



ØK BLADET



Ny 2-hjulet indsats i Malaysia

En Kawasaki (model KE125) for fuldt drøn i Malaysia, hvor Kompagniets datterselskab er gået ind i salget af den kendte, japanske motorcykel. Se artiklen side 3.

New two-wheeled drive in Malaysia

A Kawasaki KE125 at full blast in Malaysia, where EAC's subsidiary is selling the well-known Japanese motor cycle. Cf. article on page 3.

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ØK BLADET udsendes fra nu af hvert kvartal – med flere sider og farvefotos og med vægten lagt på udadvendt stof. Internt stof såsom personale- og sportsnyt bringes i fremtiden i nyt, månedligt personaleblad: ØK NYT/EAC NEWS.

EAC NEWS – now renamed EAC MAGAZINE – will as from this issue be published quarterly, containing more pages and colour photos and with stress laid on extrovert subjects. Internal subjects, including personnel and sports news, will in future be published in a new, monthly house organ: ØK NYT/EAC NEWS.



Danmarks Regentpar åbner nyt bryggeri

Det danske regentpar – H.M. Dronning Margrethe II og H.K.M. Prins Henrik – forbereder en ny, stor Østen-rejse, der indledes med officielt statsbesøg i Japan 22.–25. april.

Under besøget i Japan åbner Dronningen danske udstillinger af bl.a. fødevarer og dansk kunsthåndværk, og Prinsen deltag i et stort symposium om miljø og naturfredning. Endvidere besøges den danske sømandskirke i Yokohama.

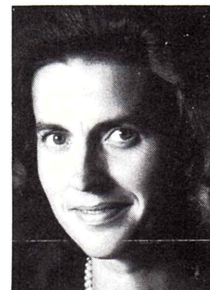
Fra Tokyo flyver Regentparret til Hong Kong 26. april for at foretage den officielle åbning af det nye, store Carlsberg-bryggeri, som er opført af Kompagniet og De Forenede Bryggerier i København. Og derfra fortsætter rejsen den 30. april til

Bangkok, hvor det danske regentpar aflægger et privatbesøg hos Thailands kongepar.

Når dette besøg slutter den 3. maj, tager Regentparret ophold på den danske ambassade i Bangkok, hvorfra hjemflyvningen til Danmark indledes tirsdag den 5. maj.

I Regentparrets følge vil være en ny hofdame, fru Anita van Hauen, der er tidligere medarbejder i Kompagniet. Fru van Hauen, der tiltrådte stillingen som hofdame den 1. januar, var i 1957 knyttet til Kompagniets kontor i Paris og siden til Københavns Turistforening. Hun har siden 1960 været gift med den kendte, københavnske bagermester Uggi van Hauen, der i mange år har hørt til Dronningens nærmeste vennekreds.

Anita van Hauen var kun knyttet til ØK i et års tid, men betegner det som en vældig interessant og lærerig, men samtidig meget fornøjelig tid.



Denmark's Royal Couple to open new Brewery

The Danish Royal Couple, – H.M. Queen Margrethe II and H.R.H. Prince Henrik – are making preparations for another extensive journey to the Far East which commences with an official visit to Japan from 22nd to 25th April.

During the visit to Japan the Queen will be inaugurating Danish exhibitions comprising, amongst others, provisions and Danish handicraft products, while Prince Henrik will be attending a symposium on environment and nature conservation. A visit will, furthermore, be paid to the Danish seamen's church in Yokohama.

On 26th April the Royal Couple will leave Tokyo for Hong Kong in order to perform the official opening of the new large CARLSBERG brewery which has been built by our Company and The United Breweries, Copenhagen. The journey continues to Bangkok on 30th April where the Royal Couple will be paying a private visit to Their Majesties the King and Queen of Thailand.

This visit ends on 3rd May whereafter the Royal Couple takes up residence at the Danish Embassy in Bangkok until the return journey to Denmark on 5th May.

The Royal Couple's retinue includes a new lady-in-waiting, Mrs. Anita van Hauen, who was once an employee of our Company. Mrs. van Hauen was appointed a lady-in-waiting on 1st January and was in 1957 attached to our Company's Paris office and later on to the Tourist Association of Copenhagen. Since 1960 she has been married to the well-known Copenhagen master baker, Uggi van Hauen who for years has belonged to the Queen's closest circle of friends.

