

MÆRSK *Post*



Pages 3 to 7

Copenhagen 800 Years

The front page picture is the MÆRSK POST contribution to the commemoration of Copenhagen and its 800th anniversary. The statue represents Absalon, bishop and warrior, who laid the foundation stone of Copenhagen in 1167 in the shape of a tiny castle in defence against the Vends of Rügen and North Germany. To visitors who know Copenhagen of today, the map of 12th century Copenhagen on page 3 may seem a little disconcerting. What today is but a narrow strip of water, constituting the inner harbour of Copenhagen, barely 200 yards wide, was formerly a water-way with a number of separate islets. These have today almost disappeared as islets, partly due to geological changes, partly through the acts of mankind.

The history of Copenhagen has always been influenced by the attempts of foreigners to conquer the town and the surrounding country-side, which means that the danger of war has had to be considered through the centuries. On page 4 and 5 we see some of the characteristic features of a 17th century town and port that has been planned with due consideration of foreign conquest. On page 5 there are examples of ramparts and barracks, and on page 4 on the extreme left we see a square of buildings surrounding a small port where war ships might be hidden from the enemy and made ready for attack. Today this area is occupied by the Danish Royal Library, and the water today has shrunk to a tiny pond for gold-fish in the library gardens. As a reminiscence of former days some of the heavy iron-rings in the walls used to secure the ships, may still be seen in the library gardens, colour photo on page 6.

On top of page 7 is a typical photograph from the days of the sailing-ships; readers

will recognize the spiral tower of the "Børsen" (the Exchange). Below is a drawing of the "Langebrogade" of 1901. Also in those days Copenhageners with domiciles beyond the bridges gave an excuse for being late by saying, "The bridge was up".

Pages 8 and 9

New Liners

The MÆRSK Shipping Companies have ordered a series of new dry-cargo ships at Bergen and Kockums, Malmö (4 and 3 respectively). The first newbuilding from Bergen was launched on April 26th and named "CORNELIA MÆRSK" by Mrs. Georg Andersen. The first Malmö newbuilding was named "CECILIE MÆRSK" by Mrs. S. O. Sørensen, whose husband is managing director of the Landmandsbanken. The main particulars of the new ships are as follows:

Length o.a.	560' 0"
Length p.p.	525' 0"
Breadth	80' 0"
Depth to uppermost deck	52' 6"
Draught	34' 0"
Deadweight	abt. 14.100 tons

A special detail should be mentioned, viz. the KaMeWa propeller for easier manoeuvring in harbours. Photo on top of page 9 shows the opening in the bottom of the ship for this propeller.

Pages 10 and 11

New Bulkcarrier

On June 2nd the Lindø Yard staged the naming ceremony of a new bulkcarrier for the MÆRSK fleet. The most important new feature of this ship is her size which amounts to about 78.000 tdw. She was named "LEISE MÆRSK" after Mr. McKinney Møller's eldest daughter, and the sponsor was Mrs. Inger Arnth-Jensen, wife of Mr. N. Arnth-Jensen, managing director of the Danish Sugar Factories, Ltd. The principal dimensions are:

Length o.a.	abt. 839'
Length p.p.	800'
Breadth	107'
Draught	46'

Pages 12 and 13

Air-borne

The MÆRSK Shipping Companies have recently received a Hawker Siddeley 125 twin-engined jet aircraft, and several MÆRSK POST readers have already been transported with jet speed from Copenhagen to various European airports, and vice versa. The new plane marches at about 450 miles per hour, and with a supply of fuel for 4 hours it may cover practically all general needs in Europe, non-stop. The plane has a crew of two, and the cabin is dimensioned for 6 passengers. At Kastrup where the plane is stationed the daily operations are supervised by Captain E. A. Schmeltz.

