



# OK BLADET

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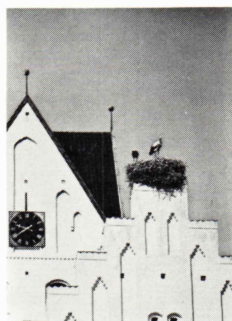
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For- og bagside:  
Kompagniets  
1977 kalender med  
motiver fra Danmark.

Front- and back page:  
Our Company's  
calendar for 1977 with  
motifs from Denmark.

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# Uddannelsen i ØK varer det meste

ØK-medarbejderens uddannelse er ikke afsluttet med grunduddannelse og det erhvervsøkonomiske kursus, som er omtalt i tidligere numre af ØK Bladet. Faktisk er der tale om en livslang uddannelse.

Mulighederne for efteruddannelse ligger dels i udlandet, hvor den udsendte medarbejder ventes at tilbringe 10–20 år efter den første udsendelse, og dels i kursus-deltagelse i forbindelse med hjemmeferie. Men fælles for dem begge er, at efteruddannelsen foreligger som et åbent tilbud, som det i stor udstrækning er overladt den enkelte at benytte sig af.

Hvad uddannelsen i udlandet angår, ser Kompagniet med velvilje på frekventering af lokale universiteter, læreanstalter og institutter. Mulighederne her er naturligvis størst i de mere udviklede lande, og hvis der ikke på stedet findes mulighed for videre studier, kan der arrangeres korrespondancekursus ved forskellige læreanstalter.

Efteruddannelsen i forbindelse med hjemmeferie kan bestå i deltagelse i eksterne og interne kurser. M.h.t. eksterne kurser sorteres tilbud fra eksterne institutter i hele Europa omhyggeligt, og det, der ud fra Kompagniets synspunkt må anses for mest værdifuldt, indgår i en håndbog, som forefindes på såvel filialer som på Hovedkontoret.

Håndbogen har til formål at danne grundlag for udvælgelse af kurser til dækning af det individuelle behov hos såvel filialfunktionærer på hjemmeferie som hos funktionærer, der er tjenestegørende ved Hovedkontoret. Håndbogen kan naturligvis kun tage højde for de mere generelle behov for efteruddannelse, mens mere individuelle og specielle behov må løses i hvert enkelt tilfælde.

Af interne kurser skal navnlig nævnes Kompagniets 2-ugers internatkursus i virksomhedsledelse, der blev gennemført første gang i 1971 og etableret efter en omfattende undersøgelse af de behov, som ønskedes dækket. Siden da har kurset været gennemført hvert år i samarbejde med P. A. Management Consultants Ltd., Sundridge Park, England, og der er tale om et bredt kursus omfattende emner af såvel fagmæssig karakter inden for regnskabsvæsen, finans, marketing og salg som emner, der sigter mod lederudvikling.

Deltagere i dette 14-dages kursus kan senere komme på et mere avanceret opfølgingskursus, der gennemførtes for første gang i år med undervisning koncentreret om financier planlægning og kontrol, overskudsforbedring, investering i nye aktiviteter, akkvisition og sammenslutning af selskaber.

I år har Kompagniet også udvidet de efteruddannelsesaktiviteter, der koordineres af Hovedkontoret, til at omfatte lokalt ansatte medarbejdere ved filialerne. Et internt kursus i virksomhedsledelse arrangeredes på regional basis i Singapore i juli 1976, og et lignende kursus gennemførtes i december af datterselskabet R.T.Briscoe (Nigeria) Ltd. som led i uddannelsen af nuværende og kommende afdelingsledere.

Hvert andet år afholdes endvidere et 2-ugers seminar i Danmark for lokalt ansatte, ledende medarbejdere fra filialerne med det formål at udvide deltagernes kendskab til Hovedkontoret og Kompagniets globale virke. Og Personaleafdelingen på Hovedkontoret er i øjeblikket i fuld gang med at arrangere det næste seminar af denne art, der foregår i juni måned.

# OK e af livet

## Training in EAC – A lifelong process

Training of EAC employees does not stop at the basic training and the course in business economics, editorialized in previous issues of EAC NEWS. A lifelong training is actually involved.

Possibilities for advanced studies can be found either abroad – where expatriate Danish employees are likely to be stationed for 10 to 20 years – or in Denmark, where courses can be attended in connection with home-leaves. In both cases it is largely left to the individual employees to decide whether or not they wish to take advantage of our Company's offers for advanced training.

As to training abroad our Company gives sympathetic consideration to studies at local universities and institutes of higher education. Possibilities in this respect are, of course, better in developed countries, and if facilities are not available on the spot, correspondence courses with various institutes can be arranged.

Advanced training in connection with home-leaves may comprise participation in external and internal courses. With regard to the former, offers from external courses all over Europe are carefully screened, and the ones which in our Company's opinion may be considered the best are incorporated in a manual which is available at all branch offices as well as in Head Office.

The manual serves as a basis for selecting courses which cover the individual needs of expatriates on home-leave as well as employees working at Head Office. For obvious reasons the manual can only contain general requirements for advanced training, while needs of a more individual and special nature are solved in each particular case.

As far as internal courses are concerned special mention should be made of our Company's 2-week management seminars which were introduced in 1971, following extensive investigations into the needs to

DAY 2 14th July	0830 - 1000	Session	Help of a Sales Manager	000	LECTURER	
DAY 4 16th July	0830 - 1000	Session	Capital Investment Appraisal	PBR		
DAY 1 24th July 1976	0830 - 1000	Session	Introduction to Accounting	000		
DAY 6 30th July 1976	0830 - 1000	Session	Creative Thinking			



Kursus i virksomhedsledelse i Singapore.  
Management course in Singapore.

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be covered. Since then, such seminars have been held annually in co-operation with P. A. Management Consultants Ltd., Sundridge Park, England, embracing subjects of a vocational nature within accountancy, financing, marketing, and sales, as well as subjects aiming at management development.

Participants in these 2-week courses may subsequently take part in a more advanced follow-up course, which was held for the first time last year, lectures being concentrated on financial planning and control, improvement of profits, investment in new activities, and acquisition and amalgamation of corporations.

Last year our Company expanded the advanced training activities, co-ordinated by

Head Office, to include locally employed executives at our Company's branches. An internal course in management was arranged on a regional basis in Singapore during July last year, and a similar course was held in December by our Company's subsidiary, R.T. Briscoe (Nigeria) Ltd., as part of the training of present and future executives.

Every two years a 2-week seminar is, furthermore, held in Denmark for locally employed executives from the branches with a view to expanding the participants' knowledge of Head Office and our Company's global activities. Our Personnel Department is at present busily engaged in arranging the next seminar of this nature which will take place next June.

# Regnskabspris for 3. gang til R.T. BRISCOE (Nigeria) Ltd.

Kompagniets datterselskab i Lagos, R. T. Briscoe (Nigeria) Ltd., har lavet det, man i fodbold kalder hat trick, ved i 1976 for tredje år i træk at vinde Nigerias børs, The Lagos Stock Exchange's, regnskabspris.

Prisen gives for den bedste præsentation, kvalitet og dybde i årsrapporter og for vel udført revisionsarbejde, og den uddeles med det formål at inspirere andre selskaber til at informere deres aktionærer lige så godt.

R. T. Briscoe vandt regnskabsprisen både i 1974 og det følgende år, hvor børsen lancerede en andenpris og gav den til United Bank for Africa. Med det formål at opmuntre så mange virksomheder som muligt blev der for 1976 uddelt tre slags regnskabspriser: en for finansielle selskaber, en for industrielle og en for handels- og servicefirmaer. De blev tildelt henholdsvis Standard Bank, Lever Brothers og R. T. Briscoe (Nigeria) Ltd.

Det bør tilføjes, at Chief J. O. Udoji – en kendt Lagos-borger, der er aktionær i R. T. Briscoe og medlem af børsrådet – på RTB's generalforsamling i oktober fremsatte følgende bemærkning fra talerstolen:

– Jeg lykønsker også bestyrelsen med et godt år og præsentationen af en meget overskuelig årsberetning. Jeg benytter lejligheden til at fastslå, at vi på børsen er meget stolte af R. T. Briscoe, og jeg synes, vi som aktionærer skal lykønske selskabet og dets ledelse...



## R.T.B.'s hat trick in Lagos

For the third time running R.T. Briscoe (Nigeria) Ltd. has won the Lagos Stock Exchange Merit Award thereby scoring a hat trick.

The Merit Award is given for the best presentation, quality, and depth of an Annual Report and Accounts in order to encourage quoted companies to make available to their shareholders as lucid a presentation as possible.

The Merit Award was introduced in 1974 when it was won by R.T. Briscoe, a Nigerian company in which EAC is a major stock holder. In 1975, the award was once again

won by R.T. Briscoe, but this time the stock exchange introduced a runner-up award which was presented to the United Bank for Africa.

At the end of 1976, R.T. Briscoe was awarded the Merit Award for the third time running, but in order to give encouragement to as many companies as possible, three awards were presented: one for finance companies, one for industrial companies, and one for commercial/service companies. They were won by the Standard Bank, Lever Brothers, and R.T. Briscoe (Nigeria) Ltd., respectively.