Anita van Hauen was only attached to EAC for about a year but considers it a very interesting and instructive time, besides being very pleasant.

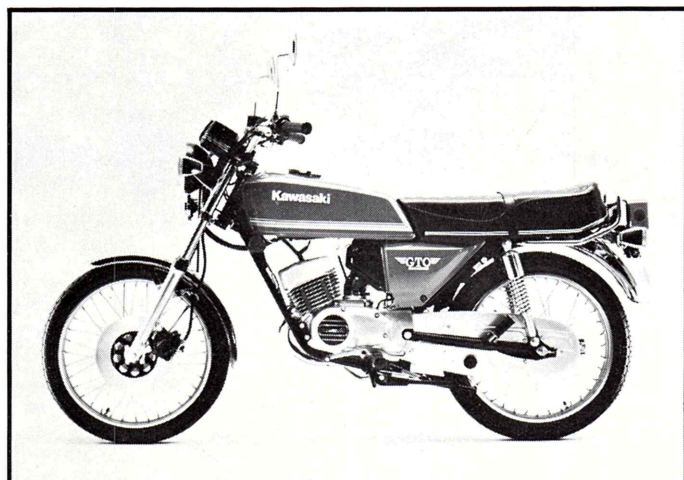
Malaysia organisationen går ind på motorcykelmarkedet

Kompagniets datterselskab i Malaysia, The East Asiatic Company (Malaysia) Berhad – der i over 12 år har samlet Vespa Scooters i Kuala Lumpur – har sammen National Equity Corporation (NEC) og Med-bumikar Mara Sdn. Bhd. (MBM) stiftet firmaet *Danmotors Malaysia SDN. BHD.* med henblik på salg af de anerkendte japanske *Kawasaki* motorcykler i Malaysia. NEC er en malaysisk regeringsorganisation, der tager sig af langsigtede investeringsinteresser i Malaysia, medens MBM er et firma, der allerede i lang tid har været engageret i motorforretningen bl.a. som sælgere af Daihatsu biler.

Til at begynde med bliver to modeller – KH110-GTO og KE125 – importeret i færdiggjort stand og solgt af Danmotors, men i løbet af indeværende år vil visse modeller blive samlet i Malaysia af EAC(M) Bhd. og derefter solgt af Danmotors.

Kawasaki motorcykler – der spænder fra 50 cc, 2-takts maskiner til den store 4-takts, 6-cylindrede, vandkølede KZ1300 model – er over hele verden kendt for deres solide styrke og pålidelige præstation, og den store *Kawasaki* motorcykel er faktisk nummer ét i USA, hvor den også har været en stor succes i to amerikanske TV-serier med motorcykler i nervepirrende optrj.

Salget af *Kawasaki* motorcykler støttes dels af *Kawasaki Heavy Industries Ltd.*'s avancerede teknologi og design (*Kawasaki* har bl.a. fremstillet det verdensberømte super-eksprestog, der kører mellem Tokyo og Hakata (Kyushu)), og dels af en omfattende »after sales service« og lager af reservedele samt et udstrakt forhandlernet over hele Peninsular Malaysia.



Kawasaki motorcykel, model KH110-GTO.

The stylish looking KH110-GTO luxurious sports model is a motor cycle with all the characteristics of a 110 cc lightweight model but with the performance of a 125 cc motor cycle – designed to suit to-day's trend for power and economy.

