



MÆRSK *Post*

FRONT PAGE

This photograph was taken at the "MAERSKGAARDEN" when the first spot of winter made itself felt in November 1973.

The sketch of the large building-dock at Lindoe on page 27 is by Mr. Kai Christiansen.

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TANKER FROM LINDOE

At the Lindoe Yard Saturday October 27th saw the naming ceremony of the last of a series of 285,000 tdw. tankers. Sponsor of the newbuilding was Mrs. Else Clausen, wife of the ship's chief engineer, Einar Clausen. The name was "ROBERT MÆRSK". At the bottom of the page the chief engineer (left) is seen together with the skipper, Captain Hans Christensen.

One special feature of the ceremony was the presence of no less than 60 captains and chief engineers who had been invited together with their wives. There were retired officers as well as active ones with high seniority.

Pages 4 and 5

NEWS FROM ROULUND

On October 30th Denmark's longest test track for motor-cars was officially opened at A/S Roulunds Fabriker.

The track comprises 3 cambered curves, the biggest sloping 42 degrees at the top. Two of the photographs were taken from the inside and outside, respectively, of one of the test cars. The third photo shows a 1922 Ford T model, by which, anachronistically, this modern track was inaugurated.

The purpose of building this test track immediately behind the factory is to try out, in a secluded area, the brake-linings and clutch-facings of Roulunds. They have been marketed under the name of DAN-BLOCK for several years. Formerly, the test drivers had had to use public roads when trying out the products. But with these new installations ideal conditions have been attained.

The track covers only a limited area,

the total length being about one and a quarter mile, but the system with sloping curves allows the drivers to reach a speed of about 90 miles through the big curve, and from there start the braking manoeuvres.

Supplementary installations comprise water ditches for the testing of sensibility towards moisture, and stationary machines that simulate the general traffic. The programs are computerized, and plans have been made also to get hold of machinery able to simulate different weather conditions.

Pages 6 to 11

This article, which cannot very well be summarized, deals with voyages across the Atlantic before Columbus.

The reason for bringing it just now is that we may be entitled to celebrate the 5th centenary of the discovery of America by Danes. About 20 years before Columbus a Danish/Portuguese expedition set out under the leadership of two Danish captains, Pining and Potthorst.

The Portuguese partner in the expedition was Corte-Real, and as may be seen from the twin photographs on pages 6-7 the pavement in the Avenida Libertade in Lisbon voices this viewpoint, just as every school-book in Portugal, Brazil and other countries tell about the discovery of America by Vaz Corte-Real 20 years before Columbus. The article goes far back in time, telling about earlier expeditions across the Atlantic especially the North Atlantic by the Vikings as well as by the even earlier peoples of the classical Mediterranean countries.

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TWINS NAMED

At Aukra Bruk in Norway two supplyships for the A. P. Moller Shipping Companies were named on October 6th.

The first ship was named "MÆRSK TACKLER" by Mrs. Helen Høymark, wife of Mr. P.W. Høymark of the Maersk Industrial group.

The other ship was named "MÆRSK

TENDER" by Mrs. Gyda Suhr-Jessen, wife of the staff manager of the Shipping Companies, Mr. H. Suhr-Jessen.

The two ships are the first of a series of 7 supplyships ordered at the Aukra Bruk and the Ulstein Mekaniska Verksted. They are somewhat larger than the 9 supplyships already in the Maersk fleet.

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VISIT TO HAMBURG

About 75 young employees of Kongens Nytorv have visited Hamburg during October and November. The object was to see examples of modern cargo handling at the discharging and loading of the Far East liners of the Maersk fleet. There was ample opportunity to see the handling of containers and of palletized goods using pallet elevators.

MAERSK LINE SALES MEETING

On September 10-12 a Maersk Line sales meeting was held at Chicago, attended by liner agents from the U.S.A., Japan, Korea, Hongkong, Taiwan, Manila, Bangkok, Singapore, and Jakarta. Copenhagen was represented by Messrs. Jorgen Lund, Bengt Henriksen, and Ove Jensen.

Pages 18 and 19

THE FIRST ADOPTION OF A MAERSK SHIP

Former wireless operator in the Maersk fleet, Mr. K. P. Lauritsen, tells the story about the adoption of m. t. "CAROLINE MÆRSK" on May 2nd, 1949.

"The Danish Adoption Committee" had been founded in September the year before, and the Maersk fleet thus took part from the very beginning in this work of contact between schools and ships.

The ship was commanded by Captain Rejnolds Hansen, and though at the beginning he was not very enthusiastic about the idea of adoption, he was won over completely when at the ship's arrival at Copenhagen the entire school-class paid a visit.

Pages 20 to 22

HONG KONG WORKSHOP

The British crown colony of Hong Kong consists of the island of Hong Kong in the south and the peninsula Kowloon to the north. The water between these forms Victoria Harbour, which daily receives ships of all nationalities – also Danish, and where especially the blue Maersk Line ships catch the eye.

Thus there is every reason for our shipping companies to maintain inspection services in Hong Kong, which may advise our ships regarding repairs and dockings. These functions have during several years been looked after by Brigantine Services Limited – BSL –. But

from the late 1960's, when BSL acquired a limited area on the Kowloon side, at Yau Tong Bay, the planning and building commenced of what will in the years to come be responsible for supplying important spare parts for main and auxiliary engines of MÆRSK ships. The new BSL production and repair centre today consists of the buildings seen on page 20, and two important functions of the workshop are pictured on pages 21 (reconditioning of pistons in automatic welding-machine) and 22 (piston placed in a milling-machine for machining and grinding after chromium plating).

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FOOTBALL

During the weekend 21–23 Sept. the MÆRSK sports club, football and "handball" teams, were the guests of FERNSPORT (Fernley and Eger) in Oslo. Top left photo shows the FERNSPORT team who took care of both events, the other two photos are of the MÆRSK handball (top) and football teams. The two rather stained gentlemen in the fourth photo are Niels Jørgen Nielsen and Jørgen Kongskov Olsen after the football match (the field was "a bit muddy"). MÆRSK won the football match by 4 to 1, and the handball match by 15 to 9.