

MAERSK *Post*



COVER PHOTOGRAPHS

The front page shows m.s. "SVENDBORG MÆRSK", calling at Rotterdam during her maiden voyage.

On page 27 the ship is seen in Hamburg.

Pages 3 to 5

FOCUS ON CONTAINERS

In March this year Maersk Line had its cellular debut when the first fully containerized ship, m.s. "SVENDBORG MÆRSK", had her maiden voyage from Sydney and Melbourne to London, Hamburg, and Rotterdam. The cargo was empty containers for the said destinations. On her way back to Australia she carried the maximum number of containers - corresponding to 1,806 twenty-foot units in the holds and on the deck together. An almost kaleidoscopic combination of colours is rendered by the many containers on deck, partly on the front page, partly on pages 4-5 where the ship is waiting for orders, mail etc. off Cape Town.

The "SVENDBORG MÆRSK" was the largest ship so far to call at Melbourne, and also at the Tilbury container installations in London. It is said that the fish there were asked to clear out to allow the ship to pass through the lock gate. If the 1,800 containers were placed in a single line they would reach as far as 8 miles; if they were piled on top of each other, they would hover well over the top of Mont Blanc.

While berthed in London the ship was visited by representatives of the Australia-Europe Container Service and Danish, Norwegian, and British press. The advanced technical installations were admired, and many compliments were paid to the owner's representatives, Messrs. Chr. Lund and T. Dilling of Kgs. Nytorv, on the equipment and the fine accommodation.

Pages 6 and 7

A QUESTION OF MILLIMETRES

On April 17th the largest tanker so far docked by Blohm & Voss of Hamburg, and, by the way, the largest ship so far to enter the Hamburg harbour area, the

turbine tanker "ROMØ MÆRSK" (286,000 tdw), entered the drydock "Elbe 17" at Blohm & Voss's.

Many Hamburgers admired the manoeuvring operations from the opposite bank at the St. Pauli. The two photographs on page 17 show clearly that it was a question if not of millimetres at any rate of very few feet to spare when the ship entered the dock.

The ship had to be towed astern from about half way between the sea and Blohm & Voss because the tugs had no opportunity to turn her later on. The ship was towed past the dock and then pushed in afterwards, stem first.

Pages 8 to 11

These four pages contain a report from Mr. Flemming Jacobs of the Container Line Department, Kgs. Nytorv, who took part in a management development program at Harvard from September to December 1973. The Harvard Business School is one of the Centres in the U.S.A. and Europe where the A. P. Moller Shipping Companies send employees for advanced training programs.

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KGS. NYTORV PAYS A VISIT TO LINDØ

On Sunday June 16th about 250 Kgs. Nytorv employees went to Lindø to learn something about shipbuilding.

The visit was favoured by the weather, and the highlight of the day was probably the opportunity we had to see the newbuilding Lindø No. 50, a 330,000 tdw tanker for the MÆRSK fleet, the first of this class.

The guides were excellent, the food was superb, and the transportation by rail and buss was well planned and carried out to the minute.

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LINDØ NO. 50 LAUNCHED

The largest European ship so far was named at Lindø on Wednesday June 19. It was the first of a series of seven 330,000 tdw. turbine tankers for the MÆRSK fleet.

Sponsor was Mrs. Nina Pocock, wife of

director C. C. Pocock, the Royal Dutch Shell Group, and the ship was named "KRISTINE MÆRSK".

With this ship Lindø has passed the 8 mill. tdw. mark of ships delivered since the start in 1961.

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NEW SUPPLY-SHIPS

Another two supply-ships for the MÆRSK fleet were named at Aukra Bruk in Norway on Sunday 16th of June. The two sponsors were Mme Labouysse, wife of M. Labouysse Société Nationale des Petroles Aquitaine, and Mrs. Inge Rasmussen, wife of Mr. Poul Rasmussen, who is president of Moller Steamship Co. Inc., New York. The names of the two ships were "MÆRSK TRANSPORTER" and "MÆRSK TRAVELLER", respectively.

