MÆRSK
Post

ENGLISH SUMMARY

COVER PHOTOGRAPH

MAERSK LINE containers are seen all over the world, also on Swiss mountain roads. In the background the Stockhorn chain.

Page 3
NAMING OF TRIPLETS

On Saturday June 21st Blohm + Voss of Hamburg staged a naming ceremony of a rather unusual character.

For the first time in the history of A.P. MØLLER 3 ships were named on the same day, to be quite exact within ¾ hour.

These first 3 out of 6 containerships being built at this yard for the MÆRSK fleet were named "ADRIAN MÆRSK", "ALBERT MÆRSK", and "ANNA MÆRSK". Sponsors were Mr. and Mrs. Møller's three daughters, Mrs. Leise Arnesen, Mrs. Kirsten Olufsen, and Mrs. Ane Uggla.

The naming ceremonies. which took place in sparkling sunshine, did not follow the traditional Western European rules. Instead of throwing the suspended bottle of champagne against the stem of the ship, the sponsors cut a line by means of a tiny axe, thereby releasing the bottle which was broken when it fell against the hull of the ship.

At the outfitting quay Mrs. Leise Arnesen, wife of Mr. Leif Arnesen, who is chief of the MÆRSK Supply Service, named (in German) the first ship "ADRIAN MÆRSK".

The second ship was named "ALBERT MÆRSK" in English by Mrs. Kirsten Olufsen, wife of Mr. Mikael Olufsen, managing director of Rosti Plastic A/S. The ship was lying behind the "ADRIAN MÆRSK" at the outfitting quay.

The third ship was standing on one of the yard's slipways. It was named "ANNA MÆRSK" in Danish by Mrs. Ane Uggla, wife of lieutenant-commander Peder Uggla of the Swedish navy. The ship was launched immediately after the naming.

The "ADRIAN MÆRSK" was delivered to the MÆRSK fleet early in August. The "ALBERT MÆRSK" and the "ANNA MÆRSK" will be taken over from the yard sometime during the autumn.

One containership, the "ARNOLD MÆRSK", has already been named at the Flender Werft at Lübeck, and another newbuilding from Blohm + Voss, the "ANDERS MÆRSK", will have been named and launched when this issue of MÆRSK POST is out.

This leaves another 4 launchings to be made, two at the Flender yard and two at Blohm + Voss.

All 9 containerships will join the US – Far East service, and during 1976 this service is expected to be fully containerized with weekly departures in both directions.

In the colour photograph the three sponsors are from the left: Mrs. Kirsten Olufsen, Mrs. Ane Uggla, and Mrs. Leise Arnesen.

The black and white photo shows the launching of the "ANNA MÆRSK".

Page 4
GENERAL DESCRIPTION OF THE CONTAINERSHIPS

Each ship is built with a single screw, it has forecastle, a continuous upper deck, transom stern and bulbous nose, and is fitted with a bowthruster.

The vessel has six holds with 8 sets of triple hatches and two single hatches. A built-in cellular system of container guides, reaching from the hatch openings to the tank top, takes the containers direct into the holds of the ship.

All loading and discharging will take place by means of the cranes of the container terminals. The ship itself is not equipped with any kind of cargo gear.

Main particulars:

Length o.a.	210.60 m
Length p.p.	194.50 m
Breadth mld	30.50 m
Depth	18.70 m
Construction draught ..	9.60 m
Max. draught	11.19 m
Container capacity 20' eqv., 2 tiers on deck ..	1,200
Reefer plugs	30
SHP metric	36,000
Gross tonnage	26,940
Deadweight tonnage ab.	25,300
Class: Lloyd's Register +100 AI, +LMS, UMS	

The navigational equipment includes all the latest makes, such as gyro compass with follow-up system, transmission system and automatic directions device, autopilot, course indicators, Raytheon Mariners Pathfinder radar (two sets), one model TM 1660/12S 10CM with 16" true motion indicator with electronic plotter, cursor and true bearing kit, one model 1645/12 3CM with 16" relative motion indicator with movable distance ring, Decca navigator, radio direction finder, echo sounder, Sperry log, and command printers.

