MÆRSK
Post

ENGLISH SUMMARY

Cover Photographs
Front Page:
The "OLGA MÆRSK" loading ore at Narvik.

Page 27
Winter scenery by Mr. Søren Vedel.

Pages 3 to 8
Ore

In the wilds of northern Sweden, about 100 miles north of the Arctic Circle, we find some of the largest iron-ore deposits in the world. The state-owned mining-company, exploiting the deposits, is named L.K.A.B. The first two letters indicate localities in the district, (Luossavaara and Kiirunavaara, the two ore mountains to which the town of Kiruna owes its existence) and A.B. is the abbreviation for litimed company in Swedish.

Kiruna today is a modern township with factories, schools, hotels, etc., and thanks to one month of midnight sun Kiruna receives a constantly rising number of tourists. When looking at the midnight sun in the stillness of night, the tourist cannot avoid hearing at the same time the rhythmical, metallic sound (every 45 minutes to be quite exact) of the ore trains, leaving the marshalling-yard of the Kiruna mountain to be switched on to the main track to Narvik in Norway where the ore is shipped. Day and night the trains to Narvik are running, covering the 100 miles in about 4 hours. An average ore train counts about 50 of the new, large waggons, each of which can take about 80 tons of ore. Ore from other deposits of the L.K.A.B. is shipped from Luleå in Sweden, but thanks to the Gulf-stream Narvik is free of ice all through the winter and is therefore the more important port. Narvik receives about 75,000 tons of ore every day, two days meaning full loads to three ships of the "OLGA MÆRSK" type.

The Lapland ore was originally mined by opencast mining, but gradually the production has switched over to underground mining. At Kiirunavaara this took place as late as 1962.

Sub-level caving is carried out by drilling holes fan-wise into the roof of the drift with a twin-boomed drilling jumbo with the drills working simultaneously.

When drilling is completed the rounds are fired one by one, and the ore and the sterile rock cave in. The explosive usually consists of a mixture of ammonium nitrate and fuel oil.

The photo on page 4 shows a unit which drills two vertical holes simultaneously in the roof of the drift. This rig was developed at Kiruna and is able to complete about 300 drilling-metres per shift.

The other photograph on page 4 shows a front-end loader, working on the load-and-carry principle. It loads and transports ore from caving or development operations to the vertical chute. Different types of front-end loaders exist, some of which can carry op to 1,250 tons per shift.

The main transportation underground is carried out by trains. A C.T.C. (Centralized Traffic Control) system was installed at an early stage, and today, after the addition of an electronic computer, the train-loads can quickly be determined, destination fixed, and so on.

This advanced, highly technical computerized C.T.C. system leaves only one responsibility with the train operator, who is seen in the photograph on page 5, and that is to be able to take over the control from the computer should any unforeseen circumstances arise.

The railway line from Kiruna to Narvik was opened in 1902, and the next big step, the electrification, was carried through between 1915 and 1923. In this connection it might be mentioned that the newest electric locomotives operating between Narvik and Kiruna are of each 9,000 h.p., and that an ore train is usually hauled by two such locomotives.

Like Kiruna Narvik, too, owes its existence to ore. Historically the development of Narvik dates back to 1899 when the first harbour installations were carried out, and to 1903 when the first ore-carrier departed. Whereas at the beginning a 10,000 ton ship might be loaded in 6 to 8 hours, the capacity today is about 10,000-tons per hour; and since 1903 when the first shipment took place, more than 350 mill. tons of ore have been shipped via Narvik. This makes Narvik the largest export harbour of Scandinavia as far as tonnage is concerned. It was estimated in 1970 that only six ports in Europe were able to accommodate ships of 100,000 tons and more. They are Rotterdam, Amsterdam, Ijmuiden, Dunkirk, Taranto in Italy, and Bakar in Yugoslavia. Tht capacity of Narvik is ships of 80,000 tons, though on one occasion a ship of slightly more than 100,000 tons has been accomodated.

