



MAERSK *Post*

COVER PHOTOGRAPHS

The front page: An unusual stem from an unusual angle. One of the new MÆRSK container-ships just before launching. See report on page 4 and the article about MAERSK CONTAINER LINE on page 5.

Page 23

Another unusual angle. This photo was taken at Nakskov before the launching of m.s. "MATHILDE MÆRSK". See report on pages 10-11.

Page 3

FAR EAST TRIP

In January Mr. and Mrs. Møller, accompanied by Mr. and Mrs. Chr. Lund, visited a number of A. P. MOLLER organisations in the East. The main object of the tour was the opening of new offices at Singapore and Hong Kong. Both were opened at receptions for business relations and local authorities. Also on this tour visits were paid to Jakarta, Manila, Taipei and Bangkok. At Manila Mr. Møller was received by President Ferdinand E. Marcos, and he also had an opportunity to see the port facilities.

In the top photograph the port manager, Mr. Roland G. Geotina, is telling about the plans for expansion. Seen from the left are Mr. Møller, Mr. Lund and Mr. J. Mendietta, Tabacaleros. Further (with backs to camera) are Mr. Manuel P. Manahan, Tabacaleros, Mr. A. Ros, Tabacaleros, and Mr. Henning Mortensen.

The small photo underneath was taken at the reception at the Mandarin Hotel in Hongkong, and Mr. and Mrs. Møller are seen together with director Harold Lee of Lee Haysan Estate Co. Ltd., Hongkong.

The four gentlemen seen under the seven pointed MÆRSK star were visiting Modern Terminals Ltd. in Hongkong. They are from the left: Managing director D. Lygo, Mr. Torben Lynge, Mr. Møller, and Mr. Lund.

The colour photograph at the bottom of the page was taken in Jakarta where Mr. Per Jørgensen held a reception at his home for Mr. Møller and the entire Jakarta staff.

Page 4

FIRST CONTAINER-SHIP NAMED

The first of nine container-ships, being built at German yards for A. P. Møller, was named on Thursday the 3rd of April at Flender Werft at Lübeck. Sponsor was Mr. A. P. Møller's daughter, Mrs. Sally Møller, who gave the ship her father's name, "ARNOLD MÆRSK". This type of ship has a total length of 209 m, a breadth of 30.5 m and a depth of 9.7 m. They are propelled by General Electric turbines, and the ships will have a speed of about 26 knots.

This newbuilding will be delivered to the MÆRSK fleet some time during the autumn, and it will join the MAERSK LINE service between the U.S. and The Far East.

In the small photo the sponsor is seen together with the Flender Werft director, Dr. Schnoor.

Pages 5 to 9

MAERSK CONTAINER LINE

At the end of July the first A ship - all our new container-ships will be given names beginning with A - will set course for New York to join MAERSK LINE's service of great traditions between the U.S. and the East.

Within the next year this service will be completely containerised, and when that has been brought about, one of the greatest A. P. MOLLER projects of recent years has been carried through. Investments have been very extensive - about \$360 M have been staked - and great efforts are being made at Kgs. Nytorv as well as in the U.S. and the East to get everything operational before the ships set out.

There is enough to keep everybody busy regarding the building of ships, the purchasing of various gear, the establishment of terminals, marketing, selling the new services etc.

The container trade is very different from traditional liner trade, which is a question of port-to-port transportation. The container trade aims at taking care of the goods on a "door-to-door" basis, i.e. the whole way from shipper to consignee. Instead of recording the positions of a limited number of ships it will now be necessary to check the

whereabouts of thousands of containers, chassis, and other units, moving about the world.

The building up and operation of this new container service has been entrusted to a new department at Kgs. Nytorv, the MAERSK CONTAINER LINE. This name is used within the organisation as a denomination for the new service, but to the surrounding world the name MAERSK LINE still holds good.

Ships

The building of ships is going well ahead. They are constructed to carry 40' and 20' containers with a total capacity of about 1.250 twenty-foot units. Propulsion will be provided by large steam turbines, giving the ships a speed of around 26 knots.

When this issue of MÆRSK POST is distributed, the first newbuilding from the Flender Yard in Lübeck will have been named. The next ceremony will be in June when the first three ships from Blohm + Voss in Hamburg are named simultaneously. Shortly afterwards the first ship will be delivered. From then on launchings and deliveries will take place during the next 12 months.

To build a whole series of large container-ships within such a short period of time is a great task for the A. P. MOLLER technical organisation. A separate newbuilding department for these ships has therefore been established. Also ahead is a comprehensive job of planning the efficient operations of these ships, aiming a.o. at keeping the schedules without too many interruptions.

