



MÆRSK  
*Post*



## Cover Photographs

### Front Page

The first of the new type C dry-cargo vessels approaching the U.S.A. on her maiden voyage.

### Page 23

Busy days at the Kockum shipyard in Malmö; m.s. "CECILIE MÆRSK" is given the finishing touch before delivery.

### Page 5

#### New Ships

On March 20th another tanker of the 100,000 tdw. class for the MÆRSK fleet was named at Lindø. The newbuilding, which is No. 23 of this yard, was sponsored by Mrs. Nele Sørensen, chief editor and wife of the Danish Minister of the Interior, Mr. Poul Sørensen. The ship was named "ELISABETH MÆRSK".

The main particulars are:

Length o.a. ....	880' 08"
Breadth. ....	127' 09"
Draught. ....	46' 03"
Deadweight. ....	abt. 100,600 tons

Readers are referred to page 15 for photos of the special physical training-room with which the ship is equipped.

#### Deliveries

Another two dry-cargo vessels, type C, have been taken over by the MÆRSK fleet. One is the "CHARLOTTE MÆRSK", delivered by Kockums on February 12th; the other is "CHRISTIAN MÆRSK", taken over from Bergen on April 3rd. Further details of these ships were given in the October 67 and January 68 issues of MÆRSK POST.

### Pages 4 to 9

#### From Weathercock to "Blue Peter"

On the occasion of the first centenary of the first Danish edition of The International Book of Signals MÆRSK POST has

asked Captain Kaj Lund to tell our readers about the various phases of the development, and of the different ways in which flags have been used at sea, such as identification, communication, determination of wind direction, and decoration.

The drawing on top of page 4 is one of the very first examples of an illustration of a ship flying a flag resembling the "Dannebrog". It dates back to the beginning of the 1300's and is still to be seen on the northern door of the St. Jørgensbjerg Kirke of Roskilde. The vane below, which dates back to viking days, was found at Källunge on Gothland.

As many readers will know, the red and white cross-flag is reported to have been used as the flag of the Danes since 1219 when it fell from the sky during the battle of Lyndanisse, but not till 1424 do we meet the first evidence of a Danish flag having existed. This particular flag was taken from a Danish ship in the battle of the Sound between Danes and the Hanseatic fleet. It was placed in a church in Lubeck where it was destroyed in an air attack in 1942. From 1427 the Dannebrog has been used as identification for Danish ships, as it is today. The painting which is seen on page 5 shows a so-called chébec of Malta flying a Maltese flag which is very similar to the Dannebrog. This special flag occasioned a decree from the Danish king in 1758, ordering Danish ships in The Mediterranean to provide their Danish flags with the royal initials so as to avoid mistakes.

Whereas the use of flags for identification may thus be traced back about 1000 years, the practice of communicating through flags is only about 300 years old. The first signal that was internationally understood was the flag a-waft. This signal was used by a ship in distress or by a skipper who wanted any kind of assistance, for instance a pilot. In order to put a flag a-waft one might turn it upside-down or fly it at half mast or in some

other irregular way. A much used method was to use a national flag with a string tied round the middle.

The next phase in the development of messages was to use a code of figures. In several countries such systems based on figures were developed, but there was little international co-operation, and not till 1855 was a commission set up which during 2 years worked out "The Commercial Code of Signals for the Use of all Nations". The code was revised a couple of times, and in 1865 an international maritime signal system was available which could be accepted by most seafaring countries.

The illustration on page 6 shows a Danish ship flying a numberflag for identification.

Naval ships sometimes put up a tiny national flag in the bow, a so-called "jack", as a signal. From the photo on page 8 appears that this habit is sometimes imitated by merchant ships, in this particular case by the Argentine cadet-ship "LIBERTAD". This is not a signal, however, only pure decoration.

The flag mentioned in the headline, "Blue Peter", is the signal for the letter P, which signifies that a ship will leave the same day. Other significant and very frequent signal flags are the red flag for B (see page 7) which tells that the ship is loading or discharging dangerous cargo, and the yellow flag for Q (quarantine) which is put up as a sign that the ship is non-contagious.

A two-letter signal is picked at random, namely T E (see page 7) which is used very often and means "Go slow when you pass me!". It is used by tugs and excavating craft in harbour areas.

