

Cover Photographs

The front page shows the "Discovery" ice-bound in the Antarctic during the 1901-04 expedition. Drawing by Ulrik Schmidt. Read the article on pages 8 to 13.

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This photo, by AB Seaman H. West of the "MÆRSK SUPPLIER", is of the "MÆRSK SERVER", standing by at the platform "Heron" in the Persian Gulf. See the article about the MÆRSK supply vessels on pages 3 to 7.

Pages 3 to 7

SUPPLY VESSELS AT WORK

Man is exploring for oil as never before. The efforts have been concentrated lately especially in the three quarters of the globe covered by water. Earlier, apart from the Mexican Gulf, drillings were made almost exclusively on land.

From the comparatively low waters for instance along the Venezuelan coast drilling operations have moved out into the open sea, exposed to rough weather conditions and with several hours' passage for shore-based supply vessels. Former stationary drilling-rigs have today developed into "jack-ups" (resting on legs, retractable during towing), or "semi-submersible" rigs (resting on pontoons and anchored).

All types have one thing in common, however. They are totally dependent on a constant supply service, receiving by sea large quantities of material for their operations. Here, as in every other walk of life, the old saying comes true: "It is the early bird that catches the worm." In this case the worm is the good line of business that lies in the servicing of drilling-rigs, and the bird represents the shipping firm which ordered and built special ships for this particular kind of shipping-activity in good time.

The MÆRSK fleet made an early bid for this trade when eight years ago the first two supply vessels were built. Today, with 16 ships, the MÆRSK SUPPLY SERVICE can compete on a world-wide basis with other shipping companies,

besides taking part in the A. P. MOLLER Group's own oil activities.

The MÆRSK supply vessels are operated by the SUPPLY SERVICE Department at Kongens Nytorv. This department, headed by Mr. Leif Arnesen, is structured as a separate profitcentre, and their ships, all having names beginning with MÆRSK, are today seen in many parts of the world. They are working in the North Sea for the Danish Underground Consortium, and they are servicing other drilling-rigs in the Mediterranean, the Persian Gulf, the North Sea, and off West Africa.

The photographs and report on the following pages cover the activities of two ships, the "MÆRSK TENDER" and the "MÆRSK TACKLER", based at Sfax in Tunisia and serving the "Penrod 70" rig 6 or 7 hours away.

In the photos on page 5 a refrigerated food container and fresh water melons are handled in Sfax, by modern and traditional methods respectively. The two ships mentioned above take it in turns to stand by at the rig for three days, and in between to go to Sfax and back with a stay there of two to three days, loading materials for the rig, and at the same time serving as passenger ship shifting crew and rig members.

The most important thing about the operations of supply vessels is the need for a firmly established teamwork onboard. The four men pictured on page 6 are an excellent example of such a team spirit. They have been serving together for more than 7 years on MÆRSK supplyships. They are one motorman (Bredahl) and three AB seamen, and for a couple of years now their ship has been the "MÆRSK TENDER".

The last photo (page 7) makes it easy to understand why the nickname of supplyships is "trucks of the sea".

Pages 8 to 13

DISCOVERY

In London an old ship by the name of "DISCOVERY" may today be spotted between Waterloo Bridge and Blackfriars. Its story goes back to 1901 when it was built for and set out on an expe-

dition to the Antarctic under the command of Robert Falcon Scott. The ship was frozen in near Ross Island, and during almost two years, until a relief expedition sent out by the Royal Geographical Society succeeded in getting it loose, the crew went out on various long strenuous journeys by sledges, bringing back lots of information and material, but never managing to reach the pole, their ultimate object.

In 1912 Scott and his friends did reach the pole in a new expedition. They never returned, however. But Scott's diary was later recovered, having been kept minutely day by day til the last man of the expedition died in the snow and ice. When first reaching the pole they had even had the somewhat disheartening experience of seeing the Norwegian flag, planted by Amundsen a month before, flying over the pole. Amundsen's expedition returned safely. After being employed several times in new expeditions, both under British and foreign flags, the "DISCOVERY" became idle in the late 30's, and it was donated to the sea scouts who, however, could not afford to keep it up after the Second World War. So the Admiralty finally took it over, and the ship is today used by the London Naval Volunteer Reserve.

