



MAERSK
Post

Cover Photographs

Front Page

The Danish training-ship "DANMARK" in a fresh breeze.

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This winter scenery is from the "Svane-møllebugten" in Copenhagen.

Page 3

C Ships

The first two ships of the so-called C type have been delivered to the MÆRSK fleet. One of them is m.s. "CECILIE MÆRSK" which was built by Kockums and was taken over on November 21st. On Wednesday, November 22nd she set out on her maiden voyage to Quebec from where she joined the Panama Line. The ship is commanded by Captain M. Hasselbalch Ryge, and Mr. Poul Nielsen is chief engineer. The other ship, m.s. "CORNELIA MÆRSK", was built at Bergen and was taken over on December 10th. The skipper and the chief engineer are Ernst H. Jørgensen and H. Dalsgaard Frederiksen, respectively.

Thanks to the very slender shape and a deadweight tonnage of around 14.000 this type of ship will be one of the fastest and most efficient on the seven seas. The ships are powered by a B & W Diesel engine, type 984-VT2BF-180. Extra speed is gained by the bulb construction of the ships.

To ensure greater manoeuvrability when going alongside the ships are fitted with KaMeWa propellers. There are six holds, one of which is aft of the accommodation. In view of the various ways to deal with cargo today, for instance palletization, the ships also have sideports.

Pages 4 and 5

m.s. "HENRIETTE MÆRSK" — Ship. No. 1.000 at the Stockton Elevators, California.

Looking at a map of California you place your finger on San Francisco and move a short way to the right. You will then hit a town named Stockton about 80 miles to the east, situated in the middle of the 450 miles long, fertile "Great Central Valley". This valley reaches from Redding to Bakersfield and takes up about one-sixth of the entire area of California. It produces more than one-third of all fruits and vegetables of the United States and helps make California the leading agricultural state of America.

Stockton has an ideal position as a shipping centre, not only for the various products of the Great Valley, but also for the export goods produced by the Mid West.

On May 25th, 1967, the "HENRIETTE MÆRSK" came alongside at Stockton Elevators in order to load about 8.250 tons of safflower seed in bulk, destined for Japan. This operation was pure routine, and still there was something special about it. The "HENRIETTE MÆRSK" was ship No. 1.000 to load at Stockton Elevators from where more than four million tons in bulk have been shipped since the construction of the Elevators in 1955. The event was celebrated by a buffet dinner onboard the ship with representatives of the Elevators and of the port as well as shippers and agents. Among the honorary guests were: Mary de Leon and William G. Davis of The Kingsburg Cotton Oil Co. of Kingsburg, California, and Mr. and Mrs. Y. Mochizuki of Sumitomo Shoji New York, Inc. Furthermore the U.S. Department of Agriculture was represented by Mr. and Mrs. Callan Duffy, and the Department of Agriculture, State of California, by Mr. and Mrs. Richard Lyng. Captain Valdemar Nielsen and his officers had seen to it that the dinner became a success through well prepared dishes presented on a beautifully laid table.

The twin loading-spouts of the Elevators

have a capacity of 800 tons per hour; but unfortunately there is still a limit to the amount of cargo transported in any one ship, because the narrow water-way that connects Stockton with the Pacific sets a limit to the draft of ships at 32 feet. Measures to cope with this are being taken, and the Operation Big Ditch (involving about 60 million dollars) aims at a considerable improvement both of draft and navigation for the seven-hour voyage from Stockton to the Golden Gate.

Stockton is a lively and progressive harbour from which many interesting cargoes are shipped. One of these is wine where California covers about 80 per cent of the growing U.S. home market. The various red and white wines of California are wines of esteem and recognition, but unfortunately little known in Europe. The "ANGELO PETRI", the first specially built bulk wine ship of America, plies regularly between Stockton, Houston Texas, and Newark New Jersey. At Houston the wine is transshipped to "river barges" using the Mississippi to take the wine to the gigantic Chicago industrial area. The wine is bottled and distributed from here.

Stockton is but one of many interesting places in California. Its history, like that of San Francisco, is linked together with the Gold Rush in 1849, which is known by everyone—not least through the efforts of Hollywood. It is situated in a nature which to a Dane is unique and teeming with pioneer relics, where the needs of the most critical nature lover can be met.

