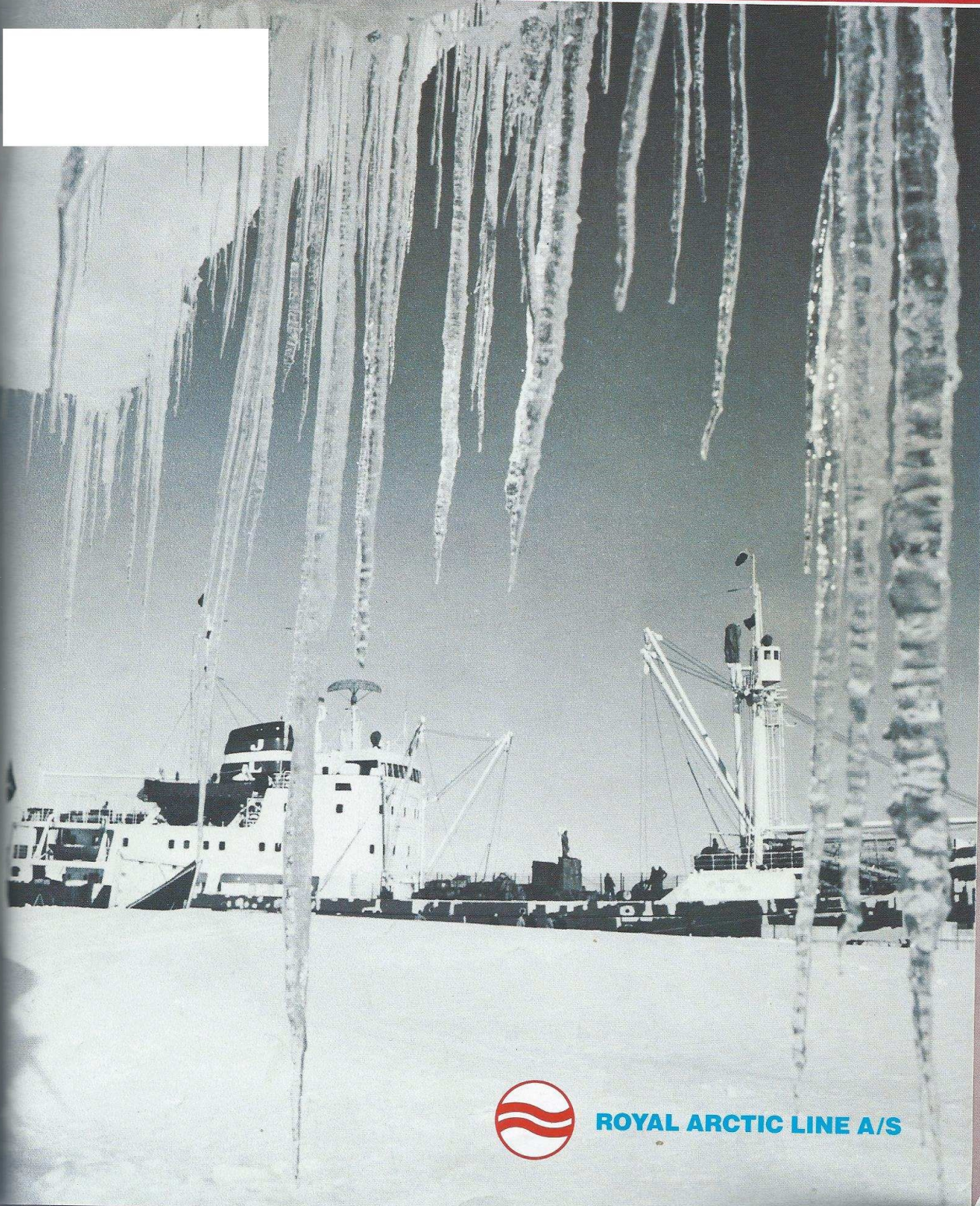


Lauritzen News

No. 131

November 1992



ROYAL ARCTIC LINE A/S

Lauritzen News

NOVEMBER 1992 No. 131

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Acknowledgement must be made for any article reproduced.

Front cover:

The new trade mark of the Royal Arctic Line A/S on a historical JL background.

Lay-out:

Sven Lund

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Royal Arctic Line

At its recent autumn session Greenland's Home Rule unanimously carried the resolution to enter into a long-term partnership with J. Lauritzen A/S. The resolution calls for the forming of a shipping company, Royal Arctic Line A/S, with head office in Nuuk (Godthaab) in Greenland. One third of the shares will be held by the Home Rule, and two thirds by J. Lauritzen A/S.

On 1st January, 1993, Royal Arctic Line will take over from the Home Rule owned company, KNI, ships and shipping services connecting Greenland with Denmark and the rest of the world. Over a subsequent 2-year period Royal Arctic Line will transform its North Atlantic service to a fully containerized operation, expand its geographical scope to Iceland, and introduce educational programmes for Greenlanders within shipping administration and ship-board positions.

This new venture is a great challenge to JL, which complies perfectly with a key-element in our business philosophy implying "...a position in market segments with exacting demands for quality, complexity, innovation and customer service".

That the new service concept will provide Greenland a faster and more efficient transport system at substantially lower costs is an important, but pleasant further consequence of Royal Arctic Line's creation.



Peter Weitemeyer, President

A North Atlantic Challenge

Greenland Home Rule and J. Lauritzen A/S establish a joint venture for the future ocean shipping to and from Greenland.

In August J. Lauritzen was honoured and pleased to receive confirmation to the effect that the company had been nominated by the Greenland Home Rule to become its joint venture partner for the future

navigation to and from Greenland, including part of the coastal transportation.

The contract was awarded in fierce competition with other Nordic shipping companies. Under the agreement reached

between the parties Greenland Home Rule and J. Lauritzen will establish a jointly owned shipping line, in which Greenland will hold an interest of one third and J. Lauritzen two thirds. ▶



► **Head office in Greenland**

The new company will start operation on January 1st 1993 and it will be an independent Greenland entity with corporate and operational head quarters in the capital of Greenland, Nuuk (Godthaab). Mr. Jan Cilius Nielsen will be its President, "on loan" from JL. In 1993 Mr. Cilius Nielsen will move to Nuuk.

Royal Arctic Line will assume responsibility for the ocean shipping between Greenland and the rest of the world as well as part of the domestic coastal shipping. The activities of the company will take place under concession from the Home Rule.

The network of the company will include 16 ports in Greenland and the company will assume responsibility for the terminal operations in 10 of these ports.

The Danish base port will be the so-called "Greenland Harbour" at Aalborg.



From the signing of the contract at Nuuk. From left to right: The chairman of the Home Rule of Greenland Mr. Lars Emil Johansen, Mr. Peter Weitemeyer, President J. Lauritzen A/S, Mr. Jan Cilius Nielsen, President Royal Arctic Line A/S and Mr. Bjarne Tvilde, President Lauritzen Bulkers.

Greenland traffic to be restructured

The primary task of the new company will be a restructuring of the seaborne traffic to and from Greenland into a more efficient, containerized operation. It is the aim of the partners that the company develops a North Atlantic network with

regular services to Great Britain, Scandinavia, the North European Continent and the East Coast ports of North America in addition to frequent regular calls to Denmark.

Connections to destinations throughout the rest of the world will be available through

close co-operation agreements with other shipping lines, conveying Greenland's valuable export goods mainly consisting of the much demanded riches of the sea.

Iceland is an important beachhead amidst the North Atlantic between Greenland and the rest of Europe. This



Nordic country will constitute an important element of an integrated Atlantic network. The company has, therefore, entered into a co-operation agreement with the Icelandic shipping company Samskip. This co-operation will also be effective from January 1st 1993 and will provide the company's customers with a broader based network through connections in Reykjavik, Iceland, with Samskip's existing shipping services.

Education is an important part of the package. J. Lauritzen has the best possible reputation in this respect and the company will make use of its facilities and experience to provide an effective training background for the staff ashore and on board, to be recruited in Greenland.

New tonnage to be introduced

At the outset the new company will take over five vessels from the existing stateowned Green-

land Trade Company. Concurrent with the introduction of an integrated, containerized system four of these vessels will eventually be disposed of and substituted by five container vessels.

When the restructuring of the Greenland traffic is finalized in the early months of 1995 the new company will thus operate a fleet of five container vessels and one of the already existing polar cargo vessels, maintaining a weekly service. From said year the economic effect of the restructuring for Greenland should be annual savings of some DKK 150-200 million.

Back into the ice

It was in the pack ice and among the icebergs of Greenland that JL's polar vessels won their spurs and world-wide reputation, and from where the total fleet also obtained its red appearance, originally a practical safety measure, as this colour was easily spotted in the



JL's first special built polar vessel m.s. Kista Dan at Greenland 1952.

white realm of the Snow Queen.

The experience of navigating in these waters is still in the veins of the JL ship officers, of whom many, of course, hope to

be among those who will once again be allowed to challenge the North Atlantic and Arctic Sea bringing forward the supplies so necessary for the community of Greenland.

Greenland

– the Wonderful Realm of the Snow Queen on Top of the World

Photos from Greenland: Christian Dyrlov Madsen

Once upon a time a report sent home from an early Danish ambassador to the Empire of China was duly filed in the Royal Record Office in Copenhagen. The ambassador reported that he had appeared at the Imperial Court at the forbidden city in Beijing to deliver his letters of credence, and he was duly received with all the honours by a high ranking official, a mandarin, of course.

During the introductory and very polite conversation the interrogating Chinese mandarin suddenly procured a large map of the world in “Mercator’s projection”, which leaves the areas around the poles enlarged in a big scale while the countries in the mid part of the “flattened out globe” appear rather medium sized, and tiny Denmark, which the Chinese wanted located, looked more or less like a “frayed hare’s foot”, as the old report put it.

Then the eyes of the ambassador caught the immense white island of Greenland, which was always reproduced in a very large scale on a map of this projection. He quickly pointed at Greenland and said casually: “This is a part of my sovereign’s empire!”

The mandarin was deeply impressed, and the ambassador from this mighty kingdom was quickly brought before the Emperor of China himself and was bestowed with many gifts and a high order of chivalry.

Well, this is how the old story goes, but Greenland was and still is a part of the Kingdom of Her Majesty Queen Margrethe II.

However, it has for many years now been a very special part. Once a Danish colony, now self governed with Home Rule. “Nammineersinnaalluta siarsuaq takutitsigu” the Greenlanders claim, meaning “Let us show the world that we can manage!”

Discovered by the Vikings

Greenland with its 2,177,600 km² is the biggest island of the world. However, 1,833,900 km² are permanently covered with

ice and snow. Today it has around 55,000 inhabitants some of whom are Danes, who either have settled there or are stationed there on various jobs.

The first to cross the Atlantic ocean and to discover Greenland was the Viking Gunnbjörn Ulfson in the year of 875. When sighting the coast he threw the wooden pillars of his high seat overboard in order to follow the Viking habit to land where they were washed ashore, but they drifted back to the ship. That he interpreted as meaning that the Norse Gods wanted him to go home again and tell other compatriots about his findings.

The existence of the unexplored shores was thus well known to the Vikings, and in 982, when chief Erik the Red was compelled to leave his homeland he steered his fleet of longships towards the new land.

Two Viking settlements were erected, Østerbygden (the eastern village) and Vesterbygden (the western village). In order to lure further settlers along he named his new claim “Greenland”. It may have been more green and fertile during the Viking age, but even then these shores could offer no timber for the houses and the ships, so daring expeditions were necessary to bring forward lumber and provisions.

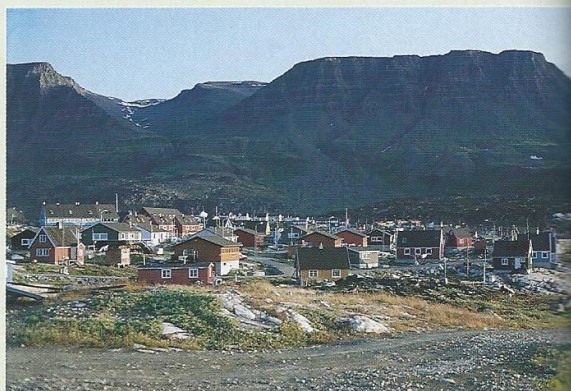
During one of these Erik’s son Leif den Lykkelige (Leif the Lucky) in year 1000 got off course and discovered a promising continent, which he called Vinland – vin is the Nordic word for wine as the seafarers claimed that they had found delicious grapes there.

So the Vikings discovered America a long time before Columbus did, but they did not stay there permanently, they just wanted to carry back fresh provisions and above all construction timber.

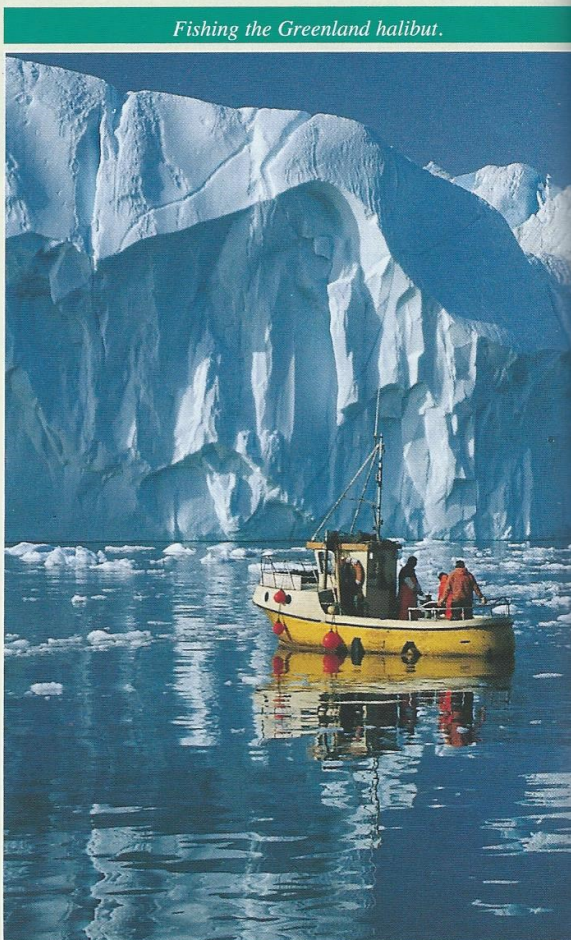
The Norse settlers in Greenland were eventually converted to Christianity and in 1126 they even got their own bishop, but despite this fact the first Nordic



Dogs are still used for sledding.