Special training-programmes for the ships' crews are being planned, and officers take rather long courses in the arrangement, operation, and maintenance of the ships.

Feederships

Several ports have no terminals with cranes, able to load and discharge containers. These ports will be served (via the nearest container-ship port of call) by smaller ships (feederships) having their own lifting-gear.

Containers and other Equipment

There are standard containers and containers constructed for special purposes. MAERSK CONTAINER LINE concentrates on containers for general cargo, open-top containers, and refrigerated containers. Also on portable tweendecks and chassis.

Containers for General Cargo

These are the most frequently used containers. MAERSK CONTAINER LINE has ordered two versions of these, one is 40', the other is 20' in length, both are 8' wide and 8'6" high.

Open-top containers

This type is for goods which cannot (due to size or weight) be loaded through the door of a normal, closed container, but has to be lowered into the container by crane. These containers may also be used for cargo items exceeding 8'6" in height, such as prefabricated sections of houses, pumps etc.

Refrigerated containers

These are used for instance to transport fish, meat, and fruit. When the containers are at sea, electricity is delivered by the ship for the built-in freezer. When the containers are on the road, an attached diesel generator will produce the electricity.

Portable tweendecks

Such decks may be placed on top of a layer of containers. They are installed when required, and are used for items too big to be stowed in a container, for instance tractors, heavy building-material etc. Though MAERSK LINE is now introducing container-ships between the U.S. and the East, it will still be possible also to transport practically any other commodity.

Chassis

Are used as carriers for the containers on the road, from the ships, and at the terminals. On the road the chassis are drawn by trucks, at terminals by tractors or the like.

So far orders have been placed for containers and other equipment in the U.S., Japan, Hongkong, Thailand and Taiwan.

Terminals

In all ports we are aiming at providing MAERSK CONTAINER LINE with its own terminals. This will ensure us the advantage of controlling the operations ourselves and secure efficiency and speed, so that we can give customers the best service possible.

Terminal facilities vary from port to port. Often a foreign company will not be allowed to invest in a terminal. In some places one has to use the terminals installed by the port authorities. In other ports our operations are not so extensive as to justify any special terminal for our traffic. In such cases we try to take lease of part of an already existing terminal for our exclusive use, enabling us to operate under our own roof.

The largest terminal built exclusively for MAERSK CONTAINER LINE will be the New York terminal, situated in the Port Newark area. The terminal will be built by the port authorities, but will be leased longterm to MAERSK LINE which will invest in their own crane and other gear. The terminal covers a total area of about 200,000 sq.meters. Not all lots of cargo are big enough for the shipper to fill up his own container. Lots of that kind will be stowed in containers in the terminal warehouse. Likewise the containers that have been discharged will be emptied here, if the entire content is not going to the same consignee.

The warehouse of the Port Newark terminal will be of about 15,000 sq.meters. Besides, an office building and a repair shop for the maintenance of terminal gear will be built. This includes the container crane plus forklifts, trucks etc.

Control systems for containers etc.

To keep check on the great numbers of containers, chassis, and so on, and to ensure optimal use of them special control systems have been worked out, based on electronic data processing.

Details about the movements are pooled in the U.S., Japan, and Hongkong. From here the information passes along special communication lines, via satellites or by cable, direct to the MAERSK DATA computer centre in Copenhagen. This system ensures up-to-date information for the agents. For instance New York will be able, within seconds, to give a consignee the whereabouts of any specific container. At ports not primarily coupled on to this direct (on-line) system, communication will take place on telex via New York and Tokyo.

The communication system will be used for other purposes as well, especially the automatic writing of documents. For this purpose Hongkong will act, until further, as a documentation centre of East Asiatic ports not yet coupled direct on to the system. Communication between such ports and Hongkong is kept up by plane. Through the automatic writing of documents we have the advantage that all the diffe-

rent documents needed for authorities shippers, and consignees may be filled in at the same time. When for instance Tokyo has coded details of the bills-of-lading for a departing ship into the communication line to MAERSK DATA, New York may use this information for writing out in one single operation the manifest, bills-of-lading, notice to consignees about the arrival of the goods, documents to the terminal about the handing over of the goods, etc.

Service plan

The nucleus of MAERSK CONTAINER LINE's service will be regular departures every week from a number of ports in the U.S. to a number of ports in the East and vice versa. For instance the schedule states that every Friday a MAERSK container-ship will depart from New York and Tokyo, and every Wednesday there will be one from Singapore and from Kobe.