The photo on page 12 shows the plane outside its hangar. On top of page 13 Miss Ruth Crone is seen at the map in the special air booking-office at Kongens Nytorv, where flights are arranged for the various passengers. The photo of the interior below shows the twin set of instruments in the cockpit of the plane.

Pages 14 and 15

News From BUKH

The BUKH factories, which started their production of Diesel-engines in 1910, has recently launched a new line of tractors. The three types, JUNO of about 42 HP, JUPITER of about 70 HP, and HERCULES of about 90 HP, are significant by their yellow colour compared with the types hitherto produced, which were red. The engine unit, which forms the basis not only of the tractor engines, but of all BUKH Diesel-engines since 1947, is one, and only one, size of cylinder. This fundamental one-cylinder unit is of 17 HP

and about 1.000 cub.cms. By combining 2 of these the result will be an engine of 34 HP, 3 will give 51 HP, etc. It goes without saying that a rationalization of the production-apparatus has thus been simplified to a vast degree. It should be mentioned at this point that the price of a BUKH-engine today is the same as it was in 1938. Can you mention any other Danish product so stabilized in price? The result of this development is that the capacity of the BUKH factories today has made an annual production of 2.500 tractors possible.

Pages 16 and 17 "Lightering"

The sea route between Odense and Lindø in the service of shipbuilding is no doubt unknown to most MÆRSK POST readers. This photograph shows how steel-constructions, produced by the old shipyard, and too large for road haulage, are freighted along the Odense Canal by tug and lighter.

Inspection of Pistons

Repairs of a certain size will normally be carried out while a ship is lying in harbour. Sometimes, however, it will be practical to inspect, or even repair, pistons in mid-ocean. This photograph from m.s. "HENRIETTE MÆRSK" will give readers an idea of one of the operations involved in the removal of a piston from its cylinder.

Danish Design

The turbine-tanker, "PRIMA MÆRSK", is seen in Sydney harbour on the background of another example of Danish Design, viz. the new opera-house, designed by Jørn Utzon, the Danish architect.

Pages 18 to 19 Photo Contest

1st prize for colour, 200 kroner, was won by Mr. B. Stahlfest-Møller of Kongens Nytorv for his beautiful apple-blossoms. 2nd prize for colour, 100 kroner, was won by Mr. Bjarne Bortfeldt of Kongens Nytorv. The scene is Elsinore regarded from t.t. "ELI MÆRSK".

1st prize for black-and-white, 200 kroner, was awarded to Mr. K. Dahlberg-Hansen of Kongens Nytorv. His children are playing in a puddle.

2nd prize for black-and-white, 100 kroner, will be sent to Mr. Hikaru Koizumi of Tokyo. His little daughter is seen here, skipping in the park.

Photos for the next contest are received until 1st September.

Page 20 Personalia

The President of Moller Steamship Company, Inc., Mr. Th. Host, retired as president on July 1st and was succeeded by

Mr. Poul Rasmussen, who joined the Company in 1946 as vice-president. Mr. Host will take over the post as chairman of the board. At the same time 2 vice-presidents have been appointed, namely Mr. William S. Ducey, who will be responsible for traffic and solicitation, and Mr. Ib Alvin who will be in charge of conference and regulatory matters and public relations.

Page 22 Supply-Ships

From the Rolandwerft at Bremen the MÆRSK Shipping Companies have ordered 2 supply-ships which will serve the drilling-rig, "MÆRSK EXPLORER", owned by the Danish Underground Consortium. The ships will supply the rig with various types of materiel needed for drilling-operations, such as concrete, chemicals, fuel-oil, steel tubes, and water. The two ships were named "MÆRSK SUPPLIER" and "MÆRSK FEEDER", and they were launched on April 15th and May 27th, respectively. The two sponsors were Mrs. A. Kromann Schmidt and Mrs. H. K. Larssen.

The main particulars of the ships are:
Length o.a. abt. 52 m.
Breadth - 11 m.
Draught - 3,5 m.
Deadweight - 750 tons.