It may be added that at RTB's Annual General Meeting on 15th October, a Briscoe shareholder and leading Lagos personality, Chief J. O. Udoji, who is also a member of the Lagos Stock Exchange Council, offered the following comments from the floor:

"I also congratulate the board on a successful year and for presenting the accounts in a very lucid manner. I would like to take the opportunity to place on record that we at the Stock Exchange are very proud of R.T. Briscoe. I think that we as a body of shareholders should congratulate the company and its management".

# SAGT OG SKREVET OM ØK

## HEARD AND READ ABOUT EAC

Direktør Mogens Pagh er blevet interviewet af »Standard Chartered Review«, som udgives af den ansete, britiske bank Standard Chartered. Fra interviewet, der fylder fem sider, gengives i det følgende nogle af redaktør David Websters spørgsmål og direktør Pags svar.

Mr. Mogens Pagh, Chairman/EAC, has been interviewed by Mr. David Webster for "Standard Chartered Review", published by the distinguished Standard Chartered Bank. Excerpts from the interview, which takes up five pages, are given below.

*Timber has always been important to East Asiatic. Can you say something about this side of the group's business?*

Timber has from the very start been close to the heart of East Asiatic because, as I mentioned, our founder brought over the first cargo of teakwood. Today, we have forests and timber interests spread around the world, the most important of which are located in British Columbia, Canada. We have forest concessions in the Amazon district in Brazil, on the coast of West Africa in Liberia, and in the Camerouns. In the Philippines we are engaged in the timber trade but we have no concessions; we are buying timber both in log form and in sawn form and we have manufacturing plants there as well as in Malaysia, Singapore, and Australia.

*Was it a natural consequence of being involved in trading and forestry for the group to move into industry?*

It came about in different ways. We first moved into shipbuilding and that tied in with our own fleet. Next came the establishment of factories such as we have here in Denmark and in Germany – factories that are crushing soya beans and other oil seeds into oil and animal feeding cake. Our trading in manufactured goods led to a decision to manufacture the goods ourselves. But more than that, in many overseas countries where we are working we felt a need for small medium-sized industries and for industrial development that would fit in with the plans of these particular countries. Having been on the spot for years in trading we have a certain knowhow that has been of benefit in creating small industries in these countries. Often we have built up joint ventures with a local partner.

*The balance sheet shows that a number of the group companies are not wholly owned by East Asiatic. Has this been a deliberate policy on the group's part or does it reflect the insistence of many governments on substantial local participation?*

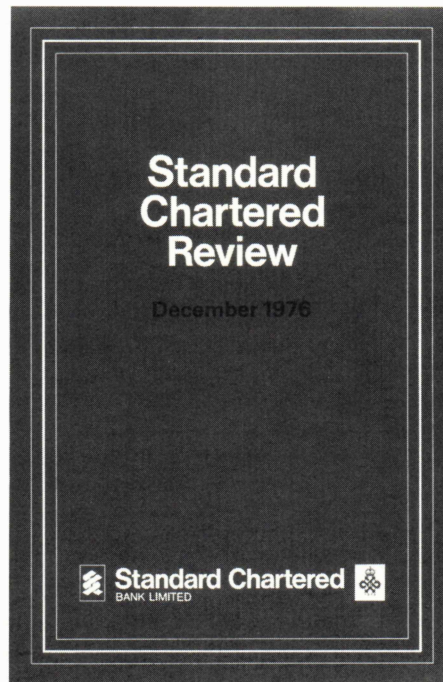
We like to be ahead of time in this particular development; the trend is obviously towards larger local participation, local industries, and local trading companies. We feel that it can be to our own advantage to associate with local capital and local interests, so we always try to be ahead rather than being forced to sell out or to be taken over in certain countries.

*For the last year or so you have had staff representatives on the board, can you say how that has worked out?*

I think it is working very well. We are quite happy about it, and it has been introduced in several of our industrial subsidiaries, including Plumrose and the shipyard.

*Is this a requirement under Danish law?*

Under Danish law any company, employing more than fifty people, must have two of its own employees on the board, elected by their fellow workers. Our work force takes a keen interest



in this and the various candidates prepare their own election addresses. Everybody has a vote.

*Are many of your employees also shareholders?*

We were one of the first, or at least one of the major companies, to introduce shares to our employees some six or seven years ago. Whenever we have had an increase in East Asiatic's capital since then we have had the approval of our shareholders at Annual General Meetings to set aside a certain amount of shares for the employees and they are thus steadily increasing their participation in the company. I believe that the employees at present own a little over 5 per cent of the capital.

*Do you feel that the time may be coming when you need some further equity financing within the group?*

I think we shall have to increase our capital again before too long, because our company is growing continuously. We are building more and more ships, although we are selling off some of the older ships; new ships are costly and our expansion generally requires increases in capital from time to time. Whether this will happen in 1977 or 1978, I cannot say at this moment, but the time is drawing close again.

*Can you say something about the financing of your operations?*

*What are the main currencies in which you trade?*

The main currency is the U.S. dollar as this is the currency in which the bulk of transactions around the world is conducted. This is also the currency in which we collect most of our freight

earnings – as the majority of freight rates in the world are based on dollars. Otherwise we trade in all the main currencies including Sterling, Deutsch Mark, and Japanese Yen.

*1975 was a difficult year for East Asiatic as a result of the unfavourable trading conditions in many parts of the world. Has there been a recovery for the company in 1976?*

Considering the difficult times in 1975 we thought we did rather well. There certainly has been an improvement in certain parts of the world in 1976 and I think our group results will reflect this.

*Presumably the strength of the dollar this year compared with 1975 must be of some benefit to you?*

That strength is not exactly what we had hoped for, for while the dollar rate moved up somewhat during the first half of this year, it has receded again and is not very much higher than was the case in 1975. I do not think that this in itself will be enough to have an effect on the results. But on a group basis 1976 will show a marked improvement over 1975 and this is something which is likely to be reflected in the accounts of the parent company.

*At this early stage how do you view the prospects generally for 1977?*

I am a born optimist and I am hopeful that we can do better in future years than in 1976. But I am not one of those who when speaking about the world economy, thinks that we have by any means passed the hurdle yet. This year's improvement has not only shown signs of levelling off in the U.S. but it has also varied considerably in different parts of the world.

*Are there any particular areas where you are more optimistic than others?*

I will put it in another way and say that the leaders on the economic scene in the U.S. have been the motor car industries, which have had a record year. At the other end of the spectrum, the building industry has lagged behind and a recovery in this sector would of course benefit our timber business.

We also are hopeful that there will be some improvement in the freight markets. Unfortunately, that improvement is being delayed by the fact that tankers are still spilling over into the bulk market, and we shall, therefore, hardly be seeing anything spectacular.

*Do you regard the Far East as a particular growth area?*

The Far East has altogether come through this recession better than any other part of the world simply because people there have rolled up their sleeves and worked a little harder. This is something which the Western world might learn from them. I look for continued growth, and all the way from Japan, Hong Kong, Philippines, Thailand, and Malaysia down to Indonesia we are achieving reasonably good results this year and we are hoping for further progress in 1977.

# »Panama« søsæt i Nakskov



På Nakskov Skibsværft A/S søsattes onsdag den 8. december 1976 værftets nybygning nr. 213, den første af de to product tankers på 33.100 t.d.w., som Kompagniet har bestilt på værftet, og det første af de ti skibe til Kompagniet, der i dag udgør hele værftets nybygningsprogram.

Nybygningen blev af fru Ada Hüttemeier, gift med vicedirektør B. Hüttemeier, navngivet »Panama«. Søsætningen overværedes af repræsentanter for Kompagniets bestyrelsesråd og direktion, for klassifikationsselskabet Lloyds Register, for Nakskov kommune og for værftets bestyrelse.

Ved den efterfølgende frokost på Hotel »Harmonien« hyldede direktør O. Kongsted på værftets vegne gudmoderen og oplyste, at hver fjerde af værftets nybygninger til dato er bygget til ØK.

Direktør T. Wøldike Schmith takkede også fru Hüttemeier for veludført gerning og sagde derefter bl. a.:

Efter »Panama« har Kompagniet yderligere ni skibe i ordre på Nakskov Skibsværft til vel over en milliard kroner. Denne meget betydelige investering er en tillidserklæring til Nakskov Skibsværft, og vi er helt sikre på, at denne tillidserklæring vil blive honoreret.

På en festlig dag som denne kan man næsten ikke få sig selv til at komme ind på ting som skibsfartspolitik, svage konjunkturer, værftskriser o.s.v. Alt dette skal jeg da også undgå, og det vil altså sige, at jeg ikke vil omtale de meget betydelige vanskeligheder, som en traditionel skibsfartsnation som Danmark er ude for på grund af den stigende diskrimination på verdenshavene og på grund af Øst-blokkens ekspansive skibsfartspolitik etc.

Jeg skal ej heller omtale, at vi med vigende konjunkturer sandsynligvis får et meget vanskeligt 1977, og det vil slet ikke være i overensstemmelse med min erklærede hensigt, hvis jeg kom ind på det alt for høje danske omkostningsniveau, som er resultatet af mange års leven over evne, hvilket har fået til følge, at vor konkurrenceevne har lidt skade.