Apart from the countries and areas today served by MAERSK LINE the new container service will cover new markets.

Thus the homeward voyage to the U.S. will again include calls at the U.S. west coast. MAERSK CONTAINER LINE will also serve the U.S. Gulf area. The ships will not call at the ports here, though, as the cargo will be carried by rail to meet the container-ships at the U.S. west coast ports. Flexibility is one of the advantages of container service as containerised goods may easily be transferred from ship to ship or from one form of transport to another, ship, train, truck. This facilitates the possibility of entering into new markets. Several new campaigns have been considered, for instance in the East, where attempts are made to include a number of so-called "auxiliary ports" through a feeder-service via the nearest port of call of the container-ships.

Marketing and Sales

The container-ships will have a rather great capacity compared with ships trading to-day. Extra efforts must therefore be made to get more cargo in order to attain a satisfactory degree of filling just as MAERSK CONTAINER LINE, as mentioned above, will enter into new markets.

The sales preparations also include information activity towards consignees. Also advertising campaigns etc.

Container service makes heavy demands on the agents who are responsible not only for sales but also for efficient operations. Changes and strengthening of the organisations abroad have therefore been started just

as training programs are arranged for staff members to enable them to meet the demands of the future. This training takes place partly at every single office, partly through participation in seminars arranged by MAERSK CONTAINER LINE. Through the interchange of staff members at various offices they are given further possibilities of seeing the different operations and learning about the conditions of other countries.

Pages 10-11

NEW SHIPS FROM NAKSKOV

Launching

On Friday 7th of March a new cargo vessel of 16.980 tdw for the MAERSK fleet was launched at the Nakskov Skibsværft. Sponsor was Mrs. Alice Jørgensen, wife of Mr. Eigil Jørgensen, director of the Danish Foreign Office. The ship was named "MATHILDE MÆRSK".

This newbuilding is number 3 of a series of four sisterships, constructed to carry a large number of containers besides conventional general cargo

Technical data:

Length o.a.	170,70 m
Length p.p.	163,20 m
Breadth	25,91 m
Depth	14,73 m
Deadweight	16.980 t

The ship is built with a single screw, open/closed shelterdeck, and as a full-scantling vessel according to Lloyd's class + 100 A1, + LMC and UMS. The vessel has forecastle, long poop and a continuous deck, transom stern and bulb-nose. There are 5 holds. Holds No. 1, 2, and 5 have single hatches; holds 3 and 4 have triple hatches. There are two hydraulic-operated sideports to starboard, and the hatch covers are hydraulic operated steel covers of the MacGregor's folding type with automatic battenings.

The hatch openings have container-mo duls so that both 20' and 40' containers can be stowed directly on the tanktops. All cargo holds are operated by cranes. Between holds 1 and 2 is a single crane: between the other holds are 3 twin-cranes. The capacity of each crane is 15 tons. Two of the twin-cranes are also fitted with cargo-spotting equipment.

The accommodation is arranged for 39 persons, each having private bath and toilet. In addition there is a combined gymnasium and film-room.

The main engine is the latest B&W type, 6K 90GF, which gives the vessel a speed of approximately 21 knots. The ship is equipped with a bridge manoeuvring system.

Delivery

m.s. "MARGRETHE MÆRSK", which is No. 2 of the series from Nakskov, was taken over by the MÆRSK fleet on March 23rd. The technical data for this newbuilding are those of the sistership given above. Captain of the newbuilding is Jørgen Falk Madsen and Erik Elbenhardt Jensen is chief engineer.

Pages 12 and 13

This article, headed "A cold trip", tells about the Danish icebreaker "ISBJØRN", which relieved the motorship "EMMA MÆRSK" during the winter of 1926. The MÆRSK ship had been caught in the ice in the Gulf of Finland, where the skipper tried to reach Reval (Tallinn).

The icebreaker departed from Copenhagen on January 23rd and was back at the Langelinie on Monday February the 8th., after having liberated the "EMMA MÆRSK" and enabled her to make port at Libau (Liepaja).

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RARE EVENT

Once again the MÆRSK fleet may celebrate the 25th anniversary of one of our ratings. On November 22nd 1974 boatswain S. A. Kruse, at present serving in the "CHRISTIAN MÆRSK", had been employed in the MÆRSK fleet for 25 years.

ANTIQUE OR WHAT?

At Travemünde during the Christmas display in 1973 this ship's-bell could be seen in one of the antiques shops. Apparently it dated from a MÆRSK ship built in 1850, bearing the name of "HULDA MÆRSK".

