

MÆRSK  
*Post*





## Cover Photographs

### Front Page:

In many places the St. Lawrence River widens into a lake as seen in this photograph, taken from the boat deck of m.s. »CORNELIA MÆRSK« between Three Rivers and Quebec.

### Pages 2 and 23:

On July 20th, 1968, a »National Maritime Day« was celebrated in Japan. On that day m.s. »HARTVIG MÆRSK« was calling at Shimizu, where representatives of city and port paid visits to all the ships in the harbour to hand over souvenirs as memories of this day. Captain H. Olsson, Master of »HARTVIG MÆRSK«, was presented with 50 children's drawings of ships, and MÆRSK POST hereby presents some of the best. It should be added that the children artists were between the ages of 5 and 8.

### Pages 4 and 5:

#### Cars in bulk

The first car bulkcarrier of the MÆRSK fleet, the 24.240 tdw. »BRIGIT MÆRSK«, started her first voyage on February 3rd carrying automobiles from Western Germany to the U.S.A. The loading of 1,749 Volkswagens of 7 different types started in the early morning, and at 8.30 the same evening the ship put to sea.

The cars were all discharged at Port Newark, and the photographs will give readers an impression of how the cars are placed on the 6 car-decks.

When the cars have been discharged the car-decks may be removed so that the ship may be used for various types of bulk cargo on the return voyages to Europe.

### Pages 6 and 7:

#### Cape Horn

In April 1966 MÆRSK POST quoted an article in »Norges Handels og Sjøfarts-

tidende« about Cape Horn, mentioning clubs in different countries formed by sailors who had rounded Cape Horn in sailing-ships. By applying to Mr. H. Robdrup, Shipping Master in Copenhagen, who is vice president of the Danish section of the international Cape Horn club activities, MÆRSK POST was given some facts about what is done in Denmark. We hope that crew members of the MÆRSK fleet, retired or still active, who think themselves eligible for membership, will be interested to learn some details regarding this club. Everybody who has rounded Cape Horn in a sailing-ship, irrespective of his function on board, is eligible. Application should be made to the secretary of the Danish section, Mr. P. Godtbert, No. 70, Tårnvej, 2610 Rødovre, Telph. (01) 70 76 07. Entry fee is of 10 kroner, and the annual membership costs 25 kroner. The committee consists of Commander J. O. Bay-Schmidt (president), Shipping master H. Robdrup (vice president) and Marine Superintendent P. R. Johansen (cashier).

The international society of Cape Horn sailors is about 18 years old. In 1937 at St. Malo in Brittany a club was formed by ship masters who had taken sailing-ships round Cape Horn. This rather small circle of Cape Horners rapidly decreased, however, and it was therefore thought desirable to change the conditions for membership to the effect that all sailors who have rounded Cape Horn in a sailing-ship could become members. The association, called Amicale Internationale Des Capitaines Au Long-Cours Cap Horniers, today counts about 2,000 members in the U.S.A., France, The United Kingdom, Holland, Belgium, Italy, Norway, Sweden, Finland, Germany and Denmark. The headquarters are located at St. Malo, and the committee publishes a quarterly named Le Courier du Cap. The former

president, M. Yves Menguy had rounded the Cape 42 times, but the record is held by the German Captain Miethe-Kniws, who has rounded the Cape 46 times. He is over 90 and was the last master of 5-masted bark »POTOSI«.

The Danish section was founded on August 24th, 1967, and regular meetings are arranged on the Denmark-Sweden ferryboat »GRIPEN« where a special Cape Horn saloon has been fitted out with various memories of the days of the sailing-ship. In this saloon on the first Monday of every month the Danish Cape Horners (between the ages of 48 and 88) gather for the noon trip to Malmø. At the international congress of Juan-les Pins in France in June 1968 a great number of Danish Cape Horners took part together with colleagues from all over the world.

The photos were taken by the author in 1930 when he passed »The Horn« in the Finnish bark »MELBOURNE« (ex »AUS-TRASIA«).

### Pages 8 and 9:

#### TROIS-RIVIERES

»... In the evening the little party of refugees finally discerned the St. Lawrence River reflecting the setting sun between the trees, and when they reached the brink, a boat from the fort opposite was waiting for them. The Indians were closely behind them, but before they could overtake the refugees, the latter had reached the opposite side at a place, which from olden times is known by the name of Three Rivers...«

This may look like a quotation from a novel about settlers and Red Indians, which in fact it is. The situation described is typical of the 18th century, when the Indians looked upon British and French settlers as unwelcome enemies, infringing on their territories.



The three rivers indicated have caused the name of the city of Three Rivers or Trois-Rivières. The French denomination dominates as no less than 90 % of the inhabitants are French-speaking. The city has about 60,000 inhabitants, and besides housing estates, schools, and factories it still contains a number of relics from earlier centuries, such as remnants of palisades and subterranean tunnels from house to house used during sieges. The author, therefore, had every reason to pick this place for one of his vivid descriptions of such skirmishes.

The three rivers, by the way, are really only one river, the St. Maurice River, which issues into the St. Lawrence River in a tripartite delta.

At Three Rivers we find the world's largest papermill for newsprint, which is exported to all parts of the world. Some of it goes by MÆRSK LINE's »Canada loaders« to the Far East.

On page 9 we see partly the quay side of the port of Three Rivers, taken from the bridge of m.s. »CORNELIA MÆRSK«, partly a new church, built near the spot where a group of refugees landed in 1714 under similar circumstances as described at the beginning of this article. Part of a tiny wooden church, seen on the left, was built by these refugees after their escape to symbolize their thankfulness to God. The hill to the right of the new church is a pile of timber, which will be manufactured into newsprint in the papermill seen on the extreme right.

