

MÆRSK *Post*





## Cover Photographs

Front Page:

Danish winter day, photo by Mr. Niels Elswing.

## Page 23:

The bulb nose of t.t. "DIRCH MÆRSK" during launching ceremony.

## Pages 3 to 5:

### Presentation at the Langelinie

Denmark's largest ship, the turbine tanker "DIRCH MÆRSK", arrived at Copenhagen on Saturday November 30th 1968, and by combined efforts eight towboats managed to pull the giant alongside (see photo).

On Sunday December 1st His Majesty the King honoured the owner and the ship with a visit. The photo on page 4 shows His Majesty having coffee in the saloon with Captain Simon Andersen (left) and chief engineer Curt Danson. The other photo on that page shows the godmother, Mrs. Egone Baunsgaard, being told by the captain how to steer the ship. Mrs. Baunsgaard paid a visit to the ship with her prime minister husband on Sunday morning. For five days in all the ship was visited by great numbers of people, not only representatives of the authorities and other special guests, but also for instance the entire staff of Kgs. Nytorv offices, and (on the Wednesday) by anybody who cared to take a promenade on the deck.

On page 5 the top photo gives a good impression of the breadth of the ship. Underneath, the control desk of the newbuilding illustrates very well the distance in time from the oldfashioned coal-burning steamers.

With her 205,600 tdw. the "DIRCH MÆRSK" is not only the biggest ship of the MÆRSK fleet but also the largest ship so far built in Scandinavia.

She is the 97th MÆRSK tanker since 1904, and 52 of them have been built at Odense and Lindø.

## Pages 6 and 7:

### White gold from Death Valley

All MÆRSK vessels, immaterial of type, have a little bit of California in them. Where? In the lenses on the lanterns. Borax is one of the most widely used minerals, and in the case of lanterns, as well as telescopes, it is added to the glass to give it strength and brilliance, and to make it highly resistant to temperature changes.

Borax is one of the commodities carried frequently in MÆRSK vessels from California to the Far East, and today California is the biggest producer in the world of borax and boron chemicals.

Although ancient Babylonians used borax for gold jewelry, and China used borax 300 A.D. for pottery, borax has only been known in Europe since the thirteenth century, when Marco Polo brought borax crystals back from Mongolia to the Venetian goldsmiths.

These crystals came from ancient lakebeds in Tibet, and deposits have later been found in Chile and Turkey, but by far the largest deposits are now found in California. It was in 1870 that a rich borate ore "ulexite" was found in the Nevada desert, and in 1872 the man who founded what is now United States Borax & Chemical Corporation, F.M. "Borax" Smith, came to the Nevada desert to make his fortune. "Borax" Smith sold his ore through a company in San Francisco, William T. Coleman & Co., who built two borax works in Death Valley.

The main problem was to bring the borax from the works in Death Valley to the nearest railroad junction, Mojave, 165 miles through mountainous

roads in temperatures reaching 130° F. The only way was to use mule teams, and the borax was brought out in wagons pulled by twenty mule teams - a hundred feet long. The wagons were built with wheels 7 feet high in the back and 5 feet high in front. Each wagon weighed 7,800 pounds empty, or 31,800 pounds full. Two such wagons plus the water tank (which weighed 9,600 pounds and held 1,200 gallons) made a total load of 73,200 pounds, or 36½ tons.

From 1883 to 1889 the twenty mule teams hauled borax out of Death Valley, over the steep Panamint Mountains and across the desert to the railroad in Mojave - traveling 15 to 18 miles per day. Each roundtrip took 20 days and during the five years these mule teams were used, they carried 20,000,000 pounds of borax out of Death Valley.

Today TWENTY MULE TEAM is the world famous trademark for United States Borax & Chemical Corporation. Railroads were later brought into Death Valley, and production increased steadily, but geologist continued surveys to find borax in other and more easily accessible areas. In 1925 a water well was drilled some 30 miles east of Mojave, and it showed traces of borax. Extensive tests showed a tremendous body of ore, extending for hundreds of acres beneath the desert, and in 1927 production started. It is estimated today that this deposit contains so much ore that if it is mined at the current rate, it will last about a hundred years.

