

MÆRSK *Post*



Cover Photograph

Front Page:

The front page shows the newest super-tanker of the MÆRSK fleet, t. t. "REGINA MÆRSK", which was named by H. M. Queen Ingrid at Lindø on June 15th.

Pages 3 to 5:

Largest of the MÆRSK Fleet.

On June 15th H. M. Queen Ingrid honoured the A. P. MOLLER Shipping Companies and the Odense Steel Shipyard by sponsoring the newest tankship of the MÆRSK fleet, t. t. "REGINA MÆRSK" of 284,500 tdw.

The Queen sponsored a MÆRSK ship once before; that was in 1954 when a tanker of 26,400 tdw., also named "REGINA MÆRSK", was launched.

The new tankship is the largest of the MÆRSK fleet and the largest ship in the Danish Merchant Navy. It is also the largest ship built in Europe so far.

When delivered in March 1955 the first "REGINA MÆRSK" was the first ship painted light blue. The colour of the hull had so far been grey. The light blue of the funnel, however, dates back, just like the white, seven-pointed star, to the last century, when Mr. A. P. Møller's father, Captain Peter Mærsk Møller, used it as his funnel-mark.

The new "REGINA MÆRSK" is the first of a series of MÆRSK tankers in the 280,000 ton class. 10 such ships are on order, and the tonnage of the MÆRSK fleet will thus be increased substantially. The drawings at the bottom of pages 4 and 5 serve to illustrate the size of the new ship when compared with m. t. "ANNA MÆRSK", the first MÆRSK tanker delivered by the Odense Steel Shipyard in 1928. The main particulars of the two ships are given on page 5.

Pages 6 to 9:

EDP Serves the MÆRSK Fleet.

Realizing the need for speedy information in connexion with decisions and control, both in the MÆRSK fleet and in the affiliated associations, MÆRSK DATA was established in 1970 in order to meet this demand through electronic data processing.

Today MÆRSK DATA has 55 employees, and offices have been established at number 11 Titangade in Copenhagen, covering a total area of about 1300 square metres. The installations comprise one IBM 360/40 and one IBM 360/20, and various project groups of MÆRSK DATA are adapted to the organization of the shipping companies and work in close co-operation with representatives from Kongens Nytorv.

Voyage Report

This report has been worked out in close co-operation between the departments of Kongens Nytorv and the ships on one side and MÆRSK DATA on the other, with the main stress put on simplification of operations.

The new report thus replaces half a dozen formulas formerly filled in on board the ships and later on dealt with by the various departments. The new voyage report is one single report from one ship, and not as formerly different reports from the captain and the chief engineer, respectively. The treatment of the new voyage report is represented graphically on page 8.

Another example of how ETP can serve the MÆRSK fleet is in the administration of personnel. The method of planning which has hitherto been used was a very expensive and time-absorbing task with information from various files, kept up to date by hand, being combined; it has now been simplified to a very high degree through EDP.

At Kongens Nytorv two TV screens and one type-writer terminal have been set up, which are constantly connected with the MÆRSK DATA computer at Titangade, where relevant information about personnel and ships is registered. Via the TV screens the staff of the personnel department are able to put questions to

the computer and in few seconds get the necessary information, enabling them to dispose, control and inform.

The development inside electronic data processing is still very much on the move. Consequently it is reasonable to believe that the tasks that may be solved through EDP will increase in number as the costs are reduced. The handling of a modern ship represents a very large variety of tasks to be solved, and there is reason to believe that EDP will be very useful in this handling in the future.

Pages 10 to 12:

Motorcars in Bulk:

When, after World War II, the European car-factories became interested in the USA and Canada as future markets for their products it was on the assumption that small Continental models were ideal for the number two car of the family.

This theory held good and from a modest 30,000 cars, exported per year at the early 1950's, the export figure rose to half a million in less than ten years.

In 1970 the USA and Canada imported about one and a half million motorcars. Compared to the total sales of cars in these countries it meant that one out of every seven cars was of foreign make. So far the cars had been shipped on liners, but as their capacity was limited, the V. W. factories started co-operation with some Scandinavian and German shipowners, in the attempt to construct a ship which was first and foremost meant for transportation of cars; and as the "Bulkcarrier" began to assert itself during the late 1950's, a new type of car ships, the so called "Car-Bulkcarrier" with suspension decks, was constructed by Blohm & Voss of Hamburg. See drawing and photo on page 11.