Qeqertarsuaq (Godhavn).



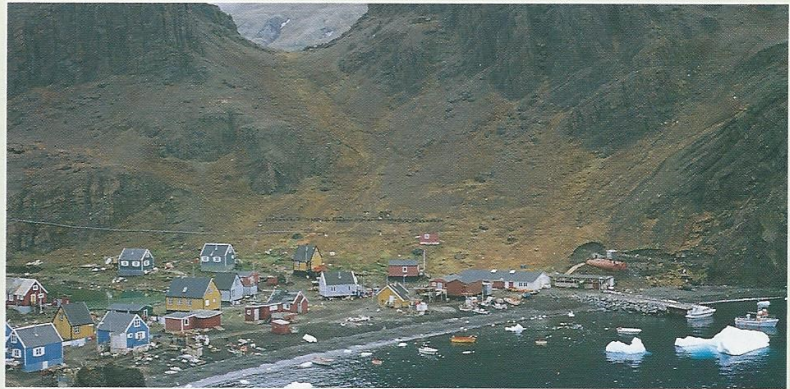
Fishing the Greenland halibut.



m.s. Naja Ittuk and m.s. Nivi Ittuk have since 1973 been engaged in the Greenland trade.



Helicopters perform the local air transport.



Niaqornat – a typical trading station.



Drying the Greenland halibut.



Sisimiut (Holsteinsborg).

colonisation was over time completely forgotten by their fellow countrymen at home, who unfortunately were wasting their time by waging wars on each other.

The pioneers in Greenland first lost their ships, then their homesteads and at last their lives in fights with the local eskimo tribes, which the Vikings called the Skraelings (weaklings).

But the eskimos were certainly no Skraelings. Contrary to the invaders they were adapted by nature to survive in the fierce surroundings. They cooperated with the powers of

nature instead of fighting them and being hunters and fishermen they were able to live from the riches of the land and sea.

Rediscovering Greenland

Many years later way back in Denmark somebody started wondering what actually became of the early Nordic settlers in Greenland, which were now only known from the sagas and hearsay. So in 1605 the Danish sea king Christian IV decided to dispatch a ship to West Greenland to find and rescue the settlers, who were in his opinion his subjects, but they had all vanished. However, rich

whaling and hunting grounds were discovered. The king, therefore, made the eskimos his subjects instead and stationed a man-of-war at Greenland, which succeeded in fighting off other European intruders.

A trade company was erected, and in 1721 a brave Danish priest Hans Egede decided to cross the ocean in an effort to christen the new fellow countrymen, the eskimos. He arrived at a place which he named Godthaab (Good Hope), today Nuuk (meaning Headland) the capital of Greenland.

It was in Nuuk that a dele-

gation from J. Lauritzen A/S headed by President Peter Weitemeyer in December 1990 placed a plan to rationalise the seaborne traffic to and from Greenland before the politicians of Greenland. Since the days of Hans Egede the trade on Greenland has been a subsidised affair of the State. However, home rule for the young Greenland nation has brought forward new prospects, among them ideas of effectiveness on a competitive basis, in short privatisation! – and that's where JL comes in...

The polar ships of J. Lauritzen have for years been trading ▶

Greenland

on Greenland, and two of the company's polar cargo vessels the *Naja Ittuk (Linda Dan)* and the *Nivi Ittuk (Bamsa Dan)* have since their construction in 1973 been on a bare-boat charter to The Royal Greenland Department of Trade, later the Greenland Trade Company, to-day known as the KNI - Kalaallit Niuerfiat, who eventually purchased these ships in accordance with the option laid down in the charter agreement.

Greenland - a country of great beauty and potential

There is a curious thing about Greenland: If you have been there once you always long to go back. This goes for the young Danes doing their military service up there as well as for the doctors, nurses, public servants and workmen having stayed there, and now also for a growing number of tourists. You never really get Greenland out of your blood again, once you have been there.

Greenland can hardly ever be fully self-supporting, despite of the fact that, for instance, its deposits of minerals are very rich. Gold and silver can be found, coal mining was a busy industry before oil proved more economical, lead and zinc ore once provided almost 20 percent of the export values (see Lauritzen News No. 126).

The country has, however, another fantastic asset. Its nature. It is simply breathtaking. If you enter one of the deep fjords on an early morning, breaking the calm waters and crispy new ice with the boat's stem whilst gliding past towering icebergs which are totally unaffected by your wake, you may be watched by one or two seals, which are again perhaps being carefully observed by a polarbear. The air and water are so indescribably fresh and clean. In fact you actually hardly dare to breath, afraid to add pollution to the serene air and disturb the silent scene. Yes, breathtaking is the right word.

The colours, white, many shades of blue, green and brown are so intense and bright that photographers sometimes do not believe their own diapositives. The huge and awe-inspiring icebergs are always fantastic motifs. From Greenland they drift slowly southwards to dissolve and disappear when they eventually reach the warmer waters of the Gulf

Stream. Their cradles are the huge glaciers reaching from the inland ice to the deep fjords, creating fantastic views and looking as if they were carved out of the mountaineous landscape. If you have once seen the dramatic birth of an iceberg you cannot get stunned by anything else any more.

And what a landscape! Sky-high snowy mountains which during the spring and summertime send down thousands of brisk rivulets into the wide brownish and greenish valleys, where the musk ox still stray and sometimes form defensive rings, armoured by their heavy horns, to protect their calves and encountering attacks from their natural enemies the polar bear, foxes - or, the worst of them all, man and his dogs. However, man has also added to the preservation of animal life. As an example the reindeers have been reintroduced and they are again a natural part of the fauna. What luck, Santa Claus!

A sensitive environment

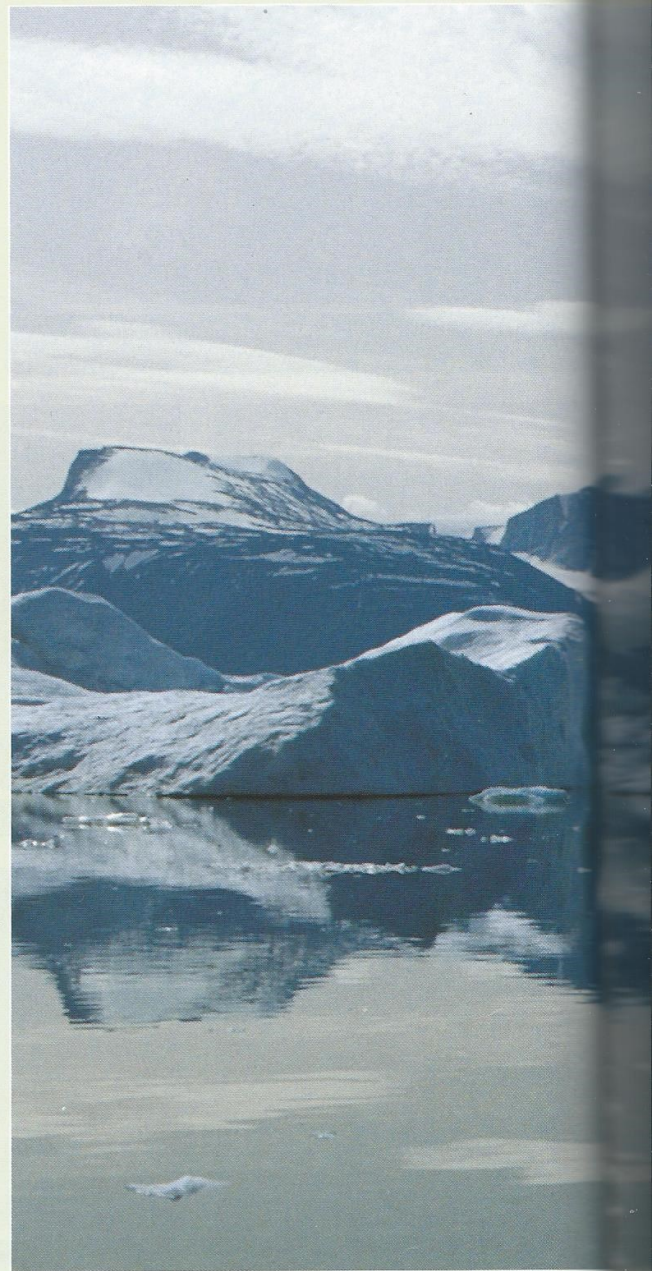
The ancient Greenlanders in their kajaks and with harpoons chased seal and walrus, and even big whales. There were plenty of them and also an abundance of fish in the sea surrounding their realm. Modern times have taken their toll of these riches assisted by Mauser rifles and Winchester repeaters, the combustion engines and modern equipment on board a very efficient fleet of fishing vessels.

Although deepfrozen most of the year the nature of Greenland is very vulnerable.

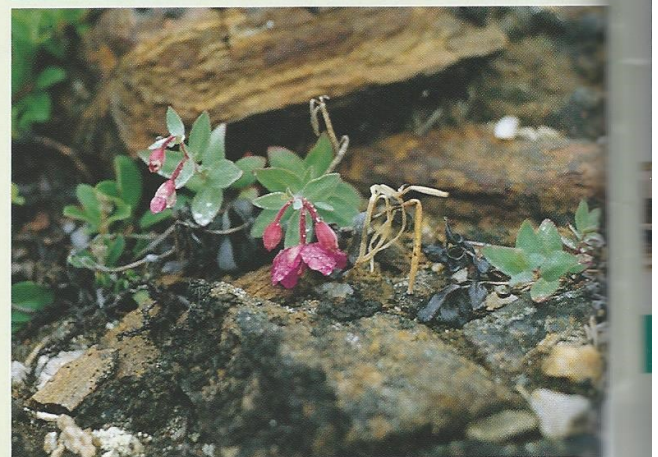
The inuits - the people - are well aware of the environmental risks and they try to minimize them while they at the same time endeavour to build a modern society, where they can themselves accept the total responsibility, with a little help from their friends, among them J. Lauritzen.

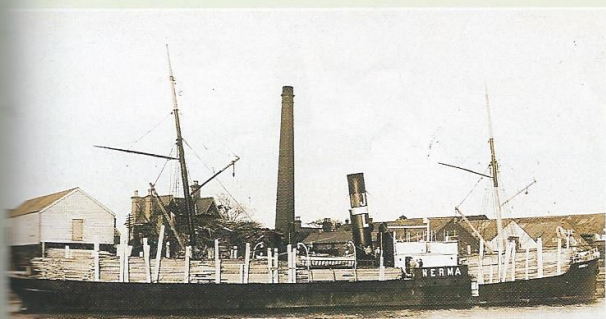
The modern Greenlander is generally very openminded and the people is characterized by being extremely warmhearted and almost always smiling! Hospitality is an ancient virtue which has been carried forward to this day.

However, since the population has for centuries been living close to the nature and from its riches the old hunting instincts rest very close under the skin of any Greenlander. If for instance the call "grouses" is ringing through the streets of Nuuk, these may well be de-



Greenland's national flower, *Niviarsiaq (the young maiden)*.





In 1916 s.s. Nerma was the first JL-vessel to leave Copenhagen for Greenland.

served within a matter of minutes with the population heading for the mountains in order to hunt these delicious birds. In such cases even the most exciting meeting or important congregation often have to be temporarily cancelled.

J. Lauritzen came to Greenland in 1916

J. Lauritzen has been around in Greenland waters since 1916 when Captain M. A. Kolster, after having outmanoeuvred an attacking German submarine en route, forced the company's second newbuilding s.s. *Nerma*

through the pack ice with a full load of timber, general cargo and medicine from Copenhagen to West Greenland.

Although the Greenlanders so to speak jumped directly from the boat to the air craft, with absolutely no railways and only very few miles of roads in between, the ships are – as in the Viking age – still of utmost importance to the supply situation of Greenland. Also this kind of traffic can be modernized and rationalised in the interest of the taxpayers, even in the fairy tale – like realm of the Snow Queen, where time seems to be at rest.

ROYAL ARCTIC LINE

Royal Arctic Line in the Working Clothes

On January 1st 1993, the workdays started for newly born Royal Arctic Line A/S.

There were no ceremonies as such in Copenhagen, nor at Aalborg and Nuuk. The traffic and everyday life went on as usual, it seemed, but quite a lot had happened nevertheless. A new management has been created, with its head office in Greenland. Its first deed was to lower the freight rates in Greenland as well as on the transatlantic route to Denmark by 10% for a start.

Eimskip steps in

Something happened on the way to Greenland! At Reykjavik, the intermediate station en route, Royal Arctic Line contracted with the Icelandic Steamship Company (Eimskip) instead of as originally intended the Icelandic company Samskip.

The mutual agreement means that Royal Arctic Line can now offer its customers links to North America, Great Britain and Northern Europe through the network of Eimskip with transhipment at Reykjavik. Moreover, the vessels of Royal Arctic Line will to some extent also ship cargo for Eimskip between Iceland and Denmark, where the general agents for Eimskip have for many years been JL's sister-company DFDS A/S.

The agreement also forms a base for even further cooperation between the companies in the future. An intimate coordination of the activities of the companies will be accomplished in 1995 when Royal Arctic Line shifts to full containerization.



First ship in new dress

The first ship to emerge in the new colours of the Royal Arctic Line was the *Arina Arctica* (ex *Nuka Ittuk*). The 3,103 grt polar cargo ship was built at Frederikshavn in 1984, and the transformation took place during a yard overhaul. The hull colour of the Royal Arctic Line vessels is red, not exactly the red shade of the JL ships, but it is just as easy to spot in the icy waters around Greenland.

The ships are all renamed and repainted. One of them has been named *Kista Arctica* (ex *Nungu Ittuk* ex *Grønland*). Does a bell ring somewhere? Oh yes, *Kista Dan* was the first polar ship ever of the JL fleet (1951).

The names chosen for the other ships were *Makka Arctica* (ex *Magnus Jensen*), *Malla Arctica* (ex *Johan Petersen*) and *Tinka Arctica* (ex *Nivi Ittuk* ex *Bamsa Dan*).