As, however, ships' names with the word MÆRSK are not found further back than 1904, and as Mr. A. P. Møller's sister, Hulda Mærsk-Møller, after whom ships of this name were named, wasn't born yet, the editor refused first of all to believe in any relations at all to the MÆRSK fleet. Especially the very polished surface of the bell indicated a forgery.

But the similarity of the letters with those used by the MÆRSK fleet, and the year 1850 with a slightly defective 8 in it caused a little research, and it appeared that the bell is genuine, or almost genuine.

In 1950 the MÆRSK fleet received a ship, named "HULDA MÆRSK", built at Sunderland. When the ship was sold in 1970, the bell found its way to the open market and an antique-dealer imagined that it would fetch a higher price if he made it a hundred years older. Hence the slightly defective 8. The photo was taken by inspector G.

Kabell of Lloyd's Register, at present stationed at the Lindø Yard.

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MAERSK AIR CARRYING PILGRIMS

In this photo we see a group of MAERSK AIR pilots, stewardesses and ground personnel in front of one of the MAERSK AIR Boeing 720B aircraft at Kastrup. The photo was taken in December 1974 just before departure for Nigeria. Here two MAERSK AIR Boings had been chartered by NIGERIA AIRWAYS for at two-months period. The charter deal was for putting up an airlift between Nigeria and Saudi Arabia with the object of carrying about 10.000 Nigerian pilgrims from Kano to Jeddah. These Boeings can seat 179, and with their 4 fan-jet engines they have a range corresponding to the distance from Kastrup to Gambia, and a cruising speed of about 900 km/h.

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MARITIME HANDICRAFT

The photos on this page were taken at an exhibition held by the Handelsflådens Velfærdsråd during the latter half of February. They illustrate the dexterity of crew members in the Danish Merchant Navy.

Readers will recognize various Danish politicians in the bottom photograph. These figures are part of 32 ceramic chessmen. They were made by chief officer Aage Christensen, who fetched a gold medal for this.

Page 17

CONFIRMAND SAILED TO CHURCH BY MÆRSK SHIP

This is the story of Kim, a 14-year-old boy, whose father, captain Kurt Brændekilde, is the master of m.s. "CECILIE MÆRSK".

In June 1974 he got the chance of joining his father for a round-the-world trip in the "CECILIE MÆRSK", and as he was going to be confirmed shortly afterwards, it was arranged that the confirmation should take place at Yokohama instead. The local Danish vicar, pastor Søbye, had promised to stand by. After the service at the tiny seamen's church at Yokohama, dinner was served onboard the ship. See photographs.

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EXHIBITION AT KRONBORG

During March and April a special exhibition at Kronborg Castle had been arranged. The aim was to show the development in the tanker trade, and the exhibition ranged from the first findings at Titusville, Pennsylvania, to the production of modern supertankers at Lindø.

MARITIME SPORTS

The results of the annual swimming contest of the Danish Merchant Navy have been published and the prizes awarded. In 691 events, distributed over 25 different ports from Esbjerg to Yokohama, 34 ships, 3 maritime schools, and 1 training ship took part. In the competition for the highest percentage of participation two ships share the 1st place. They are m.s. "NELLY MÆRSK" and m.s. "AROSIA". Besides these two, the first 10 of this group comprise MÆRSK ships as numbers 4, 5, 8, and 10; they are "MARIT MÆRSK", "TORBEN MÆRSK", "CHRISTIAN MÆRSK" og "CORNELIA MÆRSK".

The two ships winning a first had their names engraved on the "DORTHE MÆRSK" Cup seen in the colour photographs. Every year since 1961 the winning ship of this competition has had its name engraved on this cup and 5 out of 14 winners are MÆRSK ships. They are "CLARA MÆRSK" (twice), "NELLY MÆRSK", "MARIT MÆRSK" and "NIELS MÆRSK" (once each).

FOOTBALL

The drawing at the bottom at the page represents the visions of MÆRSK POST artist Ole Jensen. The story behind the drawing is the formation of a so-called grand-old-boys football team within the MÆRSK football league. It

might be added that they won their very first match over a BP team by 3 goals to 1.

Pages 20 and 21

The world map on page 20 serves to illustrate how far certain migratory birds travel every year when they seek warmer climates. The red band that connects the Arctic area with the Antarctic shows the very long (18.000 km) route of the arctic tern. The somewhat shorter blue band represents the route of a very small bird, the wheatear (oenanthe). It weighs only 30 grammes and crosses the Atlantic every year, covering about 3.000 km from Greenland to Africa.