MÆRSK
Post

ENGLISH SUMMARY

Cover Photographs
Front Page:
This photograph was taken onboard m.t. "LOUIS MÆRSK" by Mr. Ole Peter Nielsen, at present studying at the Marstal navigation school, and it shows the chief officer's two boys in the swimming-pool of the ship. Together with their mother the boys were accompanying their father on this particular voyage.

Page 23:
The turbine tanker "KRISTINE MÆRSK" in heavy seas. Photo by Mr. Flemming H. Schytte.

Page 3:
New bulkcarrier
On November 7th, at the B&W shipyard in Copenhagen, a new bulkcarrier for the MÆRSK fleet was launched. The ship was sponsored by Mrs. Kirsten Sichelkow, wife of vice president B. Sichelkow, Kongens Nytorv, and the name of the new ship is "OLIVIA MÆRSK".
The newbuilding has a deadweight of about 51,300 tons and a total length of 718 feet. There are seven holds, four short ones (Nos. 1, 3, 5 and 7) and three long ones (Nos. 2, 4 and 6).
The main engine is an 8-cylinder B&W diesel engine, type 8K74EF, yielding 16,300 IHP.
The new ship was taken over on November 25th, and the maiden voyage was to Oxelösund and Rotterdam. The ship's master and chief engineer are Messrs. K. R. Friis-Pedersen and Mogens A. Pickel, respectively.

Pages 4 and 5:
Pallet Elevator
In March 1968 MÆRSK LINE started the liner service between the Far East and Northern Europe in co-operation with Kawasaki Kisen Kaisha. At present the line is served by four ships, two from each company, and with monthly departures from each end.
To ensure that the ships would serve the line as efficiently as possible, it was decided already at the beginning that all cargo, if possible, should be palletized or unitized. The new liners of the MÆRSK fleet are all constructed with sideports, as it has been proved that by the truck-to-truck method palletized cargo may be handled through sideports several times faster, than what was possible when using cranes or the ship's own gear. The two MÆRSK ships serving the Europe/Far East line, "CHARLOTTE MÆRSK" and "CHRISTIAN MÆRSK", are fitted with three sideports on the starboard side and two on the port side.
Hamburg is the most important port for this service, both for loading and discharging, being the last and first port on outward and homeward voyages, respectively. Consequently Hamburg should be the place where sideport operations might be used with greatest effect. There is one disadvantage, however. The tide at Hamburg is rather heavy, with a difference between ebb and flow of about ten feet; and as Pier 85 has rather a great distance between the quay level and the water, 15 feet at normal flow, this means that only when the tide is in, and for two hours at the most, will the sideports be on a level with the quay and permit sideport operations.
The two photographs show how this problem was solved. At the beginning of 1969 the cargohandling department at Kongens Nytorv started tackling the problem together with the Hamburger Hafen Und Lagerhaus Aktiengesellschaft. In May 1969 the solution in the shape of a special pallet elevator was tried out, when "CHARLOTTE MÆRSK" came alongside for discharging.
Though one could not be sure, when the loading took place in the East, that the elevator would be ready when the ship reached Hamburg, so that no special regard had been paid to possible discharge through the sideports, no less than 45 pallets, corresponding to about 90 tons, left the ship per hour thanks to the elevator which did away with the two-hour limit mentioned before.
The photographs show how the elevator is placed between the ship and the quay, while two heavy fenders keep the ship off the quay at a distance corresponding to the width of the elevator, which passes up and down along the quay side to the level required by the sideport, independent of ebb and flow.
The 45 pallets per hour is a figure almost twice as high as the number normally handled by the ship's own gear; so the cargohandling department immediately started planning ahead in co-operation with the ships, how the cargo should be stowed for discharge, and results improved at once. Compared with the 45 pallets per hour mentioned above, the figure grew steadily to 60, to 72, and further, to set a preliminary record at 112 pallets per hour, when "CHRISTIAN MÆRSK" discharged at Hamburg on the 5th and 6th November 1969.
When comparing these figures with those of 6 months earlier it is seen that by using only one sideport and one elevator the production has been trebled. Consequently the next elevator has already been ordered.

