new variations of the spinings and turns of dolphins. According to other observations this special way of "surfriding" accounts for the ability of a dolphin to keep pace with ships making upwards of 32 knots, though for a very short time.

In spite of the fact that millions of dolphins have been harpooned and eaten by homo sapiens since time immemorial, man seems always to have had more intimate relations with the dolphin than with any other marine creature. Not only its beauty and speed, but also its "humanity" and playfulness have appealed to the human imagination and given rise to hundreds of legends, some of which may be dated back more than 3,000 years. The dolphin took up a prominent position in Greek mythology; it was pictured on coins, vases and buildings, and Odysseus carried its picture in his coat-of-arms to symbolize his thankfulness that a dolphin had once saved his son from being drowned.

Most of what is told from man to man about the "humanity" of the dolphin is purely imaginary. The famous "Pelorus Jack", reputed to have guided all ships passing through the Cook Strait between 1888 and 1912, did not do so for sentimental reasons, of course, but only to be able to rub its flanks against the ships to get rid of parasitic snails. Many examples might be given of the human qualities of the dolphin, but for want of space the author signs off with a photo of this smiling specimen.

Pages 8 and 9

News from Odense

During the winter the building-activities at Lindø have been dominated by super-tankers of about 100,000 tdw. Two of them, the "FERNCREST" and the "FERNCASTLE", have been ordered by Fearnley and Eger of Oslo, and one, the "NORDHAV", by the Per Lodding shipping company of Oslo. The three sponsors are seen on page 9.

The main particulars of the ships are:

Length o.a.	871'8½"
length p.p.	826'9"
breadth (moulded)	128'0"
depth (moulded)	59'0"
draught	45'3"
Capacity for cargo	abt. 4 mill. cb. ft.
the engine yields	abt. 20,700 BHP
speed loaded	abt. 16½ knots.

The greatest difference of the three ships is with regard to the main engine. Whereas the "NORDHAV" is equipped with a B & W diesel engine, type 984-VT2BF-180, the other two will be powered by Sulzer 9-RD-90 engines.

With the delivery of these three tankers the Lindø yard will have reached the first million tons deadweight of new-buildings. The next million will follow even faster, the first step being taken with the three 195,000 tdw. tankers ordered by Shell (2) and the MÆRSK fleet (1).

Pages 10 and 11

Figures

The speed with which progress is made today especially in the technical field, causes ever-increasing difficulties for the layman to visualize the extent and the effects of the advances of sciences. As an example we may take the problem of how to explain and understand the idea of distance in time and space. Formerly you could avail yourself of explanations like "3 times the distance to the moon", but with radio astronomy we have reached figures so large that the good, old mile is no use anymore. Words like "light-years" are now employed, and though many people may grasp the idea linguistically and are able to make out the enormous figure by means of multiplication, it is very doubtful whether many of them are able to imagine the extent of this figure.

When we try to approach the problem of eternity in time or space we are even worse off. Here is an example from the writer's collection of attempts to interpret these phenomena:

Imagine a large mountain, for instance Mount Everest, and a small bird, visiting this mountain once every day to sharpen its bill. When this act has been repeated day after day, year after year, and the mountain has been rubbed out completely in this way, the first . . . second . . . of . . . eternity . . . has elapsed.

To give you an example of the opposite, viz. of a small, tangible figure, I should like to ask you in your imagination to place 25 persons on a line, No. 1 being the son of No. 2, who is the son of No. 3 etc., thus moving back through the centuries. Had you imagined that with No. 25 we have got back to the days of Marco Polo? Another baffling example of distance may be illustrated by using the good, old moon. The distance from earth is "only" 240,000 miles, compared with other distances in our solar system not a very high figure. But would you imagine that on an ordinary push-bike, making about 40 miles per day, it would take you about 18 years to cover this distance. To finish off this dissertation I may mention that the distance to the sun is about 90,000,000 miles, leaving it to the reader to make out how long time would be needed to cover this distance by bicycle, or even motor-car.

Pages 12 to 14 Photo Contest

The Committee was very pleased this time because of the great number of competitors from overseas. As appears from the list of winners not even the quantity, but also the quality of these entries was remarkable. The prizes this time were awarded as follows:

1st prize for colour, 200 kroner, was won by Miss Jytte Christiansen of Kgs. Nytorv. The scenery: Jotunheimen, Norway.

2nd prize for colour, 100 kroner, will be sent to Mr. P. Enderslev, apprentice of the MÆRSK fleet. The photo was taken in Thailand.

1st prize for black-and-white, 200 kroner, will be sent to Mr. Nobuo Miki of Tokyo office. The picture is of the famous Torii of the Itskushima Shrine Temple. (t. 1/250, f. 8,0).

