

MÆRSK *Post*





# ENGLISH SUMMARY

MÆRSK POST NO. 2 - 1971

## Cover Photographs

### Front Page:

This photograph was sent in by Mr. P. Nyeland Nielsen of MÆRSK DATA, who took it in the Sound while approaching Copenhagen from the north.

### Page 23:

MÆRSK POST received this photo of the propeller of a 250,000 tdw. tanker from a Lindø colleague.

### Pages 3 to 6:

#### MAERSK AIR - A. P. MOLLER

##### Air Activity

Every day MAERSK AIR planes start towards destinations in Denmark and Europe. Many MÆRSK POST readers have probably already seen the blue-and-white Fokker aircraft, and some of you have probably thought that it was about time for MÆRSK POST to tell something about this new branch of A. P. MOLLER activity. MAERSK AIR, which commenced commercial air services on January 1st 1970, are active in the following fields: MAERSK AIR operate between Copenhagen, Odense, Stauning, Thisted and the Faroe Islands. Odense is covered on weekdays by five daily flights both ways. Stauning is covered through two flights, both services operated under MAERSK AIR's own name.

Thisted is covered twice daily on charter to SAS.

The Faroe Islands have four weekly connexions with Copenhagen via Bergen, also on charter to SAS. In the peak season, during the summer, there are ten weekly connexions.

In order to get the best utilization of the aeroplanes used in the domestic services, Danish airway companies have for a long time worked at close co-operation in this field. These negotiations have recently resulted in the foundation of DANAIR, in

which MAERSK AIR co-operate with SAS and CIMBER AIR.

From November 1st 1971 DANAIR will run the following services:

Copenhagen-Odense  
Copenhagen-Sønderborg  
Copenhagen-Esbjerg  
Copenhagen-Stauning  
Copenhagen-Skrydstrup  
Copenhagen-Billund  
Copenhagen-Karup  
Copenhagen-Thisted  
Copenhagen-Faroe Islands.

MAERSK AIR, who reside at the Copenhagen Airport of Kastrup, have recently built their own hangar with adjoining administration buildings.

MAERSK AIR staff at present comprises about 140 persons, 50 of which are air-borne.

Besides scheduled domestic services MAERSK AIR carry out a number of charter operations to destinations all over Europe.

During the past year the five turbo-jet-aeroplanes of MAERSK AIR, type: "Fokker Friendship", have visited, largely speaking, all big European cities in connexion with their charter operations. This type and size of aeroplanes has proved ideal for most passenger units or groups. In the freight market many interesting tasks have been carried out by MAERSK AIR, for instance:

Live dolphins from Beldringe to Copenhagen  
10,000 chickens to Paris  
Very large spare parts for ships in the Mediterranean  
Morning newspapers to the Danish countryside  
Danish salami to England.

One special task carried out by MAERSK AIR should be mentioned, namely the transportation of kidneys for transplantations in Scandinavia and also in Europe.

This special job is carried out by a twin-engined jet, HS-125, called "JETTE MÆRSK", which is ideal for such transports. Thanks to MAERSK AIR's 24-hour watch the pilots are always ready to take off immediately on the arrival of the ambulance. At a speed of almost 500 miles p.h. the kidney is flown to the nearest airport at the receiving end, where another ambulance is ready to carry the kidney to the hospital.

### Photo 1

OY-APA landing at Copenhagen Airport. The MAERSK AIR Fokkers all have registration letters beginning with AP.

### Photo 2

Spare parts for the ships are often flown to Lisbon by MAERSK AIR.

### Photo 3

MAERSK AIR cabin services comprise sale of duty-free articles.

### Photo 4

Unusual "passengers" have used MAERSK AIR. This photo shows a live dolphin being taken onboard at Beldringe. During the trip to Copenhagen the dolphin had to be sprinkled with water and to be covered with moist rags. The dolphin looked singularly fit at the arrival in Copenhagen, and surely he had enjoyed his first trip by air and the unusual cabin service arranged for him.

### Pages 6 to 9:

#### U.S. COAST GUARD

The U.S. Coast Guard dates its origin from Aug. 4, 1790, when the First Congress authorized the construction of a revenue fleet known as the Revenue Marine. The Revenue Marine, later known as the Revenue Cutter Service, ultimately developed into the present-day



Coast Guard. However, the modern era of the Service began on Jan. 28, 1915, when Pres. Wilson signed legislation combining the Revenue Cutter Service and the historic Life Saving Service into a single organization to be called the U.S. Coast Guard.

The United States Coast Guard is responsible for a wide range of duties which are concerned with maintaining safety and order upon the high seas and navigable waters subject to the jurisdiction of the United States.