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"DANMARK" IN NEW YORK

On Friday April 26th about 2.30 p.m. the training-ship "DANMARK" arrived at New York for at five-day official visit. The ship was berthed near the South Street Seaport Museum, and it was escorted by craft belonging to the American seascouts while a band of the Coast Guard was playing.

There was quite an amount of publicity around this visit, in the television programs as well as in the local press.

In a way this call heralded a long series of arrangements, which will (in 1976) reach their climax in the festivities around the second centenary of the foundation of the U.S.A. One of the arrangements will be a so called "Operation Sail", where it is hoped that all existing full-rigged ships will visit American cities during 1976.

The cadets and officers of the "DANMARK" were entertained at the Radio City Music Hall, and the Danish Athletic Club had arranged a dance at their club premises where to the accompaniment of a really good rock orchestra enormous amounts of coca-cola were washed down.

The next morning the New York Times carried the photograph seen on this page, and when the ship was opened to

visitors from 2.00 to 5.00 during the following days, lots of New Yorkers (about 10,000 it is estimated) took the opportunity. 50 out of the 80 cadets were A. P. Moller boys.

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CONFERENCES IN COPENHAGEN

For the first time the Japan/Hongkong to U.S.A. freight conferences held their annual meeting in Copenhagen, during the month of May. Participants were about 100 leading representatives of 23 lines, representing 8 different countries among them Denmark.

Besides shipowners Mærsk Mc-Kinney Møller and Georg Andersen, Maersk Line was represented by Messrs. Chr. Lund, Ib Kruse, Poul Rasmussen (of Moller Steamship Co., New York), and Wagn Jacobsen (of Maersk Line Ltd., Tokyo).

In photo No. 1 Mr. Norman Scott, president of the American President Lines Ltd., San Francisco, is seen together with Mr. Mærsk Mc-Kinney Møller.

Photo No. 2 shows Mr. J. A. Dant, president of the States Steamship Company, San Francisco, Mr. Georg Andersen, and Mr. Y. Ariyoshi, chairman of the Board of Nippon Yusen Kaisha.

Photo No. 3. The three ladies are from left: Mrs. Jane Mead, wife of the vice president of the States Steamship Company, San Francisco, Mrs. Kate Andersen, wife of shipowner Georg Andersen, and Mrs. Carita Lund, wife of Mr. Chr. Lund of Maersk Line.

In the group photograph we find Mr. Chr. Lund as No. 9 in the front row and Messrs. E. Holtegaard and Ove Jensen of the Liner Department as Nos. 5 and 6, respectively, in the back row, Mr. Poul Rasmussen New York and Mr. Wagn Jacobsen, Tokyo are Nos. 10 and 16 also of this row, and Mr. T. Petterson of the Liner Department, conference section, is seen on the extreme right.

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LAUNCHING AT NAKSKOV

The first of three fast, 18,000 tdw. dry-cargo ships for the Maersk Liner traffic was launched at Nakskov on June 7th. Sponsor was Mrs. Grete Blixenchrone-Møller, wife of the Danish Defence Chief, and the name of the ship was "MARCHEN MÆRSK".

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THE SJÆLSØ BICYCLE RALLY WAS ALSO A MÆRSK EVENT

On Sunday June 9th about 195 MÆRSK employees joined the 30-mile "Sjælsø Rundt" rally for pushbikes. The blouses of the MÆRSK participants were light

blue (arranged by the Information Department), so was the sky. But there was a heavy wind going.

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MÆRSK AT TØNSBERG

In the latter part of March Tønsberg in Norway was clearly dominated by the 7-pointed MÆRSK star.

One of the new product-carriers for the MÆRSK fleet, the "GJERTRUD MÆRSK", is seen during her trial run in the colour photograph. It was delivered on March 28th about three months after being launched (on December 1973) in the snow and darkness of the Norwegian winter. Sponsor was Mrs. Norma Dickson, wife of captain A. F. Dickson, director of the Shell International Marine, London.