2nd. prize for black-and-white, 100 kroner, was awarded to Mr. Jens-Olaf Madsen of Kgs. Nytorv.

Pages 15 to 17

My Uncle Became a Turtle

This strange headline pertains only to part of the article in which Mr. M. Frohn Nielsen, 2nd officer of the MÆRSK fleet, shares with us his impressions and experiences from his life at sea and on land. The allusion to his uncle is taken from naval superstition. Mr. Frohn Nielsen makes an attempt to dispel any mis-

conceptions among readers that the modern sailor should be superstitious. It is true that many of them carry small bags of salt about in their pockets, but that is no sign of superstition, only a precaution against being drowned in freshwater. Similarly the silver coin carried by some of them is no indication of anything, but . . . you never can tell.

Part of the article is taken up by a subject which the author calls statistics. Based on a large number of books, cheap shilling-shockers and the like, Mr. Frohn Nielsen has constructed what is supposed to be the ideal sailor type of today. He should be about 7 feet tall, with broad shoulders and blue eyes. His fists are made of an alloy of steel and oakwood, he is supposed to be an accordion virtuoso with a good voice. If he is promoted to boatswain, he appears next day with an enormous, red beard, and in some mysterious way he suddenly becomes one or two feet shorter, while his upper arms swell to mast-size, etc. etc. etc. . . .

The two photographs on page 16 and the drawing on page 15 illustrate various features in the training of naval cadets. The top colour photo shows the cadets being taught how to turn around a boat in the water; the other colour photo symbolizes co-operation. Mr. Frohn Nielsen took these photos and handed them to MÆRSK POST in order to illustrate another point of view to which he gives vent in his article, viz. that the oldtime sailing-ship is by no means outdated. Nowhere else can a young man today learn some of the most important fundamentals of life, such as co-operation and friendship, tidiness and conscientiousness. The author is backed up on this point by the skipper of the atomic ship "SAVANNAH" who finds that training on board a sailing-ship is the ideal basis, also for an officer commanding, for instance, an atomic ship.

Pages 18 and 19 Pictorial Advice

In this article Mr. Søren Vedel of Kgs. Nytorv sums up a few important rules to be observed if you want to get good photographs. The main requirement is that you should concentrate on a few characteristic features, both in colour and in black-and-white. The dog on page 18 is an example with its limited number of colours and confined subject matter. Through this Mr. Vedel and the editor hope to convince many more readers that taking part in the photo contest is not something reserved for the few; if you make correct use of your camera and the climatic circumstances, choosing the right film, anybody should be able to take photographs that may be submitted.

The scale on page 19 is built up according to Danish conditions, using an 18-DIN film (50 ASA). Readers in other spheres of the world should realize that the figures given in this scale do not apply to conditions in, for instance, the Mediterranean.

Light conditions	Shutter	Aperture
Bright sun, beach, snow	1/500	8
Bright sun	1/250	8
Hazy sun	1/250	5,6
Cloudy bright	1/250	4-5,6
Heavy overcast	1/125	4
Open shade	1/125	5,6
Dark shade	1/125	2,8-4

Hoping for even more entries in future contests the editor wishes the readers good hunting.

Page 20 Spotlight

Waves. The vehemence of the elements is often illustrated in objects that have been upset, bent or smashed on board the ships. This photograph shows how a wave has washed over the poop of m.s. "LAURA MÆRSK" and thereby spent some of its strength on the bell-gallows, twisting it by 90 degrees as if the material had been butter, not steel.

Canvas. Mr. N. Bonnesen, formerly of Kongens Nytorv, now retired, has sent MÆRSK POST these two photos. One of them shows how even in the 1920's and 1930's steam ships availed themselves of sails. Any sizeable increase of the speed could not be gained, but a certain stabilization in rough weathers might normally be hoped for.

Page 21 Fan Mail

Every day a number of letters, in many ways similar to fan mail to film stars, are received at Kongens Nytorv. In 9 cases out of 10 they contain requests for photographs of certain ships which the collector wishes to incorporate in his album. These letters come from all parts of the world, and whereas the editor is sometimes touched by the great efforts made by small boys of Spain, Indonesia or Japan to write letters in a language which may be understood at Kongens Nytorv, he is not exactly impressed by the linguistic efforts of Danish boys writing in their mother-tongue. It is difficult to give our readers abroad an idea of the faulty Danish, but those who do know a little Danish may be able to find some howlers in the last of the letters quoted. Then again foreign readers may be able to appreciate the new and sometimes original word-formation of the English or German letters.