Endelig skal jeg helt undlade en understregning af, at den eneste mulighed jeg ser for, at et værft som Nakskov Skibsværft i det lange løb kan overleve, er, at det, hvad angår produktudvikling og innovation og kvalitet, er et hestehoved foran ikke mindst de billige fjernøstlige værfter, og at man samtidig gør sig de yderste anstrengelser for at opnå prisbillighed.

Direktør Wøldike Schmith lykønske-

Direktør O. Kongsted, Nakskov Skibsværft, gudmoderen, fru A. Hüttemeier og direktør T. Wøldike Schmith, ØK.

*Mr. O. Kongsted, Managing Director, Nakskov Shipyard, the Godmother, Mrs. Ada Hüttemeier, and Mr. T. Wøldike Schmith, Managing Director, EAC.*

de kaptajn P. F. Hansen og maskinchef Lehmann Nielsen med deres nye kommando og takkede værftet, underleverandører og Lloyds Register of Shipping for udmærket samarbejde.

Grev Flemming mindedes Nakskov Skibsværfts aflevering af nybygning nr. 1 til etatsråd H. N. Andersen i 1916. Og Nakskovs borgmester, Carl Emil Hansen, sagde, at ØK's store ordre til Nakskov Skibsværft ikke blot er en redningsplanke for værftet, men også en udfordring til værftet og alle dets medarbejdere. Samtidig er den et vendepunkt for værftet, for byen og landsdelen. Uden denne enorme støtte fra ØK ville der ingen fremtid være for landsdelens største virksomhed. Borgmesteren sluttede med en tak og et tilsagn om at leve op til de forventninger, der næres til værftet.

M.s. »Panama« ventes afleveret i april – en måned efter søsætningen af søsterskibet.

M.s. Panama  
M.t. Panama



#### Main Specifications

Length	170.69 m
Breadth	25.91 m
Draft	11.59 m
Dead weight	33,100 tons
Service speed	15.4 knots
Main engine	B & W 6K74EF, generating 12,500 BHP at 134 rev./min.

## M.t. "Panama" Launched in Nakskov

On Wednesday 8th December, 1976, Nakskov Shipyard Ltd.'s newbuilding No. 213 was launched, the vessel being the first of two 33,100 TDW product tankers which our Company has ordered from the shipyard and the first of ten vessels which at present make up the shipyard's entire programme for newbuildings.

The newbuilding was named "Panama" by Mrs. Ada Hüttemeier, wife of Mr. B. Hüttemeier, Deputy Managing Director of our Company. The launching was witnessed by representatives from our Company's Board of Directors and Management, Lloyds Register of Shipping, the Nakskov municipality, and the shipyard's Board of Directors.

During the ensuing luncheon at the Hotel Harmonien the Managing Director of the shipyard, Mr. O. Kongsted, praised the God-mother, and mentioned that one out of every four of the shipyard's 213 newbuildings has been built for EAC.

Mr. T. Wøldike Schmith, Managing Director, EAC, also thanked Mrs. Hüttemeier for the able way in which she had performed her duty and went on to state:

In addition to "Panama" our Company has a further nine vessels on order from the Nakskov Shipyard at a price of well over 1,000 million Danish Kroner. This very considerable investment is a vote of confidence in the Nakskov Shipyard, and we are quite certain that this trust will be honoured.

On a day of festivity as the one to-day it is hard to touch upon subjects such as shipping policy, weak market conditions, the crisis in the shipbuilding industry etc. I intend to avoid this and shall thus not mention the considerable difficulties which a traditional seafaring nation like Denmark is facing on account of increasing discrimination on the Seven Seas and the expansive shipping policies of countries in the Eastern Block.

Nor shall I mention that we shall probably experience a very difficult 1977 on account of receding market conditions, and it would not at all be in keeping with my declared intention if I touched upon the far too high cost level in Denmark, resulting from many years of excessive living as a consequence of which our competitive capability has suffered.

In concluding I shall entirely omit to emphasize that the only possibility which I can see for a shipyard like the Nakskov Shipyard to survive in the long run is to keep a step ahead with regard to product development, innovation, and quality, not least as compared to the cheap Far Eastern shipyards, at the same time making extreme efforts in order to keep prices down.

Mr. Wøldike Schmith congratulated Captain P. F. Hansen and Chief Engineer Lehmann Nielsen on their new command and thanked the shipyard, sub-contractors, and Lloyds Register of Shipping for their excellent co-operation.

Count Flemming (of Rosenborg, member of the shipyard's Board of Directors) recollected the delivery in 1916 of newbuilding No. 1 to Mr. H. N. Andersen (founder of our Company), and the mayor of Nakskov, Mr. Carl Emil Hansen, stated that not only is EAC's large order to the Nakskov Shipyard a plank of rescue to the shipyard but also a challenge to the shipyard and all its employees. At the same time it is a turning point for the shipyard, the town, and the province. Without EAC's substantial support there would be no future for the largest undertaking in the province. In concluding the mayor expressed his thanks to everyone concerned and promised to live up to the expectations placed in the shipyard.

Delivery of m.t. "Panama" is expected in April - one month after the launching of her sistership.

Et udsnit af gæsterne ved søsætningen af m.s. Panama.

Some of the guests witnessing the launching of m.t. Panama.

(From the left, starting at the top): Captain (retired) and Mrs. O. H. Christoffersen, Captain and Mrs. P. F. Hansen, Chief Engineer S. Lehmann Nielsen, Mr. and Mrs. S. Aa. Larsen, Mr. and Mrs. F. Hasle, Mr. and Mrs. J. Thorsen, Count Flemming of Rosenborg, Mr. and Mrs. T. W. Schmith, Mr. B. Hüttemeier, Mrs. O. Kongsted, Mrs. Valdemar Schmidt, Mr. og Mrs. Bent Andersen, Mr. and Mrs. C. Engberg, Mr. and Mrs. G. Jensen, Mr. and Mrs. B. K. Kierkegaard, Mrs. O. Kongsted, Mr. and Mrs. O. F. Andreasen, and H.E. Vice-Admiral S. S. Thorstrup.



## Terminal-indvielse i Esbjerg

Jutlandia Terminal ApS., der er et datterselskab af Allfragt a/s, København, og mæglerfirmaet A/S J. Lauritzen's Eftf., Esbjerg, indvier i denne måned sit første pakhus på Europa-kaj i Esbjerg.

Det nye pakhus er på 4180 kvadratmeter og opført af H. Hoffmann & Sønner som

hovedentreprenør. Hallen er opført af 6 meter høje betonelementer med frilagte søsten som overflade. Pakhuset har en fri højde ved væggene på 9,75 m, og arealet mellem betonelementerne og taget er beklædt med blå stålplader. Belægningsarbejdet i hallen og på de frie arealer er udført af Superfos Dammann-Luxol A/S.

### INAUGURATION OF TERMINAL IN ESBJERG

*Jutlandia Terminal ApS – a subsidiary of Allfreight Ltd. and J. Lauritzen's Successors Ltd., shipbrokers in Esbjerg – is this month inaugurating its first warehouse on the "Europakaj" in Esbjerg (the main port on the western coast of Jutland).*

*The new warehouse covers 4,180 m<sup>2</sup> and has been built by H. Hoffmann & Sons as main contractors. The hall has been constructed with six-metre high concrete units, surfaced with pebbles from the sea. The warehouse has a free clearance at the walls of 9.75 m, and the area between the concrete units and the roof is surfaced with blue steel plates. Surfacing of the floor in the hall and the carriageways in the open areas has been carried out by Superfos Dammann-Luxol Ltd.*

*Offices and recreational facilities have temporarily been housed in a wooden pavilion at the end of the warehouse and*

*can be moved if this should be found expedient at a later date.*

*Investigations in connection with securing business for Esbjerg have shown such favourable potentials that it has been decided to double the warehouse capacity. The second of the planned warehouses will accordingly cover an area of 4,000 m<sup>2</sup> and feature insulated walls and roof, thus meeting requirements of importers and exporters with regard to constant temperatures for certain commodities, such as fruit and beer etc. This warehouse, which is expected to be completed by this summer, will have a floor-to-ceiling height of 7.50 m.*

*In addition a further 5,000 m<sup>2</sup> of open space will be rented whereafter Jutlandia Terminal ApS will have altogether 21,000 m<sup>2</sup> of the filled-up area of totally 36,000 m<sup>2</sup> at its disposal.*

Kontorer og opholdsrum er foreløbig indrettet i træpavilloner, der er opsat for enden af pakhuset og kan flyttes, hvis dette senere viser sig at være hensigtsmæssigt.

Bestræbelserne for at skaffe forretning til Esbjerg har vist så gode fremtidsprospektiver, at det er besluttet at fordoble pakhuskapaciteten, og det andet af de planlagte pakhuse bliver derfor på 4000 m<sup>2</sup> – med isolerede vægge og isoleret tag, hvorved im- og eksportørers krav om konstant temperatur for visse godsarter såsom frugt og øl m. m. opfyldes.

Dette pakhus, der ventes taget i brug til sommer, får en loftshøjde på 7,50 m. Samtidig lejes yderligere 5000 m<sup>2</sup> udenomsplads, så at Jutlandia Terminal ApS kommer til at råde over ialt 21.000 m<sup>2</sup> af det opfyldte areals 36.000 m<sup>2</sup>.