Pages 6 and 7

Long Waves and Short Waves

—Hello, are you still there? Your voice faded away completely... Today the weather is fine with us, but there is still a heavy swell after the storm. Over.

—What was that? Are you having a storm? There is so much noise just now... It

is nice to hear your voice though I am sorry to hear that you have had a storm. Little Mary is taking after you, she likes climbing trees. For the past hour she has been in the plum-tree. Over.

—In the plum-tree? At four in the morning —oh, I forgot—it will be about noon in Denmark now.

This represents part of a dialogue between an officer onboard his ship in the eastern Pacific and his wife at their home in Copenhagen, and it serves to illustrate how modern technical devices have enabled members of a family, thousands of miles distant, to exchange news and views, though somewhat hampered by fading and interference.

Going back to 1901 when Marconi succeeded in establishing radio contact across the Atlantic a large number of technicians and scientists have made great efforts to improve this means of communication. So far the above conversation may symbolize the stage of development reached in 1968, but new progress is being made.

With improved quality and new methods, for instance the Single Side Band system, only the price will vary in future long-distance conversations; the distance will be of minor importance.

A conversation of three minutes between Yokohama and Copenhagen costs about 90 kroner. From New York the rate is 60 kroner, and from Genoa about 16 kroner. From a ship to Copenhagen the price also varies. From the Strait of Malacca you may call Copenhagen and talk for three minutes for kroner 26.40. The same amount gives you six minutes from the Mediterranean, twelve minutes from the Bay of Biscay, and eighteen minutes from the Skaw.

Pages 8 and 9

Encyclopedia

"MARY CELESTE"

The Flying Dutchman and abandoned ships were the topic of an article by Mr. V. J. Brøndegaard in the April 1964 issue of MÆRSK POST. A book has recently been published dealing with the various theories about one of these ships, the "MARY CELESTE", which was found in 1872 in the Atlantic, intact and seaworthy but without any crew.

The concrete details of this ship end on November 7th, 1872, when she set out from New York with a cargo of alcohol for Genoa. Onboard were the captain, Benjamin S. Briggs, his wife and little daughter, two officers, a steward, and four able seamen. On December 5th the ship was found with torn sails, drifting to the northwest of The Azores, deserted but with everything intact. Clothes, tobacco pipes and personal belongings were in their usual places, remnants of laundry were

flying from a line; but there was not a soul onboard, and the ship's papers and the only life-boat were gone.

The ship was towed to Gibraltar and searched very carefully. Nothing was found to indicate accidents, mutiny or attack of an enemy. The ship must have been abandoned, but why? It has forever remained a riddle like those of The Flying Dutchman, the sea monster, and Moby Dick.

The official report from Gibraltar put forward the theory that the seamen had broken up the cargo, and after having got drunk they had killed all the others before they took the life-boat and capsized somewhere on the large ocean.

As time passed by many fantastic explanations were given, and in the above-mentioned book, titled The Secret of "MARY CELESTE", by Rupert Fournieux, the following explanation is held forward as the most likely:

In the morning of November 25th the sea was dead calm, and everybody went onboard the only life-boat of the ship and fastened it to "MARY CELESTE" by means of a rope. But suddenly a breeze arose which filled the sails of the ship. "MARY CELESTE" gathered speed, the rope burst, and the life-boat was left alone with the passengers who finally died of hunger and thirst or were drowned.

But why did Captain Briggs endanger their lives in such a way? That is a question which is hard to answer, and still Fournieux has a solution to this problem, too: When the ship crossed the Atlantic the alcohol may have been heated to such an extent as to fill the holds with vapours of spirits. A crew member was sent down to inspect the cargo, and he carried a light with him and thus caused the vapours to explode. Though only minor damage was brought about, the captain feared that another and heavier explosion might be set off, and he ordered the crew into the boat. At a certain distance they waited for the danger to pass when suddenly the ship sailed away from them.