An EDP set of IBM system/7 type is installed. This system is coupled to the ship's radar, gyro compass, log, Decca system, and steering engine so that the following navigational functions have been automatized.

Calculation of collision risk
Planning of routes
Route control
Determination of position
Steering and programming of autopilot

The radio station is fitted with the newest apparatus of communication, and also with a VHF telephone set with all international frequences. The radio station may be coupled to the local automatic telephone system via a telephone terminal.

Furthermore, a telex terminal may give direct telex connections with the telex stations on land.

The main turbines of the containerships are General Electric type MST-14 cross compund with locked-train reduction gear, dimensioned for a steam pressure of 62.2 ata and 510°C. The turbines are fitted with a combined electro-hydraulic regulation system and bridge-manoeuvering system.

The main turbines yield 36,000 SHP at 100 rpm.

Pages 5 to 7
"CLARA MÆRSK" AS RESCUER

On Friday, May 2nd, a rescue act, which resounded in the press all over the world, was carried out by the MÆRSK liner, "CLARA MÆRSK".

While off the Mekong Delta in the South China Sea, heading north, a distress signal was received saying: "from master truong-xuan/xvlx have about 3000 refugees from saigon onboard they are hungry and thirsty stop engine broken down and leaking stop our position 8 degress 35 min. north 107 east at 2100 gmt request assistance immediately master".

Captain Anton M. Olsen and his crew were immediately aware that resolute action was needed. They found the distressed ship, approached it, and thanks to the sea being very calm succeeded in transferring all the 3628 people from the distressed ship to the "CLARA MÆRSK".

The shipwrecked were very exhausted, primarily because of lack of water, but thanks to excellent seamanship on board the "CLARA MÆRSK" the ensuing voyage to Hong Kong was carried through with success. Committees were set up to take care of medical treatment, distribution of food, washing and cleaning, and security, the

shipwrecked being placed all over the ship wherever empty space might be found, in the hatches, in empty containers, in the accommodation, and on deck.

There was a good supply of food on the "CLARA MÆRSK", but the crew soon ran out of medicine, so on Sunday May 4th in the morning the "CLARA MÆRSK" was met by the British frigate "CHICHESTER", steaming out from Hong Kong and bringing along fresh supplies of medicial equipment. F.inst. it had become necessary to operate on a baby, and four seriously wounded were picked up by helicopter.

In the evening the "CLARA MÆRSK" reached Hong Kong, and the landing was brought about without any episodes. The authorities of Hong Kong had granted a preliminary permit to the shipwrecked to stay in the Crown Colony. An extremely clever Danish rescue act had been completed, an act which in the very best way followed the proud traditions of the sea.

In the two colour photographs on page 5 the overcrowded ship TRUONG XUAN is expecting relief. On page 6 the top photograph shows some of the Vietnamese placed on the deck of the "CLARA MÆRSK". The little photograph in the middle shows the happy and expectant faces of some of the children after they had been taken on board. The black and white photo below was taken when the "CLARA MÆRSK" came alongside in Hong Kong. The shipwrecked are thronging to get the first glimpse of land.

On page 7 a Vietnamese mother is seen hugging her child on the stretcher while waiting to be transported to the hospital. Below, the Danish Consul General in New York, Mr. E. Krog Meyer, is pinning the "Ridderkors" medal on the chest of Captain Anton M. Olsen.

This was a tribute from Her Majesty the Danish Queen, and it was handed over together with a token of appreciation for the entire crew, a plaque (seen in Captain Olsen's hands) to be hung in the ship in memory of the rescue act.

On the left is Mr. Poul Rasmussen, General Manager of The Moller Steamship Co. Inc., New York.

Pages 8 and 9
EDP NAVIGATION

International Business Machines (IBM) have launched a new maritime data system, and A. P. MØLLER has ordered 9 such systems for the container ships being built in Germany.