Pages 6 and 7:
Isolated by the Sea
Captain Kaj Bang, at present chief of the Faroese naval district at Tórshavn, told our readers some time ago about the part played by marine helicopters in surveying the Faroese fishery limits. This time we are going to hear how important the helicopters are when breaking the periodical isolation suffered by the islands in rough weather conditions, assisting in the

transportation of patients and women expecting babies.
When given to understand that 17 of the 18 larger islands are inhabited, one might be tempted to assume that you can sail to and from these islands just as you visit any other islands like Hven and Tåsinge, but this is far from being true, as one will realize after only a short stay in winter. Once surrounded by a swirl of 10 to 12 yards' height one easily understands the problems with which the local population is faced when trying to keep up communications between the islands, especially in winter.
The islands which are most difficult to reach are no doubt Myggenæs, Store Dimon, and Skuø. When the autumnal weather sets in, it may be a question of months where even the most skilled crew of fishermen are unable to land supplies on these islands. What this means psychically and in other ways to the inhabitants is evident. One has even taken the precaution of never keeping pregnant women on such islands after the "fourth or fifth month".
No wonder therefore that the arrival of the patrol ships of the Danish navy, carrying helicopters, was surrounded with the greatest expectations. Were these expectations fulfilled?
After a period with many good results this question can no doubt be answered with "yes".
Naturally a certain amount of experience had to be gained by the commanders of the ships, who hand in hand with the crews of the aircraft were faced with conditions entirely different from what they had hitherto been up against, not least because of the movements of the sea around the Faroe Islands. The photograph on top of page 7 illustrates the skill that is needed by the pilots to manoeuvre the helicopters to safe landing on the small platform of a ship, sometimes tossing in the troubled sea.
The "other end" of each operation, namely the landing on small, far from horizontal, landing strips (sometimes only paddocks), presented similar problems. Fog or turbulence, sometimes in combination with snow-clad slopes on which the aircraft land, makes it a risky affair to bring relief to the islands.
On most of the islands certain spots have been selected for landings and besides a special helicopter landing-space has been laid out beside the hospital in Tórshavn. It goes without saying that the training of these air-crews also comprises "hoist"-operations of ship-wrecked fishermen in the open sea.
Even in quite a different field the helicopters have proved ideal. On several occasions they have been used to transport electric pylons and other kinds of heavy material to inaccessible areas; and of course photographers have had a chance to have a "shot" from above when making film reports and motion pictures thanks to these very versatile "blow-lamps". This phraze has been coined by Scottish trawlers, who have sometimes been exposed to unexpected curiosity from the air, when they were violating the fishery limits in Faroese waters.

Page 8:
Management Course for Officers
Like the leaders of great enterprises on land, officers of the merchant marine are today experiencing ever increasing demands within technics and economics as well as human understanding, when planning and carrying through their daily routine as leaders. Consequently Danish shipowners decided, about five years ago, to have their Association arrange a series of management courses, where the newest methods of planning and of leadership, gained in other branches of commerce and industry, might be utilized.
On March 29th, 1965, the first of these courses took place at the Risø Hotel near Roskilde under the leadership of Mr. Erik Hansen, chief of training in the Danish Shipowners' Association. The first team was composed of 19 MÆRSK officers, who underwent a week of professional lectures, besides having a chance of asking questions of almost any kind within shipping. Also the feeling of co-operation between the ships and the offices at Kongens Nytorv was strengthened.
During 3½ years the leading officers of the MÆRSK fleet took part in this first round of courses, and from the autumn of 1968 the same groups have taken part in the second round. In this latter round great advantage has been taken of the experience gained through round number one.
New subjects have been introduced and others have been changed. Furthermore a division has taken place so that officers from tankers and those from dry-cargo vessels today form separate teams. This enables lecturers to go more into detail in special questions. The top photo was taken at a course in November 1969 at "Rolighed" in Skodsborg. Mr. N. Lillelund of Kongens Nytorv is dealing with the subject of cargohandling, a subject on which both round one and round two have laid special stress. The photo underneath shows Mr. Erik Hansen, left, listening critically while two lecturers are discussing plans for the cargohandling course. They are: Left Mr. A. Aasen, right Mr. N. Lillelund, both of Kongens Nytorv.

Page 9:
The Port of New York
In the Downtown A. C. Journal it says about this port: "While freighters and tankers are the port's bread and butter, passenger ships are its caviar and champagne".
New York has always existed first and foremost because of its position by the sea and at the mouth of the Hudson River. Over 22,000 arrivals and departures make New York the world's largest and busiest port. She has a waterfront of 750 miles, which, if stretched out, would reach from the statue of Liberty to Bermuda. It has 200 deepwater piers with berths for more than 300 ocean-going ships. Today about 28 per cent of the value of US overseas trade moves through the Port of New York, and the 450 banks located in the state of New York have total assets of over $ 134 billion (in Europe milliard).
For Pier 11 in Brooklyn a couple of figures may be quoted to show that quite a lot of cargo passes via this pier. It has a total length of 2,200 feet, and the warehouse, which extends almost from one end to the other, covers an area of 270,000 sq.ft. With 96 calls per year by MÆRSK ships Pier 11 handles about 450,000 tons of cargo annually; the trucks which take the goods to the pier start their journey as far away as Chicago. 144 trucks may discharge at the back of the warehouse simultaneously, and a railway truck also leads to the pier. Three large or four medium MÆRSK liners may go alongside at the same time. The photo was taken from the back side of the warehouse, showing one of the new C-type liners at the quay side and the famous Manhattan sky-line in the background.