M.s. "OLGA MÆRSK" had two voyages in June 1971 from Narvik to Antwerp and Gent, respectively, carrying about 45,000 tons of ore on each voyage.

The editor had the opportunity to see the loading of the "OLGA MÆRSK" at Narvik. Several different types of ore were taken aboard. The front-page photograph of this issue of Mærsk Post shows the loading of a comparatively dark type of ore.

The distance from Narvik to Antwerp is covered in about three days. At Antwerp

the ship is discharged by means of cranes, loading railway waggons on one side and barges on the other side of the ship, in mouthfuls of about 16 tons.
An example of how the ring may be closed in the production-consumption circle was seen in Narvik. Some of the ore shipped from there goes to the firm of Cockerill in Belgium. The name is seen on the ore waggons at Antwerp, but it also appears on the rails at Narvik, the rails on which the ore for the firm is transported, and which have found their way back to the port of shipment.

Page 9
Turbine Tanker From Lindoe
At the Lindoe Yard a new tanker for the MÆRSK fleet was named on September 25. The ship was sponsored by Mrs. Nancy Watson, wife of the American Ambassador in Paris, Mr. Arthur K. Watson, and the ship was named "RASMINE MÆRSK".
The newbuilding, Lindoe No. 37, is of 284,500 tdw. Like the sister ship, t.t. "REGINA MÆRSK", delivered in July 1971, it belongs to the so far largest type built in Europe.
In the photograph the sponsor and her husband are seen between directors E. W. Petersen and E. Sorensen on the left, and director K. I. Hansson on the right.

Pages 10 to 13
Oil From the North Sea
In spring 1972 Denmark will be an oil-producing country as the Danish Underground Consortium are making ready to produce oil from the North Sea at a point more than 125 miles west of Esbjerg.
The installations needed before production can start comprise three so-called platforms: a well-head platform, a processing-platform, and a flaring-platform. Besides, there is a sub-sea pipeline from the processing-platform to a mooring-buoy about a mile away from the platform. This buoy will be used by the tankers that transport the oil.
The well-head platform and the flaring-platform have already been put in their positions with their legs on the sea bottom. Nowhere else in the world has a permanent oil platform been positioned so far from the coast.
The well-head platform is positioned where the sea is about 42 metres deep, and steel tubes were sunk another 30 metres into the sea bed through the legs of the platform. Afterwards holes were drilled through these steel tubes to a depth of about 115 metres, and down into these holes other steel tubes were placed and then filled with concrete to secure the platform even under the worst imaginable weather conditions.
Finally, the drilling-platform "Britannia" was positioned over the well-head platform which in itself sticks abt. 20 metres out of the sea.
Drillings could now be commenced, and it is reckoned that the "Britannia" will have finished drilling in February or March 1972.
The next stage will be the positioning of a third platform, the so-called processing-platform. It is being built at a dockyard in Holland, and like the two other platforms it will be towed to the M structure.
In April a mooring-buoy will be positioned, and if the weather conditions do not delay operations, the oil production may be started shortly afterwards.
The preliminary plans are for an annual production of about 500,000 tons of oil, but the entire apparatus has such dimensions as to allow a production three times as great if it is decided to join other drillings to the system.
Regarding gas the Consortium should be able to deliver between 1 and $1^1/_2$ milliard m^3 of natural gas per year during 20 years.
The experience gained through the coming oil production will enable the experts to assess the possibilities for a production of gas. It is a question whether the investments for such a gas production are reasonable. A pipeline to the coast will amount to abt. 500 mill. kroner.
When oil production starts in the spring of 1972, the Danish Underground Consortium, in which the A. P. Møller Companies as licensees work together with Gulf, Shell, Chevron, and Texaco, will have spent about 450 mill. kroner since 1962.