### To afdelinger flyttes

Kompagniets Informationsafdeling og Det kgl. thailandske Generalkonsulat flyttede ved årsskiftet tilbage til Hovedkontoret.

### REMOVAL OF TWO DEPARTMENTS

*Our Company's Information Department and the Royal Thai Consulate General moved back to Head Office at the turn of the year.*

## 3 skibe solgt

Kompagniet har solgt tre af skibene i flåden: M.s. »Samoa« på 10.170 t.d.w., bygget hos B & W i 1953, er solgt til Sin Chiao Shipping Pte. Ltd. i Singapore for levering i denne måned.

M.s. »Ancona« på 12.969 t.d.w., leveret 1965 fra Nakskov Skibsværft, er solgt til A/S C. Clausen i København og afleveret til de nye ejere 16. december.

M.s. »Bogota«, 10.262 t.d.w., modtaget i september 1956 fra B & W, er solgt til Falcon Line Ltd. i Lagos og afleveres i denne måned.

Kompagniets flåde består herefter af 27 motorskibe, og 12 nybygninger er i ordre hos Mitsui (2 Liner Replacement) og Nakskov Skibsværft (2 product carriers, 2 containerskibe og 6 Liner Replacement).

### DISPOSAL OF 3 VESSELS

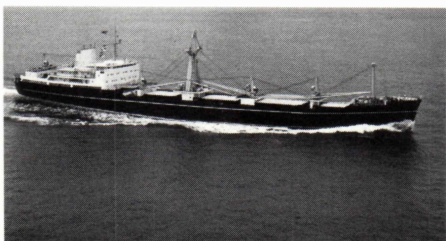
*Our Company has sold three of its vessels: M.s. Samoa of 10,170 TDW, built by the B & W Shipyard in 1953, has been sold to Sin Chiao Shipping Pte. Ltd., Singapore, for delivery during this month.*

*M.s. Ancona of 12,969 TDW, received in 1965 from the Nakskov Shipyard, has been sold to C. Clausen Ltd., Copenhagen, and was handed over to her new owners on 16th December, 1976.*

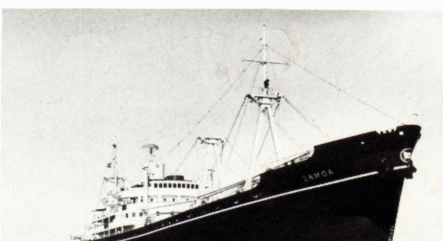
*M.s. Bogota of 10,262 TDW, delivered in September 1956 by the B & W Shipyard, has been sold to Falcon Line Ltd., Lagos, and will be handed over during this month.*

*Our Company's fleet hereafter consists of 27 motor vessels, while 12 newbuildings are on order: 2 Liner Replacements from Mitsui, 2 Product Carriers, 2 Container Vessels, and 6 Liner Replacements from the Nakskov Shipyard.*

m.s. Ancona



m.s. Samoa



m.s. Bogota





# Ambulancer til Nigeria

Den stærke motorisering, der foregår i Nigeria, omfatter også en modernisering af landets ambulancetransport, og R.T.Briscoe (Nigeria) Ltd. har bestilt 45 ambulancer og sygevoogne fra Volvo. Begge vogntyper er baseret på Volvo 245 Station Wagon, men har større akselafstand og løftet tag, så at patientrummet er 253 cm langt med en lofts-højde på 130 cm. Billedet viser nogle af de nye, nigerianske køretøjer.



## AMBULANCES FOR NIGERIA

*The increasing motorization taking place in Nigeria also involves modernization of the country's hospital transport services, and R.T.Briscoe (Nigeria) Ltd. has ordered 45 ambulances and hospital transport vehicles from VOLVO. Both types of vehicles are based on the VOLVO 245 Station Wagon, but have a longer wheel base and a lifted roofline, giving the patient area a length of 253 cm and a head height of 130 cm. The picture shows some of the new vehicles for Nigeria.*

## Ny EAC-struktur i Malaysia

Kompagniet, der ejer 60 pct. af aktierne i East Asiatic Rubber Estates i Malaysia, tilbyder – under forudsætning af de implicerede myndigheders godkendelse – de øvrige aktionærer i EARE at overtage deres 40 pct. andel af aktierne til en favørkurs. Denne svarer til ca. det dobbelte af børskursen umiddelbart før offentliggørelsen af dette såkaldte take-over bid.

Baggrunden for tilbuddet er et ønske i Kompagniets ledelse om at samle alle aktiviteterne i Malaysia, bortset fra shipping, Carlsberg bryggeriet og gummifodtøjsfabrikken i Penang, i et selskab, som får navnet The East Asiatic Company Ltd. (Malaysia) Berhad. Dette nye selskab, som vil råde over aktiver på omkring kr. 250 mill., når hele fusionen er gennemført, vil danne basis for en senere emission af aktier til den malaysiske offentlighed.

Kompagniet ønsker herved at samarbejde med den ny økonomiske politik, som den malaysiske regering har formuleret, og som tilsigter, at malaysiske statsborgere opnår en stigende andel i landets økonomiske vækst og virke.

## NEW EAC STRUCTURE IN MALAYSIA

*Our Company which holds 60% of the shares in East Asiatic Rubber Estates Ltd. in Malaysia will, subject to approval by the competent authorities, offer the remaining shareholders of EARE to take over their shares at a special rate, corresponding to about twice the rate quoted on the stock exchange immediately prior to publication of the so-called take-over bid.*

*This offer is motivated by a desire on the part of our Company's management to concentrate all activities in Malaysia – with the exception of Shipping, the Carlsberg brewery, and the rubber foot wear factory in Penang – in a single company to be named The East Asiatic Company Ltd. (Malaysia) Berhad. This new company will upon completion of the amalgamation have assets totalling about 250 million Danish Kroner at its disposal and will form the basis for a subsequent share issue for subscription by the Malaysian public.*

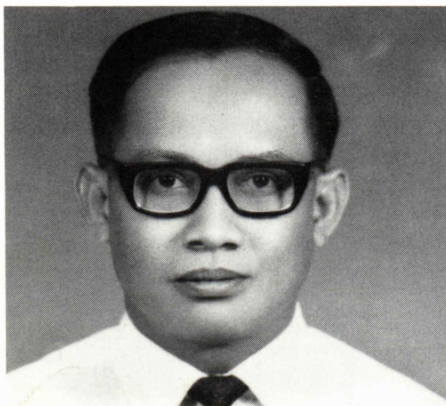
*In this way our Company wishes to co-operate with the new economical policy which the Malaysian Government has formulated, aiming at giving Malaysian citizens an increasing share in the economic growth and activities of the country.*

## Malaj på EARE's bestyrelse

Bestyrelserne for East Asiatic Rubber Estates Ltd. og Teluk Merbau Plantations Ltd. har suppleret sig med Tan Sri Datuk Hamzah Sendut, der således er den første malaysiske statsborger på bestyrelserne af de to selskaber.

Tan Sri Hamzah, der indtil for nylig var leder af University of Science, Penang, er også for nylig blevet medlem af bestyrelsen for Carlsberg Brewery Malaysia Berhad. Han fylder 50 år i marts.

Tan Sri Datuk Hamzah Sendut



## MALAYSIAN JOINS EARE BOARD

*The Boards of Directors of East Asiatic Rubber Estates Ltd. and Teluk Merbau Plantations Ltd., Malaysia, have appointed Tan Sri Datuk Hamzah Sendut a member of the boards. He thus becomes the first Malaysian to act on the board of these two companies.*

*Tan Sri Hamzah, who until recently was vice-chancellor of the University of Science in Penang, has also recently joined the board of Carlsberg Brewery Malaysia Berhad. He will be 50 in March.*

# ØK genåbner ruten

Kompagniet har besluttet at genoptage sejladsen mellem Nordamerika og Det fjerne Østen. Der bliver tale om at betjene havne i Vestcanada, på den nordvestlige del af USA's Stillehavskyst, i Californien og i Det fjerne Østen.

Sejladsen indledes i løbet af første halvdel af 1977, og der vil blive indsat skibe af den af Kompagniet udviklede såkaldte liner replacement type, hvoraf to er i ordre hos Mitsui Shipbuilding & Engineering Co., Ltd., Tokyo, og seks hos Nakskov Skibsværft. Denne skibstype vil være velegnet til transport af såvel containere som almindeligt stykgods og semibulk- og bulkklaster.

Fra vestkysten af Nordamerika indledes der med 2 afsejlinger om måneden. Under forudsætning af godkendelse af den kompetente amerikanske myndighed, Federal Maritime Commission, er det hensigten at koordinere Kompagniets afsejlinger fra Det fjerne Østen med de afsejlinger, som allerede opretholdes af Barber Blue Sea Line. På dette grundlag bliver der tale om sammenlagt tre månedlige afsejlinger til vestkysten af Nordamerika.

## Stillehavsruten blev åbnet for 45 år siden

Transpacific-trafikken genoptages 45 år efter Kompagniets åbning af ruter over Stillehavet, idet ØK allerede i 1932 etablerede en rute fra vestkysten af USA og Canada til Shanghai og Hong Kong.