The photo on page 9 shows an example of the flags that may be flown by a ship on her maiden voyage. In this case the "CECILIE MÆRSK" is approaching the U.S.A., and on her foremast she is flying the Stars and Stripes. This indicates her



destination and is a sign of courtesy. The other flags are the Dannebrog, the pennant with the ship's name, and the pennant of the MÆRSK Shipping Companies.

#### **Pages 10 and 11** **The Roskilde Shrimp**

In an earlier issue of MÆRSK POST appeared an article named "Crossing the Line". It was written by Mr. Henning Henningsen Ph. D., of the Kronborg Maritime Museum. The article on these two pages is written by Mrs. Mona Larsen, wife of 2nd engineer Ole Larsen, who joined her husband on m.s. "JOHANNES MÆRSK" for five months, and who is now able to supplement Mr. Henningsen's article with a practical example.

According to the rules all crew members of a ship who have not already been baptized must undergo this ceremonial when they cross the equator for the first time. As may be seen from this article, this rule also applies to "accompanying wives", unless, of course, they are able to show up their certificates of baptism, signed by Neptune, from an earlier passage. When the "JOHANNES MÆRSK" crossed the line for the third time on a round-the-world voyage, no less than 35 newcomers were welcomed to the realm of Neptune in the traditional way. The two photos on page 11 show certain details of the ceremonial. The top photo shows how the freshers are placed on a bench to enable the "doctor" to make a careful examination both of the interior and the exterior, while two policemen are responsible for keeping the patient in the right position. To the left of this group is the "bishop", who is waiting to perform his duties, and to the left again of the bishop is the baptismal basin which serves not only to terminate the christening rite but also to "purify" the poor souls in a more concrete way. The other photo shows that the latter function is not the least important. On this photo the barber is seen at work; the lather he uses is not the ordinary one but consists of brown soap which is stirred to a thick porridge by means of various ingredients. You need not be worried by the enormous cut-throat he is carrying, it is made of wood. The names that are given to the newcomers are usually connected with maritime ideas and creatures, and the headline and "signature" of this article reveals the name with which the author may now vary her everyday denomination.

#### **Pages 12 and 13** **Photo Contest**

First prize in this round was awarded to Mr. Flemming Skoubo, radio officer of m.s. "LAURA MÆRSK". The prize of 200 kroner will be transferred.

#### **Second Prize**

For the first time during the entire competition one of our retired colleagues has submitted photographs. The prize winner, former deputy manager of the Odense Steel Shipyard, Mr. D. Tom-Petersen, has sent us a trick-photo which by means of double exposure, with a couple of months between, shows flowers on the otherwise lifeless winter-bushes and trees. The reward of 100 kroner will be sent by mail.

Once again MÆRSK POST has been asked whether colour diapositives as well as colour negatives may be included in the competition together with or without a corresponding paper print. The answer is that both dias and negatives can be reproduced in the magazine, but in the latter case we should like to have both the original negative and the paper print for the judges to look at.

#### **Page 14** **The Ship Is Loaded with Toys**

One of the articles which have contributed strongly to stabilize the Japanese economic balance is toys. To give readers a small impression of the quantities concerned, Mr. Christian Nielsen of Kongens Nytorv, formerly MÆRSK LINE, Tokyo, states that in for instance 1965 a total of 138,000 tons of toys were shipped to the East Coast of North America, while at the same time 110,000 tons went to the Pacific Coast. A considerable part of these toys were lifted by MÆRSK LINE. During the 5-year period from 1956 to 61 the toy exports corresponded to the amount of 290 million dollars.

In recent years Japanese toys have developed from rather cheap and mediocre quality to highly mechanized and in many cases rather complicated products, the majority of which are fitted with batteries. The toy industry of Japan which is partly a home industry, is concentrated in the Tokyo-Yokohama and Kobe-Osaka areas. The factories are not very large; they have a daily production of for instance 15 tons, but on the other hand the number of factories is very large. Many of the toys produced in Japan today originate in other countries. Importers visiting for instance the U.S.A. have bought one or two samples, taken them to Japan and made imitations at a low price. On the other hand it happens frequently that the Japanese improve the master copy they imported. Most of the cargo from Japan to the U.S.A. is shipped f.o.b. with the customers being responsible for payment of freight. To avoid paying high rates to the shipping companies, many of the customers some time ago tried to utilize the comparatively low rates for toys by describing certain commodities in an unusual way so as to make them look like toys.