Malaysia Organization Enters Motor Cycle Market

MALAYSIA

● Kuala Lumpur

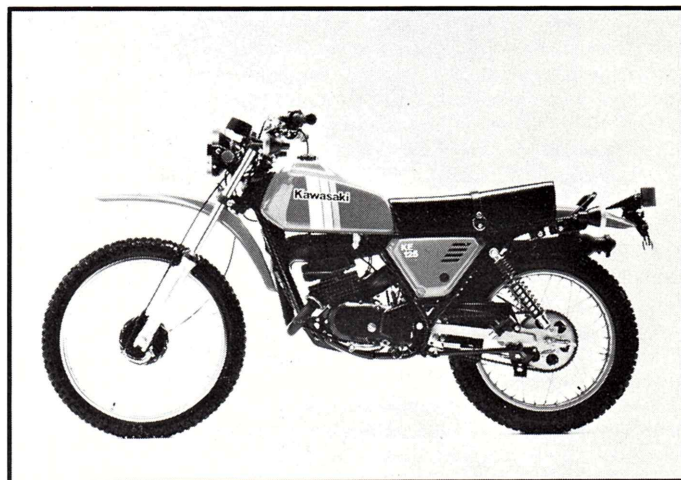
● Singapore

Our Company's subsidiary in Malaysia, The East Asiatic Company (Malaysia) Berhad – which for over 12 years has been assembling Vespa scooters in Kuala Lumpur – has recently joined forces with the National Equity Corporation (NEC) and Med-bumikar Mara Sdn. Bhd. (MBM) and established Danmotors Malaysia Sdn. Bhd. for the purpose of distributing the reputable Japanese Kawasaki motor cycles in Malaysia. NEC is a Malaysian governmental investment corporation which takes care of long-term investment interests in Malaysia, while MBM is a company long established in the motor field, amongst others distributing Daihatsu cars.

Initially two models – KH110-GTO and KE125 – are imported in CBU (completely-built-up) condition and sold by Danmotors. During this year certain models will, however, be assembled in Malaysia by EAC(M) and subsequently sold by Danmotors.

Ranging from motor bikes with 50 cc, 2-stroke engines to the KZ1300, 4-stroke, 6-cylinder water-cooled super motor cycle, Kawasaki motor cycles have won a high reputation for tough strength and reliable performance all over the world, the big Kawasaki motor cycle in fact being the number one bike in the United States of America where it has also made a hit in two American TV series, featuring the motor cycles in exciting scenes.

Sales of Kawasaki motor cycles are backed up by the advanced technology and design of Kawasaki Heavy Industries Ltd. – makers of, amongst others, the world famous Japanese super-express "bullet train", running between Tokyo and Hakata (Kyushu) –, a comprehensive after-sales service and availability of a complete range of spare parts, and a large network of dealers all over Peninsular Malaysia.



Kawasaki motorcykel, model KE125.

The rugged and racy looking KE125 is designed for both work and leisure and the 6-speed machine should be a winner with the young generation.

Nyt produkt-tankeskib til Kompagniet

Kompagniets datterselskab, Aktieselskabet Nakskov Skibsværft, har søsat nybygning nr. 226, endnu en product carrier på 33.400 tons dødvægt til Kompagniet.

Nybygningen blev af fru Helle-Vibeke Kjeldsen, gift med Landbrugsrådets præsident, proprietær Hans O. A. Kjeldsen, der er medlem af Kompagniets bestyrelsesråd, navngivet *Pattaya* efter det berømte ferie- og bade- sted i Thailand.

Ved den efterfølgende søsætningsfrokost på Hotel Harmonien sagde gudmoderen bl.a.:

– Forskerne taler for tiden igen meget om arv og miljøets betydning for vore børns opvækst og fremtid. I mit gudbarns tilfælde borger forældrene – dvs. Kompagniet og værftet – for de gode arveanlæg, og fire ældre søskende i ØK-flåden lever allerede op til forventningerne. I arveanlæg indgår mange forskellige gener, som i mit gudbarn er udført af værftets kvalitetsarbejde, hvortil alle, fra yngste nitterdreng til direktionen, har bidraget. Kompagniet – den anden forældrepart – og skibets besætning vil i overensstemmelse med de bedste sømandstraditioner sørge for, at miljøet er det bedst tænkelige på »barnet« . . .

Værftets administrerende direktør O. Kongsted, hyldede fru Helle-Vibeke Kjeldsen for den elegance, hvormed hun havde sendt nybygningen og dermed et velvoksent gudbarn på 7000 tons stål ned ad byggebeddingen og ud i det rette element. Han oplyste, at det er det 9. tankskib af denne type, der søsættes på værftet, og han omtalte det arbejde, der går forud for navngivningen og selve søsætningen, som sker med en fart af 10–12 knob.

Direktør Henning H. Sparsø udtrykte Kompagniets tilfredshed med det kvalitetsarbejde, der altid leveres af Nakskov Skibsværft. Kvalitetsarbejde fra både værfts og skibsafdelings side er forudsætningen for en god beskæftigelse. Heldigvis går det stadig fremad for den internationale skibsfart, og forhåbentlig får den sunde fornuft lov til at råde ved de forestående overenskomstforhandlinger, så at der ikke slås noget i stykker for dansk skibsfart og danske rederier.