Cosy Headquarters in Wintry Setting

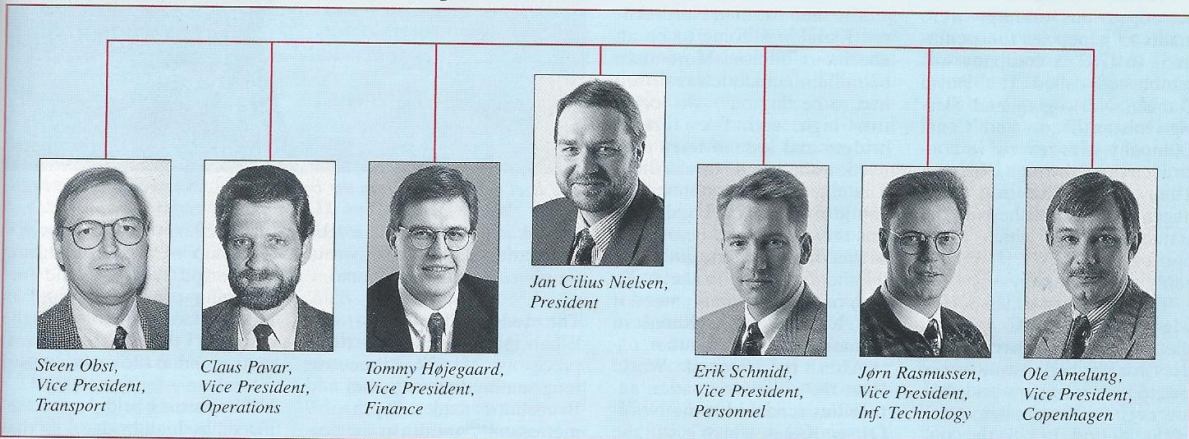


The main office of Royal Arctic Line is placed in Nuuk, the capital of Greenland. The modern office building is constructed to withstand the icy temperatures and snow in abundance which mark Santa Claus's homeland,

but just like in his workshop, the interior of the office is both cosy and warm and the staff are very busy.

In August 1993, the headquarters will move to new premises in the port area of Nuuk.

The Management of Royal Arctic Line



ROYAL ARCTIC LINE

The Summer Ships

Only once a year – in the ultra short summer period on top of the world – is it possible to get a couple of cargo ships through to the most northerly military base in the world, the Danish-American Thule Air Base in Greenland.

The winter is very long for the 3,000 airmen stationed there, so the arrival of the summer ships is one of the greatest events of the year. The paymasters and store keepers of the base must be very careful not to forget any item on their order forms. They may include heavy stuff such as cement, construction timber, insulating materials, water tubes, and even tractors and cranes, but also all the items so necessary in any household. Here you just cannot rush down to the supermarket to get a new supply, if you happen to forget something on your household shopping-list!

The Americans, who dominate the base, have ordered tons of groceries, including all kinds of cleaning materials and lots of candy (four pallets of licorice alone). Peanut butter and popcorn seem to be very important too.

The Danish port of Odense



was chosen for the loading of this year's first summer ship, the *Makka Arctica*. Odense is situated very centrally in Denmark so it was easy for the many local suppliers to get there.

Some of the goods arrived on

trucks and trains directly from American military bases in Europe, mostly Germany, including vast supplies for the famous PX stores. These are to be found at any US base, making life tolerable for the many GI

Joos stationed abroad. One of this year's crates was marked "Miami Sun"! (Solariums, we presume – very well placed indeed).

It will be a long cold and dark winter until the arrival of the next fully laden summer ships.

Royal Arctic Line receives industry award



Mr. Jan Cilius Nielsen, President of Royal Arctic Line AIS; Mr. Kuupik Kleist, Minister of The Department of Public Works and Transportation; Mr. Jens K. Lyberth, President of The Department of Public Works and Transportation; Mr. Mogens Ellerbæk, Vice President, DFDS Food Transportation (member of DSTE's board) with the award and painting.

One of the highlights of this year's Danish Transportation Fair and Conference in March in Herning was the Greenland Day.

The theme of the day revolved around the particular and

peculiar problems facing those involved with transportation in Greenland every working day.

Presentations were made by prominent representatives from Greenland public authorities and representatives from

the public and private companies engaged in meeting the challenges of transportation created by Greenland's geography, and beautiful but somewhat hostile environment.

The main event of the theme day is the presentation of an award sponsored by the Danish Society for Transport Economy to a company or an individual for outstanding achievements in the particular field covered by the theme day.

This year's award was given to Royal Arctic Line in recognition of its achievements in restructuring and modernizing seaborne transportation to, from and around Greenland.

The prize consisted of a diploma as well as a beautiful oil painting by the well known Greenland artist Buute (Bodil Petersen). The motive of the painting is the inlet to the town of Qaqortoq in South Greenland.

Royal Arctic Line is proud of the honour thus bestowed on the company in recognition of the results already achieved and the tasks that lie ahead.

In a broader sense, presenting the award to Royal Arctic Line signifies a novel and welcome interest in Greenland and underlines the special challenges facing those working in transportation in that country.

ROYAL ARCTIC LINE

Biggest ship ever in the Greenland trade



On 18 May 1993, the employees at the Greenland Harbour, Aalborg, were stunned by the appearance of a towering red shape that ushered itself into

the port basin and moored without the assistance of any tugs.

The visitor was *Ivar Lauritzen* – one of the Family class or

Project ships managed by Lauritzen Reefers – which had been chartered by Royal Arctic Line to improve the container volume in the trade between Greenland and Denmark. The idea is that this traffic should be 100% containerized by 1995.

Despite their size, these ships – the biggest type yet in the regular traffic to Greenland – are manned by a crew of only eight, and they are normally navigated by just one person on watch. As described in previous issues of Lauritzen News, this is achieved by integrating navigation, supervision of the engine room and supervision of cargo, so that through extensive use of computers all control is carried out from the bridge (the so-called integrated ship control or ISC). Now these systems – which have proven their worth in the tropical parts of the world – will also be tried out in the Arctic.

Containerization prelude

Ivar Lauritzen and its sister vessels all boast a substantial container capacity. They are able to load 480 TEUS below deck and 244 TEUS on deck; 322 of the containers can be plugged in for refrigeration. Moreover, these vessels are provided with hydraulic cranes, three of which can lift 36 tons each and

reach and move loaded 40-foot containers to any spot in the loading area on board. This means that these vessels can load and discharge without too much assistance from shore installations, which are still rather sparse in the ports of Greenland.

During the charter period, the *Ivar Lauritzen* boasts the funnel markings of Royal Arctic Line. Before her first departure, the vessel welcomed parties of interested co-owners from the association of limited partners, as well as colleagues from JL's sister companies in the region. The opportunity also brought many young visitors on board and many of them impressed the ship's officers considerably by proving that they were already well acquainted with the handling of computers.

After the visits, *Ivar Lauritzen* started loading. Among the reefer containers that the vessel brought north to Greenland, were also a substantial number from Maersk Line, heralding the new trans-shipment facilities for Greenland frozen fish and shrimps. In future they will be carried to the Far East on board Maersk Line vessels, via European ports, on through bills of lading.



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Arina Arctica in Greenland.

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Sven Lund

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Shipping Concentration

We have decided to concentrate our shipping activities with the emphasis on our reefers, gas tankers, bulk carriers, and on the new Royal Arctic Line, of which there is extensive coverage in this issue of Lauritzen News.

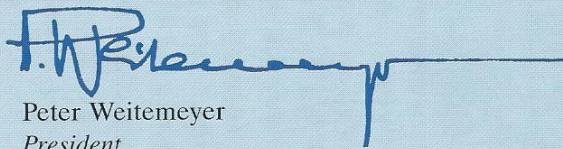
It is our belief that creating value for our customers will create value for us! And we believe that within these selected business activities this "value added" strategy is relevant.

Having made this choice, JL is ceasing its engagement in the product/crude tanker sector. This was not an easy decision, especially as the staff in the Lauritzen Tankers division on land and at sea have performed very well. However, product/crude tanker activity is generally a spot activity, where the primary factor is price from A to B. Furthermore, this form of tanker activity entails a considerable element of financial risk, not only caused by the often drastic market fluctuations, but also due to the extreme (and in the USA unlimited) potential liabilities that may result from an oil spill.

As a consequence of the decision, JL has sold the product tankers *Dan Freja* and *Dan Frigg*. In the strengthened market, the vessels were sold at prices we consider attractive. They will be delivered in December 1993 and early 1994 respectively, so they appear for the last time in the fleet list of this issue.

Three modern double-hull tankers are still on time charter to JL until April 1994, January 1995 and February 1995, respectively. The operational responsibility for these vessels will be transferred to Lauritzen Kosan Tankers.

We thank all Lauritzen Tankers' customers and other business friends for their contribution and support during the past years.



Peter Weitemeyer
President

An Auspicious Arctic Alliance



Lauritzen News No. 131 reported on the alliance between J. Lauritzen A/S and the Greenland Home Rule. The parties agreed to establish a new Greenland shipping company Royal Arctic Line A/S, owned two thirds by J. Lauritzen and one third by the Home Rule.

On 1 January, the new company took over five vessels from their former owners KNI (The Greenland Trade Company), which is 100% owned by the Greenland Home Rule. To mark the takeover, the vessels were renamed *Arina Arctica*, *Malla Arctica*, *Makka Arctica*.



Tinka Arctica and *Kista Arctica*. Royal Arctic Line also took over the management of 10 terminals in Western Greenland and one at Aalborg, Denmark.

Parliamentary praise

The 500 employees in the terminals, on board the ships and in the administration have received the new management with enthusiasm, despite the many commercial and political demands made on them in connection with the establishment of the new company.

A Parliament seldom distributes praise but, on 18 October

1993, a unanimous Greenland Parliament praised the new company for a job well done, during the first critical phases of its existence. The company has been instrumental in bringing about price and cost reductions of about DKK 40 million for Greenland society. This is a lot of money for a population, spread all over Greenland, of only 55,000.

Further reductions in freight rates are to be expected. The company must cut 1992 prices by 30% over three years. This target can be reached through further rationalization and in

creased containerization. To obtain this, most of the ports are being extended. The vessels that were taken over in January 1993, will either be replaced or rebuilt.

Positive effects

Apart from the reduction of the freight rates, increased containerization has had a positive effect on the trade company Royal Greenland. These exporters have taken advantage of a much shorter transit time for their fish products destined for Japan, for instance.

With Nuuk as the main junc-

tion, Greenland's export goods are trans-shipped to the Far East via Northern Europe in cooperation with Maersk Line and K-Line, while goods are shipped to the United Kingdom and the USA via Reykjavik in cooperation with the Icelandic shipping company Eimskip.

This has been made possible through the charter of m.s. *Ivar Lauritzen*, which offers not only conventional capacity but also space for up to 332 reefer containers.

New Tonnage for Royal Arctic Line

Royal Arctic Line has placed orders for three newbuildings and one comprehensive reconstruction job with two Danish shipyards.

Royal Arctic Line has ordered a 310-TEU (Twenty Feet Units) container ship and a comprehensive rebuilding of the *Arina Arctica* into a 274-TEU container ship at the Ørskov Christensen steelshipyard located in Frederikshavn.

Both vessels (container feeder ships) will get the highest ice class DnV 1A* (Super) and will be specially constructed for the very demanding new container distribution service in Greenland.

At the same time, Royal Arctic Line has ordered two 700-TEU container ships from Danyard A/S, also in Frederikshavn. The two Danish shipyards happen to be neighbours. They won the orders in fierce

m.s. Arina Arctica is already serving the smaller ports along the west coast of Greenland. After a thorough reconstruction, this feeder traffic will in future be her main employment.

competition with several foreign shipyards in Europe and the Far East on price, quality and time of delivery.

The 700-TEU vessels will get ice class DnV 1A and will be engaged on Royal Arctic Line's route between Nuuk, Reykjavik and Aalborg.

Transport system to be modernized

The new tonnage is part of the extensive modernization of the Greenland transport system into container traffic.

The converted *Arina Arctica* will be delivered from Ørskov in April and the newbuilding from the same yard in December 1994. They will be put into service on the southern and northern feeder routes along the west coast of Greenland. Both services will start in Nuuk, and thus cover the towns from Nanortalik in the south to Ilulissat in the north.

During the approximately eight ice-free months of the year, the ships will depart every week. During the rest of the year, there will be departures every eleventh day to the ports that can be reached, the ice situation permitting. The feeder ships will connect with the At-

lantic vessels of Royal Arctic Line at Nuuk.

The hardware

The two newbuildings from Danyard will be put into service on the Atlantic route between Nuuk, Reykjavik and Aalborg immediately after delivery in October 1994 and February 1995 respectively. The two newbuildings will trade all year round and, during the high season from May to December, they will be supplemented by a third container vessel, which will be chartered as necessary. During these months, the service will be weekly.

M.s. Arina Arctica was built by Ørskov in 1984. She is 110 metres long, already boasts ice class 1A* (Super) and will now get a container capacity of 275 TEU. The service speed is 14.5 knots generated by a 7,600 horsepower B&W main engine.

The newbuilding, to be launched from the same yard, will be tailor-made for Arctic coastal service. The vessel is to be of a closed design with the accommodation and wheel house in the foreship. Just one layer of containers will be carried on the weather deck as

most of the containers will be stowed below deck. The ship will be 108 metres long, be ice class 1A* (Super) and be able to carry 310 TEU. The service speed will be 14 knots generated by two main engines, each of 4,000 horsepower.

The two newbuildings from Danyard will also have an unusually big capacity below deck and an extremely protective side height, owing to the sometimes very fierce weather conditions in the North Atlantic.

These ships will have a length of 134 metres, ice class 1A, and a container capacity of around 700 TEU each. Their service speed will be 16.6 knots, kicked by the 11,000 horsepower stabled in the main engine.

All vessels will be supplied with 40-ton cranes to facilitate quick handling of the containers in the ports of Greenland.

Safety is, at all times, the name of the game. The vessels of Royal Arctic Line will be constructed with a double bottom and be equipped to meet the demands of navigation in the North Atlantic and under Arctic conditions. In this connection, the experience gained from the JL polar vessels of yesterday comes in very handy.



274-TEU container feeder vessel conversion

The company's cargo vessel *m.s. Arina Arctica* is to be converted into a container vessel. The vessel is a single-screw, ice-strengthened motor vessel with a deadweight

of 4,250 tons. The container capacity will be 274 TEU, of which 136 TEU can be stowed in the holds.