The system is based on the IBM System 7 computer which was designed for industrial applications and has now been ruggedised for on board use. A compact unit, the computer may be installed remote from the bridge and the radar room is often a suitable location.

A bridge console is the interface between the man on the bridge and the computer system. It has the familiar radar plan position indicator (p.p.i), and a TV-type screen that presents data in words and numbers and helps the user to communicate with the system. Simple function controls and keys for entering, for example latitude and longitude, allow the officer to use the system to obtain the information he needs. The console also sounds alarms and presents audible and visual warnings if necessary.

The collision assessment module receives data from the radar transceiver to which the computer is interfaced, as well as from the compass and speed log. This module (hardware and software) passes the processed information to the bridge console to be displayed on the radar p.p.i. and the adjacent TV-type screen, while giving alarms or warnings when appropriate. Compass and speed log data are also passed to the position module which receives position data from the interfaced navigation receiver. Having obtained a fix, the position can be transferred to the route tracking module which also receives information about the desired route stored in the route planning module. This stored route, which has been put into the system by the navigator using charts and other relevant information, can be changed or deleted at will, and can be displayed on the screen when required. The route tracking module – which 'knows' the position, the course and speed steered and the route to be followed – is able to check all external influences causing set and drift and to calculate the most efficient course to reach the destination, not necessarily along the shortest route put in, but in the least time or most economical way. By approving a calculated course change the officer allows the system to command the rudder movement in order to make the effective course change and to control the rudder to keep the ship on course. This last module, called the adaptive autopilot module, continuously monitors the ship's reaction to a rudder change and uses this information to predict what rudder deflection will steer the ship in the most economical way along the desired course.

A couple of seconds after being switched on the system displays its readiness on the TV screen and asks for information such as the day and time, whether the navigator wants to use his 3 or 10 cm. radar, the required vector length on the p.p.i., etc. As soon as this information is entered the system begins searching the whole area within 16.5 nautical miles for radar echoes that represent ships. These echoes are filtered for noise, like sea-clutter, and for land mass returns. Echoes labelled as targets are assigned a target number and are automatically tracked giving speed and course. The radar p.p.i. which also gives the radar image familiar to the officer, displays symbols generated by the computer showing whether the target is moving or stationary. The assigned target number is shown beside the symbol together with a vector representing the course and speed of the ship or target.

As in a modern radar, the display can be switched to Northup or Head-up mode, or to Relative or True Motion.

The range scale of the radar display can be changed at will, although the system goes on searching and tracking targets up to 16.5 miles and provides warnings or alarms for situations which might be dangerous. As the number of ships within the search area can be very high, the system evaluates the danger that each ship constitutes and ranks the targets according to a combination of Closest Point of Approach and Range. The system then groups these ships in groups of six and displays the first (highest priority) group on the p.p.i. If the officer decides that the wants to see the other groups, he simply pushes a 'page' key on the console. After a certain time the system pages back to the first six potentially dangerous symbols and vectors. Manually acquiring a target that is not tracked, selecting a target that is not displayed or dropping a displayed target that is not of interest can be done by using a joystick, or one of the function keys in combination with the target number. Having been warned of a threatening situation and having all the relevant information in a graphical as well as a numerical order of priority in front of him, it is up to the bridge officer to make his decision on an evasive action. Trial manoeuvre facilities are also available. As a collision assessment system the IBM unit is impressive. The unit is capable of handling a far greater number of targets than could be interrogated under manual conditions. Best of all, there is the certainty that no target has escaped the computer assessment and that all the procedures are logically followed.

The drawing on page 8 is an MA/BS with connections.

On page 9 top a data screen giving an arbitrary situation.

Below on page 9 the two operators are

handling a bridge console with collision assessments. There is a radar screen on the left and a data screen on the right. Below there is a keyboard for the coding of commands.

Page 10
NEW SHIPS

The last in a series of four dry cargo vessels from Nakskov has been named. The naming and launching took place on Tuesday June 3rd. Sponsor was Mrs. Else Madsen, wife of Director Aage Madsen, The State Marine Supervision Department, and the ship was named "MC-KINNEY MÆRSK".