Pages 14 to 18
Kgs. Nytorv 300 Years
About 300 years ago great efforts were made to create a new, large, royal square, a square which for more than 220 years became the undisputed centre of Copenhagen. At the beginning of the 20th century this role was taken over by the townhall square in connection with the building of the new townhall.
Kgs. Nytorv was already the social center of Copenhagen, owing to the Royal Theatre, the cafés, and the restaurants. Furthermore, many members of the nobility and celebrated citizens had their townhouses along the borders of Kgs .Nytorv.
The etching on pages 14 and 15 is taken from Thurah's Danske Vitruvius 1746-49, and in this we see the so-called Gram Palace beyond the statue of King Christian V. This is now the site of the hotel d'Angleterre.
In spite of the intense traffic Kgs. Nytorv has managed to keep up its special character, and not even a great number of newbuildings and the exhaust of motorcars have been able to spoil its charm. The popularity of the square today is proved by the great number of tourists and by the ceremonial performed by the students every summer when they celebrate their exams by running round the equestrian statue.
The illustration on page 16 is a lithograph from around 1850. In this readers will recognize the Charlottenborg, the Royal Academy of Arts.
On page 17 we see the old main guard of the Copenhagen garrison, dominated by the three old guns called Abraham, Isaac, and Jacob. The photograph dates back to the years shortly before 1874 when the building was demolished. On the left we see a corner of the former hotel d'Angleterre. The building has served as a hotel from 1795, and it has been rebuilt and modernized several times during the years.
One of the oldest buildings in Kgs. Nytorv is the French Embassy at the corner of Bredgade, only slightly younger than Charlottenborg. It was built during the years 1683-86 by Admiral Niels Juel and its original baroque facade has been preserved even today in the wing facing Bredgade. The building at No. 8 Kgs. Nytorv where A. P. Møller/Maersk Line reside is not very old, dating back only to 1903, whereas the neighbouring building No. 18 with its wrought-iron balconies and reliefs was built in 1768 by a pupil of Jardin named Hans Næss. It was the domicile of councellor Christian Lihme whose name is still visible in the framed field in the middle of the facade.
The tiny park surrounding Christian V dates back to 1885. There is no admittance to this park and it is only used by the students as mentioned before when they run round the statue hand in hand every year in June to celebrate their exams.
It might be mentioned at last that when electric street-lamps were introduced in Copenhagen, it all started in Kgs. Nytorv where they were lit for the first time at the golden anniversary of King Christian IX and Queen Louise on May 26th, 1882.

Page 19
New Supply and Towing-Vessels
Two new ships of this type were named at the Aarhus Flydedok og Maskinkompagni A/S on July 9th. Sponsors were Mrs. C. Rentz-Petersen and Mrs. Ib Kruse, and the names of the two ships were "MÆRSK SERVER" and "MÆRSK SUPPORTER", respectively.
The vessels are specially designed for towing, anchor-handling, and servicing oil-drilling platforms.
The "MÆRSK SUPPORTER" was launched in connection with the naming ceremony, whereas the "MÆRSK SERVER" was launched on April 22nd and delivered on August 5th.
The vessels have twin screws fitted with Kort Nozzles, twin rudders, bow thrusters, and indicated horse-power 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' 2" – 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 20 and 21
The Profile

MÆRSK POST has paid a visit to a not entirely unknown person, Captain H. K. Larssen, ex chief of the personnel department at Kgs. Nytorv, who retired from active service three years ago.
During this time he has been able to change over from one life-form to another very efficiently.
Mr. Larssen has always been very keen on gardening, and friends and colleagues are able to testify to the great perfection he has achieved when producing raspberries and other berries, grapes, and not least hot-house tomatoes. The two photos on page 20 were taken in July when production was at its highest.
As a craftsman Mr. Larssen has personally contributed to the upkeep and trimness of his house, securing the foundation, repairing and painting window frames, etc. etc. In between the many chores he gets time to keep up other activities: walking his dog (very important, wherefore mentioned first), visiting navigation and seamen's schools all over the country and the Faroe Isles, visiting and entertaining his many friends, etc. etc.
How does Mr. Larssen keep fit to such a degree? He makes no secret of it, and the photo on top of page 21 illustrates one of his ways: a morning cordial or two every day, on an empty stomach. The physical exercise in the garden, about the house, and promenading with the dog take care of the rest.
It was mentioned above that the Faroes have played an important part in Mr. Larssen's life. He has visited the Islands 24 times and he has identified himself with the nature and way of life to such a degree that the population gladly count him among their own. He is a well-known personality up there and through his visits he has added a great many persons to his large circle of friends.