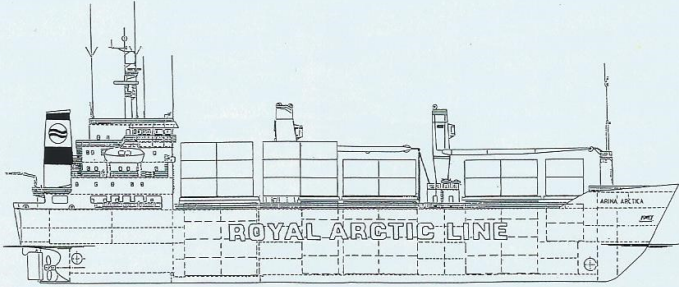
The existing cargo section will be prepared for maximum

container intake and equipped with cell guides, ventilation and heating. A total of 75 reefer plugs will be installed in the holds. The vessel will be equipped with a

new 40-ton crane in addition to the present 60-ton crane.

The main engine develops 7,600 brake horsepower giving a service speed of 14.5 knots.

The vessel was built in 1984 but is very well maintained, is in the highest commercial ice class and has good manoeuvrability, a double bottom and a double hull in the forward cargo section.



Main dimensions:

Length	110.00 metres
Breadth	19.50 metres
Draught	6.22 metres
Deadweight	4,250 tons
Service speed	14.5 knots
Container capacity	274 TEU
Ice class	DnV Ice 1A*

310-TEU container feeder vessel newbuilding

The vessel is a single-screw, ice-strengthened motor vessel, built in steel and with a double hull. The container capacity will be 310 TEU of which 250 TEU can be stowed in the holds.

The vessel is designed and equipped for unlimited world

wide trade and specially for navigation in ice and Arctic waters. The design and construction reflect the company's priority concern for the safety of the crew and the Arctic environment.

The vessel has two main engines each developing 4,000

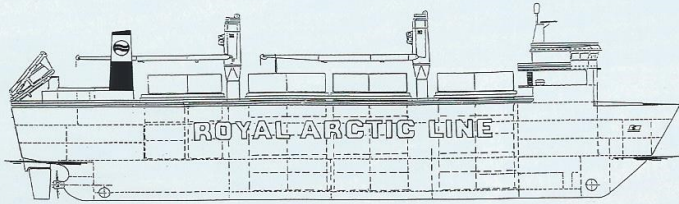
brake horsepower giving a service speed of 14 knots.

The four holds are equipped with cell guides and a total of 75 reefer plugs. Ventilation and heating are provided. The cargo gear consists of two cranes of 40 tons each. With the cranes running in

parallel, cargo weighing up to 70 tons can be handled.

Accommodation and wheel house are placed forward and the engines aft. Sixteen people, all in single rooms with private toilet and shower, can be accommodated.

The vessel's manoeuvrability will be optimized with joystick control of the engines, bow and stern thrusters and a controllable pitch propeller.



Main dimensions:

Length overall	108.00 metres
Breadth moulded	21.50 metres
Design draught	6.5 metres
Service speed	14 knots
Container capacity	310 TEU
Ice class	DnV Ice 1A*

700-TEU container vessel newbuilding – Atlantic

The vessel is a single-screw, ice-strengthened motor vessel, built in steel and with a double hull. The container capacity will be about 700 TEU of which 332 TEU can be stowed in the holds.

The vessel is designed and equipped for unlimited world

wide trade and specially for navigation in ice and Arctic waters. The design and construction reflect the company's priority concern for the safety of the crew and the Arctic environment.

The main engines developing 11,000 brake horsepower

will give a service speed of 16.5 knots.

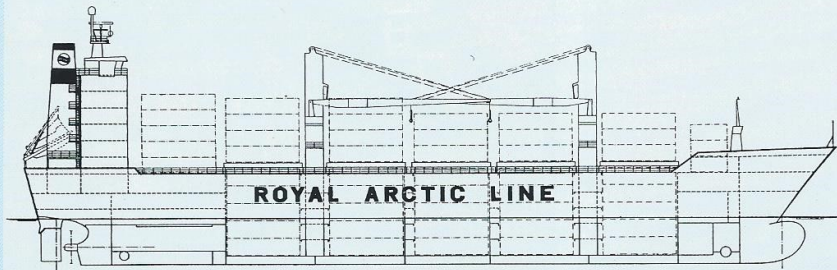
The five holds are equipped with a total of 100 reefer plugs and have cell guides for fast and efficient handling of containers.

The cargo gear consists of two cranes of 40 tons each.

With the cranes running in parallel, cargo weighing up to 70 tons can be handled.

Engines, superstructure with accommodation and wheel house are placed aft. The living quarters can accommodate 16 people, all in single rooms with private toilet and shower.

The vessel will have good manoeuvrability and is equipped with bow and stern thrusters and a controllable pitch propeller.



Main dimensions:

Length overall	134.00 metres
Breadth moulded	23.40 metres
Design draught	7.65 metres
Deadweight	8,500 tons
Service speed	16.5 knots
Container capacity	abt. 700 TEU
Ice class	DnV Ice 1A

Umiarsuaq

Umiarsuaq – “a rather big ship” – was the way many Greenlanders described *m.s. Ivar Lauritzen* when she was on charter to Royal Arctic Line on the route between Denmark and Greenland.

She certainly was a big ship, the biggest ever in regular traffic in this particular trade. She broke another record by loading the biggest export cargo ever in Greenland, a large part of which was deep-frozen shrimps stowed in containers. After trans-shipment in Denmark in cooperation with Maersk Lines, these shrimps arrived on the tables of Japanese consumers only 30 days after they had been caught in Greenland.

Popular open ship arrangements

Years ago, the first ship of the year was always the cause for a folk festival in the various ports of call in Greenland. This is no longer so, but people always notice any new ship arriving in port or at the jetty. As the *Ivar*



Lauritzen was the biggest ever in the Greenland trade, it certainly aroused extra curiosity.

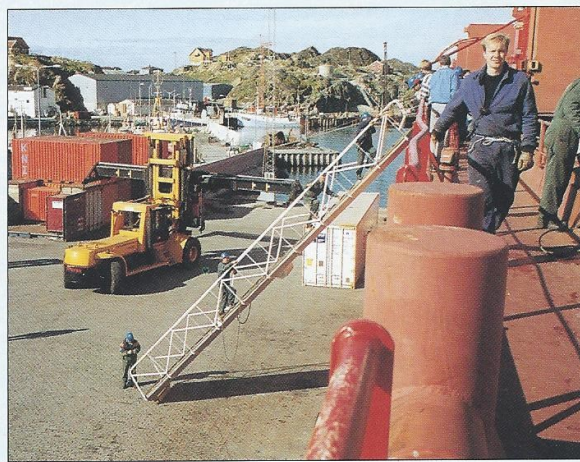
The people in Sisimiut and Nuuk showed great interest in the ship when Royal Arctic Line invited them to open ship arrangements.

Photographers' delight

The officers and crew on board the vessel enjoyed the friendly reception and the photographers among them were flabbergasted by the beauty and special character of Greenland, the largest island in the world.

Their photos, accompanying this article, certainly prove this.

The employment of the *Ivar Lauritzen* gave the Royal Arctic Line a lot of experience, which will be of great value when the company launches its own container tonnage.



New Premises in Traditional Surroundings



An old warehouse, built in 1933 (which is old in Greenland) is now the headquarters of Royal Arctic Line and its 30 employees at Nuuk (Godthaab). The move took place only nine months after the establishment of Royal Arctic Line in rented premises in the capital of Greenland (see Lauritzen News No. 132).

The warehouse is situated in the outer port area of Nuuk, together with the company's

terminal facilities. The building has a marvellous view over all the activities in the port. Passenger ships, fishing vessels, dinghies and motor boats depart and arrive day and night together with Royal Arctic Line's own Atlantic or coastal freighters.

True to tradition

The original wooden piles of the warehouse, holding up the three storeys of the building's

1,000 m², form the basis of the interior design. To get the most out of the sparse daylight during the winter, the offices are open plan. The same need dictated the choice of light and bright wood for the floors and furniture.

At a reception on 27 September, about 200 guests were welcomed and shown around the stylish new premises. The various departments explained their functions. In the canteen,

on top of an adjacent building, the guests enjoyed local and Danish refreshments.

The tale of pigs' promontory

The guests included representatives from the Greenland Home Rule, customers and partners. Maybe inspired by the delicious snacks, Mr Lars Emil Johansen, Premier, spoke about the history of the particular spot where the building is placed, half way between the Admiralty Islands and the Pigs' Promontory. The latter name stems from ancient times, when it was necessary to ship live pigs all the way from Denmark to Greenland. They were beached at this cape and then slaughtered there. This was the only way to bring fresh meat from Europe to Greenland when containers and reefers were still unknown.

Today, the warehouse is the only historical landmark on the spot. There are no living pigs around any more or any trace of the sailing ships that once brought them here. The port is being developed into a modern terminal, where most of Greenland's import and export cargo will be handled, shipped and containerized.



Arina Arctica Reconstructed



In April 1994, Royal Arctic Line's first container ship *Arina Arctica* left her builders' yard for the second time. This time after being thoroughly rebuilt.

Arina Arctica was built in 1984 at Ørskov Staalskibsværft in Frederikshavn, where she was fitted for the Greenland trade. Her original name was *Nuka Ittuk*. Ten years later her new owners, Royal Arctic Line, commissioned Ørskov Staalskibsværft to transform the polar cargo ship into a polar container vessel, enabling *Arina Arctica* to participate as a valuable member of the company's new container fleet. The newbuilding programme was described in Lauritzen News No. 134.

The vessel arrived at Frederikshavn on January 3rd 1994, and during the reconstruction period the yard has removed 450 tons of steel and replaced it with 300 tons of steel. Later this year the vessel will return to the yard for the installation of a new container crane.

284 TEUS, but also palletised cargo

This sturdy ship has been converted into a container feeder vessel with a maximum intake of 284 TEUS, but also with the capacity of carrying palletised cargo in No. 3 hold. The vessel is designed and equipped for navigation and operation in ice

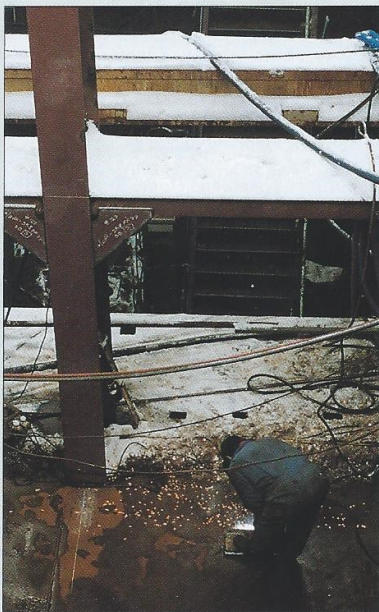
and Arctic waters and can tolerate temperatures of down to minus 30° centigrades.

Three of the vessel's cargo holds have been converted to carry containers in cell guides. In addition, the old no. 2 hold will be able to accommodate heavy cargoes of up to 70 tons on the tanktop. The weather deck has been converted with new hatches and coamings, allowing for easy and expedient stowage of the containers below and on deck.

A total capacity of up to 75 reefer containers may be carried in the holds and on deck. A special heavy ventilation system has been installed to allow for the under-deck carriage of reefer containers. Cranes have been replaced and rearranged to provide maximum output.

Better and stronger than ever

Due to the new large hatch coamings and high container loads, the weather deck has been reinforced and new longitudinal and transversal bulkheads have been provided between the weather deck and the tween deck below throughout the cargo section. Leaving the yard for her second virgin voyage which took her to the Greenland Harbour at Aalborg to load a full cargo for the world's largest island, a shipbuilder remarked: "She may not be prettier, but she sure is better and stronger than ever!"



Kalaallit Nunat – Greenland. The World’s Largest Island

With a distance of approx. 2,600 km from north to south and a coastline many times longer, this island has a population of around 50,000 with close ties to the sea.

For thousands of years the Inuit people have inhabited this island and have developed an incredible ability to survive in the extremely harsh climate prevailing in this corner of the world. The Inuit could only survive thanks to the abundance of food resources in the Arctic oceans around them.

Completely surrounded by the sea, the Eskimos and later the Greenlanders have had to learn how to live both at sea and off the sea.

Over the years these conditions have resulted in the development of fishing and sealing tackle and vessels that ethnologically rank among the most efficient in the world.

A people living at the mercy of the sea to the extent that Greenlanders have to, has to design its vessels not only for fishing and sealing, but also for transportation.

The Greenland kayak – known all over the world, and copied by sportsmen and the leisure industry alike – a product resulting from the Greenlanders’ adaption to the living conditions set by the sea.

By longstanding traditions the Greenlanders must early in life learn the vital art of navigation with the aid of nature’s resources at sea as well as on land journeys.

The kayak and the umiak are still widely used by the fishing and sealing communities, but they do not have the same significance as before. Motorboats, cutters and trawlers have taken the lead.

There used to be ample stocks of fish, shellfish and other resources in the wakes around Greenland, which nurtured a flourishing fishing industry in the first half of this century. Today it is just one of the rapidly developing sectors in Greenland and today it is fully up to the standards of the world’s other great fishing nations – and now the Greenlanders steer towards the open sea.

Maritime Training

At an early stage the Greenland Home Rule realized that maritime training institutions had to be established to keep up with development in the maritime environment, i.e. – fishing, the merchant fleet, etc., so as to give



The navigation training college at Nuuk.



Trainees in the proper environments.



The two first trainees from Royal Arctic Line joined Kogved Seamen’s School in 1993 and passed their matriculation examinations with flying colours. To the left Filip Sivertsen and to the right Søren Nuka Olsvig.

the population opportunities to participate at several levels.

A navigation training college was established in Nuuk (Godthåb) – the capital of Greenland. It provides an opportunity for young people interested in the fishing sector to obtain navigation training which will qualify them for jobs as masters or first mates in the trawler fleet. The navigation college has a branch in Ilulissat (Jakobshavn), mainly for students from northern Greenland. Each year around 35 students graduate from the navigation college as masters of fishing vessels of the first or third degree.

In 1994 the college plans to

introduce a course for duty officers.

In order to provide training for young seamen, the Greenland Home Rule in 1982 established a seamen’s college in Paamiut (Frederikshåb) offering 10-month basic able seaman training courses, followed by a trainee period with KNI Service A/S, Royal Greenland A/S or Royal Arctic Line A/S.