Page 10:
The Munkebo Hall
The two photos show the new Munkebo Hall from outside and inside. It was begun in September 1968, and the initial matches were played in the hall from the 1st to the 3rd November, 1969. A sum was granted by the "A. P. Møller og Hustru Chastine Mc-Kinney Møller's Fond til almene Formål", and thanks to the great voluntary efforts after working-hours, under the leadership of Mr. Flemming Nielsen of the Lindø Yard, the building-project was finished much sooner than might normally be expected. The hall was opened by the prefect of Fyn, Mr. J. Høirup, and the festive atmosphere was secured by the Yard's brass band and the Ollerup picked gymnastics team.

Cut Off
Rough weather may sometimes cause trouble to a ship's normal movements, but even on land a master and a chief engineer may be exposed to obstacles caused by the weather.
The tanker "EVELYN MÆRSK" called at São Sebastião in November to discharge a cargo of oil. Without suspecting the weather of any kind of foul play, Captain Eigil Hansen and Chief J. V. Illum set out

by car for Santos, about 40 miles from there, to visit the Danish consul and the doctor. On their way back they came up against a terrific rain-storm, which had simply washed away a whole section of the mountain road and cut off the port from the surrounding world.
Even air transport could not solve the problem. According to the rules of the Danish Seamen's Act the chief officer took over responsibility and took the ship to Santos, where the two stranded officers joined the ship after still another taxi trip.

Diploma of Initiative
The Odense Sales and Advertising Association awards a special diploma of initiative once every year to an undertaking "for remarkable achievements to the benefit of city and island". The diploma for 1969 was awarded to the Odense Steel Shipyard, Limited.

Pages 15 to 19:
Our Nautical Inheritance
When looking back into the Danish maritime past one may consult written documents as far back as about 900–1000 A.D., whereas further back one has to be content with archaeology.
One exception to this rule is our oldest type of "vessel", the "rush horse". The drawing on page 15 indicates what this means of transportation probably looked like 10,000 years ago. There is a description of this craft in a book by C. M. C. Kvolsgaard, who tells us how this horse was constructed in Northern Jutland even during the 19th century.
The oldest literary mention made of known Danish and Swedish persons appears in the Beowulf poetry, which was written in the Anglo-Saxon language during the 8th century. It mentions Beowulf, a Scandinavian, as the "able, nautical leader of his men". In this old legend we meet the first Scandinavian, who acted as an instructor in seamanship.
While the peoples around the Mediterranean dominated the seas before Christ, the rest of Europe lagged behind. The Scandinavians, however, partly caught up with them during the so-called dark centuries, the Middle Ages, when Central and Southern Europe were steeped in the picture of the world enforced by the Church.
Later, when Ptolemy had been translated into Latin and other languages, the earth was again allowed the shape of a globe, and the Spaniards and the Portuguese started their expansion beyond the seas. The Dutch were pupils of the Spaniards, and the Danes got their knowledge about the sea from the Dutch, but also from the Frisians, the Hanseatics, and the Portuguese. We learned most, however, from the Dutch during the renaissance. Two clever pupils were King Christian III and King Frederik II, who definitely gave Denmark its natural place among the seafaring nations of Europe. Frederik II also initiated the first Danish Merchant Shipping Act.
The illustration on page 16 is an engraving from about 1650 by Hugo Allardt of Amsterdam. The tiny gallery on the roof of the building on the left later became the choir of the Holmen's Church. The first Danish navigation school was established in the attic of the Holmen's Church in 1619. This school continued its activities for many years, though with short periods of stagnation, and in the summer of 1708 the first cadet training-ship, the "FRØKEN ELSBEN" was sent out. See drawing on page 18.
Later a number of navigation schools were started in various places in Denmark, and today we find such schools in Copenhagen, at Marstal, Nordby, Svendborg, and Tórshavn.
The drawing on page 19 is of a royal yacht, the "DYNKERKER BOIERT", it was used already in 1650 to make various surveying operations in the Baltic, aiming at making sea charts. And during this operation the master, Mr. Bagge Wandel, was told by the king to inform the young people onboard about the secrets of navigation; a forerunner really of the activities of later training-ships.

J. H. SCHULTZ A/S
KØBENHAVN