For instance the rate for books, telephone notebooks, mirrors and many other articles is fairly high, but if these articles are given a colourful and unusual appearance they might be distributed as toys. Sets of brushes, combs and mirrors glued on a coloured cardboard bottom and termed "Kiddies Dress Set" have in many cases been shipped as toys though the rate for each single article should have been higher. An end has now been put to all these tricks, and very detailed lists have been made out so that if a customer should think out a new kind of toy, for which the rate might be doubtful, a sample must be sent in to the conference who then decide whether to term it toy or not. This may take some time and gives some trouble to shippers and customers, but it is the only way in which to make sure that the correct rates are applied.

#### **Page 15** **Arms Up - Arms Down**

The two new MÆRSK tankers, "EVELYN MÆRSK" and "ELISABETH MÆRSK", have both been fitted with a physical training-room where the photos on this page were taken. In the top picture Captain E. Lyck of t.t. "EVELYN MÆRSK" is instructing one of the crew-members how to operate the rowing-machine; and on the next photo the skipper is putting the weight. In this particular case the two balls, one for women and one for men, are coated with rubber so that no special mats are needed on the floor.

Underneath is an ergometre bicycle, which is collapsible and may be fixed against the bulkhead when not in use. The rather unorthodox gym suit (especially the helmet) is due to the fact that the photos were taken while the ship was still in the fitting-out basin of Lindø.

#### **Pages 16 and 17** **Spotlight**

From the maritime literature we all know that the rats abandon a ship just before it is going down. Nobody, however, has told us how and when they board the ship. These photos show that one method of getting aboard is suspected to be the hawsers, which, therefore, are provided with ratguards. The very original and efficient guards of "ARTHUR MÆRSK" were made and photographed by the pumpman, Christer Eklund, who tells us that they seemed to have had a certain effect both on the rats and, not least, on "landlubbers on their Sunday promenade who got busy with their cameras."

#### **Welcome**

At the bottom of page 16 is a photo taken onboard m.s. "CECILIE MÆRSK" when, on November 22nd 1967, a reception was arranged at Yokohama during the ship's maiden voyage. Captain M. Hasselbalch



Ryge is receiving gifts from Miss Yokohama and the port captain of Yokohama.

#### **Crowning**

From Mr. Erik Nybo Nielsen and his wife, at present stationed at Khorramshahr, MÆRSK POST has received this colour photograph of the coach with the Iranian Shah and Empress. It was taken en route for the crowning ceremony on October 26th 1967, and Mr. and Mrs. Nielsen were lucky enough to occupy reserved seats on one of the front benches which enabled them to see everything and to take some good snapshots.

#### **Trucks of the Sea**

The drilling-platform "MÆRSK EXPLORER" receives supplies of various kinds

from the Danish Underground Consortium base at Esbjerg. The supplies are taken to the platform by two vessels, the "MÆRSK FEEDER" and the "MÆRSK SUPPLIER". With their engine room and wheel house placed in front these ships bear a certain resemblance to trucks on land.

#### **Pages 18 to 20**

##### **The Ship's Brownie**

The brownie or Puck or goblin that formerly "belonged" to every ship (sailing ship that is) might be a benevolent, shaggy goblin, who might even be helpful (carrying out certain jobs secretly) and who might warn against dangers threatening the ship. The illustration on page 18 shows him in this shape. He is seen rolling some

empty barrels about to tease the crew maybe because they have deprived him of a favourite dish or pastime or the like. On the whole rather a nuisance but rather harmless, too.

He might take quite a different shape as on page 20 when he represented fate and gave forebodings of imminent danger or even shipwreck. He seems to have disappeared gradually with the introduction of steamships; and hardly any crew members of modern diesel or turbine ships can boast that they have come across one of these grey, little men.

He is reputed to have been visible only to people born on a Sunday. If anybody else saw him, it was an omen that storm or catastrophe was approaching.