The Paamiut college admits approx. 60 students each year.

Royal Arctic Line’s course programme

On the establishment of Royal Arctic Line A/S on January 1, 1993 J. Lauritzen A/S and the

Greenland Home Rule agreed to give high priority to training of young Greenlanders for the maritime professions.

This agreement between the Greenland Home Rule and Royal Arctic Line has resulted in a comprehensive course programme under which able seamen, engineer officers and navigators will soon be receiving their training.

After the basic course those wishing to take the able seamen course will complete an 18-month traineeship during which they can get used to life on board the shipping company’s vessels and supplement their theoretical training with first hand experi-

ROYAL ARCTIC LINE

Kista Arctica's Midlife Update

ence on board a vessel in today's merchant fleet.

After the trainee period the final element of the course is 14 weeks at college, after which the young people can sign on as able seamen.

The fledgling able seamen have good chances of employment by Royal Arctic Line A/S. At the moment Royal Arctic Line's vessels have 6 trainee seamen on board.

Each year Royal Arctic Line offers 6-8 officer training scholarships to young people with a background in the Greenland community – either as first officers or engineer officers. The young trainee officers start with a 5-month course at Kogtved Seamen's School, followed by a trainee period on board one of Royal Arctic Line's 5 ships, or a period at the school.

Coordinated Cooperation

The cooperation between Royal Arctic Line and the Greenland Home Rule provides for the students to complete the first part of the course at one of the Home Rule's vocational colleges – for first officer trainees "Skiperskolen" in Nuuk (duty officer course) and for engineer officer trainees "Skibsmaskinistiskolen" (ship's engineer school) in Nuuk.

Royal Arctic Line expects the young officers to seek employment with the shipping company once their training is over.

During the course the officer trainees receive grants from the Greenland Home Rule, provided that they meet their conditions. One condition is residence in Greenland for the last 5 years.

At the moment Royal Arctic Line has 2 first officer and 2 engineer officer trainees.

Royal Arctic Line expects an increase in the number of crew members from Greenland in the coming years so that the agreement between the shipping company and the Greenland Home Rule can be fulfilled with regard to its training provisions.

The containerization of goods transport within Greenland, Denmark and other countries, gives Greenland's population an opportunity to play an active role in the maritime aspects of this development.

In addition to maritime training courses, Royal Arctic Line also participates actively in training new employees for the shipping sector as well as other fields.



Royal Arctic Line's polar cargo vessel *Kista Arctica* has been through a Midlife Update at Danyard A/S, Frederikshavn.

The name *Kista* evokes many memories from the heyday of JL's polar navigation, and *Kista Arctica* was given her honourable name when she was taken over from KNI (the Greenland Trade Co.) on January 1st, 1993, along with four other ships. Before that she bore the names of *Nungu Ittuk* and *Grønland*.

Built in 1973 at Nystads Varv Oy in Finland, she was the first unit-load ship for the Greenland trade and has functioned in this capacity ever since her virgin voyage.

A ship with its own Heliport

Classified in the highest ice category, *Kista Arctica* has the ideal dimensions and engine power for plying the communities in Greenland, which will not be served by container ships in the future. Furthermore, the vessel's helicopter platform will be practical in remote places which are difficult to reach directly by ship even during the summer. In these cases helicopters can act as "flying lighters".

Having recently come of age, however, *Kista Arctica* needed what the professionals call a Midlife Update, so that she can live up to modern equipment and comfort requirements.

The update included pantry and crew quarter refits which were carried out partly at Danyard in Frederikshavn, where two new container ships for Royal Arctic Line will be built (see Lauritzen News No. 134)



and partly at the company terminal at the Greenland Harbour in Aalborg, where the ship's own crew took part in the maintenance work.

In future, *Kista Arctica* will supplement Royal Arctic Line's container ships by performing special assignments and serving the harbours and communities on the East Coast of Greenland, which are only accessible by ship for a couple of months each year.

The old Kista?

Under the name of *Olympiakos* she is still idle in the Greek island of Syros. Negotiations are currently taking place between her present owners and Australian interests who are keen on having her preserved as a museum ship in Melbourne to commemorate the ANARE polar expeditions to Antarctica which were pioneered by *Kista Dan* in the fifties (See Lauritzen News No. 133).



M.s. Olympiakos (ex. Kista Dan) at Syros.



In addition to ships, lorries and trailers, the Greenland Harbour and Terminal at Aalborg handles more than 1,000 railway freight cars annually with goods destined for Greenland.



The conventional way.



The container way.



Railway tracks know no borders. For decades, the European railways have connected all countries, and the railway wagons criss-cross the Continent day and night in rising numbers. The efforts of the European Union to shift the heavy freight traffic from the crowded motor-ways

and jammed streets to rail and ship are beginning to bear fruit. The effects are also felt at the Greenland Harbour in Aalborg where more than 1,000 railway wagons now arrive every year with goods for Greenland. The terminal has its own tracks, and since the fierce nature of the

world's largest island allows no railways, the Greenland Harbour at Aalborg is the closest station to Greenland. The wagons arriving at the Greenland Harbour not only bear the initials of the Danish State Railway (DSB) and of the railways of neighboring coun-

tries like Germany (DB), Sweden (SJ) or Norway (NSB), but sometimes also railborne visitors from Hungary (MAV) or Italy (FS), some of the latter sometimes arriving all the way from Sicily. Lately even a railborne load of dried fruit from the Asiatic part of Turkey found its way

ROYAL ARCTIC LINE



to Aalborg along with a number of Spanish (RENFE) "Transfesa" wagons, loaded with general cargo and car spares. The "Transfesa" wagons are able to negotiate the broad gauge of the Iberian peninsular as well as the standard gauge of the Continent. Heavy machinery arrives on spe-

cial multi-axled trucks. This kind of cargo is, of course, also handled by the terminal.

Goods for Greenland

The mixture of European railway wagons can naturally be seen by train-spotters at almost any big Continental rail junc-

tion. But their constant presence at the Greenland Harbour can be seen as symbolizing the continuous efforts to bring all kind of consumers goods out to the population of Greenland. "Interfrigo" wagons with refrigerated meat from Slovakia or Austria, vegetables from Italy, covered

and open trucks with industrial hardware from Germany or France, Volvo cars, lumber and paper from Sweden, and medical supplies from Switzerland are among the products heading for Greenland. Apart from a rather few airborne commodities, the

Continued on page 20

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Continued from page 19
bulk of the Greenlanders' essential household articles and utensils pass the quays of the Greenland Harbour in Aalborg to be shipped on the vessels of Royal Arctic Line.

If you visit a supermarket in Nuuk (Godthaab) you will have the same feeling and find almost the same selection of products as in any similar establishment in Europe. The only difference may be that the supermarkets in Greenland also offer local delicacies such as whale beef, reindeer, razorbills, seal and loads of freshly caught fish.

The Container Revolution

Previously the railway trucks had to be unloaded at the Greenland Harbour. Their contents were then palletized and hoisted on board the ships in the conventional way, but recently the container-carrying wagons – so-called flat-beds – have increased dramatically in numbers in the freight trains bound for the Greenland Harbour. The progressing containerization of the traffic to Greenland has made its

impact also on the railways as well as on the roads of Europe.

In return, the flashy red containers of Royal Arctic Line can already now be seen in many parts of Europe. The goods for Greenland thus leave the European producers prepackaged in

containers which will not be unloaded (or "stripped" as the container people say) before it is delivered at the receivers' premises in Greenland. This type of operation may not be regarded as a revolution when seen through the eyes of an European or

American consumer, but for the Greenlanders the full containerization is completely new and will eventually mean even closer connections between some of the globe's northernmost communities and the rest of the commercial world.



ROYAL ARCTIC LINE

Board Backed by Containers



During a summer visit to the Greenland Harbour at Aalborg the board members of Royal Arctic Line were impressed by the shining red and brand new containers, recently delivered from the factory. The huge piles of containers dwarfed the board members, but in the insert we can present from left to right:

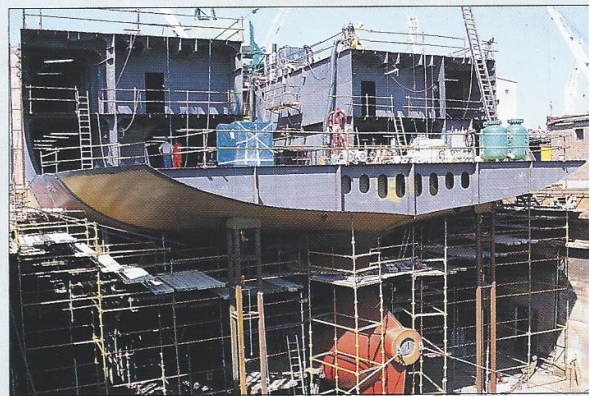
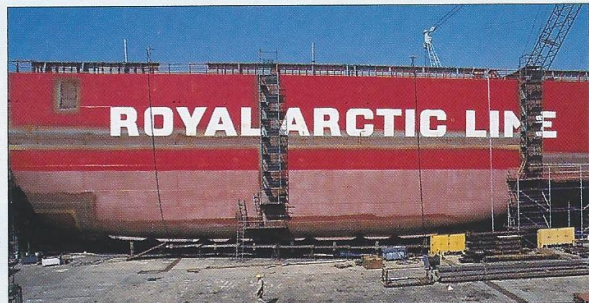
(Sitting) Jan Cilius Nielsen, President Royal Arctic Line A/S, Claus Ipsen, President J. Lauritzen A/S, Captain Fritz Plough Nielsen. (Standing) Egil Ohlsen, Regional Manager for North Greenland, Peter Geest, Chief Engineer, Bjarne Tvilde, President Lauritzen Bulkers, Jørgen Høy, General Manager of

D.O.N.G., Jørgen Staffeldt, General Manager KNI Holding A/S and Peter Weitemeyer, former President J. Lauritzen A/S and Chairman of the Board, Royal Arctic Line A/S.



The board members of Royal Arctic Line toured the Greenland Harbour and later visited the shipyards Ørskov's Stålskibsværft and Danyard at Frederikshavn, where the new ships

for Royal Arctic Line were beginning to show, especially at Ørskov's where the midship section, already partially painted, was in view on the building berth.



The Opening of the Disko Bay

If winter comes
Can spring be far behind?
Percy B. Shelley
("Ode to the West Wind")



The nature of Greenland is breathtaking, also at sea. The sight of the shining unbroken ice with enormous icebergs being grounded or caught by the embrace of the sea ice fills the spec-

tator with awe; this scene should not be disturbed by man.

But there, on the shores of Western Greenland, people are living, and they are dependent on the provisions brought to them

by sea. The above sensation met the crew on board the *Kista Arctica* when in early May this year she had fought her way through the pack ice to the Bay of Disko, where the towns Ilulissat

(Jacobshavn) and Qasigiannuit (Christianshaab) were waiting for the first ship of the year.

So the silent scene had to be disturbed, much to the annoyance of the resting seals. *Kista Arctica*, boasting Ice Class 1A*, started its attack.

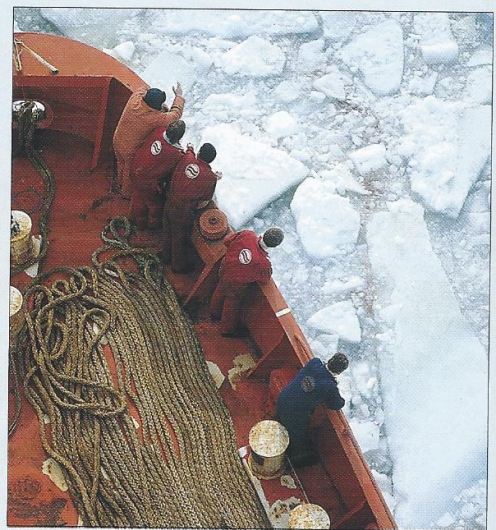
The ice reports were awful, they talked about very severe and solid ice with heavy packs, beautiful to look at, but difficult to tackle. *Kista Arctica* was slowly cutting her way through one metre thick ice. Sometimes she could only press herself forward a few metres, then she had to back up for a new attempt. 500 metres in 24 hours was starting to be the rule.

One afternoon a crack was suddenly spotted in the ice, forming a fairway in the direction of Ilulissat, from where some of the inhabitants had already taken to their dog sledges in order to find out "what has happened to the spring", since the arrival of the first ship always is felt to herald the coming of the fair time.

Qasigiannuit also had to wait a while for the spring this year since *Kista Arctica* could not break through until several days later, but she did not give up and at last she managed.

The heavy winter ice 1993/94 was a real challenge, not only for the ships and their crews, but also for the management of Royal Arctic Line having to reserve vessels with capabilities of forcing heavy ice for a much longer period than expected.

But, as anticipated by the poet, with the winter left behind spring also came to Disko at last.



North East Greenland



When Royal Arctic Line took over some of the ships which previously belonged to The Greenland Trade Company KNI (Kalaallit Niuerfiat), one of them was renamed *Kista Arctica*. With good reason it seems.

This sturdy ship is the "block buster" of the company's fleet, just like J.Lauritzen's old *Kista Dan*, which in the fifties was also used for difficult trips in heavy ice and for polar expeditions, in Arctic as well as Antarctic regions. The management had probably this fact in mind when it decided to call the ship *Kista*.

So while the polar cargo vessels of Royal Arctic Line trade their wake loaded with still more containers in view of the containerization programme, *Kista Arctica* is earmarked to seek the adventure, such as breaking the winter ice on the Bay of Disko or supplying the outposts of North East Greenland such as Daneborg, Ella Island and Mestersvig, being only accessible once a year, - with a little bit of luck.

These ventures still have a touch of the hardship of the expedition voyages, and like any polar expedition this yearly trip must also be planned and sched-

uled with great care. In order to find the best fairway through the ice packs, a helicopter has to be chartered for the journey. A helicopter deck is being erected, fuel must be acquired and accommodation for pilot and mechanic provided.

There are no quays in North East Greenland, the cargo has to be beached. So a barge is taken aboard, and a small tugboat must be available.

The small tug is equipped with a special echo sounder, in order to scan the bottom beforehand e.g. at Mestersvig, where the charts are still insufficient. The "port of Mestersvig" must be carefully examined before arrival. There are absolutely no docking or repair facilities around should a grounding occur.