Der findes ikke meget i arkiverne om stillehavstrafikken dengang, da de fleste dokumenter gik tabt ved Hovedkontorets ødelæggelse ved schalburgtagen i 1943. Men årsberetningen for 1932 oplyser, at Kompagniets flåde i det år indsejlede et overskud på 3,3 mill. kr. på de forskellige ruter, og at Kompagniet gennem hele året opretholdt dets eksisterende, regelmæssige ruter og dertil etablerede

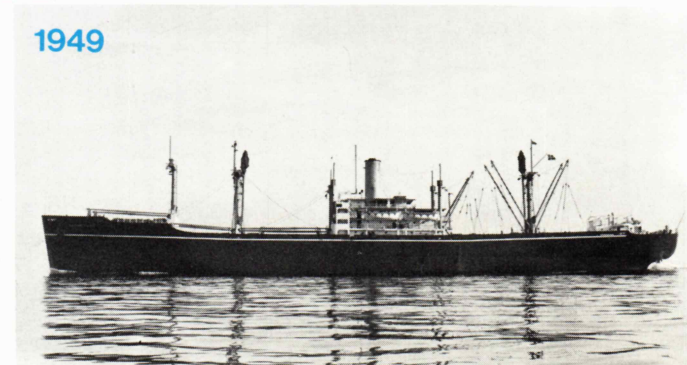
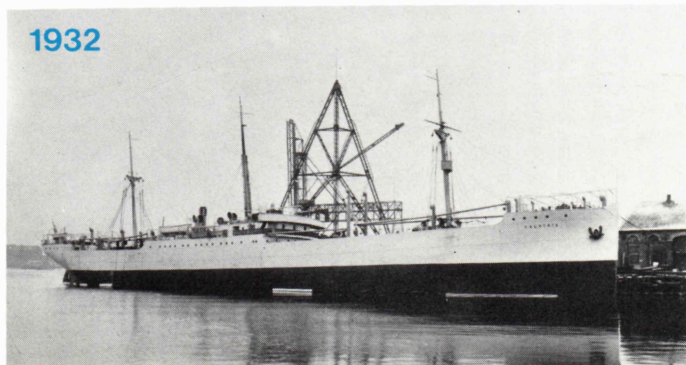
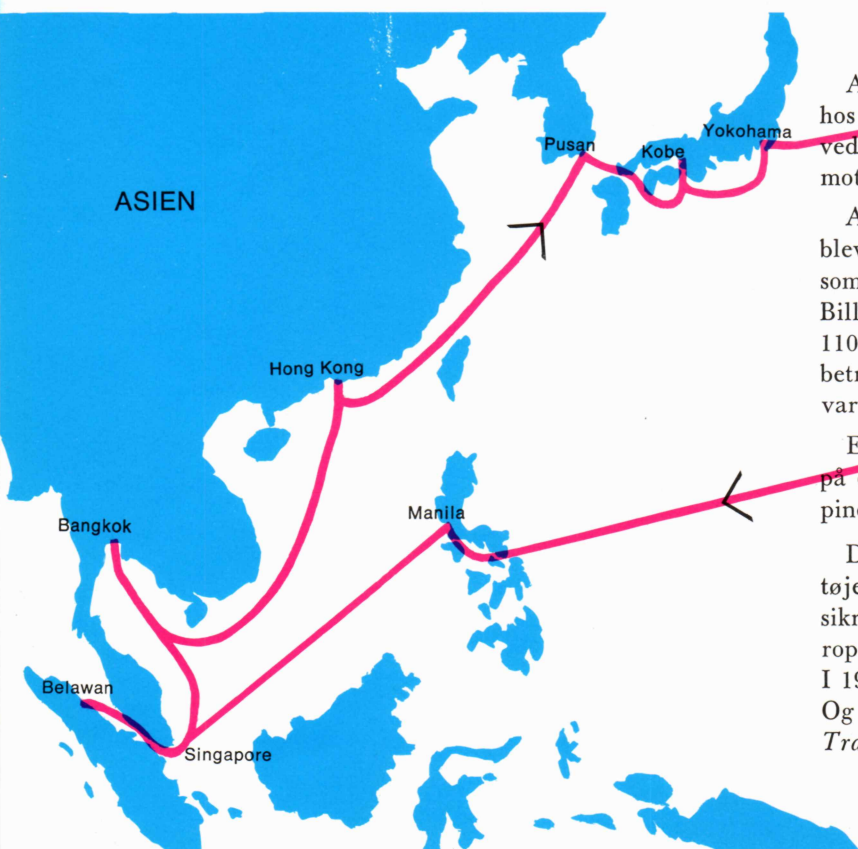
” en ny rute mellem Nord Pacific og Kina, som betjenes af motorskibene *Selandia*, *Jutlandia* og *Falstria*, der hidtil har sejlet på Bangkok ruten, men ved indsætning af nye og hurtigere skibe i denne fart er blevet disponible for dette formål. Herved er der dannet et forbindelsesled mellem Kompagniets hovedruter henholdsvis mellem Europa og Nord Pacifickysten og Europa og Det fjerne Østen.”

Af de tre skibe var *Selandia* og *Jutlandia* bygget i 1912 hos B & W, og det førstnævnte skib skrev skibsfartshistorie ved at være verdens første oceangående fartøj med dieselmotor, mens *Falstria* leveredes tre år senere.

Alle tre var kombinerede fragt- og passagerskibe, og de blev nu ombygget for at kunne tage så mange passagerer som muligt og bringe billetprisen ned på et absolut minimum. Biletprisen fra San Francisco til Shanghai sattes så lavt som 110 dollars, og det var selv efter datidens forhold billigt i betragtning af, at sejlturen tog 30 dage, og at forplejningen var inkluderet.

Efter den anden verdenskrig indsattes tre Victory-skibe på en rute fra Pacifickysten til Japan, Hong Kong og Filipinerne.

Det var *Nicobar*, *Serampore* og *Tranquebar*, store fartøjer, som seriebyggedes under krigen med henblik på at sikre de Allieredes forsyninger til krigsskuepladserne i Europa og Asien, og skibene var hurtige efter datidens forhold. I 1954 besluttedes det dog at indstille trafikken indtil videre. Og allerede samme år solgtes *Nicobar* og *Serampore*, mens *Tranquebar* afhændedes i det følgende år.



# over Stillehavet

## EAC resumes Pacific service and introduces new type of vessel

Our Company has decided to resume a service between North America and the Far East. Ports in western Canada, the north-western part of the U.S. Pacific Coast, California, and the Far East will be served.

The service will commence during the first half of 1977 and vessels of the so-called liner replacement type, developed by our Company, will be employed. Two of these vessels have been ordered from Mitsui Shipbuilding and Engineering Co., Ltd., Tokyo, and six from the Naksov Shipyard. This type of vessel is suitable for transport of containers as well as general cargo and semi-bulk/bulk cargoes.

The service from the west coast of North America will begin with two monthly sailings. Subject to approval by the competent U.S. authorities, Federal Maritime Commission, it is intended to co-ordinate our Company's sailings from the Far East with those already maintained by Barber Blue Sea Line. On this basis three monthly sailings to the west coast of North America will be involved.

sible and thus ensuring an absolute minimum fare. A ticket from San Francisco to Shanghai cost as little as 110.00 U.S.Dollars, and this was cheap even by the standards of those days, taking into consideration that a voyage lasted 30 days and that the fare included meals.

### Transpacific service inaugurated 45 years ago

The transpacific service is now being resumed, 45 years after the inauguration of our Company's first service across the Pacific. EAC already in 1932 established a service from the West Coast of the U.S. and Canada to Shanghai and Hong Kong.

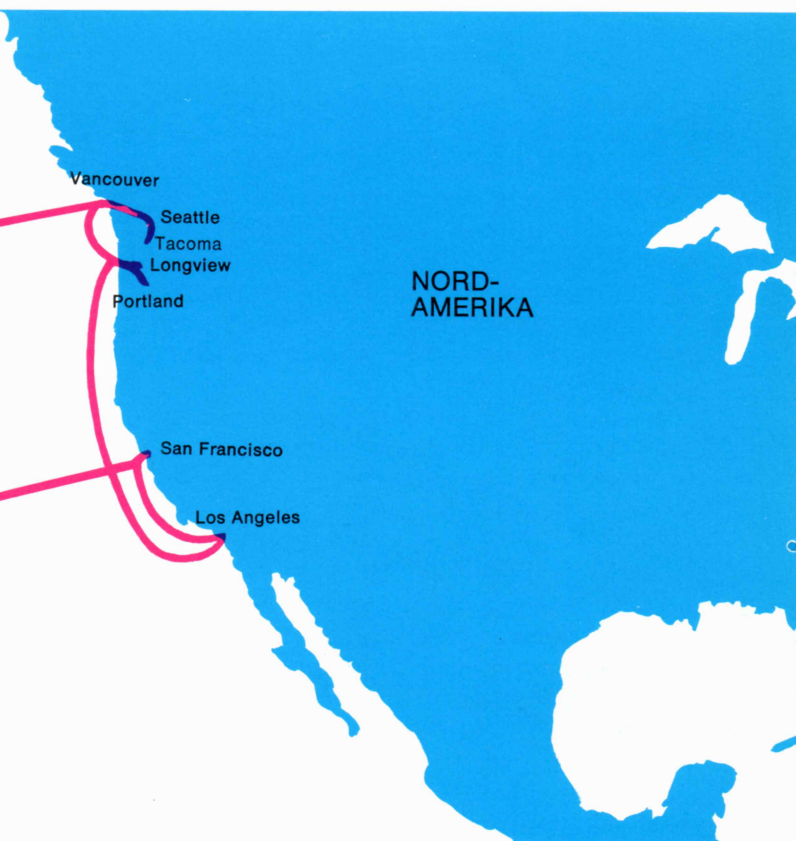
Very little is left in our archives about the transpacific service of that time, as most of the documents were lost during the sabotage which destroyed our Head Office in 1943. The annual report for 1932 states that the various services of the Company's fleet earned a profit of 3,3 million Danish Kroner, and that our Company throughout the year had maintained its existing regular services in addition to which it had established