The uses of borax are too numerous to mention. Besides glass, it is used for tanning hides, antifreeze for cars, soaps and detergents, and in the manufacture of fire retardant materials. Fertilizers and weed killers are other products made with borates.



## Pages 8 and 9 KOREA

Over the past years MÆRSK POST has described various ports of call on the different overseas MÆRSK LINE services, and in connection with the opening of the MÆRSK-KAWASAKI LINE some facts about Korea might suitably be given to our readers.

Korea is a peninsula, about 600 miles long, running north-south from the eastern part of China and pointing towards the southernmost Japanese island, Kyushu.

Politically the country is today split in two parts, divided by a line drawn near the 38th parallel. A demilitarized zone, the DMZ, 2 or 3 miles wide, constitutes a frontier and a barrier between the "Democratic People's Republic of Korea" (North Korea) and the "Republic of Korea" (South Korea).

Through economic aid from the U. S. A. South Korea has now reached a status which has enabled it to carry on trade with countries all over the world. The South Korean port Pusan is situated on the south-east coast, only 360 nautical miles from Kobe, and today MÆRSK LINE offers twice-monthly sailings from Pusan to U. S. and Canadian east-coast ports, besides including Pusan in the schedule of the MÆRSK-KAWASAKI LINE to Europe.

The photo on page 8 was taken from the bridge of m.s. "CHARLOTTE MÆRSK" loading hogsheads of tobacco at Pusan harbour. Each hogshead weighs about 200 kilos, and they are taken aboard in slings of four, after being rolled along the quay. On this particular occasion the cargo comprised 1.550 hogsheads which were loaded at a speed of 70 hogsheads per gang/hour.

## Page 10: Launching at Tønsberg

Bulkcarrier no. 2 for the MÆRSK-fleet was launched on November 26th, 1968, at Kaldnes Mekaniske Verksted A/S. The newbuilding is a sistership of m.s. "BRIGIT MÆRSK", which was launched in September.

The new ship was sponsored by Mrs. Jytte Fischer, wife of Mr. Paul Fischer, Director of the Danish Foreign Office. The ship was named "BELLA MÆRSK", and her deadweight will be about 25,000 tons. The two ships will be fitted with 6 car-decks, enabling them to carry about 1,800 Volkswagens at a time (model VW 1300). The ships will transport these cars from Western Germany to the U. S. East Coast. When the cars have been discharged, the car-decks may be removed so that the ships may be used for various types of bulk cargo on the return voyages.

## Page 15: Church Consecration

At a ceremony on Sunday November 3rd, 1968, the Ansgar Church of Flensburg was consecrated. The church was built according to Mr. A. P. Møller's wish under the funds of "A. P. Møller og Hustru Chastine Mc-Kinney Møllers Fond til almene Formål", and it was handed over to the Danish community of Flensburg North by Mr. Mærsk Mc-Kinney Møller, who pronounced that one of his fathers last wishes had now been fulfilled. One of the photographs was taken while the procession of clergymen approached the church headed by Bishop, d.theol. H. Fuglsang-Damgaard, and the Danish Consul General of Flensburg, Mr. Troels Fink.

## Page 16: Seventh C Ship

At Bergen the fourth and last newbuilding for the MÆRSK fleet in the so-called C series was launched on November 5th, 1968. Together with the 3 ships that have already been delivered by Kockum's of Malmø the MÆRSK fleet will thus comprise seven vessels of this type.

The ship was sponsored by Mrs. Karen Margrethe Worm, wife of Mr. Jørgen Worm, manager of the Maritime Department of the Danish Board of Trade. The ship was named "CLIFFORD MÆRSK", and like the other ships of this class she will be of about 14,000 tdw.