Borgmester Carl Emil Hansen mindede om Nakskov-aftalen, der havde muliggjort denne ØK-ordre til værftet, og takkede Kompagniet for dets aldrig svigtende interesse for Nakskov. Det er vist ingen hemmelighed, at man her på værftet helst bygger skibe til ØK, tilføje borgmesteren.

Værftets formand, direktør T. Wøldike Schmith, sluttede sammenkomsten med at ud-



Nybygning nr. 226 før søsætningen i Nakskov.

Newbuilding No. 226 prior to launching at Nakskov.

trykke håb om, at m.t. *Pattaya* ikke bliver det sidste skib, ØK lader bygge i Nakskov.

M.t. *Pattaya*, der er indrettet med 12 centertanke og seks par sidetanke, alle overfladebehandlet og med Lloyds klasse for type C chemicals, har som hovedmaskineri et B&W-anlæg type 6L67GFCA på 13.050 hk ved 123 o/min. og 15,8 knob. Holeby har leveret hjælpemaskineriet med fire anlæg à 700 kVA. Nybygningen er bygget som et enkeltskruet, dieseldrevet skib med kort poop og bak samt bulbstævn og følgende dimensioner:

Største længde 170,69 m.
Længde mellem perpendiculars
163,37 m.
Bredde på spant 25,91 m.
Sidehøjde til dæk 15,30 m.
Dybgang 11,59 m.
BRT ca. 20.900.

New Product Carrier for EAC

Our Company's subsidiary, Nakskov Shipyard Ltd., has launched newbuilding No. 226, yet another 33.400 t.d.w. product carrier for EAC.

The newbuilding was named "Pattaya" (famous holiday and bathing resort in Thailand) by Mrs. Helle-Vibeke Kjeldsen, wife of the President of the Agricultural Council of Denmark, Mr. Hans O. A. Kjeldsen, who is also a member of our Company's Board of Directors.

During the subsequent luncheon at Hotel Harmonien the godmother in her address, amongst others, mentioned:

– At present research workers again talk a lot about



M.t. *Pattaya* glider ud i sit rette element med 11–12 knops fart.

M.t. "*Pattaya*" sliding into her proper element at a speed of 11–12 knots.



Gudmoderen, fru Helle-Vibeke Kjeldsen og direktør O. Kongsted overværer søsætningen.

The godmother, Mrs. Helle-Vibeke Kjeldsen, and Mr. O. Kongsted watching the launching.



Gudmoderen og hendes mand, proprietær Hans O. A. Kjeldsen, der er præsident for Landbrugsrådet.

The godmother and her husband, Mr. Hans O. A. Kjeldsen who is President of the Agricultural Council of Denmark.



Nakskov Skibsværfts dygtige orkester bringer de indbudte gæster frem til tribunen, hvorfra navngivning foretoges.

The Nakskov Shipyard's competent brass band accompanies the guests to the platform upon which the naming ceremony took place.

the importance of heritage and environment to the adolescence and future of our children. As far as my godchild is concerned the parents – i.e. EAC and the shipyard – vouch for excellent heredity, and four older sisters in the EAC fleet already live up to expectations. Heredity consists of many different genes which in my godchild have been moulded by the shipyard's high-quality workmanship to which everybody – from the youngest rivet boy to the management – have contributed. EAC – the other parent – and the ship's crew will in keeping with the best traditions of seamanship see to it that the environment will be the best conceivable for the "child" . . .

The shipyard's Managing Director, Mr. O. Kongsted, praised Mrs. Helle-Vibeke Kjeldsen for the able way in which she had launched the newbuilding, a hefty godchild of 7,000 tons of steel. He stated that this is the 9th product carrier of its type, launched by the shipyard, and he touched on the

work which precedes the naming and the launching (which takes place at a speed of 10 to 12 knots).

Mr. Henning H. Sparso, Managing Director, EAC, expressed our Company's satisfaction with the high-quality workmanship which is always supplied by the Nakskov Shipyard. Good workmanship on the part of both the shipyard and the Shipping Department are prerequisites of good employment. Fortunately, international shipping is improving and it can but be hoped that common sense will prevail during the forthcoming labour negotiations so that nothing is shattered for Danish shipping and Danish shipowners.