“ a new service between the North Pacific and China, which is served by the motor ships Selandia, Jutlandia, and Falstria which have hitherto been plying between Europe and Bangkok, new and faster vessels having been made available for the Bangkok run. A link has thus been established with the Company's main services between Europe and the North Pacific and Europe and the Far East. ”

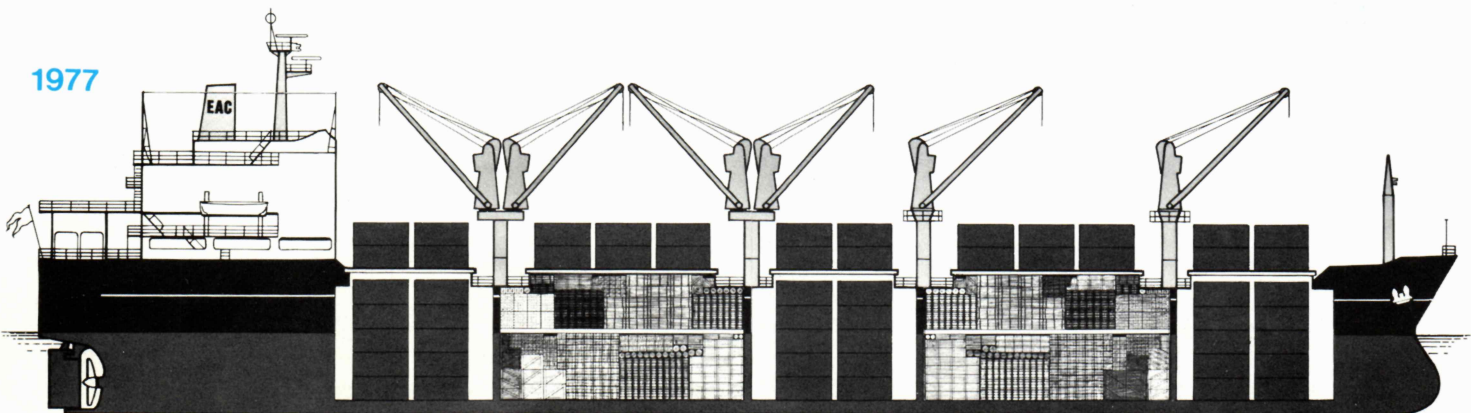
Selandia and Jutlandia were both built in 1912 at the B & W Shipyard – the former making shipping history as the world's first ocean-going diesel-powered vessel – while Falstria was delivered three years later.

All three vessels were combined cargo and passenger liners and they were rebuilt so as to accommodate as many passengers as pos-

After the end of World War II, our Company resumed a service from the Pacific Coast of America to Japan, Hong Kong, and the Philippines, employing three freighters: Nicobar, Serampore, and Tranquebar. All three of them were large vessels of the so-called "Victory" type which were mass produced during the war with a view to securing supplies for the Allies in the European and Asian theatres of war, and by the standards of that time the vessels were fast. In 1954 it was decided to suspend the service until further. During the very same year Nicobar and Serampore were sold while Tranquebar was disposed of the following year.



1977





# Nyt projekt i Australien

Plumrose (Australia) Ltd. i Melbourne har startet et projekt til ca. 20 mill. kr. Projektet omfatter bygning af en ny fabrik for tomatprodukter og pickles i Echuca, der ligger ca. 200 km nord for Melbourne i et udpræget landbrugsområde, på grænsen mellem staterne Victoria og New South Wales.

Når den nye fabrik er etableret om ca. 1 år, er det hensigten at flytte hele produktionen af tomatprodukter og pickles dertil fra den eksisterende Plumrosefabrik i Moorabbin i Melbourne. Denne fabrik vil derefter koncentrere sig om produktion af kødkonserver, færdige middagsretter samt andre kødprodukter.

Varegruppen tomatprodukter er den største og vigtigste produktgruppe hos Plumrose i Australien. Tomatproduktionen sælges under varemærket »LEGGO's«, som er markedsfører på det betydelige hjemmemarked i Australien for denne kategori af produkter.

I 1976 forarbejdedes på fabrikken i Moorabbin ikke mindre end 16.000 tons tomater, hvormed den eksisterende produktionskapacitet blev fuldt udnyttet.

De mange tomater dyrkes hovedsagelig på arealer 2-300 km nord for Melbourne i det landbrugsområde, hvor Echuca er beliggende. Hidtil er der i højsæsonen ankommet op til 30 lastvognstog om dagen til fabrikken i Melbourne. Dette har medført miljøproblemer i betydeligt omfang, som nu løses ved etablering af den nye fabrik.

Denne bygges på et 42 ha stort areal, som Plumrose erhvervede i Echuca Industrial Estate for et par år siden. Den nye fabrik vil dække et areal på 3700 m<sup>2</sup>, og den får en produktionskapacitet på 27.000 tons om året - svarende til ca. 5000 tons færdigvarer.

## New project in Australia

*Plumrose (Australia) Ltd., Melbourne, has commenced a project costing appr. 20 million Danish Kroner, comprising the building of a new factory for processing tomato products and pickles in Echuca, situated some 200 km north of Melbourne in a typical agricultural area on the border between the states of Victoria and New South Wales.*

*When the new factory is completed in about a year's time, it is intended to move the entire production of tomato products and pickles to the new factory from the existing one at Moorabbin in Melbourne. The latter will then concentrate on processing canned meat, ready-made meals, and other meat products.*

*Tomato products belong to the largest and most important group of products, processed by Plumrose in Australia. The tomato products are marketed under the trade name of "LEGGO's", which is the leading brand for this type of product in the sizeable Australian home market.*

*During 1976 the factory at Moorabbin processed no less than 16,000 tons of tomatoes, thus utilizing the entire existing production capacity.*

*This large amount of tomatoes is mainly grown 2-300 km north of Melbourne in the agricultural area where Echuca is located. During the season up to 30 lorry loads a day have been received at the Melbourne factory, creating considerable problems of an environmental nature which are now being solved by the establishment of the new factory.*

*The factory is being built on a 42 ha plot of land which Plumrose acquired in the Echuca Industrial Estate a couple of years ago. It will cover an area of 3,700 m<sup>2</sup> and have an annual production capacity of 27,000 tons - corresponding to roughly 5,000 tons of finished products.*

## GÆSTEBØGEN

THE VISITORS' BOOK

Ambassador K. B. Raavad, Kuala Lumpur.  
Ambassador Pierre Pelen, French Embassy, Copenhagen

Mr. Sanford C. Miller, Attorney-at-Law, Haight, Gardner, Poor and Havens, New York

Dr. George J. Feeney, Vice President and General Manager of the Information Services Business Division, General Electric Company

Mr. Raymond W. Marshall, General Manager, Information Services System and Technology Department, General Electric Company

Mr. Paul R. Leadley, General Manager, Information Services International Department, General Electric Company

Mr. Gerhard O. Mueller, Manager - European Operation, General Electric Company

Ambassador Jacob Willies, Embassy of Liberia, Stockholm  
Generalkonsul Harald Nissen, Det liberianske Generalkonsulat, København  
Ministerråd P. B. Søndergaard, London

Mr. D. C. Morrison, Executive Vice President, Canada Development Corporation, Toronto

Mr. W. W. Archibald, Overseas Manager, Guardian Royal Exchange Assurance Ltd., London

Mr. Peter Dugdale, Overseas General Manager, Guardian Royal Exchange Assurance Ltd., London

Ambassador Per S. Groot, D.D.R.  
Ambassador Henning Halck, Lagos

Ambassador A. M. Warburton, British Embassy, Copenhagen  
Sir Andrew Stark, former British Ambassador to Denmark

Mr. H. L. M. Peirse, Managing Director, New Zealand Wool Marketing Corp., Wellington

Mr. David Young, Shipping Manager, New Zealand Wool Marketing Corp., Wellington

# Udsendelse til filialtjeneste

Kompagniets femogtyvende dagkursus i driftsøkonomi, nationaløkonomi og jura afsluttedes med eksamen i dagene 6.-15. december 1976.