Like her three sisters the newbuilding is constructed to carry 20' and 40' containers besides the conventional general cargo. The containers are stowed direct in the holds by seven 15-ton cranes, 6 of which are working in pairs to achieve double lift.

These four ships are of a deadweight of around 17,000 tons, and the 6-cylinder B&W main engine, type 6K90GF, gives a speed of 21 knots.

For further details read MÆRSK POST of May 1975.

Another launching took place at Tønsberg on April 18th. It was the first of four product-tankers of each 56,000 tons deadweight, ordered by A. P. Møller at the Kaldnes Mekaniske Verksted. Sponsor was Miss Anette Schaldemose, grandchild of Mr. A. P. Møller, and the ship was named "JANE MÆRSK".

The "JANE MÆRSK" type may roughly be characterized as an enlarged edition of the four product-tankers of each 31,500 tons deadweight that have also been built at Tønsberg.

The four new tankers will be constructed to carry ten different cargoes in 21 tanks. Their main engines are the B&W 6-cylinder K90GF type of 20,500 hp.

Page 11
ON ROTOR WINGS

The helicopter seen on this page is one of two Bell 212 planes bought by MAERSK AIR for use in the North Sea. They are based at the MAERSK AIR heliport at Esbjerg and are engaged in transporting crew members to and from the oil drilling rigs in the North Sea, besides serving the "MARIE MÆRSK" at the Dan-Field.

The Bell 212 has a maximum capacity of 1,5 to 2 tons or about 15 persons. The helicopter rotors are driven by two Pratt & Whitney jet engines. The maximum speed is 185 kilometres per hour, and the maximum range is about 500 kilometres.

In the North Sea, however, this range is not enough, so MAERSK AIR's helicopters have been fitted with special fuel tanks allowing a range of up to 700 kilometres.

Pages 12 and 13
NEWS FROM HONG KONG

Up to and including 1974 A. P. Møller was represented in Hong Kong by Messrs. Jebsen & Co. Ltd. for all the lines except the Europe service, which was attended to by Messrs. Corvetine Shipping Limited. Messrs. Brigantine Services Limited took care of crew matters and A. P. Møller superintendents in Kowloon, and they also ran a large workshop with several hundred repair engineers.

It should also be mentioned that A. P. Møller have interests in air forwarding as handled by Messrs. Oriental Transport Services Limited. Further, an interest is held in Metropole Hotels Ltd. which operate the Lee Gardens Hotel.

As a consequence of the pending introduction of the MAERSK CONTAINER LINE and the expected increased tonnages which would be handled, and also to join together within one management all activities in Hong Kong it was decided to establish a new organisation. For this purpose the company of Corvetine Shipping Limited changed its name to MAERSK LINE (Hong Kong) Ltd., whose activities were subsequently enlarged. Fortunately, it was possible to get additional office space on the same floor where the Corvetine Shipping Limited had so far been operating, namely on the 8th floor of Realty Building, seen in the colour photograph.

Realty Building is situated on the water front on Hong Kong Island with a grand view of the Ocean Terminal in the heart of Hong Kong, central district.

The reorganisation plans called for open office landscapes where the different sections were placed in such a way that they were close to the ones with whom they were in daily contact. The conference room, seen at the bottom of page 13, has been made multipurpose – meaning that besides being used for meetings it is ideal for seminars and lectures, film shows, and as luncheon room for expatriate staff. The expatriates will thus be able – once every day – to get together and exchange views on the various lines of activities. Visitors will also have an opportunity to meet their colleagues in Hong Kong, in the only place where open Danish sandwiches can be served.

With the transfer of the agency from Jebsen & Co. Ltd. 25 staff members were also transferred. These employees secured the continuity in the daily operations together with 16 staff members from Corvetine Shipping Ltd. Additional staff were and have since been employed.

One important function of the Hong Kong office will be to act as EDP documentation centre for South-East Asia, and a former employee of Modern Terminals Ltd., Hong Kong, Mr. David Hutcheson, will be acting as MAERSK CONTAINER LINE's terminal manager, Far East.