Mr. Carl Emil Hansen, Mayor of Nakskov, recalled the so-called Nakskov agreement which had made this EAC order to the shipyard possible, and thanked our Company for its unstagging interest for Nakskov. It is probably no secret that the shipyard prefers to build ships for EAC, the Mayor added.

The shipyard's Chairman of the Board, Mr. T.

Wöldike Schmith, concluded by expressing the hope that m.t. "*Pattaya*" would not be the last ship built for EAC in Nakskov.

M.t. "*Pattaya*" – equipped with 12 centre tanks and six sets of wing tanks (all surface treated and complying with Lloyd's Class for Type C chemicals) – boasts a B&W main engine, Type 6L67GFC, generating 13,050 HP at 123 r/m at a speed of 15.8 knots. The firm of Holeby supplies the four auxiliary engines at 700 kW each. The newbuilding is a single-propeller, Diesel-propelled vessel with short poop and forecastle, and bulbous bow, the main dimensions being as follows:

Length o.a.: 170.69 m.
Length b.p.: 163.37 m.
Moulded breadth: 25.91 m.
Moulded depth to deck: 15.30 m.
Draught: 11.59 m.
G.R. tonnage: 20,900.

Kompagniet udvider den grafiske forretning i Kina

Grafisk udstilling og seminarer i Beijing

Kompagniet afholdt et grafisk seminar i Beijing Xinhua Printing House i tidsrummet 15. oktober – 1. november 1980 i forbindelse med en udstilling af grafiske maskiner og udstyr.

Fra kinesisk side overværedes åbningen af Mr. Wang Yi, viceminister for National Publishing Administration of China, Mr. Wang Zhigao, direktør for China Printing Materials Corporation, og Mr. Li Zhao-li, der er direktør for China Council for the Promotion of International Trade.

Fra Kompagniets side ledede underdirektør Holger Hansen en delegation bestående af 30 repræsentanter for ØK, Heidelberg, Klimsch, Müller Martini, Dupont, Eskofot, Polar og Stahl.

Der var tale om det største grafiske seminar, der nogensinde var afholdt i Kina. I tiden 16.–29. oktober blev afholdt 12 seminarer, hvoraf 4 omhandlede repro-processer, 4 trykprocesser og 4 skæring, falsning og indbinding, med deltagelse af ikke færre end cirka 1.000 gæster fra alle Kinas 29 provinser.

I dagene 29. oktober – 1. november blev udstillingen besøgt af cirka 2.000 kunder og teknikere, som der ikke havde været plads til på seminarerne.

Under seminarerne blev der knyttet mange nye forbindelser, og der blev modtaget mange faste forespørgsler, som der er grund til at tro vil føre til forretning for størstedelens vedkommende. Efter udstillingen blev alle de udstillede maskiner og udstyr solgt.

Der blev under seminaret aflagt besøg hos mange trykkerier i Beijing og andre byer, og det er opmuntrende, at vi nu kan have direkte kontakt med trykkerierne, medens selve salget som hidtil skal ske gennem Udenrigshandelsministeriet.

Den 15. november fandt der en kinesisk grafisk konference sted i Szechuan provinsen med deltagelse af over 600 bogtrykkere fra hele Kina, og gennem vore forbindelser i China Printing Materials Corporation fik vi mulighed for i stort omfang at uddele litteratur, film og lysbilleder under denne konference.

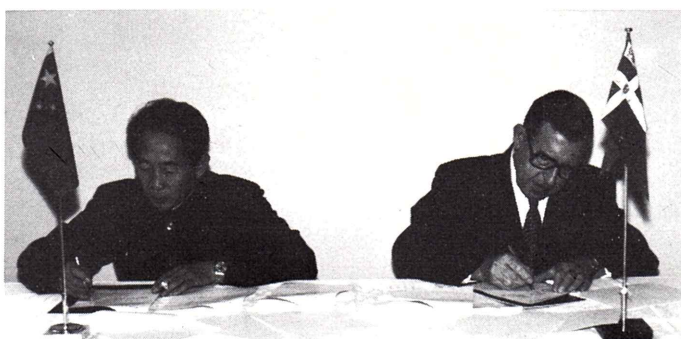


Åbningen af det grafiske seminar. Stående Mr. Li Zhao-li, direktør for China Council for the Promotion of International Trade.

