

MÆRSK
Post



ENGLISH SUMMARY

MÆRSK POST NO. 3 - 1968

Cover Photographs

Front Page:

Change of flags at Malmö on May 28th when the MÆRSK fleet took over the "CLARA MÆRSK", third and last of three C ships built by Kockum's.

Page 23: Photo by Mr. Søren Vedel.

Page 3

Grandmother's Name: When Miss Ane Mærsk Mc-Kinney Møller, youngest daughter of Mr. Mærsk Mc-Kinney Møller, named a new liner "CHASTINE MÆRSK" at Bergen on April 27th, it was the sixth time in the history of the MÆRSK fleet that the name Chastine was given to one of the ships. Already in 1910 Mr. A. P. Møller chose his wife's name for a newbuilding, the "CHASSIE MÆRSK", using the short form of Mrs. Møller's name. It was used again in 1920, after the first ship had been torpedoed in 1916; and in 1923, 1945 and 1953 ships bearing the name "CHASTINE MÆRSK" were built by Odense.

Pages 4 to 6

Great News From Lindø

The first tanker of the 200,000 ton class was named at Lindø on June 21st. It was a turbine tanker for Shell Tankers (U.K.) Limited, London. It was sponsored by Mrs. P. G. Grimshaw, whose husband is director of finance and planning co-ordinator of Shell Petroleum N.V. and The Shell Petroleum Company Limited. The ship was named "MARINULA".

With her 196,000 tons the newbuilding is the largest ship so far built at Odense or by any Danish shipyard. It is one of a series of three ordered by Shell tankers. The first of these, m.t. "NATICINA" delivered on September 26th, 1967, was of

115,000 tons, whereas No. 3 like No. 2 will be in the 200,000 ton class.

The main particulars of t.t. "MARINULA" are:

Length o.a.	1077' 1"
— p.p.	1026' 11"
Breadth.	143' 6"
Draft.	62' 5"

Page 7

Roulund Rally

During the weekend, 4th and 5th May, 65 cars took part in a DAN-BLOCK Mini Rally arranged on Fyn by The Royal Danish Automobile Club in co-operation with the Roulund Factories. DAN-BLOCK is the registered name of the well-known brake-linings and clutch-facings produced by Roulund.

The rally, which covered about 280 miles, went along tiny Fyn roads through Assens, Faaborg and Svendborg. It included special laps, among these a special speed-marking test on the new motor-road across Fyn.

The rally was divided into 7 classes; class 3 comprised no less than 3 Alfa Romeo cars, see photo, class 4 consisted exclusively of Volvo cars, and classes 6 and 7 were for beginners.

Pages 8 to 11

In the Country of the Kangaroo

On March 1st 1966 The Maersk Company (Australia) Pty. Ltd. was registered in Melbourne. Leader of the office is Mr. Svend Hansen, formerly of Kongens Nytorv. In this article by Mr. Svend Hansen readers are given an impression of what life is like under the Southern Cross where everything is reversed in comparison with our northern hemisphere; for instance, the sun is in the north at 12 o'clock noon, and Christmas is in the middle of the summer.

It seems natural to start an article about Australia by giving some details about the size of the country:

From east to west about 2,500 miles, corresponding to the distance between Copenhagen and the Ural Mountains. From north to south about 2,000 miles, corresponding to the distance between Copenhagen and Tripoli.

Area about 3 mill. square miles, which is about 180 times that of Denmark or almost as much as the U.S.A.

Coast line about 12,500 miles, which, on the other hand, is only about three times as much as that of Denmark.

In spite of the size of the country it has only 12 million inhabitants, and 75 per cent of these have settled south-east of a line between Brisbane and Adelaide.

According to historical reports a Dutchman was the first European to discover Australia. He landed his ship, the "DUYFKEN", in 1606 at Weipa in Queensland from where today bauxite is carried by MÆRSK ships. Furthermore it was m.s. "ROMØ MÆRSK" which in 1966 carried the loading-installations now employed at Weipa down from Japan.

The first permanent European settlement dates back to January 1788 when 1030 soldiers, sailors, and convicts arrived from England and settled where Sydney is today.

The original inhabitants, "the Aborigines", today count less than one per cent of the inhabitants. It is not known for sure from where these people originate. It is believed, however, that they came from South-East Asia and first set foot in Australia about 12,000 years ago.