Retired Queen

The photograph on page 9 was taken by Mr. Steen Krabbe of the New York office. It shows the liner "QUEEN MARY" leaving New York on September 22nd for her last cross-Atlantic voyage to Southampton. Going back to 1935 this liner has served regularly between Great Britain and U.S.A. except for the war years when she was converted into a transport ship for troops in the very same area, namely the North Atlantic. During these years she lifted a large number of American divisions to Europe, 15,000 men at a time; the passage took four days, and "QUEEN MARY" sailed without any escort most

of the way, because her top speed of about 34 knots enabled her to outdistance the German submarines.

After 1001 civilian crossings the giant was taken out of regular service in the autumn of 1967. During the thirties and the forties she held the Blue Ribbon of the Atlantic almost uncontested, her best result west-going from Bishop Rock to Ambrose Lightvessel being 3 days, 21 hours and 48 minutes. Only the French liner "NORMANDIE" challenged her supremacy by short-lived improvements in 1935 and 1938. Not till 1952 did "QUEEN MARY" have to give up the title definitely when the ribbon was gained by the "UNITED STATES", a new liner of 53.329 grt. (the "QUEEN MARY" is of 81.237 grt.). The new record was 3 days, 12 hours and 12 minutes.

Voyage No. 1001 ended at Southampton on October 31st. The ship set out again, not, however, to end up in the junk-yard but to sail to California, where by now she has been converted into a floating museum at Long Beach. In spite of her size the ship has never been the largest passenger-ship in the world. The French competitor, "NORMANDIE", beat her by 1.500 grt., and her own sister, the "QUEEN ELIZABETH" (82.998 grt.) from 1940 is still the largest passenger-ship. Most passenger-ships of today are below 40.000 grt., and their speed does not exceed 25 knots.

If we compare the figures of "The Queens" with cargo ships of today, we see that only very large tankers have reached dimensions that can outdo them. The largest MÆRSK tanker so far, "EVELYN MÆRSK", has a gross tonnage of 53.226 compared with "QUEEN MARY"s 81.237; and the total length amounts to 880 feet versus 1.019 feet. The breadth, incidentally, is 127 feet compared with 118 feet.

Not till the new 200.000 tdw. tankers from Lindø are launched will "QUEEN MARY" have been beaten for good. This does not apply to horse-power and speed, however. "QUEEN MARY"s steam turbines were able to develop 181.000 hp. giving her a top speed of 34 knots. The corresponding figures of the merchant ships are quite modest so far.

Pages 10 and 15

New Ships

The largest tanker so far of the MÆRSK fleet was named "EVELYN MÆRSK" at Lindø on Tuesday, December 12th. The newbuilding, which is of 100.700 tdw., was sponsored by Mrs. M. O. Olufsen, wife of the private secretary to the Danish king, M. O. Olufsen. After trial runs in the Kattegat t.t. "EVELYN MÆRSK" was delivered to the MÆRSK fleet on December 23rd. She is commanded by Erik Lyck,

and Ole Martin Rasmussen is chief engineer.

The main particulars are:

Length o.a.	880' 7"
Length p.p.	846' 2"
Breadth	127' 9"
Depth	59' 6"
Draught	46' 3"

At the Bergens Mekaniske Verksteder the second of four new liners for the MÆRSK fleet was launched on November 18th. The newbuilding was named "CHRISTIAN MÆRSK" by Mrs. Ingeborg Kamper, wife of the deputy managing director, Niels Kamper, The Danish Shipowners' Association.

Also at Malmö a newbuilding of this C-type has been launched. On December 19th the "CLARA MÆRSK" was sponsored by Mrs. Eli Müller, wife of Mr. Otto Müller, permanent undersecretary of the Danish Ministry of Commerce.

The main particulars of these ships are:

Length o.a.	560' 0"
Length p.p.	525' 0"
Breadth	80' 0"
Depth to uppermost deck	52' 6"
Draught	34' 0"
Deadweight	abt. 14.000 tons

Pages 16 and 17

Spotlight

Agents' Meeting

From the 9th to the 12th of October No. 6 in a series of agents' meetings, held since 1956, took place at Store Kro in Fredensborg north of Copenhagen. The photograph shows Mr. Georg Andersen talking to Mr. B. O. H. J. Silva, representative of Messrs. Carson Cumberbatch of Colombo. On the right with his back turned is Mr. Ib Kruse of Kongens Nytorv together with Mr. K. Schaumann Johansen, New York office.