This role includes maintenance of more than 42,000 aids to navigation-lighthouses, buoys, bells, etc.—along 40,000 miles of waters; lifesaving activities; removal of derelicts and other menaces to navigation; marine inspection; Oceanographic Research; ice-breaking; medical aid to seamen; law enforcement on the high seas and navigable waters of the United States; the prevention of smuggling; patrol of the North Pacific Ocean and Bering Sea to regulate the taking of fur-bearing sea mammals and fish; aid during flood and hurricanes; maintenance of the International Ice Patrol to report the amount of iceberg drift for the benefit of vessels crossing the North Atlantic.

To carry out its many functions, the Coast Guard has a fleet of more than 2,900 floating craft of all types plus 200 fixed and rotary-wing aircraft.

On Governor's Island, in the shadow of New York's skyscrapers, stands a building whose interior is filled with electronic communications gear. In an atmosphere charged with tension lights flash on and off, and a high-speed computer chatters noisily as Coast Guardsmen receive and transmit messages from around the world. This is the heart of the world's most extensive electronic search and rescue communications system, AMVER. The name is an abbreviation for Automated Merchant Vessel Report system, in operation since July 18, 1958.

The Coast Guard was anxious to develop a faster and more efficient system. Dramatic development of computer science in the 1950's suddenly offered an answer. Perhaps it would be possible to replace the slow, clumsy manual system with a highspeed computer, equipped with a "memory bank" from which information could be retrieved instantly in emergencies. For months government and marine industry experts worked on the problem, and by the summer of 1958 they had come up with a new electronic, computer-assisted search and rescue communications system capable of instantly listing ships closest to the distressed vessel.

What has happened since 1958 is nothing short of phenomenal. Within months after installing the new system, the Coast Guard broadened its SAR coverage to the

mid-North Atlantic. By 1963, it covered the entire North Atlantic.

The maritime community's response to AMVER was so enthusiastic that a more advanced data processing center and additional communications facilities were installed late in 1964, extending AMVER coverage to the South Atlantic and into the Pacific by mid-1965.

The list of data on page 6 is an example of the computerized information on which rescue actions may be based. The map shows where cutters and aircraft are stationed.

The photo on page 7 shows the HH-3F helicopter, newest addition to the Coast Guard aviation fleet. The Coast Guard's search and rescue (SAR) mission is being handled more and more by aircraft due to their speed. To keep up with developments, the Coast Guard is finding it necessary to add to its aviation capabilities modern aircraft such as the HH-3F helicopter. Powered by two gas turbine engines, it has a capacity of 1,500 horsepower at takeoff and can cruise at a speed of 130 knots. With a range of nearly 700 miles (for a round-trip), The HH-3F offers the Coast Guard a real asset to its SAR capabilities. The "chopper" is also equipped with the most sophisticated electronic and instrument systems installed in a search and rescue helicopter.

The cutter on page 8 is the USCGC MORGENTHAU, one of the new 378-foot class of high endurance cutters. These vessels, having some of the most modern equipment aboard, are serving to modernize the Coast Guard and improve search and rescue capabilities. Used as Ocean Station Vessels, they also do patrol work, serve as scientific observation platforms and assist in search and rescue efforts.

The rapid pace of marine technology is obvious in the new concept in buoy tenders such as the CGC TERN; seen on page 9.

Conventionally designed buoy tenders encounter a relative awkwardness with which they must hoist the heavy buoys onto their decks. The new design eliminates that extreme list, in addition to other less obvious refinements.

The crane shown on the stern is capable of positioning itself directly over the buoy. Once the buoy is secured and lifted, the entire crane can be moved forward and the buoy lowered to the deck for servicing. The available workspace has been greatly increased by positioning the wheelhouse well forward.

Although capable of performing the same job, the TERN is over 40 feet shorter than the tender she replaces. It was also possible to cut crew size by 2/3, through more efficient manpower use, producing a more compact, tightly organized vessel.

TERN's steering is provided by her two propellers, located at extreme sides to

avoid interfering with buoy operations, which are capable of delivering their 250 horsepower apiece thrust in any direction. This, plus the convenience of her bow-thruster, enables her to perform the delicate buoy-maintenance manoeuvres easily.

#### Page 10:

##### Unusual Truck

The newest vehicle at the Lindø Yard for trucking sections to the new buildings was delivered during the summer of 1969. The 30 by 65 feet truck body easily carries 320 tons at a time, and the 80 wheels, grouped in fours, are connected hydraulically, enabling them to move over uneven surfaces as well as on concrete roads.

#### Page 11:

##### Models of Engine-room

The colour photo shows a young lady working at a model of the engine room of the first 283,000 tdw. MÆRSK tanker, scale 1:20.

The 3-dimensional model far surpasses conventional drawings when experts try to visualize how an ever-increasing number of machinery components may be built into a ship's hull, without infringing on the amount of space reserved for cargo.

