



MÆRSK *Post*

Cover Photographs

Front Page

The entrance to the port of Gothenburg, seen from the bridge of a C ship.

Page 23

Forklifts handing unitized cargo through the three decks of a MÆRSK fleet C ship. From the upper tween-deck discharge takes place through sideports.

Pages 3 to 5

Unit Load Film

A presentation was made on November 19th of a new MÆRSK LINE film dealing with modern cargo handling. The audience in the Gutenberghus film room was composed of representatives of the press and various shipping authorities and organizations.

The film is a result of close co-operation of producer Niels Heilmann, cameraman Finn Antoft, and the MÆRSK LINE Marketing Department, whose leader Mr. Bengt Henriksen has co-ordinated their efforts. The film gives a vivid impression of how far MÆRSK LINE has got in the field of speedy and efficient cargo handling. The detailed review will not be translated, as it is the intention to show the film to agents and branch offices all over the world. Already, the film has been shown at several meetings and conferences in Denmark.

Pages 6 and 7

Officers' Course No. 100

During the week from Monday, November 23rd course No. 100 took place at the "Rolighed" training centre at Vedbæk. These courses, which are run by the Danish Shipowners' Association started five years ago, and for the 45th time those attending were MÆRSK officers. The figure 100 was marked specially by an official opening on Monday 23rd to

which shipping journalists from the Danish press and the Danish State Radio had been invited. After an introduction by Mr. Erik Hansen, leader of the Shipowners' Association's training activities, the formal welcome to this course was given by shipowner Georg Andersen, at present acting president of the Association and at the same time representative of the management at Kongens Nytorv. In his speech Mr. Georg Andersen mentioned the great importance of good communication between the ships and the offices at home, and also the importance that must be attached to the ability of officers today to act as leaders and to promote good relations between all members of the crew.

After thanking the Shipowners' Association for the very laudable way in which these courses have been handled during the past five years, not least thanks to the efforts of Mr. Erik Hansen, Mr. Andersen touched on the extensive newbuilding-programme undertaken by the A. P. MOLLER Shipping Companies, probably the largest so far started by Kongens Nytorv. To illustrate the very great figures dominating this programme Mr. Andersen mentioned that just one of the three large tankers, which the MÆRSK fleet will receive during 1971, according to prices today represents a higher value than the newly completed bridge across the Little Belt. On the last day of the course, Friday, the officers had an opportunity to meet representatives of the Danish Shipowners' Association, members of the Kongens Nytorv staff, and retired officers of the MÆRSK fleet at a special dinner party at the "Rolighed".

Pages 8 and 9

Death Valley in California on the east side of Sierra Nevada is known first of all for its borax. An article in the January 1969

issue of MÆRSK POST told about this "white gold", shipped from Los Angeles to the Far East.

Death Valley is, however, also particularly known by tourists because of its very special climatic and topographic conditions. An average temperature of well over 120 degrees Fahrenheit during the summer months is quite normal, and even around mid-October temperatures rise as high as 90 degrees Fahrenheit.

Death Valley became a National Monument in February 1933, and in a local museum a number of models depict the development over millions of years, right back to the time when the valley was covered by tropical forests that swarmed with various types of dinosaurs, whose petrified foot-prints confirm their existence.

The top photograph on page 8 gives a view of the 150-mile valley. On top of page 9 three persons are standing at the lowest point of the North American continent, called Bad Water, 282 feet below sea level. This level is marked by a plaque on the rocks above them (white spot in photo).

At first the borax was transported by the famous 20-mule teams through the desert, today the symbol of the United States Borax and Chemical Corporation. These teams were replaced later on by "steam-trains", a copy of which is seen at the bottom of page 9.

The question of how the name Death Valley has arisen cannot be answered definitely. During the 1840's and 50's long trains of settlers and gold hunters crossed California on their way to new destinations, and it is reported that on one occasion, when a group of settlers had made their way through the valley barely alive after endless agonies of hunger, thirst and other hardships, one of them turned round and looked back over

the valley saying: "Good-bye Death Valley". The name has stuck ever since.

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These two photographs are from the Lindø Yard, the upper one showing the gantry crane of the new dock in action. It is lifting about 500 ts. in this photo, viz. a section of the accommodation for a 250,000 tdw. tanker. The maximum capacity of the crane is about 800 ts. The lower photograph is of a special truck in the dock fitted with a telescopic arm, at the end of which the painter in his cage is able to reach any part of the ship's side. Its maximum extension amounts to about 100 feet, corresponding to an 8-storey apartment house.

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The two top photographs were taken at Pier 11 in New York, where a new type of container frame has been introduced. The operating speed of the new frame easily competes with the type formerly used, and as the new frame can lift two 20 ft. containers instead of one, the production figures have been practically doubled on the discharge side over the past months.

The frame has been developed in co-operation with the "Universal Terminal & Stevedoring Corp." and is able to lift 34 weight-tons. The new frame is used chiefly in MÆRSK ships of types C and T, which have the derrick capacity needed.

The colour photograph was taken off Rotterdam on a day when the pilot was unable to approach "OLIVIA MÆRSK" by boat and had to resort to helicopter transportation.

Pages 16 and 17

Training Centres For Tanker Captains

During 1970 a number of MÆRSK tanker captains have attended courses at Grenoble and at Delft. The two courses differ in their ways and means, but they both aim at the same thing, an improvement of the security at sea, especially regarding the very large tankers for which the captains are responsible today.

The photographs on these pages were given to MÆRSK POST by captain Hjalmar Mortensen, who has attended both courses. They serve to illustrate how these courses are run. From the photos in page 16 we get an impression of the ships' models on which the training at Grenoble is based. On the top photograph two captains take their seats in their model, size 1 to 25, one is skipper and the other takes care of the wheel and the engine. The other photo gives a view forwards from the bridge, proportionally corresponding to that of a real tanker.

The photo on page 17 is from the Delft course; from the "bridge" of a simulator one is able to see the imaginary approach to a piece of land, and the different manoeuvres undertaken by "the navigator" are registered through a computer and a

recorder, which enable the teachers of the course to discuss the results with the students afterwards.

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Arthur the Sailor

Two girls from the adoption school of m.t. "ARTHUR MÆRSK", 7th A of the Rahbekskolen in Copenhagen, turned up at Kongens Nytorv on a cold and wet December day. Would it be possible to have "Arthur" sent out to their ship, "ARTHUR MÆRSK"? It appeared that the Rahbekskolen adopted "ARTHUR MÆRSK" 10 years ago, and that the class found it was a long time since they last heard from their ship. "Arthur" was intended to be a reminder about the connection between school and ship. The home-made sailor, made of old pieces of cloth by the girls and stuffed with shavings by the boys, was lucky enough to be allowed to join the ship's chief engineer, J. P. Rasmussen, during his passage by air back to his ship in the Persian Gulf.

News from M. R.

During the first half of 1970 the Mærsk Refinery set up a new installation for treatment of their propylene product, so that M. R. is now able to produce chemically pure propylene. The photo shows the new installations with the three so-called reactors in the foreground and the distillation section and auxiliary apparatus in the background.