Official opening of the graphic seminar. Standing: Mr. Li Zhao-li, Director of the China Council for the Promotion of International Trade.

Mr. Wang Zhigao, direktør for China Printing Materials Corporation, og underdirektør Holger Hansen underskriver aftalen om det ny grafiske center.

Mr. Wang Zhigao, Director of the China Printing Materials Corporation, and Mr. Holger Hansen signing the agreement concerning the new graphic centre.



ØK etablerer grafisk center i Beijing

Ved afslutningen af det grafiske seminar indgik de kinesiske myndigheder og ØK aftaler, der forventes at indebære gode muligheder for øget eksport til Den Kinesiske Folkerepublik.

Der blev for det første truffet aftale om, at ØK kan etablere et grafisk center i Beijing, og dernæst har de kinesiske myndigheder accepteret, at Kompagniet i år arrangerer endnu et stort seminar i den kinesiske hovedstad med demonstration af og foredrag om en række produkter fra firmaer i Danmark, Vesteuropa og USA.

Det grafiske center er netop blevet åbnet og omfatter forretningslokaler i indkøbsgaden Wang Fu Ching, der ligger bag det berømte Peking Hotel, og et lager i den sydvestlige del af hovedstaden, som senere udvides med demonstrations- og undervisningslokaler. Der er

direkte salg og udlevering af reservedele og tilbehør, m.m. fra forretningslokalerne, og neonskilte henleder opmærksomheden på det nye, grafiske center.

De varer, der sælges i det grafiske center, er produkter fra firmaer, som ØK repræsenterer i Kina. Det drejer sig dels om det danske Eskofot, dels om vesttyske virksomheder som Heidelberg, Polar, Klimsch og Stahl, samt det schweiziske Müller Martini, der udgør ryggraden i ØK's grafiske forretning, som er verdens største med en omsætning i 1980 på flere milliarder kroner.

Hvad seminaret angår, kommer det ligesom seminaret i fjor til at omfatte grafiske produkter, men derudover vil ØK præsentere udstyr fra en række andre brancher, og der er foreløbig aftalt deltagelse af fem danske firmaer.

EAC Expands Graphic Business in China

Graphic Exhibition and Seminars in Beijing

From 15th October to 1st November our Company held a seminar in Beijing Xinhua Printing House in connection with an exhibition of graphic machines and equipment.

The opening ceremony was attended by Mr. Wang Yi, Vice-Minister for the National Publishing Administration of China, Mr. Wang Zhigao, Director of the China Printing Materials Corporation, and Mr. Li Zhao-li, Director of the China Council for the Promotion of International Trade.

Our Company was represented by Mr. Holger Hansen who led a delegation comprising 30 representatives from EAC, Heidelberg, Klimsch, Müller Martini, Dupont, Eskofot, Polar, and Stahl.

The graphic seminar was the largest ever held in the People's Republic of China. From 16th to 29th October 12 seminars were held, 4 of which dealt with repro-processing, 4 with printing processing, and 4 with cutting, folding and book binding, no less than about 1,000 guests from all of China's 29 provinces taking part in the seminars.

From 29th October to 1st November the exhibition was visited by about 2,000 customers and technicians who could not be accommodated at the seminars owing to lack of facilities.

During the seminars many new contacts were made and many firm inquiries were received and we have reason to believe that a major part of same may lead to business. When the exhibition was over all of the machines and equipment exhibited were sold.

During the seminar visits were paid to many printing houses in Beijing and other towns, and it is encouraging that we may now contact the printing houses direct even though sales will continue to be effected via the Ministry of Foreign Trade.

On 15th November a Chinese graphic conference took place in the Szechuan province attended by more than 600 printers from all over China, and through our connections with China Printing Materials Corporation we had an opportunity to distribute literature, films and slides during the conference in question.

EAC Establishes Graphic Centre in Beijing

At the termination of the graphic seminar the Chinese authorities and EAC entered into agreements which are expected to hold good prospects of increased exports to the People's Republic of China.

First of all an agreement was made in accordance with which EAC may establish a graphic centre in Beijing. The Chinese authorities, furthermore, agreed to our Company this year arranging another large seminar in the Chinese capital, involving demonstrations and talks about a number of products from firms in Denmark, Western Europe, and the U.S.