Seminaropgaverne omhandlede bl. a. følgende emner:

- Nyere samarbejdsformer inden for dansk industri.
- Oliepriskartellets betydning for de økonomiske forbindelser mellem Danmark og Det nære Østen.
- Opbygning af en salgsorganisation på det danske mærkevaremarked.
- Offentlig støtte til finansiering af erhvervsvirksomhed. Beskrivelse og vurdering.
- Container Service. En beskrivelse af containertrafikkens struktur og den økonomiske betydning for rederierne.

## Service Abroad

*Our Company's 25th day-course in business economics, political economy, and law finished with examinations between 6th and 15th December, 1976. The seminar papers dealt with i.a. the following subjects:*

- *New ways of co-operation within Danish industry.*
- *The influence of OPEC on the economic relations between Denmark and the Middle East.*
- *The structure of a salesorganization in the Danish branded goods market.*
- *Government subsidies for the financing of Trade and Industry. Description and valuation.*
- *Container service. A review of the structure of container traffic and the economic consequences to shipowners.*

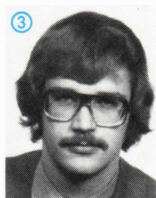
## Skibs afdelingen Shipping Department



1 Peer Viby Nielsen  
Hong Kong



2 Peter Jarnes  
Paris



3 Soren Tougaard  
Bangkok



4 Per Dynes Jorgensen  
Durban

## Træ afdelingen Wood Department



5 Jens Nevermann Hansen  
Timberlane, Houston



6 Knud K. Christensen  
London



7 Soren Ostergaard  
Madrid



8 Michael Rose  
Newport News

## Eksport afdelingen Export Department



9 Johannes Lund Larsen  
Johannesburg



10 Hans Henrik Lausen  
Genoa



11 Nis Peter Jollmann  
Paris (Bogholderiet)



12 Niels Morten Winther  
Heidelberg Eastern, N.Y.

## Hoved bogholderiet Accounts Department



13 Torben Rasmussen  
EAC, Monrovia



14 Johan Selvejer  
Heidelberg Eastern, N.Y.



15 Lasse Tvener  
Tokyo

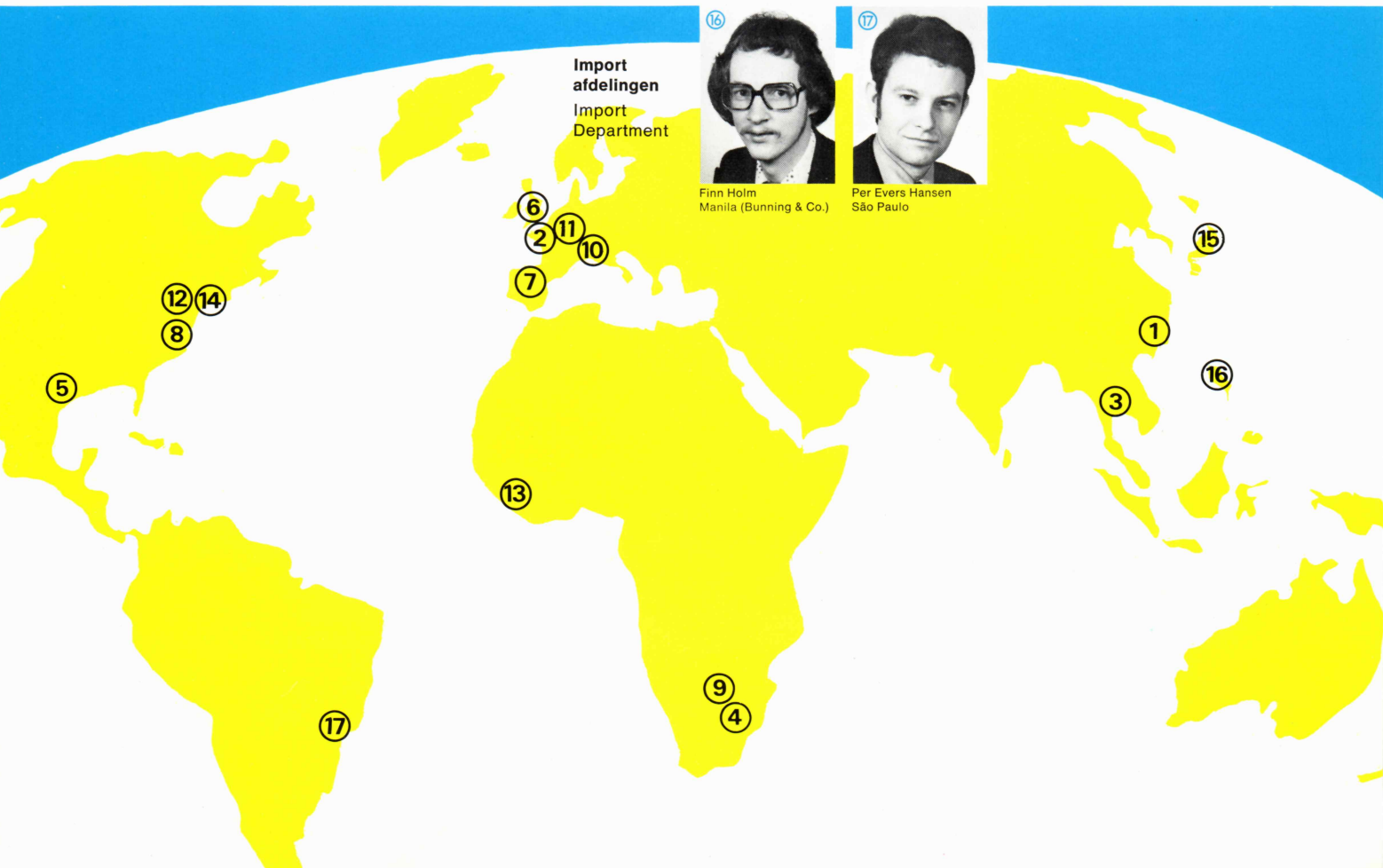
## Import afdelingen Import Department



16 Finn Holm  
Manila (Bunning & Co.)



17 Per Evers Hansen  
São Paulo



## Pensioneret . Retired

Direktør K. W. Knudsen, A/S Bloch & Behrens af 1970. 1.1.1977.

Hovedkasserer L. Heyde Petersen, 1.1.1977.

## Mærkedage . Red letter days

80 år

Kaptajn Helge Olsen, Kirkestien 7, 4535 Vallekilde. 5.3.1977.

65 år

Kontorchef Peder Madsen, Importafdelingen. 16.2.1977.

50 år

Direktør Flemming Moerner, Dansk Sojakagefabrik A/S. 16.2.1977.  
Maskinchef J. A. C. Jensen. 18.2.1977.  
Fuldmægtig Sv. Aa. Bugge, Skibsafdelingen. 1.3.1977.

## Udnævnelser . Appointments

Kontorchef O. Hay Simonsen, Kildeskatteafdelingen, til hovedkasserer.

Overstyrmand Bent Øgaard Pedersen, til fungerende kaptajn, med tjeneste i m.s. *Boma*.

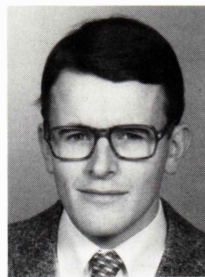
1. styrmand Peter T. Blum, til overstyrmand, med tjeneste i m.s. *Ileoluji*.

1. maskinmester O. Chr. Koustrup, til fungerende maskinchef, med tjeneste i m.s. *Azuma*.

Christian Lund, der blev ansat i Juridisk Afdeling i december 1973, har fra

Justitsministeriet modtaget beskikkelse som advokat.

Christian Lund er 31 år.



## Fuldmagter – Powers of Attorney

Fuldmægtig Ebbe Jæchel, Skibsafdelingen  
Inspektør Regnar L. Petersen, Skibsafdelingen.

Fuldmægtig Aase Lind Hansen, Hovedbogholderiet.

Fuldmægtig Hubert Jensen, Personalekontoret.

## Begrænset fuldmagt udstedt til:

Jens Ole Hammerstrøm, Skibsafdelingen.

Kaptajn Bent V. Larsen, Skibsafdelingen.

Hovmester R. C. G. Schmidt, Skibsafdelingen.

Preben Larsen, Skibsafdelingen.

## Filialforflytninger . Transfers

Lars Busk, Paris, til Bujumbura.

Roman B. Kolodziej, Accra, til Vancouver.

Børge Fogh, Abidjan, til Hong Kong.

Viggo Gudiksen, Abidjan, til Assael, Paris.

Ebbe Klejs Bahnsen, Accra, til Tehran.

Erik Svane-Knudsen, Madrid, til Vancouver.

## Udsendelse til filialtjeneste

Per Jensen, Ekspartafdelingen, til São Paulo.

## Forflytninger til Hovedkontoret

Transfers to Head Office

Verner Johansson, San Francisco, til Skibsafdelingen.

Flemming Rasmussen, Auckland, til Træafdelingen.

Erik Vinther Jensen, Vancouver, til Inter-Office.

## Diverse

Leif Rasmussen, Bangkok, afløser i Seoul i april/maj 1977 under Knud Erik Pedersens hjemmeferie.

Filialbestyrer Ole Erichsen, Accra, forflyttes til Melbourne som afløser for filialbestyrer Per Ryding, som overflyttes til Hovedkontorets Sekretariat.

