Odense Steel Shipyard, also known as the Lindø Shipyard, is part of the A.P. Moller – Maersk Group. The present shipyard opened in 1959 as a modernised and expanded version of the original shipyard by the canal in Odense. As one of the post-war period’s large workplaces, it represented both the shipyards’ transition from slipway building to section building and the establishment of a model industrial town in a former rural area.

**Lindø Shipyard**

Odense Steel Shipyard, part of the A.P. Moller - Maersk Group, was founded in 1917-18 by the shipping magnate A.P. Møller. At this shipyard by the Odense Canal, capacity was, however, limited to 40,000 ton vessels. An order from the American oil company, Chevron, for a series of tankers of 50,000 tons deadweight spurred A.P. Møller to expand. In 1956, plans were in place for a new shipyard to be built on greenfield land with unlimited expansion potential. The existing canal-side location was rejected for expansion in favour of the Lindø site on the eastern side of Odense Fjord, where work on the new, larger shipyard got underway in 1957. The original shipyard continued to supply sections for the new yard at Lindø right until 1980 when it closed down. In 2009 A.P. Moller - Maersk decided to close down the Lindø Shipyard in February 2012 when the remaining vessels on the order books have been delivered.

**Lindø Shipyard**

At one stage, the Linde Shipyard was Funen’s largest employer, with a workforce of more than 6,000. The shipyard consists of several shipbuilding halls, where the sections are constructed, small workshop buildings and large docks where the sections are assembled. The whole yard is not unlike an assembly line – just on a grand scale.

**Dry Docks from 1959**

By 1959 the new Lindø Shipyard was complete, with two construction docks (each of 300 x 45 m) which could hold vessels of up to 200,000 tons, together with a fitting out basin. On dry land, a large welding hall was built in extension of one of the docks so that the sections could be hoisted from the hall straight out into the dock for assembly.

**Dry Dock from 1969**

In 1968, the first supertankers (i.e. vessels over 200,000 tons deadweight) were introduced. To keep up with the competition, the yard would have to be expanded, which it was in 1969 with a larger dry dock (415 x 80 m), which could assemble vessels of up to 650,000 tons. At the shipyard, the vessels were built in the dry docks, which, once the hulls were ready, were flooded with water so they could be floated out. Construction work in the dock consists mainly of the assembly of large individual components, often weighing several hundred tons, which are built elsewhere on the site and transported to the dock using large cranes.

**Gantry Crane**

In 1969 the shipyard erected a gantry crane which spanned the entire width of the third dock (148 m) and had a lifting capacity of 1,080 tons. With a height of 114 m, it became the shipyard’s landmark. However, it toppled over in a storm in 1999 and was replaced by a new and even larger crane.
While the shipyard was under construction, a whole new town was also being built, hard up against an old fishing hamlet. The population in the small rural Munkebo district swelled from 1,000 in 1955 to 5,000 by 1965 and the industrial town was fully established in the space of a few years. In 1958, the shipyard had set up a real-estate company called Lindø A/S to manage most of the housing development in the new town. Munkebo is a planned urban development inspired by the American ideal of a streamlined and efficient industrial town. The idea was to cater to the residents’ needs, providing services such as community institutions, cultural amenities and shops all in one, purpose-built town. Professor Peter Bredsdorff, who had also created the famous ‘Finger Plan’ for development of Copenhagen in 1947, was now commissioned to plan the development of the town of Munkebo. Over the period 1957–1962, the construction of 531 single-storey houses, 221 two-storey flats and 81 two-storey detached houses resulted in 833 new homes in Munkebo within the space of just five years. The roads: Nyhøjen, Solbakken, Højvangen, Rosendalen, Bakkely and Toften all date back to this early period. The homes were built in a uniform architectural style; a mixture of functionalism and classical Danish house-building. The materials were simple; brick, with wooden doors and windows, and slate roofs.

**MUNKEBO TOWN CENTRE**

Lindøalléen is the location of the shopping centre, which at the time it was built in 1960 was very large indeed. The concept of a shopping precinct, where the needs of the residents could be easily and conveniently catered for all at one location, was a first in Denmark.

**RELATED SITES:**

- **Odense Steel Shipyard**
  - www.oss.dk
- **VisitFyn**
  - www.visitfyn.com
- **Odense City Museums**
  - Overgade 48
  - 5000 Odense C
  - www.museum.odense.dk