The car-bulkcarrier was a great success and today dominates the market. As readers will know the MÆRSK fleet received two such car-bulkcarriers from Kaldnes in 1969, "BRIGIT MÆRSK" and "BELLA MÆRSK". These ships, with a deadweight of about 24,000 tons, have a capacity of 1,800 cars. When the cars have been discharged, the various decks are hoisted up and placed partly on the main deck of the ship and partly under the top wing-tanks, see the drawing on page 11. The ship will now be able to transport bulk cargoes of various types such as corn, coal, ore etc., and when this bulk cargo has been discharged somewhere in Northern Europe, the ship is cleaned during the ballast voyage to Emden or Bremen where a new load of V. W. is taking onboard. The circular drawing at the end of the article on page 12 shows the percentages by which the various countries are represented in the importation of European cars in the USA and Canada.

Page 10:

Sailing-boats for the Yard.

Three sailing-boats, type "606", were donated by the A. P. MOLLER Shipping Companies to the Odense Steel Shipyard on May 27th. Mr. S. Teglhøj of Kongens Nytorv was responsible for the official handing-over, and the boats were named by three male sponsors. The first boat was named "SIRIUS" by Captain H. K. Larssen, former chief of the Personnel Department of Kongens Nytorv. Mr. Iver Hoppe gave the name "POLLUX" to number two, and the Yard's chief of finances, Mr. E. W. Petersen, named the third boat "CASTOR". Especially for Captain Larssen this event was of great importance. Through this he reached equality with his wife, who sponsored the supplyship "MÆRSK FEEDER" in 1967.

Pages 14 and 15:

Spare Parts for the MÆRSK Ships.

Owing to the fact that MÆRSK ships are rarely seen in Danish waters the sending of spare parts, stores and provisions needed for the maintenance of the ships is characterized by this fact.

The majority of supplies, about 4,000 tons per year, is sent from Denmark whereas only a limited number of supplies, for instance provisions, may be bought locally by the ships.

When looking at the supplies as a whole, about one half is sent by MAERSK-Kawasaki line ships to Far Eastern destinations, whereas the other half is delivered by truck to places in Europe (this applies first and foremost to tankers and bulk-carriers).

A very special way of sending supplies to ships should be mentioned separately. On the map a line is drawn between Oslo and Bandar Abbas in Iran. The distance between these two places is 7965 km, and this distance is covered by trucks from a Norwegian trucking company, based on regular departures and arrivals. The trucks cover this distance in about 8 days and 20 hours, and the port of Bandar Abbas has been chosen as a destination because it is easily accessible to all types of ships. The carloads are sealed in Norway and pass freely across all the frontiers on their TIR-Carnet right to the border of Iran, which is not a member of the TIR convention. There are two drivers on each truck, who take it in turns to drive with very few and short stops.

The photograph on page 14 shows a so-called swingtail freighter chartered by MAERSK AIR to transport a propeller shaft from Denmark to Lisbon to be delivered to t. t. "PRIMA MÆRSK". It was the largest single item so far taken out of Denmark, the shaft having a weight of 19 tons and a length of 7 metres. The freight, incidentally, was

about 100,000 kr. This tells something about the value of time when it is the question of a tanker.

Page 16:

Annual Shipping Report.

In his annual report shipowner Georg Andersen, chairman of the Danish Ship-owners Association, calls the attention to various problems in the situation today. Page 18 deals with flag discrimination and subsidies. Page 26 deals with the rising investments in traffic by the State. Also on page 26 the bills concerning a deterioration of the terms of depreciation and prohibition of free shares are commented. Page 27 deals with the legislation where, in particular, a revision of the manning-requirements is needed. The report has been reshaped and remodelled and it will be sent to every ship in the MÆRSK fleet.

Bulb-rider.

When m. s. "CHASTINE MÆRSK" was on her way from Cristobal to Los Angeles on the 7th of April, it had a collision with a large whale. The whale got it self placed against the stem, resting on the bulb, as will be seen from the photograph on page 16. The speed of the ship was reduced by no less than 3 knots, and the rotations per minute of the main engine were reduced by 10. The ship had to stop and reverse in order to get rid of the whale, which was now dead, and after a delay of about 30 minutes the ship was able to continue on its course.

Page 17:

Optical Illusion.

The bow-thruster duct of a C-ship does not look very impressive when you look at the ship as a whole; but when you take a closer look, the impression is quite different. The two men in the photograph can easily stand upright in the duct, which has a diameter of almost 7 feet. The length of the duct is about 16 feet. The bow-thruster is made of stainless steel.

Camel-back.

A new word for the shipping-man's vocabulary is "Camel-back". This denomination covers a rubber slab, used specially for retreading old tires.

Nautical Exhibition

The photograph at the bottom of page 17 is from a nautical exhibition at Oslo from the 10th to the 15th of May. The common exhibition stand built up by Danish shipyards and subcontractors, was in the shape of a 20 metre long tankship made of plywood and fitted with a metal propeller that was able to rotate; holes on either side of the hull exhibited photographs from the yard and the subcontractors (starboard and backboard respectively).