The MÆRSK office was registered in Melbourne on March 1st, 1966. The office is in daily connection with Copenhagen via the teleprinter, a connection

which is normally established in less than 30 seconds though the distance is about 11,300 miles. One of the main jobs of the office is to contact the MÆRSK ships when they call at Melbourne or Geelong (only 50 miles away). There is a large Shell refinery at Geelong where our tankers call frequently, but even Melbourne is visited both by refrigerated-cargo vessels, bulkcarriers and tankers. Besides, the MÆRSK flag is seen in the ports of New South Wales, Queensland and Western Australia.

The climate ranges from tropical conditions in the north to frost and snow in certain areas of Victoria and New South Wales in winter. The area covered with snow is larger than Switzerland, and a three-hour ride by car from Melbourne will take you to a superb skiing-area. The season lasts for about three months.

The tall photograph on page 10 shows Hume House in William Street, the address of the MÆRSK office. The other photo of that page shows the reception office. The large photograph on page 11 shows m.s. "ROMØ MÆRSK" with the Sydney skyline as a background.

Pages 12 and 13 Ships on My Way

Is the number of native dhows in East Africa decreasing? Mr. F. Holm-Petersen, who has recently visited Mombasa, Zanzibar and Aden, has tried to find out the reason why, apparently, these time-old craft are becoming less frequent with the advance of the technical world. The photograph shows a typical situation off Mombasa with a number of dhows, characterized by their sloping masts and straight bows, which are known under the name of "bhum"s. The word dhow does not signify any special type of boat, but covers a wide range of different types, from bag-halas in the Oman Gulf and the Kuwait area with their high sterns, to the tiny jahazis and mashuas from the east coast of Africa. To modern shipping people it might be interesting to hear how these, sometimes primitive, boats are employed, and where they trade. Charter-parties are unknown; everything is settled according to ancient routine and oral agreement. For instance, a jahazi of 50 tons with a crew of twelve may have a three months' voyage like the following:

From Lamu in Kenya to Mombasa with fire-wood, and from there to Zanzibar carrying general cargo. Further in ballast to Dar es Salaam returning to Zanzibar with live cattle. The next voyage from Zanzibar to Mogadiscio may comprise a cargo of 480 sacks of dates and a hundred barrels of coconut oil. After having discharged this at Mogadiscio a cargo of 1000 tins of Indian buffalo meat may be shipped to Mukhalla in Hadhramaut, and

from there a cargo of salt from Hafun to Mogadiscio, and finally back to Lamu. Besides the cargo a jahazi will usually carry as many passengers as the nakhoda (skipper) finds feasible. In the 20th century where everything points towards fast voyages and shortest possible calls at the ports, the mere existence of the dhow seems almost an anachronism, but the important feature of this kind of sea traffic, where the wind is the sole source of power, is that it forms an important link in a trade organization where economy not time is the decisive factor, and where the foundation is an unbelievably low price level. Apart from the building of the vessels these are very, very cheap to run. The crew gets no pay except a minimum share of the net takings of every voyage; they subsist solely on what they can earn through private business with rugs, trinkets and food.

Dhow-owners in the Persian Gulf as well as in East Africa mainly leave business to the nakhoda, thus saving expenses for office staff and shipbroking.

During my recent visit to Aden and Mombasa I realized, however, that several dhows are becoming motorized as has been the case with the Chinese junks, and maybe this technical step forward signifies the beginning of a modernization of this part of the world.

Pages 14 and 15 Europe — Far East

The first photograph on this page was taken at Antwerp on March 11th when the very first piece cargo was taken aboard the "CHARLOTTE MÆRSK", serving the new line from Europe to the Far East. The line was opened by MÆRSK LINE in co-operation with the Japanese Kawasaki Kisen Kaisha, Ltd. under the name of MÆRSK-KAWASAKI LINE (in Japan termed KAWASAKI-MÆRSK LINE). The first sailings took place on a "non-conference" basis because the conferences had for a long time refused to accept the new line as a member. Only after prolonged negotiations was membership attained with twelve sailings per year until the middle of 1970 when the sailings will be increased to 18. The membership was acknowledged at the same time as the "CHARLOTTE MÆRSK" discharged her cargo in Japanese ports during her first voyage. In the direction from Europe to the East the line will be run by MÆRSK LINE, whereas Kawasaki will be responsible for the opposite direction. To begin with the line will be served by m.s. "CHARLOTTE MÆRSK" and m.s. "CHRISTIAN MÆRSK" together with two of Kawasaki's newest vessels, m.s. "FRANCE MARU" and m.s. "ITALY MARU". When the "CHARLOTTE MÆRSK" was

in Yokohama and Kobe, the general agents of the line in Japan, the "K" Line Agency, Ltd., arranged receptions on-board for the port authorities and customers of the line. Photo No. 2 of this page was taken at Yokohama and shows from the left: Capt. K. Urabe, Harbour Master; Mr. H. Mogensen, Owner's Representative; Mr. Y. Sohno, President of "K" Line Agency, Ltd.; Miss Akiko Arima, "Miss Yokohama"; Mr. H. F. Ibsen, Captain of "CHARLOTTE MÆRSK"; Mr. E. Yamazoe, General Manager of Yokohama Port & Harbour Bureau.