As previously mentioned Brigantine Services Ltd. has a repair shop which is situated in a bay on the Kowloon side of the colony. This repair shop has previously been described in MÆRSK POST (No. 1 of January 1974). An average of about 190 workers are at present employed together with 65 repair engineers travelling on board the vessels in repair teams.

Mr. Torben Lynge is general manager of the Hong Kong offices.

Pages 14 and 15
NEWS FROM SINGAPORE

In August last year the new MAERSK LINE Company in Singapore was registered with a view to taking over the MAERSK LINE agency in the Republic, at the same time taking care of the planning of future MAERSK CONTAINER LINE activities in this area.

In September the arranging of the new office was commenced together with the building up of the organisation, which from January 1st this year has been working under the name of MAERSK LINE (Singapore) Ltd.

The office is situated in the new business street in Singapore, Shenton Way, on the 19th floor of the building seen in the colour photograph. From the office windows there is a wide view of the Singapore Straits and the Indonesian coast line, and also of the shipping traffic between the Far East and the Western continents. Besides the MÆRSK ships calling at Singapore for discharging and loading of cargo, we very often see the large MÆRSK blue tankers plying between Indonesian oil ports and the Persian Gulf.

The office staff comprises 48 persons. General manager is Mr. Jørgen Lund, he is seconded by Mr. Niels Lillelund Jørgensen for Sales and Marketing, by Mr. Koh Tiong Seng regardingthe Container Line, and by Mr. Heng Nam Whatt and Mr. Niels Erik Nielsen regarding harbour operations. Mr. S. Rud Pedersen is responsible for the technical inspection of ships. Accounts and Bookkeeping are in the hands of Mr. Goh Chee Yang. The local staff is composed partly of employees formerly working with our agents, partly by newly engaged staff.

Like Kongens Nytorv the Singapore office is divided into different departments.

Every morning telex- and telegramme messages received during the night

are gone through, and at 0930 the mangement and responsible departmental representatives get together to discuss important points and to form a strategy for the tasks of the day.
The sales people are sent out and the operational staff will contact the liner vessels in the harbour and meet the tankers heading for the refineries on the small islands off Singapore. Other MÆRSK ships are docked at yards about 15 miles from the city. Sometimes a passing tanker may be met by a helicopter bringing mail and taking new crew members on board.
The future calls of MAERSK container ships requires detailed planning with an analyzation of future prospects of trade and cargo. A special system for the containers freighted on feedership from Djarkarta, Malaysia and Bangkok must be in perfect order before the service is commenced.
Amidst all this bustling activity, however, it is very encouraging to see how fast the new staff has got together. On their own initiative the local staff has started the MAERSK SPORTS CLUB, challenging other compeny clubs to compete in various events.

MAIDEN VOYAGE

One of the new semi-container ships from Nakskov the "MARGRETHE MÆRSK" arrived at Singapore on April 28th on her maiden voyage.
The ship carried out this voyage for the Europe Service, and Singapore was the first port of call after the departure from Hamburg. Consequently, the arrival at Singapore was marked by a ceremony on board where a representative of Port of Singapore Authority handed to the master of the ship an engraved metal plaque in memory of this day.
In the photo Captain Jørgen Falk Madsen (right) is reciprocating by handing over a Bjørn Wiinblad platter and a MÆRSK flag.

Pages 16 and 17
STEERING-ENGINES AND HYDRAULIC WINCHES

The colour photographs on page 16 show the exterior and the reception, respectively, of the P. Rasmussen & Co. engine factory at Esbjerg. This factory, which is perfectly new, continues the activities of an earlier small factory in the centre of Esbjerg.
The firm has for many years produced various sizes of ships' winches. With the taking over of the new premises the company has also taken over the production of the well-known Svendborg steering engines.
At the same time the staff has been increased to 60 people, and orders in hand secure employment until the end of 1976.
On page 17 we see the production hall and in the middle and below two different products of the factory, a component for a steering-engine which as a matter of fact is the factory's "building-number 1", and a 3 ton winch.