## Page 17: Pier 11 Muts

This headline stands for MÆRSK UNIVERSAL TERMINAL STEVEDORES, which is the name of a new and very active sports club, which played its first match of SOFTBALL on May 7th, 1968. In this match PIER 11 won by 11 to 9, and after a number of further victories the team ended by winning the Brooklyn Waterfront's Championship for 1968. The photograph shows a number of the active members of the team; it should be noted, however, that only 10 members take part in each match. MÆRSK POST has asked Captain J. W. Bain to give us a description of SOFTBALL, which is possibly an unknown game to most readers: — — —

## Pages 18 and 19: Photo Contest

1st prize of 200 kroner was awarded to Mr. J. Hellestø of the Odense Steel Shipyard, who found this particular motif during his summer holidays. 2nd prize of 100 kroner was won by Mr. J. Kjerulf of the Newbuilding Dept., Kgs. Nytorv. On his photograph we see the stem of one of the C ships, with the

bulb visible through the surface of the water.

Entries for the next contest should reach the editor not later than March 15th.

## Pages 20 and 21: Biting

In the magazine "Kaldnes Blink" we have found this drawing, which indicates in a very direct way the wishes that are cherished in Tønsberg. So far they have succeeded to catch a couple of fish, viz. the two bulkcarriers "BRIGIT MÆRSK" and "BELLA MÆRSK".

## Industrious hands

One of the conditions of success in business life to-day is versatility, and the A. P. Møller Shipping School is doing its best to live up to the requirements. Reports of this must have travelled far and wide, and certain people in Scotland have got it into their heads that needlework must constitute an important subject in the training of the modern shippingman. This appears from the envelope seen above this text.

## Habitat

The subject of this photo is well-known by crews of the MÆRSK ships calling at Montreal. It is called "Habitat", and it was built in connection with the EXPO 67, and it is used to-day as an apartment complex. The very special way in which the single cubes are fitted together, forming no definite storeys, makes it rather difficult for the inhabitants to state exactly how high up they live.

## New Set of Rules

From a set of rules from 1899 found in the archives of an old firm we quote:

- 1) The staff should be dressed properly. They should keep away from all kinds of multicoloured clothing. Stockings should be new or properly mended.
- 2) Galoshes and overcoats may not be worn in the office. Scarves and caps are permitted if the weather requires so.
- 3) All private conversation is prohibited during working-hours.
- 4) Members of the staff will put kerosine in the lamps every morning, clean the lamp chimneys and cut the wicks. And they will wash the office windows once a week.
- 5) Office staff will every day fetch coal and water for the office.
- 6) The use of tobacco, wine and liquor is a sign of human weakness and is, therefore, prohibited for all members of the staff.



- 7) Staff members who smoke Spanish cigars, drink liquor or frequent pubs and music halls or have a shave at a barber's give their employers good reason to doubt their honesty and dependability.
- 8) The number of working-hours as from January 1st has been cut down and will be from 7 am to 6 pm on weekdays. The office will be closed on Sundays.
- 9) As a consequence of this drastic cut in working-hours lunch may only be taken from 11.30 to 12 noon, and work must under no conditions stop during lunch.
- 10) Each employee should put away a reasonable proportion of his salary with regard to hard times, so that he should not encumber his economical and modest fellow citizens.
- 11) All salaries have been raised by 35 øre per day. Employees who have carried out their work during 5 years to the full satisfaction of the company and without any gross mistakes will, however, get a rise of 50 øre per day, if the status of the company allows for it.
- 12) By introducing the shorter working-hours and higher salaries the

company has conformed to the new rules of the business world, and in return we expect an increase in the diligence and enthusiasm of the employees.

Personnel Dept.

#### **Braiding**

The work of art seen on this photo might suggest a 6-stranded rope. The strands, however, are not made of Manila hemp, but of dough for white bread. The place is m.s. "CORNELIA MÆRSK", where the second cook uses the early morning hours to prepare the daily delivery of "braided" white bread.