Besides being an industrial center Three Rivers today offers ample opportunities for pleasure-hunters within the fields of skiing, skating, hockey, bowling, golf, tennis etc. etc., and the woody hills along the St. Maurice River is a paradise for nature-lovers. In short the city is worthwhile visiting, also for the tourist. It should be remembered, however, that winter starts already around November 1st and is rather longer than the Danish winter.

#### Pages 10 to 15:

##### Yachting

The frieze by Mr. S. Kielland Brandt on pages 10 and 11 serves to signify that this article lays the main stress on small boats for everyman. It represents different types of boats especially from the 1960's. The first photograph on page 12 shows a so-called Nordic »folkebåd« (»people's boat«) which dates back to the latter days of the second world war. The production of the already constructed boat was hampered somewhat by the war. Also there was a certain amount of ill-will against the boat because of its appearance. From 1947 onwards, however, the boat got through all difficulties thanks to her splendid performance in all weathers; and very soon it

became one of the most popular boats in all Scandinavia.

The large photograph on pages 12 and 13 is of a so-called »6 metre R«. The international 6 metre had its heyday between the wars and was considered one of the best racing-boats, sailed by connoisseurs like King Christian X.

On top of page 13 is a number of »pirate yawls«, a drop-keel boat which dates back to the early 40's and which in Denmark today exists in more than 700 copies. The boat is characterized by the lack of sheer and by an axe in the sail.

The tiny boat underneath with the green sail is the so-called »optimist yawl«, which, in spite of her apparent tender frame, is able to sustain rather heavy seas and a lot of wind.

This type of yawl was introduced into Denmark in 1954, and there are today thousands of them everywhere, being an ideal training-boat for juniors in the yacht clubs. The boat is so light that it can easily be carried by 2 youngsters, and do-it-yourself sets are available.

The same applies to the slightly larger »cadet« which is seen on page 14, partly as a building-set on the lawn, partly gliding peacefully along the Øresund (the Sound). As will be seen the illustrations are of boats that are obtainable even to the modest purse, but for sheer decoration the author gave in to the temptation of finishing off with one of the larger, more expensive types of boats. Besides giving the owner the pleasure of speed in a race such a boat affords ample opportunity for holiday-making for the entire family, even far away from home waters.

#### Pages 16 and 17:

##### SPOTLIGHT

##### Royal visit

During a trip to the East Their Royal Highnesses Princess Margrethe and Prince Henrik stopped for a couple of days at Bangkok, where Prince Henrik paid a visit to MÆRSK LINE. Mr. Torben Lynge, General Manager of our Bangkok offices, gave the Prince a survey of MÆRSK LINE activities in this part of the world; and after having entered his name in the visitors' book Prince Henrik looked at the offices and talked to members of the staff. The two gentlemen having a conversation with the Prince in the photograph are Mr. Willy Barnett and Mr. Thavi Tantisunthorn.

The bottom photo of page 16 shows the discharging of a Mazda Rotary. This car was a gift for the King of Thailand on his 41st birthday from Kamol Sukosol, importers of Mazda cars in Thailand. This particular car was the first of a new type to appear in Thailand. It is fitted with rotary valves, hence the name.

#### Ethylene

In January 1969 the MÆRSK Refinery started using a new storage tank for liquid ethylene. The photograph on top of page 17 shows how the new tank, which is 100 feet long, is transported on a special trailer to the building site. The tank weighs 72 tons and may contain 95 tons of pure liquid ethylene.

#### Half a ship

The aft end of a new MÆRSK tanker was launched on January 25th from Nederlandsche Dok en Scheepsbouw Mij. of Amsterdam. The fore part will be launched at the end of April. The final result will be a 210,000 tdw tanker of the »DIRCH MÆRSK« type.

#### Pages 18 and 19:

##### MÆRSK Sports

The local competitions in various athletic events, arranged every year by the Danish welfare secretary in Manila, was strongly coloured by MÆRSK blue in 1968. Out of 23 competing ships no less than 13 bore the seven-pointed white star on the funnel. The list of winners was topped by the »EFFIE MÆRSK« with 13,142 marks. The »TREIN MÆRSK« came second with 12,718, and among the individual winners Mr. Alf Beck of m.s. »CORNELIA MÆRSK« should be mentioned for doing a hundred metres in 11.5 seconds.

Besides Manila most other large ports where Scandinavian welfare organizations are represented have their own local competitions.

The most important one of these is probably the Antwerp series of athletics, which is arranged by the Norwegian welfare office, and which is open to sailors of all nations.

In 1968 ships from 70 nations took part in the Antwerp tournaments, and among the 127 ships that were represented m.s. »LAUST MÆRSK« was number 8. One of the crew members of the »LAUST MÆRSK« responsible for this fine result was the stewardess, Miss Vera Jensen, seen in photo on page 8 with her silver cup, which was won in the 60-metre run. The other photo of this page shows the entire harvest of trophies taken home by the »LAUST MÆRSK« crew.

The 3 lists of ships' names given on page 19 cover athletics, football and swimming, respectively. They show the best MÆRSK ships of each year with the total number of marks, last figure showing how high up on the international list the ship was rated.

The man in the rowing-machine serves to illustrate how the new, large MÆRSK tankers give their crew members various opportunities for bodily exercise in special gym.rooms.