No Containers

The shippers are advised to pack their goods in handysize parcels, so that the discharge can take place "by hand" via barge. Mail and smaller parcels, sometimes also oil drums, can if necessary be brought ashore by the helicopter. Containers are, however, "out" in this region!

The ship is not only bringing dry cargo. A special type of "arctic gasoil" is brought along in the vessel's cargo tanks from where it will be pumped ashore to the land installations.

Stowage is vital. The ice situation may force the captain to alter the rotation, for instance by calling at Danmarkshavn or Mestersvig first, so the cargo for these ultimate destinations must

be stowed in such a way that it is easy accessible.

The voyage also takes the ship to some of the larger settlements on the East Coast of Greenland such as Kulusuk, Ammasalik, Il-liqqortoormiut and Constable Point, but on this special trip, these ports do not have first priority as far as the cargo is concerned as they are also served by other ships from Royal Arctic Line during the year.

One of *Kista Arctica's* annual challenges is thus North Eastern Greenland, one of the most remote yet still inhabited places in the world, and in 1994 she managed to call at all destinations. There have, in fact, been years where the meteorologists serving the international air traffic and the famed military "Sirius" sledge patrol men stationed for instance at Danmarkshavn, could only be supplied by air.

Mission completed, *Kista Arctica* returned to Denmark on August 20th enabling us to bring a comprehensive report from the journey in the next issue of Lauritzen News.



Kista Arctica boasting her helicopter deck

The JL Foundation Sponsoring the Musk Ox.



A Sponsorship with a symbol. The JL Foundation has accepted a sponsorship covering the herd of musk ox in the Copenhagen Zoo.

As can be seen from the 1970 photograph of the *Perla Dan* at Scoresbysund, East Greenland, (today served by Royal Arctic Line) this beautiful and vigorous animal is in no way unknown to us, and we are pleased to report

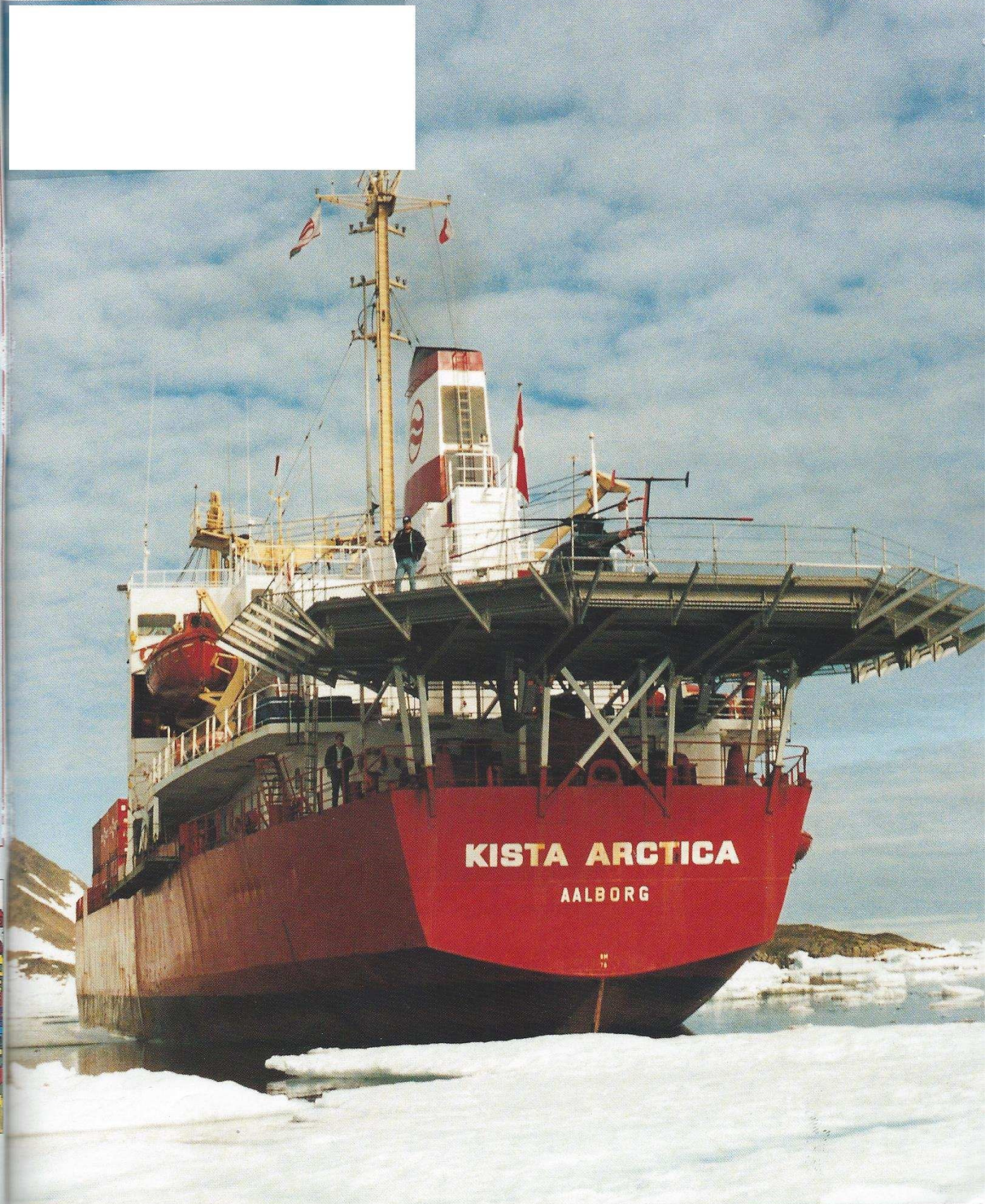
that the musk ox are again increasing in numbers in Greenland.

The Lauritzen Group's choice of the musk ox is partly symbolic. When threatened, the stronger of the animals form a ring - back to back - around the smaller and weaker individuals of the group, and this "fortress" is a formidable adversary to any intruder or disturber of the peace, who may even experience fierce counter attacks.

Lauritzen News

No. 137

DECEMBER 1994



NORTHWARD HO

With Kista Arctica to North East Greenland



In *Lauritzen News No. 136* we described the careful preparations for m.s. Kista Arctica's annual trip to North East Greenland.

Captain Fritz Ploug Nielsen has given us an account of the exciting voyage. His words are sustained by photos taken by Mr and Mrs Ole Albertsen from Royal Arctic Line in Aalborg, who joined the ship there.

Scheduled destinations were Kulusuk, Tasiilaq (Angmagsalik), Illoqqortoormiut (Scoresbysund), Nerlerit Inaat (Constable Point), Danmarkshavn, Daneborg, Ella Island and Mestersvig. The ship left Aalborg on July 16 with 22 persons on board, among them a helicopter pilot and his mechanic.

The Shetland Islands, the Faeroe Islands and Iceland were passed on the way, but with generally foggy weather there was not much to see. The fog was also heavy when the ship met the first ice, but this could be forced

without too much trouble. So the southeast coast of Greenland was reached according to schedule.

At Kulusuk the cargo was lightered, using the vessel's own gear, but after a while the whole area was covered with ice. It was still foggy so the helicopter was of no use here; the ship had to proceed slowly and carefully towards Tasiilaq.

On the Angmagsalik fjord the weather suddenly changed. The sun came out, and with a bright clear sky and not too much ice the discharge at Tasiilaq took place under excellent conditions, giving us two enjoyable days with the inhabitants of the town.

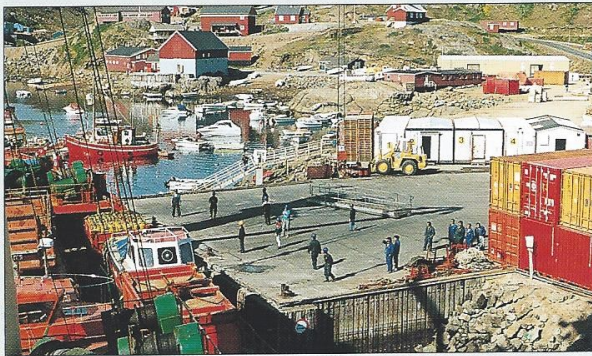
Back to the Denmark Strait

On the basis of the ice reports and maps, which we received by satellite, we decided to go back under Iceland to work our way

Continued on page 4



ROYAL ARCTIC LINE



At Tasiilaq.

Continued from page 3

northwards from there, thus crossing the Denmark Strait twice. When we reached the ice edge again we were met by a hurricane, forcing us to dismount the propellers of the helicopter, but we continued to make headway and reached Illoqqortoormiut, where the helicopter was assembled again and sent aloft, only to return with the message that we had to hurry as heavy ice was on its way. And sure enough, we had to fight hard to get through to Constable Point and later Danmarkshavn, a trip which sent us on a rather troublesome detour due to the rock-hard ice. But we finally made it after having nosed around for some time along the edge in order to trace a fairway in the land ice. The helicopter was hovering

above as much as possible and was of immense help.

At Danmarkshavn we had to moor "a la greque" i.e. stern to, at anchor and with moorings aft using two barges and our small handy-size tugboat for the discharging operations.

Now we were truly in the realm of the Snow Queen and her consort King Ice. We proceeded the best we could in true "ice-breaker fashion". The ice had a thickness of 6-10 metres in places. At one point we were only about 30 metres from a promising open fairway, but we were just unable to get through to it. The only thing we could do was to turn around and circumnavigate the heavy ice.

The "Sirius" Patrol

At Daneborg we were impatiently awaited by members of



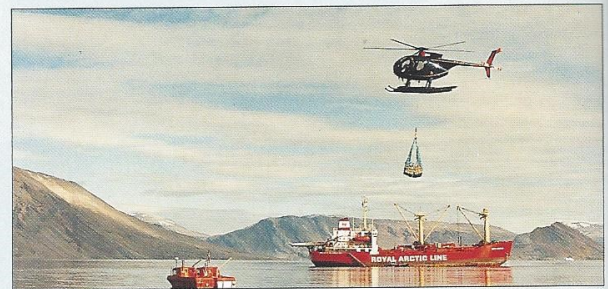
At anchor at Danmarkshavn.

the military sledge patrol "Sirius". They had followed our movements on the radio, and when we finally arrived, we were saluted "explosively"! Here we had to unload arctic gasoil as well as provisions, an operation which was attentively supervised by the local popula-

tion consisting of walrus and musk oxes!

Our helicopter was kept busy by the "Sirius" people, using it to solve what they called "local transportation tasks". These would probably have taken days by dog sledge.

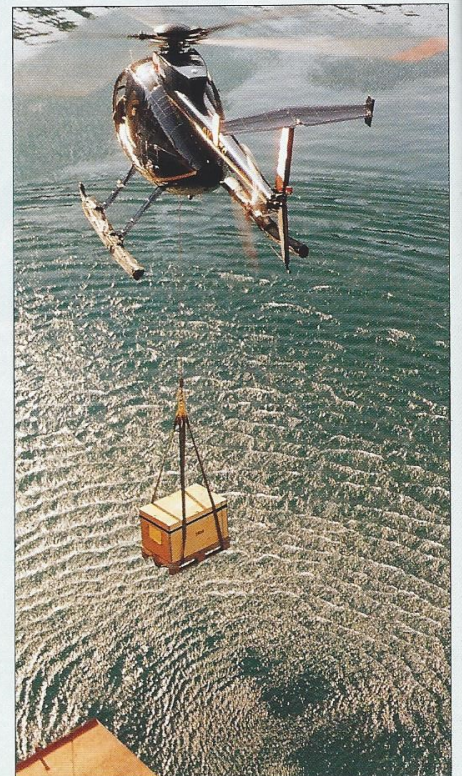
We had quite a lot of provi-



Helicopter cargo air lifts at Ella Island and sling operations stirred the waters.



An area of brash ice – pulverised pack-ice studded with bergy bits and growlers being rock-hard – sent the helicopter aloft.



ROYAL ARCTIC LINE



An "explosive welcome".

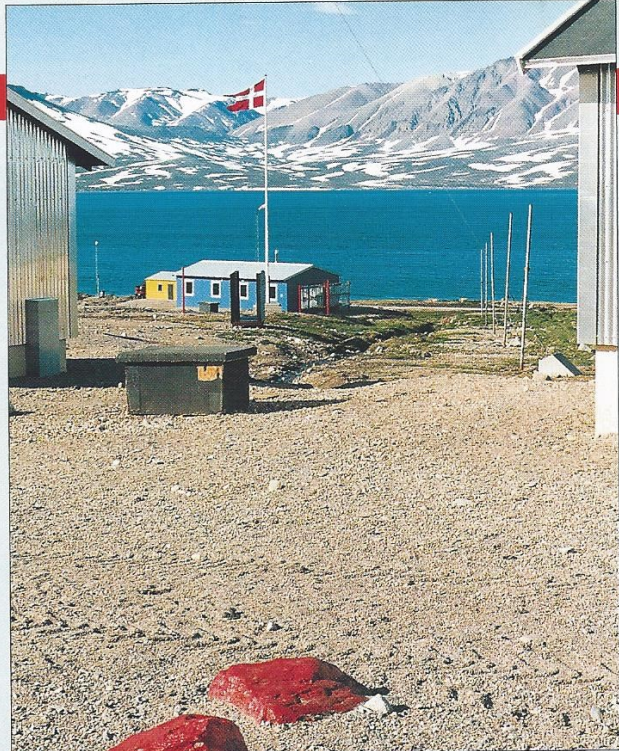
sions for our next destination, Ella Island. Everything had to be carried ashore by hand, so we decided to use the experience we had gained at Daneborg. We used the helicopter as a "flying crane jib", using the ship's own barge as an intermediate "pick up heliport". In five hours we

discharged 20 tons (60 cbm), and the helicopter also put a new radio mast in place!

On our way to our next destination Mestersvig we truly experienced the vast, breathtaking nature of North East Greenland. At the same time it is both gorgeous and awesome. The crew



Members of the resident population.



Daneborg all dressed up for the occasion.

and passengers used their cameras constantly. The light was fantastic, and there was no night-fall. The rolls of film which were used were countless.

Tough Guys

Once a busy lead mine with many workers, Mestersvig is now a strategic relief airport staffed by three Danes; like the "Sirius" Patrol they seem to be of a very special breed. They are so devoted to Greenland that they

often ask to have their turns of duty prolonged. To relieve our own, now rather exhausted crew, the shore staff did a tremendous job during discharge, which had to be quick as this bay often fills with heavy ice. They were tough and we were lucky!