#### Page 12 and 13:

##### New Supply and Towing Vessels

Besides the four vessels ordered with Aarhus Flydedok og Maskinkompagni A/S, four sisterships will be delivered from the Rolandwerft at Bremen. The ships are expected during 1971 and 1972. All vessels are specially designed for towing, anchor-handling and servicing oil-drilling platforms world-wide. Vessels have twin screws fitted with Kort-Nozzles, twin rudders, bow thrusters, and indicated HP in excess of 5,000 giving them a cruising speed of 13 knots and a bollard pull in excess of 45 short tons. Furthermore equipped with extra large stern roller and combined heavy duty anchor handling and towing winch with a pull in excess of 220,000 lbs.

The main particulars are:

Length:	172' 8" – 52.66 m
Breadth:	36' 1" – 11.00 m
Depth:	13' 1" – 4.00 m
Draught – loaded:	11' 2" – 3.38 m

Radar – Terma Pilot 7 T 36

Decca – Navigation Mark 12

Magnetic Compass

Gyro Compass – Sperry SR 120

Echo Sounder – Atlas Nereus

Direction Finder – M. P. Pedersen

HF Radio Telephone 100 Watt –

M. P. Pedersen

VHF Radio Telephone 20 Watt – Storno

One 100 tons Thrige-Nakskov winch (double drum waterfall type) driven by one Scania-Vabis diesel engine, type



DSI 11, with twin disc torque converter, 3 gears ahead, 3 gears astern and neutral. Air pressure remote control of engine gear, couplings and brake.

Two M.A.K. 8 Mu 452 AK eight-cylinder marine diesel engines with a total output of 3,800 BHP continuous rating at 425 r.p.m. Cruising speed 13 knots at a fuel consumption of approx. 110 US gallons per hour (10 tons/day).

Three Scania-Vabis GASI 11-05 six-cylinder diesel engines each of 193 BHP at 1,500 r.p.m. driving three 160 KVA (128 kW) 220/380 Volt A.C. 50 cycles generators.

One 130 BHP TORNADO bow thruster with a thrust of 3,360 lbs.

#### **Pages 14 to 16:**

##### **The BILKA Discount Store**

In 1964 A. P. MOLLER and the department store F. Salling founded the "Dansk Supermarked A/S" and in 1970 this company opened the first Danish discount store "BILKA" at Tilst near Aarhus. The idea of this kind of store was first fostered in the U.S.A., from where it spread to Europe. As indicated by the name the basic idea is to reduce the prices of commodities, and this has been brought about by an extreme rationalisation of costs at all stages.

At BILKA's many articles may be purchased at prices reduced by upwards of 30 %, and the assortment ranges from food to aeroplanes, from garden tiles to clothes.

#### **Page 17:**

##### **Adoption School Visit**

On Saturday March 20th m.s. "CHRISTIAN MÆRSK" was visited by the sixth form of the Absalon School of Roskilde. 2 teachers and 15 pupils representing the "adoption class" arrived by bus and spent a couple of hours onboard. They were treated to Danish sausages, and a guided tour was arranged. When they left, they brought with them a gift from the ship's club, a Japanese doll in national costume. Also promises had been exchanged to try and keep going the good connections between ship and school.

#### **Page 18:**

##### **Photo Contest**

Readers should note that a change will be made in the current series of competitions. Instead of quarterly rounds the contest will be limited to an annual event, the result of which will be given in the January issue, together with the winning photos.

Contributions to this new contest will be received until December 1st every year; and there will be three prizes, a first of 300 kroner, a second of 200 kroner and a third of 100 kroner.

#### **Page 20:**

##### **Sports**

During the past two years the ships of the MÆRSK fleet have asserted themselves in various international sporting events.

In 1969 m.s. "CLARA MÆRSK" topped

the scale in the Manila tournament of athletics, besides partaking in the swimming competitions with 100 %.

At the same time m.s. "NELLY MÆRSK" was number one in athletics and number three in the swimming events of the Bangkok tournament, arranged by the Mariners' Club. The results of the 1970 Bangkok tournament, just received, show that once again a MÆRSK ship scored the highest number of marks in athletics. The winning ship was m.s. "CLARA MÆRSK", the total number of marks being 902, with the Norwegian ship "ROSEVILLE" as number two with 571.40 marks. As "CLARA MÆRSK" was also the winner of the annual swimming competition, the ship will be handed two silver plaques, one from the Danish Merchant Navy Welfare Board and one from the Mariners' Club. It should be added that the master of the ship, Anton M. Olsen, was number one in the veterans' class in high-jump. He cleared 1.31 metres.

The photo shows, in the middle behind the lifebelt, 1st Engineer Hans Heinrich Petersen (right) and Donkeyman Svend Ole Christensen. Behind these Skipper Anton M. Olsen. To the right of this group, wearing glasses, the Director of the Mariners' Club, Mr. D. P. Dorleyn, and the chairman of the Club, Mr. G. H. A. Vrugink. On the extreme right MÆRSK Line's Bangkok Manager, Mr. Torben Lynge, and on the extreme left the local secretary of the Welfare Board, Mr. Bendt Zimmermann Mortensen.