Pages 18 to 20

These pages deal with the opening of the MÆRSK hall of residence on Fanø, built specially for maritime pupils of the Fanø Navigation School and the Esbjerg Engineering School.
As may be seen on page 20 the Hall comprises 16 buildings in squares of four, able to house 88 students in 1 and 1½ room flats.
The Municipality of Fanø donated the site for the Hall, and the large majority (well over 8 million kroner) of the building expenses were covered by the A. P. MØLLER Fund.
The first photo on page 18 was taken when the then Mayor of Fanø, Mr. M. Sørensen, cut the first sod.
Photo number 2 (in colour) shows the topping-out ceremony on July 12th, 1974.
On page 19 we see first of all the present Mayor of Fanø, Mr. Otto Berg-Jensen, addressing the guests during the opening of the Hall on May 3rd.
On the right the Principal of the Navigation School, Mr. E. Fischer, sounds the MÆRSK bell donated to the school.
Two colour photographs illustrate the festivity of the day, traditional folk dance in the canteen of the Navigation School, and a choir of Fanø schoolgirls in national costume entertaining the many guests.
The two drawings A and B on page 20 show the two types of flats, a 1½ roomer and a 1 roomer.

Page 21
GRAND OLD BOYS

This denomination covers a new type of football team, an extension really of the idea that "Life Begins at 40". Since October 25th, 1974, football teams where members have a minimum age of 42 have been formed by various Copenhagen firms, and the first Grand Old Boys tournament has been arranged. MÆRSK has put up a GOB team, and so far MÆRSK has won over BP by 3 goals to 1 and the Belysningsvæsen by 3 goals to 2.
Great enthusiasm caught members of our team, and on June 3rd, 1975, they lined up against B&W, though not without certain misgivings. B&W are well-known as very good fighters, and the result was not surprising, 4 goals to 1 for B&W.
The situation shown on top of page 21 did not end in an off side, as this phenomenon does not count in GOB matches.
Both photos are from the match against BP.

Page 22
MÆRSK SHIP AT LONG BEACH

On January 3rd the first MÆRSK ship entered MAERSK LINE's new terminal in Port of Long Beach. It was "CHASTINE MÆRSK" and during a luncheon on board a couple of mementos were exchanged.
In the photograph we see Captain A. Rødebæk on the left, beside him Mr. Llewellyn Bixby, Jr., who is President of Long Beach Board of Harbour Commissioners. He is showing a plaque which he handed to MAERSK LINE San Francisco General Manager, Mr. Bengt I. Henriksen (number three from the left) to mark the introduction of the MAERSK LINE Weekly Express Service from the Port of Long Beach.
Mr. Henriksen has already been handed the key to the City of Long Beach by the gentleman on the extreme right, Mr. Don Phillips, Councelor of the City of Long Beach.

OLD PHOTOGRAPHS

During these years various material about the A. P. MØLLER Shipping Companies is collected from everywhere – and many MÆRSK POST readers have already been so kind as to place photographs at our disposal.
However, very few photographs exist from the early days of the shipping companies, particularly photos of the offices during the period 1913 to 1920.
If any readers should be in possession of such photos we kindly request them to contact MÆRSK POST by letter or by phone and tell about these photos. In case we can use them we should very much like to borrow them for copying.

NEW MEMBER OF THE MANAGEMENT

Mr. Einar Nicolaisen Møller (47) joined the top management of A. P. MØLLER and came in as partner in the firm A. P. MØLLER on July 1st.
Mr. Nicolaisen Møller takes care of the industrial interests together with special activities such as oil exploration.
Mr. Nicolaisen Møller was employed by Shell in 1952, when he had finished his education as civil engineer (chemistry), and has since then held different positions f. inst. as Managing Director of Koppartrans Olje AB in Gothenburg, Managing Director of A/S Dansk Shell, and General Manager of Compaña Shell de Venezuela.

J. H. SCHULTZ A/S
KØBENHAVN