The graphic centre has just been opened and comprises business premises in the Wang Fu Ching shopping street, situated right behind the famous Peking Hotel, as well as a warehouse in the south-western part of the capital which will eventually also house demonstration and instruction rooms. Direct sales and delivery of spare parts and equipment etc. take place at the business premises, and neon signs direct attention to the new graphic centre.

The articles sold at the graphic centre represent products from firms which EAC represents in the People's Republic of China, including the Danish firm of Eskofot, the West German manufacturers Heidelberg, Polar, Klimsch and Stahl, and the Swiss firm of Müller Martini, all of which constitute the backbone of EAC's graphic business, the world's largest with a 1980-turnover of several thousand million Danish Kroner.

As was the case with last year's seminar the new one will comprise graphic products, in addition to which EAC will present equipment from a number of other lines of business, five Danish firms having so far agreed to participate.

Møde med den kinesiske viceministerpræsident

Under sit besøg i Kina i oktober måned 1980 blev underdirektør Holger Hansen modtaget af viceministerpræsident Gu Mu, der med glæde mindedes både sit besøg i Danmark i 1978 og det danske regentpars officielle besøg i Den Kinesiske Folkerepublik i 1979.

Under dette møde blev drøftet en række spørgsmål af betydning for den dansk-kinesiske samhandel, herunder modernisering af eksisterende, kinesiske fabrikker med udstyr fra firmaer, som Kompagniet repræsenterer i Kina, og nye projekter i de specielle industrizoner, der er etableret, samt en fortsættelse af den havnemodernisering, der indledtes i 1978 med assistance af teknikere og skibsfartsfolk fra ØK.

Endvidere behandlede et større lån fra verdensbanken, som var ved at gå i orden, og som den kinesiske regering navnlig vil anvende til videnskabelige formål og kraftforsyning.



Viceministerpræsident Gu Mu og underdirektør Holger Hansen.
H. E. Vice-Premier Gu Mu (right) greeting Mr. Holger Hansen.

Meeting with Chinese Vice-Premier

During his visit to the People's Republic of China in October 1980 Mr. Holger Hansen, General Manager, Export Department, was received by H. E. Vice-Premier Gu Mu who with pleasure recalled his visit to Denmark in 1978 and the Danish Royal Couple's visit to China in 1979.

During the meeting a number of questions of importance to Sino-Danish trade were discussed, including modernization of existing Chinese factories with equipment from suppliers which our Company represents in China, new projects in the special industrial zones which have been established, and continuation of the port modernization which was commenced in 1978 with the assistance of technicians and shipping people from EAC.

Furthermore, a large World Bank loan, about to be finalized, was discussed, the Chinese government earmarking this loan mainly for scientific purposes and power supply.

Nyt initiativ fra tobaksaf

ØKs datterselskab Leafco A/S i København har i en årrække gennem Kompagniets filial i Salvador-Bahia købt anseligt mængder råtabak i Arapiraca distriktet, som ligger i den nordøstlige del af Brasilien, hvor den totale produktion svinger mellem 20 og 30 millioner kg, færdigpakket til eksport. Størstedelen af tobakken anvendes til mørke cigaretter i Spanien, Frankrig og Nordafrika, men en anselig del anvendes til spunden tobak, som forbruges i Brasilien til »hjemmerullede« cigaretter.

De længste og bedste blade sorteres fra og bruges som dæksblade til cigaretter, navnlig i Tyskland og Svejs. Disse dæksblade repræsenterer kun 3 til 5% af det samlede kvantum, men værdimæssigt ca. 20% på grund af høje salgspriser.

Arapiraca tobak er hidtil blevet tørret på træstativer i fri luft. Denne form for tørring er langt den billigste, men indebærer den ulempe, at tobakken udsættes for både regn og sol, som forringer kvaliteten og dermed forhøjer spildprocenten. Dette er specielt skadeligt for dæksbladene, som skal være ensartede i farve, sunde og uden huller, så cigaretterne får et tiltrækkende udseende. Kunderne har derfor hidtil ikke været så glade for at

købe Arapiraca dæks, fordi tørring i fri luft har givet blade af uregelmæssig kvalitet.