The helicopter went up again and returned with the message that heavy fog was coming up, and that there was presently only 18 miles to the edge of the land ice. We had to get away as fast as we could, although it was hard to say goodbye to the mates ashore.

Guided by the helicopter we ploughed eastwards through the ice. The sailing got still more jerky. Suddenly we plunged into the open sea and heavy waves of the Denmark Strait and we were now able to set course directly towards the Greenland Harbour at Aalborg in Denmark. We arrived on August 20.

Kista Arctica now needed a bit of rest and some fresh paint at places, one anchor-fluke had broken off, but we were all in one piece having fought 351 miles of heavy ice with thicknesses up to 10 metres. The log of *Kista Arctica* had recorded 5129 nautical miles, all told.

Next year we will once again be en route for North East Greenland. Until then sturdy *Kista Arctica* will solve many transportation tasks along the mountainous coastline of Kalaallit Nunaat, the "Land of the Greenlanders", as the inhabitants call their beautiful homeland.



ARCTIC MUSCLES

On 1 December 1994 a small but strong girl was baptized at Frederikshavn.

Barely out of her swaddle, a little but very strong girl got her name at Frederikshavn 24 days before Christmas; and as the managing director of Ørskov Christensens Yard Mr Niels Ørskov later put it in his speech, – her sponsor Mrs Agnethe Nielsen was maybe also small, but she surely showed arctic muscles when smashing the bottle in perfect style.

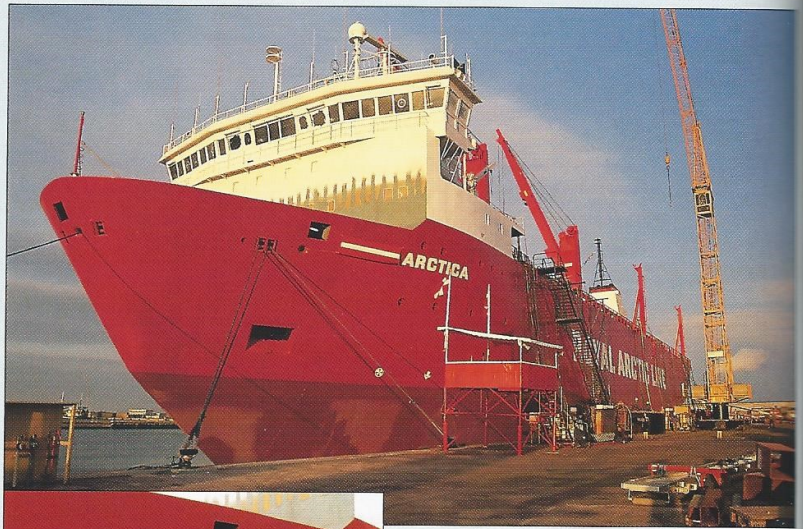
True enough, the baby was not quite out of her swaddling-cloth at the time of her namegiving. She was not ready to move her “sea legs” yet. The welders were still busy on board, the carpenters were rummaging in the cabins, the painters were all over the place, and some of the electronic installations were not in place. The funnel markings were still lying on the quay, but the ship’s engines were running, so the baby was already humming of energy.

Oh, the child’s name? She was given the name *Irena Arctica* by her sponsor. No girl could have wished a better godmother for herself. Mrs Agnethe Nielsen is the Lord Mayor of the town Narssaq in Greenland; she

Clandestine Launching



On August 28 a “non event” took place at the shipyard Ørskov Christensens Yard in Frederikshavn, but it was still an important day in the life of a new-building. Hull No. 189 graciously slipped into the water accompanied by no ceremonies, no music, no hurrahs, – and since it was a Saturday only a few members of the yard staff were present. A true concealment of birth, although properly witnessed by Mr Jan Cilius Nielsen, President, and Mr Claus Pavar, Vice President Operations, both from Royal Arctic Line A/S in Nuuk. The festivities, however, followed on December 1st, when the finished vessel was duly baptized.



The sponsor, Mrs Agnethe Nielsen flanked by Mr Niels Ørskov, Managing Director, Ørskov Yard to the left and Mr Jan Cilius Nielsen, President, Royal Arctic Line.

has been active in local politics for 40 years now and is a member of the Parliament in Nuuk. The sponsor of course wore the traditional festive dress of the ladies in Greenland, one of the most beautiful costumes in the world, a piece of art in itself.

Mrs Agnethe Nielsen wished her god child and its crew the best of luck and God’s speed during the coming years, where she



The workmen were still busy on board.

will among other ports on the west coast of Greenland also serve the community of Narssaq.

A North Jutlandic Christmas Cornucopia
The namegiving very appropriately took place in the radiant beams of the settling sun, and afterwards the event was duly celebrated over a glass of champagne at the yard.

In the evening Ørskov Christensens Yard had invited the sponsor and the many guests, representing not only the owners (Royal Arctic Line A/S) and the owners’ owner (J. Lauritzen) and their owners (J. Lauritzen Holding) but also and no less important quite a few customers and potential users of the services of the young Greenlandic shipping company.

At a nearby cozy inn the guests were treated to a true North Jutlandic Christmas dinner, a veritable horn of plenty. In Roman times the dreaded Cimbrians came from northern Jutland. With such mens’ fares it is easy to understand that they could cross the Alps in ancient times by sliding down the glaciers on their shields finally to threaten the Roman empire.

There was plenty food on the buffets, enough to support an army: Fish in many varieties, an abundance of poultry, minced meat, steaks, hams, sausages, you name it, all served with the local traditional green cabbage in many variations, not forgetting the Danish Christmas treat = rice-porridge, complete with gifts for those who found the whole almonds in the porridge! As one of the elderly guests from Greenland put it: “This is just like in the good old days when we had caught a whale; we then ate for seven days, and afterwards slept for seven days!”

After six hours of dining and wining some of the guests actually doubted whether they could make it to the dance floor, but they did, and the festivities continued until “the small hours”.

During the dinner many speeches were, of course, delivered and many a hurra and numerous toasts were proposed in honour of the ship and its sponsor.

ROYAL ARCTIC LINE



Professor Karsten Laursen.

A tale of sponsors, ships – and a submarine

The chairman of Royal Arctic Line, as well as of J. Lauritzen and J. Lauritzen Holding, Professor Karsten Laursen started the main speech by congratulating Mrs Agnete Nielsen in her mother language. He then continued by telling the guests that on 28 June 1893 another sponsor had named a new building; the place was then not Frederikshavn, but Elsinore.

The sponsor's name was Maren Lauritzen, the young bride of shipowner Ditlev Lauritzen. She came from western Jutland and was

a pious, but also somewhat superstitious girl. Her husband wanted his new ship to be named after his wife, but she refused. She feared that the destiny of the person and the ship could then be united maybe with fatal consequences for both parties, so yielding to her arguments the result was an anagram, – the vessel was named *Nerma*.

Nerma was to be the first JL-ship ever on Greenland. Her trip became quite dramatic. It took place during the First World War, when Denmark was neutral, and the Danish



s. s. Nerma – 1917.

ships were marked accordingly, but most German submarine commanders did not care. In 1917 s. s. *Nerma* was dispatched to Greenland with a full cargo including lumber and medical supplies. Off the Norwegian coast the steamer was intercepted by the submarine *UC 65*. *Nerma* tried to escape by zig-zagging among the West Norwegian skerries and islands, but the submarine was very persistent. Luckily a Norwegian coast guard vessel finally got alerted and eventually followed the intruder to the door, – but apparently its commander did not forget the *Nerma*.

The steamer successfully completed her trip to Greenland, and later during the same year she was sold to another Danish shipowner, who retained her name and employed most of the crew. A few weeks after the sale the vessel again happened to pass in front of the periscope of *UC 65*, this time in the English Channel. Now it was “Torpedos” immediately without warning; six men were killed, the remainder of the crew were picked up by a British naval motor launch.

Many years elapsed before JL's vessels again came to Greenland, and unfortunately another war was again the cause. In 1943 the reefer ship *Linda* hoisted the flag of Greenland – it was then the same national ensign as the Danish, adorned, however, by two crossed harpoons. The ship's homeport became Godthaab (Nuuk), and she traded under American supervision and protection between USA and Greenland.



m. s. Linda – 1943.

In 1952 JL's red, white and green house flag reappeared at Greenland. The shipping company entered polar navigation with m. s. *Kista Dan*, especially built for the purpose. Its sponsor was Mrs Kirsten Lauritzen, the wife of shipowner Knud Lauritzen, and the newbuilding was baptized, when Kirsten Lauritzen crushed a heavy lump of ice from Greenland against the bows.

Kista Dan became the forerunner of a line of fine polar expedition and cargo vessels,



m. s. Bamsa Dan, later named Nivi Ittuk and finally Tinka Arctica. In the present fleet of Royal Arctic Line.

many of which were chartered by the Royal Greenland Trade Company, later named KNI (Kalaalit Nuerifat). A couple of the latest, *Linda* and *Bamsa Dan* became known in the ports of Greenland under the names *Naja* and *Nivi Ittuk*. Today the latter is named *Tinka Arctica*, her youngest sister being *Irena Arctica* which Captain Svend Aage Lauridsen and his crew will steer northwards in early January, leading the way to full containerization of the local traffic as well as between Greenland and the rest of the World.



Lauritzen Reefers

	Size tdw.	Refrigerated space cub.ft.	Built
m.s. Ditlev Lauritzen	16,950	758,725	1990
m.s. Ivar Lauritzen	16,950	758,725	1990
m.s. Jørgen Lauritzen	16,950	758,725	1991
m.s. Knud Lauritzen	16,950	758,725	1991
m.s. Anglian Reefer	14,932	703,263	1988
m.s. Argentinean Reefer	14,933	703,263	1988
m.s. Belgian Reefer	14,768	690,880	1983
m.s. Brazilian Reefer	14,803	690,880	1984
m.s. Reefer Jambu	14,567	668,187	1985
m.s. African Reefer	14,573	644,264	1985
m.s. Australian Reefer	14,530	644,264	1984
m.s. American Reefer	14,530	644,264	1985
m.s. Canadian Reefer	12,570	597,005	1979
m.s. Ecuadorian Reefer	12,570	597,005	1980
m.s. Asian Reefer	12,299	583,192	1978
m.s. Balkan Reefer	12,299	583,192	1978
m.s. Arctic Swan	11,902	566,800	1973/88
m.s. Arctic Goose	11,913	566,800	1974/88
m.s. Chilean Reefer	11,757	550,464	1984
m.s. Uruguayan Reefer	11,460	532,061	1993
m.s. Mexican Reefer	11,460	532,061	1994
m.s. Californian Reefer	11,633	508,551	1990
m.s. Helene Jacob	11,806	477,757	1983
m.s. Walter Jacob	11,755	477,757	1984
m.s. Bothnian Reefer	11,095	424,307	1992
m.s. Carelian Reefer	11,095	424,307	1992
m.s. Laponian Reefer	11,095	424,307	1992
m.s. Savonian Reefer	11,095	424,307	1992
m.s. Scandinavian Reefer	11,095	424,307	1992
m.s. UB Polaris	9,269	415,824	1978
m.s. UB Prince	9,611	415,038	1976
m.s. Manila Tiger	8,489	410,052	1983
m.s. Nippon Reefer	8,709	396,039	1982
m.s. New Zealand Reefer	8,657	396,039	1982
m.s. Akademikis Vavilovs	7,673	378,678	1985
m.s. Skulptors Tomsiks	7,673	378,678	1986
m.s. Erikson Cooler	6,120	265,770	1990
m.s. Erikson Crystal	6,120	265,770	1999
m.s. Erikson Freezer	6,120	265,770	1991
m.s. Erikson Frost	6,120	265,770	1990
m.s. Erikson Nordic	6,120	265,770	1991
m.s. Erikson Snow	6,120	265,770	1990
m.s. Erikson Winter	6,120	265,770	1990
m.s. Iberian Reefer	6,120	265,770	1991
m.s. Indian Reefer	6,120	265,770	1991
m.s. Italian Reefer	6,120	265,770	1992
m.s. Sarwa Hope	5,143	237,305	1991
m.s. Gracious	5,109	236,869	1990

Royal Arctic Line

	Type	Size tdw.	Cub.ft bale /TEUS	Refrigerated space cub.ft.	Built
m.s. Arna Arctica	Container vessel	4,523	283		1984/94
m.s. Kieta Arctica	Cargo vessel	4,990	237,900	21,600	1973
m.s. Makka Arctica	Cargo vessel	3,640	254,500	41,500	1978
m.s. Malia Arctica	Cargo vessel	3,640	254,500	41,500	1979
m.s. Tinka Arctica	Cargo vessel	7,620	289,544	40,050	1973
m.s. Gartie	Container vessel	7,441	703		1994
m.s. Halgafelli	Reefer vessel	1,750	34	101,703	1985
m.s. Irena Arctica	Container vessel	5,817	378		1994
m.s. Naja Arctica	Container vessel	9,556	782		1994
m.s. Nuka Arctica	Container vessel	9,556	782		1995

Lauritzen Kosan Tankers/Gasnaval S.A.