Adoption News

As mentioned in MÆRSK POST of January, 1967, the connection between m.t. "GJERTRUD MÆRSK" and the Jyderup Municipal School has been a good example of a successful ship's adoption. The photograph shows able seaman Peder Pedersen with a model of his ship which he presented to the school. When in the spring of 1967 the ship was laid up for a short period, the crew decided, before

they signed off, to donate the contents of the club money-box, 2.500 kroner, to the class of pupils who had so many times sent them parcels, gifts and magazines. In a letter to Kongens Nytorv the pupils tell us how the money helped financing trips to Berlin and Larvik for the two school classes. These trips were a great success, and through MÆRSK POST the pupils hope to express their gratitude to the crew members once again.

Ship's Bell

A small ceremony where a ship's bell from the "LUNA MÆRSK" was dedicated to the Port of New York Authority took place on November 14th with participation from the Port Authorities and Moller Steamship Company, Inc. The speech was delivered by Captain Fin Ibsen, and subsequently a luncheon was served onboard the "LUNA MÆRSK". Captain Ibsen addressed the authorities as follows:

"On behalf of the "LUNA MÆRSK" and its owners, the A. P. MOLLER concern, I am privileged and happy to make this presentation.

The "LUNA MÆRSK" was the first vessel to be berthed at Pier 11, which was the first of the Port Authority's new Brooklyn piers.

The bell from the "LUNA MÆRSK" has been taken ashore and placed at this entrance to the Brooklyn Division of the Port of New York Authority. This bell with the "LUNA MÆRSK" inscription has circled the globe numerous times, and I hope it will serve as a lasting symbol of what you and we stand for—the excellent port facilities provided by you and we trying to keep the ships moving with cargo in and out of New York. Please accept this bell as a token of our appreciation and friendship.

I am now happy to invite all of you to join me on board the m.s. "LUNA MÆRSK" for a luncheon which I hope you will enjoy."

With the Speed of Lightning

A new type of electronic calculating-machine may be seen at Kongens Nytorv office. No single operation lasts more than 0.1 second, and apart from noiseless keys there are no moving parts in the machine. It weighs 15 kilos and takes up the same amount of room as a conventional elec-

tric machine, but its speed exceeds that of the latter a couple of hundred times and that of the old hand-driven machines by some thousand times.

Pages 18 and 19

More Bulk

A new bulkcarrier of 79.600 tdw. was delivered to the MÆRSK fleet on October 28th. The ship, which bears the name of "LOUIS MÆRSK", was named by Mrs. Helle Brag Nielsen, wife of director T. V. Brag Nielsen, Den Kjøbenhavnske Sø-Assurance-Forening Limiteret. This type of ship, which also comprises the "LEISE MÆRSK", is the largest type of bulkcarrier in the MÆRSK fleet and at the same time the largest so far built in Scandinavia.

The main particulars of the ship are as follows:

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

The ship is commanded by Captain J. V. A. Nielsen, and the chief engineer is H. W. Hansen.

Pages 20 and 21

Photo Contest

As readers will have noticed there are no prizes for black-and-white photos in this round. The number of participants had decreased to such an extent that it has been decided to discontinue this part of the competition. On the other hand, fortunately, the colour contest enjoys an ever increasing popularity among all groups of readers, wherefore this part will continue at any rate through 1968.

1st prize for colour, 200 kroner, was won by Mr. C. R. E. S. Grant, London office, who gives the following explanation, "This photograph was taken on the Harwich-Copenhagen offshore race in the North Sea, on board the yacht "STAR-FIRE", a 56 ft. yawl. We had been beating against a gale for three days and trying to make a landfall on the Danish Coast to enter the Skagerrak. In the photo, the skipper is trying to get a sight of the sun through the black storm clouds to check our latitude."

2nd prize, 100 kroner, was won by Mr. Michael J. Zeppetella of New York office. The picture is of his son, taken by a lake near his home.