The third photograph was taken at Kobe and shows Captain Ibsen being presented with a memory of the day by the Harbour Master, Mr. W. Moriguchi. The lady on the right is Miss Kazuyo Hiraki, "Miss Sea Queen of Kobe".

The next stage of the voyage is seen on the opposite page where "CHARLOTTE MÆRSK" is sailing down through the Kattegat on her way to Copenhagen where she is seen at the Oriental Pier of the E.A.C. at the bottom of this page.

Pages 16 and 17 Photo Contest

1st prize of 200 kroner was awarded to Miss Lise Lotte Jensen, Staff Department of Kongens Nytorv, who found this very good view of Bergen from one of the surrounding hills, the Fløjen. When looking closely it should be possible to discern the "CORNELIA MÆRSK" at the outfitting pier of the shipyard.

2nd prize of 100 kroner was won by Mr. Lars Christian Dan of the Line Department, Kongens Nytorv. When Mr. Dan was stationed at Bangkok, he witnessed the many arrangements made in honour of the Danish Royal Couple when they visited Thailand in 1962. The photo shows Bangkok at night with an illuminated welcome to the Majesties.

Pages 18 and 19 From the Football Green

The photograph on page 18 was taken at the latest meeting of football teams from Kongens Nytorv, the Odense Shipyard, Roulund, and BUKH in Copenhagen on May 15th and 26th. The so-called MÆRSK Cup, which has been contested, and won by Roulund, for two seasons in succession, was this time won by Kongens Nytorv.

The results were:

Kongens Nytorv-BUKH	3-1
Shipyard-Roulund	4-3
Roulund-BUKH	8-0
Kongens Nytorv-Shipyard	6-1

The first photograph shows how a BUKH attack against Kongens Nytorv is broken. The second photograph was taken in

1961 showing the Kongens Nytorv team, many of whom are still employed at Kongens Nytorv.

The last photograph shows the team of Kongens Nytorv (sitting) and a team of the J. Lauritzen Shipping Company, who played against each other in 1950.

Page 20

Letter from Italy

Mr. Peter Kauffeldt, who is attached to A.R.M.E.C. in Milan for contact with Kongens Nytorv, has sent MÆRSK POST a report about the 1968 Milan Fair. This annual fair, which is No. 46 since the beginning, had a special MÆRSK imprint because the Danish information office had a number of ship's photographs on its walls. The top photograph shows the Danish ambassador to Italy, Count Eggert A. Knuth, in front of a photo of a new C-liner. In the other photo Mr. Kauffeldt (foreground) is seen together with the leader of the Danish information office, Mr. Kurt Westergaard.

Page 22

When Neptune Knits His Brows

The coastline of Denmark has a length of no less than 7.475 kilometres, equaling the distance from Copenhagen to Calcutta, so most Danes have had a chance to see the attacks of troubled seas on the coast. Waves as tall as houses or even towers are mentioned both in official reports and in sailors' yarns, though this estimation is not very concrete. It depends on the size of the house or the tower. Waves rise as a result of the wind pressure against the surface of the sea, the water particles being thereby compressed upwards, and afterwards falling back to their original position. This means that the water as such does not move from one place to another. Only the physical shape is moved along. It is estimated that the waves of the North Pacific and the Atlantic will rarely be more than 12–15 metres. Some reports, however, tell about waves of up to 20 metres or even more. A special phenomenon, which is known

almost exclusively in the Pacific, is termed tsunami (Japanese). A tsunami is a wave caused by an undersea earthquake which results in the subsiding of millions of tons of the sea bottom. A tsunami may have a length of 250 kilometres, and it may move at a speed of almost 800 kilometres per hour.

Ships on the sea or at anchor off the coast will hardly feel this wave which lifts the surface of the sea about 30–60 centimetres only. Not till the wave encounters resistance, for instance in a V-shaped bay or inlet, does the catastrophe occur. An enormous wave rolls against the coast smashing everything in its way, and when it retreats the sea is still calm, but its surface is covered with trees, drowned people and animals. According to Japanese statistics going back to 684 A.D. the Japanese islands have been harassed by altogether 85 tsunamis. One example is known in the western hemisphere where a tsunami (presumably) harassed a large part of Lisbon in 1755.