Already on the following day a sister-ship, No. 4 in the series of product-carriers, was named "GRETE MÆRSK" by Mrs. Vera Howe, wife of Chartering Manager Arthur H. Howe of Shell International Marine, London. All four ships of this class are of 31,500 tdw.

Pages 20 and 21

WORLDSCALE

In maritime magazines and elsewhere we often come across the word WORLDSCALE. Readers are probably aware that the word indicates a basis of calculation, though the real background and the practical mechanism may be somewhat obscure to them. Mærsk Post has therefore asked Mr. Per Lauridsen of the Tanker Department of Kongens Nytorv to give readers an idea of how long this denomination has existed and what lies behind it.

Before World War II tanker rates were agreed upon in pounds sterling or in US dollars per ton cargo. Often the agreements included several voyages, and a great number of loading and discharging ports in various combinations. Therefore it was necessary to make out separate agreements for every single combination so that the economic result would be the same no matter which voyage the ship actually carried out. Besides being very time-consuming this system made negotiations more difficult and often gave rise to long discussions between owner and charterer when rates were to be fixed. During the war many allied ships came under British or American government control. Very often these ships were put at the disposal of the oil companies and the ministries in question worked out a series of rate scales which formed the basis for the settlement of accounts with the oil companies. The purpose was to secure the government

the same daily net proceeds, after deductions had been made for travelling expenses, such as bunkers and port dues.

The British rate scales were named MOWT (Ministry of War Transport) and in the United States they were called USMC (United States Maritime Commission). Through these the fundamental principles had been laid down for all the ensuing rate systems.

Under the free market conditions which came after the war a system was developed according to which the market was expressed in the former MOWT or USMC rates plus or minus certain percentages, according to what might be dictated by the market.

As the tanker traffic developed, however, certain distortions in the old MOWT and USMC scales made themselves felt. At the suggestion of Shell and BP it was decided to have the MOWT system replaced by a more modern rate scale which was issued on November 1, 1952 under the name of "The London Market Tanker Nominal Freight Scale" or just Scale No. 1. Later on Scale No. 2 followed (from July 1, 1954 to December 14, 1958) and Scale No. 3 (from December 15, 1958 to May 14, 1962). The job of making out these scales was headed by a number of brokers in London, the London Tanker Brokers' Panel. Scale No. 3 was replaced on May 15, 1962 by the so-called "INTASCALE", the International Tanker Nominal Freight Scale.

While tanker business in Europe was thus conducted on the basis of this new scale the old USMC scale was still in use in the USA though there was no institution able to modernize the rates or make out new rates.

Not till the beginning of 1956 did the tanker committee of the association of shipbrokers and agents in New York send out a new rate scale under the name of "The American Tanker Rate Schedule" - ATRS. Finally on September 15, 1969 the INTASCALE and ATRS were merged into one single system, the WORLDSCALE - Worldwide Tanker Nominal Freight Scale.

The new rates made out on the basis of WORLDSCALE reflect the length of the voyage, the harbour expenses, the price of bunkers and other factors that influence the result of every single voyage. Every single voyage has to be worked out separately, and this has resulted in a very large number of combinations. Therefore WORLDSCALE contains several thousand rates. These are named base rates or "WORLDSCALE 100", and the base rate at present for a voyage from e.g. Mena al Ahmadi to Rotterdam round the Cape is \$10.37 per ton, while for a voyage from Punta Car-

don (Venezuela) to New York is \$2.17. The present market situation determines whether the fixture will be made above or below WORLDSCALE 100 (the base rate). If for instance the agreed

rate is WORLDSCALE 160, it means that the freight from Mena al Ahmadi to Rotterdam is 160 percent of the base rate or \$16.59 per ton cargo. If the rate is WORLDSCALE 60, the freight is only

sixty percent of the base rate or \$6.22 per ton cargo. WORLDSCALE is thus a measure of value where the barometric height of the tanker market may be read.