	Type	Size tdw.	Cbm	Built
LPG/C Selma Kosan	Semi-ref.	6,689	6,619	1976/81
LPG/C Hermann Schulte	Semi-ref.	6,150	5,673	1980
LPG/C Dorothea Schulte	Semi-ref.	6,150	5,647	1981
LPG/C Gitta Kosan	Semi-ref.	4,828	4,415	1990
LPG/C Greta Kosan	Semi-ref.	4,811	4,415	1990
LPG/C Cervantes	Semi-ref.	4,828	4,301	1992
LPG/C Fernando Clariana	Semi-ref.	4,380	4,109	1991
LPG/C Berceo	Semi-ref.	4,380	4,102	1991
LPG/C Pouli Kosan	Semi-ref.	3,883	3,448	1978
LPG/C Gongora	Semi-ref.	3,500	3,281	1987
LPG/C Becquer	Semi-ref.	3,500	3,277	1987
LPG/C Snowdon	Pressurized	3,814	3,206	1989
LPG/C Henriette Kosan	Semi-ref.	2,528	3,201	1982
LPG/C Mette Kosan	Semi-ref.	2,528	3,196	1981
LPG/C Laurits Kosan	Semi-ref.	2,950	2,620	1983
LPG/C Knud Kosan	Semi-ref.	2,950	2,620	1982
LPG/C Marianne Kosan	Semi-ref.	2,750	2,497	1968
LPG/C Sarine Kosan	Semi-ref.	2,035	2,494	1973
LPG/C Erik Kosan	Semi-ref.	2,989	2,455	1978
LPG/C Lydia Kosan	Semi-ref.	2,004	1,760	1993
LPG/C Lotta Kosan	Semi-ref.	2,004	1,760	1992
LPG/C Linda Kosan	Semi-ref.	2,004	1,760	1992
LPG/C Laura Kosan	Semi-ref.	2,004	1,760	1992
LPG/C Anna Kosan	Pressurized	1,700	1,626	1976
LPG/C Jakob Kosan	Semi-ref.	1,929	1,622	1985
LPG/C Henrik Kosan	Semi-ref.	1,941	1,622	1984

Lauritzen Bulkers

	Type	Size tdw.	Cub.ft. grain	Built
m.s. Amami	Gearless bulkcarrier	40,002	1,664,320	1975
m.s. Artemon	Log/Bulkcarrier	38,102	1,677,411	1984
m.s. Kissamos Wave	Bulkcarrier	38,461	1,645,713	1990
m.s. Van Warrior	Log/Bulkcarrier	32,708	1,468,497	1983
m.s. Van Trader	Log/Bulkcarrier	28,467	1,267,626	1986
m.s. Diamond Bulker	Grabfitted Log/Bulker	28,460	1,325,051	1994
m.s. Vamand Wave	Grabfitted Laker	28,303	1,236,498	1985
m.s. Crystal Bulker	Grabfitted Log/Bulker	28,100	1,315,000	1995
m.s. Emerald Bulker	Grabfitted Log/Bulker	28,100	1,315,000	1995
m.s. Aston Trader	Grabfitted Log/Bulker	27,881	1,350,390	1989
m.s. Caribbean Bulker	Grabfitted Log/Bulker	27,881	1,350,390	1989
m.s. Atlantic Bulker	Grabfitted Log/Bulker	27,700	1,350,000	1995
m.s. Nordic Bulker	Grabfitted Log/Bulker	27,601	1,224,212	1985
m.s. Baltic Bulker	Grabfitted Log/Bulker	27,596	1,224,212	1986
m.s. Jag Vikram	Grabfitted Bulker	27,463	1,146,252	1980
m.s. Skaw Bulker	Grabfitted Log/Bulker	27,300	1,229,305	1995
m.s. Crystal B	Bulkcarrier	27,124	1,197,883	1981
m.s. Kapitan Trubkin	Grabfitted Bulker	27,082	1,212,506	1981
m.s. Dania Portland	Bulkcarrier	27,002	928,268	1984
m.s. Erikousa Wave	Laker/Bulkcarrier	26,858	1,142,497	1986
m.s. Sevilla Wave	Laker/Bulkcarrier	26,858	1,142,497	1986
m.s. Epta	Grabfitted Bulker	26,066	1,202,041	1981
m.s. Atlantis Two	Grabfitted Bulker	26,066	1,202,041	1981
m.s. Atlas	Grabfitted Bulker	26,066	1,202,041	1982
m.s. Oceanic Confidence	Grabfitted Log/Bulker	17,832	763,841	1986
m.s. Tropic Confidence	Grabfitted Log/Bulker	17,832	763,841	1986
m.s. Baltic Confidence	Grabfitted Log/Bulker	17,686	797,597	1979

Sailing/Training Ship

	Type	Size grt.	Apprentices Passengers	Built
Lilla Dan	Topsail schooner	95	20	1951

Goodbye to the Last of the Product Tankers

20th March the last vessel of the Lauritzen Tankers fleet, *Crystal River*, re-delivered at Sriracha, Thailand, following J. Lauritzen's earlier announced decision to cease its product tanker involvement.

In the picture the m.t. *Crystal River* is seen entering the Pedro Miguel lock in the Panama Canal. (Picture courtesy of Kevin Jenkins, Panama).



ROYAL ARCTIC LINE

Luxury Ship

The new feeder in operation along the coast of Greenland is a real luxury-class container vessel. There is more room than in most freight vessels, and the forward location of the wheel house gives an extremely quiet ship with no engine noise, reports the Danish weekly SØFART. The location of the crew quarters and wheel house at the fore of the ship leaves relatively more space in the bow compared with traditional ships, in which the accommodation is abaft. The design has also given an enormous amount of space around the holds. So in relative terms the *Irena Arctica* is a luxury ship for the crew.



Irena Arctica's 'father' Claus Pavar, former head of operations of Royal Arctic Line should be very pleased with the result.

The former head of operations at Royal Arctic Line, Claus Pavar, together with the technical department at J. Lauritzen, was responsible for the design of the special ship with the wheel house in the bow. It has many advantages. In the ice-filled waters around Greenland the design gives navigators 300



The forward location of the wheel house increases the visibility by 300 metres.

metres more visibility than if the wheel house was abaft. This is of great significance when plying the narrow waters with difficult navigation conditions that are characteristic of the coast of Greenland.

The luxury term also relates to the fact that the ship is equipped with all available technology in its Integrated Ship Control: bridge steering, power management, engine room surveillance and Refcon reefer container monitoring. The ship will ply between six ports in a weekly round trip, a distance of 1,600 km, so the integrated system will ease the work considerably.

Containers and safety

The *Irena Arctica* has room for 378 TEUs. In order to increase safety, a larger number of containers are below deck than on traditional vessels. 250 TEUs or

103 FEUs can be accommodated in the hold. In the three front holds, there is room for 75 reefer containers. The fourth hold has been built especially for 20-foot containers. For the sake of efficiency during port handling, it was decided to keep the TEU and FEU containers separate.

Most of Royal Arctic Line's ports are not equipped with land cranes so the *Irena Arctica* has two cranes, each of which can lift 40 tonnes with a jib of up to 24 metres. The cranes are located at the centre line and can serve all positions on board.

The *Irena Arctica* is built with a double hull throughout and all the oil tanks are located

inside. This gives a very high safety level for both the crew and the delicate Arctic environment. The ship has the highest commercial ice classification (+1A1, ICE-IA*), but in addition the hull is further reinforced with 100 tonnes of steel, particularly in the bow and on the bottom.

Principal dimensions

Length:	108.7 m
Width:	21.5 m
Draught:	6.5 m
Dead weight:	5,100 tonnes
Gross tonnage:	8,500 tonnes
Main engines:	2 of 4000 HP
Service speed:	14 knots
Side propellers:	2



Photo: Erik Palo Jacobsen

The Irena Arctica in the Port of Nuuk. Each of the ship's cranes can lift 40 tonnes.

New President



On 1st January, 1995 Mr Karsten Stock Andresen succeeded Mr Jan Cilius Nielsen as president of Royal Arctic Line.

Karsten Stock Andresen (age 57) was previously employed by the East Asiatic Company in the years 1954 – 1993, most recently as senior managing director with responsibility for shipping activities.

New demanding tasks lie ahead! Royal Arctic Line is on the threshold of a new business era. The restructuring activities, which were initiated in 1993 to establish a fully containerized traffic between Denmark and Greenland and between towns in Greenland, will be completed in the course of 1995.

Irena Arctica on the Move

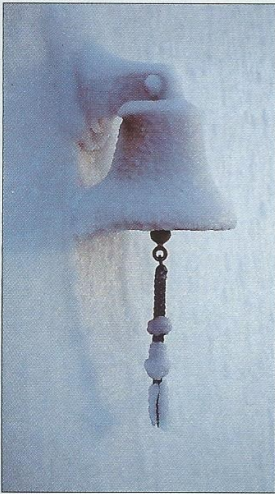


Photo: Erik Palo Jacobsen

The Royal Arctic Line's new-built container feeder vessel, the *Irena Arctica*, which was named on 1st December, 1994, began its maiden voyage to Greenland from Aalborg in Denmark on 9th January, 1995. After nine days of storms in the North Atlantic and storms and ice off Cape Farewell, the ship finally put into a Greenlandic port. On Thursday 19th January at 01.00 hours the *Irena Arctica* came alongside in the port of Nuuk, almost two days late.

The ship's master, Captain Svend Aage Lauridsen, told those on night duty standing on the quayside ready to receive the *Irena* that the ship had sailed against the wind all the way from the Skaw.

Its first port of call in Greenland was to have been Nanortalik in southern Greenland, but it had to be skipped. There was simply no time to call there if the timetable was to be kept. Storms of up to 40 m/s, high waves, and later the ice that slowly but surely crept in around the ship put the crew and its passengers to a tough test.

An uncomfortable experience
One episode off Cape Farewell is one that most of those on board are hardly likely to forget...

With icebergs and floes pressed close to the ship and the storm howling outside, the ship pitched so violently that the propeller came up out of the water. That in itself is not a problem and often happens in stormy weather, but the regulator, which ensures that what is known as an overspeed does not occur in such cases, did not work as it was supposed to, and the engines stopped. At the same time the entire EDP system blacked out, putting the ship in a very sticky situation.

All the equipment on the *Irena Arctica* is computer-controlled. You cannot simply press a button and get things to work manually from up on the bridge. Eventually, after 20-25 long minutes during which the ship rolled violently with lists of up to 35 degrees, the crew succeeded in starting the engines manually from down in the engine room.



Photo: John Rasmussen

The ship's master Svend Aage Lauridsen.

Svend Aage Lauridsen recalls the episode with these words: "It was not a pleasant experience."

The crew weathered the storm, however, and the ship continued north, albeit at a slower speed. The engines could not get up to full speed after the unfortunate episode with the regulator failure.

But according to the ship's master, the *Irena Arctica* managed its maiden voyage from Aalborg to Nuuk brilliantly and proved its seaworthiness to the full.

The Irena moors at Nuuk

So there they stood in the port of Nuuk at one o'clock in the morning, in pitch darkness and 20°C of frost: the port workers, who were to knock off the ice before unloading could start the next morning, and the shipping officials from Royal Arctic Line. Others had had the same

idea and a photographer from a video company was also there to record the *Irena's* first contact with Greenland soil. And what a sight the *Irena* was!

The stormy days, waves and icing up had well and truly left their mark on the *Irena's* well-rounded sides. Even the containers on deck were no longer red, but white. All the windows in front of the bridge, bar three, were completely iced up.

It took some time before the gangway could be put into place, because the crane was hard to manoeuvre. The mooring was easy and painless, apart from heaving the hawsers out of the water. The stern ropes could not be flung until the heaving lines had been shot off three times from a specially designed line-throwing gun. At long last, the new *Irena Arctica* and her crew were able to enjoy lying still, both at the quay and in their berths.



Photo: Erik Palo Jacobsen

ROYAL ARCTIC LINE

Naming of Naja Arctica

Royal Arctic Line's first new-built container vessel for the Atlantic trade was named in Nuuk, Greenland on Saturday 27th May 1995.

The vessel, Danyard's new-building no. 728 and sister vessel of *Nuka Arctica*, was named *Naja Arctica*. Her sponsor, the author Maliaraq Vebæk, had written a beautiful little poem in honour of *Naja Arctica*.

By tradition, the name of a newbuilding is a well-kept secret right up to the naming ceremony. *Naja Arctica* should have been named in Nuuk in December 1994, and then chartered by the US container shipping company Sea-Land Service Inc. from 1st January to 29th April 1995. As from May 1995, *Naja Arctica* was to be included in Royal Arctic Line's own service. But delayed delivery made it impossible to name the ship in Nuuk in December. However, Royal Arctic Line's new 1995 sailing list, with *Naja Arctica* scheduled for the Atlantic trade,

had been sent to the printers, so the cat was already out of the bag.

The vessel sailed under the name *Sea Arctica* until the naming in Nuuk. During the charter period *Sea Arctica* operated as a feeder vessel between ports in the Baltic area and Rotterdam, from where Sea-Land has regular routes to the USA, the Mediterranean area and the Far East. She is built especially for safe sailing in icy waters, and did well in the Baltic Sea. Sea-Land was more than satisfied with both the vessel and its crew.

From left to right: Captain Christian Brun; Mrs Maliaraq Vebæk, sponsor, and Mr Poul Rindebæk, senior officer (maintenance).



The vessel has five holds for 20' and 40' containers and has a total capacity of 786 20'- containers. The vessel is 134 m long and 24 m wide and accommodates 16 persons. She has two stationary electrohydraulic deck cranes of 40 tonnes each. The main engine is a MAN B&W 8L48/60 of 7,800 kW, providing a speed of 17 knots. In addition, the vessel has cross propellers fore and aft to ensure good manoeuvring capabilities.

Naming of Nuka Arctica

On 28th April 1995, a windy, icy spring day in Frederikshavn, Denmark Ms Gudrun Chemnitz, a celebrity in Greenland, named Danyard's newbuilding no. 729 for Royal Arctic Line, in both Greenlandic and Danish. The vessel was named *Nuka Arctica*. After the naming ceremony the vessel embarked on its final test voyage.

The vessel operates in the cargo trade between Denmark and Greenland. It is specially designed to handle container transport in the North Atlantic, often under very bad weather conditions. The ship therefore has a double hull. This makes it very environmentally sound, since all the fuel tanks are placed within the double hull.

Furthermore, a considerable percentage of the containers is placed below deck to minimize the deck cargo, in view of the rough weather conditions, including the risk of ice formation.

From left to right: Mr Jens Viskinge Jensen, managing director of Danyard A/S, Mrs Gudrun Chemnitz, sponsor, and Mr Karsten Stock Andresen, managing director of Royal Arctic Line A/S.



Royal Arctic Line Leaves the J. Lauritzen Group

As reported recently in Danish and international newspapers J. Lauritzen A/S has disposed of its shareholding of DKK 80 million in Royal Arctic Line A/S to the Greenland Home Rule.

With assistance from J. Lauritzen A/S, Royal Arctic Line A/S has now completed the restructuring of the Greenland transport system into a fully containerized liner service. Following the

modification of the port and terminal facilities and the recent delivery of newbuilt containerships to Royal Arctic Line, the shipping company will now be able to operate on its own.

J. Lauritzen wishes its former colleagues in Royal Arctic Line a fair wind and all the best for the future.