## Ankommet på hjemmeferie

On Home Leave

Viggo Gudiksen, Bujumbura

Børge Fogh, Elfenbenskysten

Arne S. Ladegaard, Monrovia

Stig Birch Poulsen, New York

## Dødsfald . Obituaries

Pensioneret prokurist Povli Harry Charles Poulsen afgik ved døden den 15. december 1976 i en alder af næsten 81 år.

Prokurist P. H. Poulsen blev ansat i Kompagniet som elev den 20. september 1915 i Skibsafdelingen og gjorde bl. a. tjeneste i Baltisk Amerika Linien indtil 1929. Var i tiden 1930–32 stationeret i Gdynia hos Gdynia-Amerika Linien og i Warszawa i tiden 1932–35, ligeledes for Gdynia-Amerika Linien.

Prokurist P. H. Poulsen blev i 1935 overflyttet til Hovedkontorets Skibsafdeling,

hvor han blev udnævnt til prokurist den 1. januar 1951. Han blev pensioneret den 1. april 1962.

Marius Valdemar Højtved Pedersen afgik ved døden den 17. december 1976 i en alder af 80 år.

Marius Valdemar Højtved Pedersen blev ansat i Kompagniet i august 1938 og gjorde i hele sin ansættelsesperiode indtil pensioneringen den 1. december 1960 tjeneste i Brasilien.

## Kvindelige skibsofficerer

Kompagniet har antaget sine første kvindelige maskinaspiranter. De to unge piger, der i december 1976 afsluttede søfartens grunduddannelse på Svendborg Søfartsskole med flidspræmier, er nu ude at sejle for at »vænne sig til søen« og skal til august fortsætte deres uddannelse som maskinaspiranter i Nakskov.

Dette oplyser inspektør Sv. Jagd ved årsafslutningen på Nakskov Maskinistskole, hvor 31 ØK maskinmester-aspiranter afsluttede uddannelsen i land med maskinisteksamen og et særdeles fint resultat: 9 af de 31 fik over 10 i gennemsnit i de 5 fag, hvilket tidligere kaldtes udmærkelse, og gennemsnitskarakteren for hele holdet blev 9,11.

Kompagniets første kvindelige styrmand er også på vej, hun blev antaget i april 1973 og læser for tiden til styrmand på Marstal Navigationskole. Endelig udgør 20 kvindelige telegrafister næsten halvdelen af Kompagniets samlede stab af søfarende telegrafister.

Pigerne er nu for alvor ved at gøre sig gældende, også i det tidligere rent maskuline job som skibsofficerer.

## FEMALE SHIP'S OFFICERS

*Our Company has engaged its first female engineer cadets. The two young girls – who in December 1976 completed their basic maritime training at the Maritime School in Svendborg, where they were awarded prizes for general proficiency – are now sailing in order to "get accustomed to the sea". In August they will continue their training as engineer cadets in Nakskov.*

*This was stated by Mr. Sv. Jagd, inspector in charge of our Company's maritime training, at the end-of-year celebration of the Engineering School in Nakskov, where 31 EAC cadets terminated their on land training with exceptionally fine results. At the final examinations for an engineer's certificate, involving 5 subjects, 9 of the 31 cadets averaged more than 10 points, which used to be termed "first class with distinction". Average marks for the entire class came to 9.11 points.*

*Our Company's first female deck officer is also on the way. She joined our Company in April 1973 and is at present studying for a mate's certificate at the Navigation College in Marstal.*

*20 female wireless operators, furthermore, constitute almost half of our Company's seafaring wireless operators.*

*Girls are now really asserting themselves, also in what was formerly considered purely masculine jobs as for instance ship's officers.*

## Badminton

Badmintonafdelingen startede det nye år med træning søndag den 2. januar med pæn tilslutning af spillere, der ønskede at få rørt sig ovenpå julen og nytåret. Første gang vort hold skal spille bliver den 11.1. mod Handelsbankens Idrætsforening, som vi har en god chance for at slå, vi håber det bedste.

Der er en del spillere blevet tilmeldt KFIU's Unionsmesterskaber, som afvikles i slutningen af januar.

Det kan oplyses, at vore klubmesterskaber i år vil blive spillet omkring februar/marts. Oplysninger hos Christian E. Lund, 11 83 00 lokal 427.

### Badmintonranglisten december 1976:

1. Torben Rasmussen
2. Tom Linnert
3. Peter Lindholm
4. Claus Meulengracht
5. Flemming Rasmussen
6. Henrik Milling
7. Jens Bursche
8. Bertil Andersson
9. Nils D. Jacobsen
10. Chr. E. Lund

## Fodbold

ØKB havde et hold med i KFIU's inden-dørsstævne, der strakte sig over 4 week-ender. Efter mange spændende kvalifikationskampe spillede vi os frem til kvart-finalerne, hvor vi blev slået ud af stævnet.

Der er stadig mangel på fodboldspillere fredag morgen, vi kunne godt bruge et par mand mere til turneringens start i april måned. Træning hver fredag fra kl. 7-8 i Idrætshuset. Henvendelse Henrik Nissen, 11 83 00 lok. 338.

## Håndbold

Med tre kampe tilbage er håndboldturneringen 1976-77 ved at nå sin afslutning, og det må i denne forbindelse nævnes, at det desværre ikke har været nogen god sæson for håndboldafdelingen.

Hovedårsagen til dette er en stor afgang af vore bedste håndboldspillere, og vi har da været nødt til at opbygge et nyt hold, hvilket har skabt nogen usikkerhed i vore turneringskampe.

Den 19.12-76 spillede vi vor sidste kamp i 1976 og mødte Frederiksberg Kommunale Sportsklub, men måtte se et nederlag på 13-19.

Vi håber dog at kunne redde nogle point i land i de kommende kampe og derved forblive i 3. division.

ØKB's kampe for sæsonen 1976-77 er som følger:

3 M - ØKB	8-17
ØKB - BALTICA	12-13
MÆRSK - ØKB	10-10
ØKB - BIK	9-15
NIK - ØKB	16-15
ØKB - DRFB 2	7-12
RIF 2 - ØKB	18-14
ØKB - FKS	13-19
TIK - ØKB	-
ØKB - GULF	-
ALI - ØKB	-

## Roning

ØKR er andet end roning og bådaflibning, der bliver også holdt en fest i ny og næ. Vi havde julefest, hvor der blev serveret varm gløgg og æbleskiver.

Mellem vore fester skal vi her i vinterhalvåret have gjort bådene i stand. Dette foregår hver lørdag over middag, hvor vi mødes i Roklubben for at gøre bådene klar til næste sæson, alt imens der bliver tid til et hyggeligt samvær.

Vi gør opmærksom på, at såvel Old-boys holdet som nye medlemmer også er meget velkomne.

## Tennis

Resultater af udfordringskampe i december måned:

Mogens Holmen Nielsen - Odd Svennevig  
3-6, 7-6, 6-1

Mogens Holmen Nielsen - Jørgen Brahtz  
6-2, 6-1

### De første 5 på tennistranglisten december 1976:

- Herrer:
1. Henrik Pilgaard
  2. Mogens Holmen Nielsen
  3. J. U. Haxthausen
  4. Ib Gade-Gerst
  5. Jørgen Brahtz

- Damer:
1. Hanna Hansen
  2. Lise Behrend
  3. Marianne Hansen
  4. Bodil Brøgger
  5. Marianne Frandsen

## Atletik

Søndag den 12. december afholdtes årets sidste gangtur i Dyrehaven. Fra Peter Liep's hus som traditionelt samlingssted, drog en snes deltagere afsted på den ca. 8 km lange tur i det smukke og afvekslende terræn gennem Ulvedalene til Eremitage Slottet for sluttelig at mødes i det gamle skovhus.

Ovenpå denne friske tur hyggede vi os over et glas gløgg og et par æbleskiver.

## Bordtennis

Vi deltog i L.T.F.U.'s stævne i Lyngbyhallen og opnåede en række gode resultater, hvor især Annelise Jensen's 1. plads i Dame B-double sammen med Sandra Sørensen, Novo, og Flemming Jensen's 4. plads i Herre C-single skal nævnes.

Ved K.F.I.U.'s 50-års jubilæumsstævne i Brøndby-hallen gjorde vore spillere sig påny fordelagtigt bemærket. I Dame-A double vandt Anne-Lise Hansen sammen med Berit Leth, PFAI, og i Mixed-Double B blev Anne-Lise Hansen og Erik Hansen nr. 2. Af andre gode resultater kan nævnes Flemming Jensen og Erik Hansen's 3. plads i Herre C-double.

I holdturneringen inden for K.F.I.U., hvor vi deltager med 2 herrehold, har vi, efter at den første tredjedel af turneringen er spillet, opnået følgende resultater:

2. Division: ØKB I - BEL.IF. I .... 7-3  
ØKB I - FKS I ..... 8-2  
ØKB I - DRI II ..... 6-4
3. Division: ØKB II - IBM 5 ..... 7-3  
ØKB II - NOVO 3 .... 4-6

Finalisterne ved den årlige EAC tennisturnering i Jakarta.

*The finalists at the annual EAC Tennis Tournament in Jakarta.*