Pages 22 and 23
Football

As mentioned earlier in MÆRSK POST not only the crew members of the ships take an active part in various sport events. The office staff at Kgs. Nytorv are, especially during the summer months, very active in the employee football league with matches both for young people and old boys. 1971 has been an especially good year for the MÆRSK 1 team who finished No. 2 in the third division, and who may therefore in 1972 play in the 2nd division (there are 10 in all).
During the weekend 4th and 5th September the annual concern football meeting took place at Odense. Participants were Roulund, the Yard, Bukh, and MÆRSK Kgs. Nytorv, and all four clubs took part with two teams this year, one of young boys and one of old boys. The results of Saturday's matches for old boys were as follows:

MÆRSK – Bukh 3-0
Roulund – the Yard 0-0
MÆRSK – the Yard 0-0
Roulund – Bukh 1-0

In the matches for young boys Bukh beat the Yard by 5-4, MÆRSK beat Roulund by 2-0, and that was the end of Saturday.
The finals on the Sunday started with the old boys of Kgs. Nytorv and Roulund. The result 0-0 after a very strenuous match meant that the Yard would have to beat Bukh by 4-0 in order to win the cup. They didn't and just about managed 0-0 which meant that the MÆRSK cup for old boys was won by MÆRSK Kgs. Nytorv for the first time.
In the ensuing match for young boys Roulund beat the Yard by 3-2 and MÆRSK beat Bukh by 3-0. This gave MÆRSK another share in the MÆRSK Cup for young boys, meaning that Kgs. Nytorv now has three shares, Roulund two, and Bukh one, whereas the Yard has not yet won anything.
Unfortunately there are no photographs from the old boys matches, but instead the names may be mentioned of those who secured the victory for Kgs. Nytorv. They were:

J. Schaldemose	K. Graugaard
J. Gross	E. Sjøstrand
B. Flinck	Preben Olsen
Arne Jørgensen	V. Ulrich

Teamleader: F. Holmskov.

Pages 24 and 25
Roulund Expands

In April excavations for a 12,000 sq. metre extension of the Roulund Factories at Odense were commenced. This expansion takes place less than 6 years after the opening of the large, modern plant, first and foremost owing to the great success of the Rofan Raw-edge fan belts, the Roflex V-belts, the new Ro-Ply conveyor-belts, and the well-known Dan-Block brake-linings.
The expansion will result in the need for an extra 3,000 h.p., and a new connection to the transformer station at Hjallese will have to be established.
The entire building-program incl. all installations will be finished by the autumn of 1972, and the Roulund Factories will then take up an area of 60,000 square metres.

Hobbyists

MÆRSK POST receives many letters every day from readers and non-readers asking for help in their hobbies.
Mostly it is a question of people collecting ships' photographs, but the collector mania knows no limits, and the coveted objects of collections reach right from buttons of uniforms to larger pieces like "used" lifeboats, lanterns etc. which, apparently, are removed by the company before a ship is sold, in the opinion of the letter-writers.
One hobbyist in particular should be mentioned separately. He is a Canadian, and at the end of his garden on the brink of the St. Lawrence River near Montreal he has put up a flagstaff from which he flies houseflags of various shipping-companies.
After having applied to Kgs. Nytorv by letter he is now able to fly a Maersk flag as well. Crew-members of the Maersk Canada-loaders, here is the explanation for you why you suddenly see a Maersk flag waving at you when sailing to and from Montreal.

RECEPTION

At the opening of MAERSK LINE's new offices in San Francisco a coctail party was held in the World Trade Club where about 400 guests participated. The decorations were dominated by these ice phantasies.

J. H. SCHULTZ A/S
KØBENHAVN