Robert Scott was remembered when in 1972 he appeared on a British 9p stamp in a series of "Polar Explorers", together with James Ross, Martin Frobisher and Henry Hudson.

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NEW SHIPS

A. P. MOLLER took delivery on Dec. 2nd of the 16,980 dwt. newbuilding "MARCHEN MÆRSK" from the Naskov Skibsværft.

The "MARCHEN MÆRSK" is the first of four sisterships, to be delivered to the MÆRSK fleet within a period of 9 months.

The newbuilding will join the large Maersk Line fleet of light-blue cargo liners, serving a world-wide network of regular routes.

The "MARCHEN MÆRSK" represents

a new type of fast cargo liners, designed by the A. P. MOLLER technical organization. The vessel is fitted to carry a large number of containers besides conventional general cargo.

Captain of the ship is Harly Elo Pedersen of Svendborg, and Hugo Bojer of Horsens is chief engineer. The ship has a crew of 28.

Technical Data:

Length o.a.	170.70 m
Length p.p.	163.20 m
Breadth moulded	25.91 m
Depth	14.73 m
Deadweight	16,980 t

The vessel is built as a single-screw, open/closed shelterdecker, and also as a full-scantling vessel according to Lloyd's Class + 100 AI, + LMC and UMS. The vessel is constructed with forecastle, long poop, shelterdeck, two tween decks, transom stern, and bulb nose. The engine room and the accommodation are placed aft, and the ship is fitted with a bow-thruster.

There are 5 holds. Nos. 1, 2, and 5 are with single hatches, whereas holds 3 and 4 have triple hatches.

There are two hydraulic-operated side-ports to starboard, and the hatch covers are hydraulic-operated steel covers of the MacGregor folding type with automatic battenings.

The hatch openings are dimensioned according to container moduls so that

containers may be stowed direct in the holds.

All cargo holds are serviced by cranes. Between holds 1 and 2 there is a single crane, between the other holds there are twin cranes. The lifting capacity of each crane is 15 tons. Two twin cranes are also fitted with cargo-spotting equipment.

The accommodation is for 39 persons in all, each having a single cabin with private bath and toilet. The accommodation also comprises gymnasium and film room.

The main engine is the newest B & W type, 6 K 90 GF, giving the ship a speed of approx. 21 knots.

The ship is equipped with a bridge-manoeuvering system.

Page 16 NEW SUPPLY VESSEL

The last newbuilding in a series of seven supply vessels from Aukra Ulstein in Norway has been taken over by the MÆRSK fleet.

The name of the ship is "MÆRSK TRACKER" and sponsor was Mrs. Leise Arnesen, wife of Mr. Leif Arnesen, who is chief of the MÆRSK SUPPLY SERVICE, Kongens Nytorv.

The launching and naming took place on October 22nd 1974, and the ship was delivered on December 15th.

In the photograph the sponsor is seen in the middle. On the extreme left is

Mr. Leif Arnesen, followed by Mrs. P.O. Huse and her husband, who is director of the Yard. Behind the sponsor is shipowner Georg Andersen and on the right civil engineer Herluf Ravn, member of the board of A/S Dampskibsselskabet Svendborg.

The newbuilding is No. 16 in the MÆRSK fleet of supply vessels, and the technical details of the newbuilding are the same as those of the six sister-ships from this yard.

Page 20 BEFORE AND TODAY

The illustration is a reproduction of an old account book lent to MÆRSK POST by Mr. P. Gay Petersen, who retired from Kongens Nytorv two years ago. The account book used to belong to a young seaman, Viggo Petersen. This seaman was Mr. Gay Petersen's father, and the book gives some interesting details to illustrate the conditions under which crew members were serving in the 1880's.

What will interest MÆRSK POST readers most is probably the rules about how sailors should be fed.

Food had to be rationed sometimes, especially when the ship was at sea for a long period. Fresh water was scarce. and the food tended to be rather uniform, and a look at the list of food for a modern MÆRSK ship in column three serves to illustrate the great improvement that has taken place.