For 2 år siden startede agenten i Arapiraca – Benedito Ribeiro – støttet af ØKs Bahia kontor et eksperiment med tørring i tørrelade, og resultatet har været så tilfredsstillende, at man fra 1980 udvidede kapaciteten til ca. 120.000 kg tørret tobak. Tørreladerne er specielt konstrueret, så tobakken ikke udsættes for direkte sol og regn, men samtidig er der sørget for, at der konstant er god træk gennem rummet.

Rent praktisk foregår forretningen på den måde, at Leafco kontraherer med dyrkerne om at høste (plukke) de bedste blade på et givet areal. Dette arbejde foretages af egne folk, som kan bedømme, hvornår et blad er modent, og som ligeledes er omhyggelige med behandlingen, da der ellers meget let går hul i friske blade. Plukningen foretages om morgenen, og tobakken bliver i løbet af samme dag transporteret til tørreladen, hvor den trækkes på snor og ophænges til tørring.

Afhængig af temperatur og luftfugtighed tager tørringen fra 3 til 4 uger, hvorunder tobakken skifter farve fra grøn til lysebrun og samtidig mister 90% i

vægt. Efter tørringen bliver tobakken bundtet og lagt i store stabler til fermentation, idet tobak ligesom f.eks. vin skal gære for at opnå den rigtige kvalitet og aroma. Under gæringen skifter farven fra lysebrun til mørkebrun, som er den mest eftertragtede farve på cigaretter i visse markeder. Fermentationen af Arapiraca tobak er vanskelig, ja faktisk en professionel hemmelighed, så det kan man af gode grunde ikke komme nærmere ind på her. Når tobakken er færdigfermenteret i stabler, sorteres dæksbladene efter længde og kvalitet, hvorefter de pakkes i baller, klar til eksport.

Tørring i lade samt en korrekt fermentation giver et ensfarvet, homogent produkt, som er eftertragtet blandt kunderne, og der forventes derfor en god efterspørgsel i fremtiden.

Produktionen efter den nye metode var fra 1980 ca. 120.000 kg. Heraf kan ca. halvdelen bruges som dæksblade, og når man tager i betragtning, at der går 1,5 kg dæks til 1.000 cigaretter eller cerutter, er Leafcos produktion på 50.000 kg nok til at dække ca. 33 millioner stk. Beregner man ca. 10 cm pr. cerut og lægger dem i række, kan en sådan »slange« nå fra København til Athen.

Tobakken ophængt i tørreladen.

Tobacco leaves in drying shed.



delingen

Tobacco Department Takes New Initiative

Through EAC's Salvador-Bahia branch our Company's subsidiary, Leafco A/S in Copenhagen, has for a number of years bought considerable quantities of leaf tobacco in the district of Arapiraca, which is situated in the north-eastern part of Brazil. The district's total production ranges between 20 and 30 million kilos ready for export and the major part of the tobacco is used for dark cigarettes in Spain, France, and North Africa. Quite a large quantity is, however, turned into spun tobacco which is used by "roll-your-own" cigarette consumers in Brazil.

The longest and best leaves are sorted out and used for wrappers for cigars, especially in West Germany and Switzerland. These wrappers only represent 5–10 per cent of the total quantity but about 20 per cent of the value because of high sales prices.

Arapiraca tobacco has until now been dried on wooden racks in open air. This way of drying is by far the cheapest, but entails the disadvantage of the tobacco being exposed to both rain and sun, which reduces the quality and increases the percentage of waste. This is particularly harmful to the wrappers, which must be uniform in colour, be sound, and without holes to ensure nice looking cigars. For these reasons customers have previously not been very fond of buying Arapiraca wrappers as drying in the open air resulted in leaves of irregular quality.

2 years ago the agent in Arapiraca – Mr. Benedito Ribeiro – supported by EAC's Bahia office started an experiment involving drying in a drying shed, and the result has been so satisfactory that as from 1980 the capacity was extended to handle about 120,000 kilos dried tobacco. The drying sheds are constructed in such a way that the tobacco is not exposed to direct rain and sun, at the same time ensuring a constant draught through the shed.

In practice the business is made in the following way: an agreement is made with the farmers to pick the best leaves in a certain area. This work is done by our own people, who can



Direktør K. Risum, Leafco, besigtiger tobaksplanterne på en tobaksmark i det nordøstlige Brasilien.

Leafco's Mr. K. Risum examining tobacco plants in a north-east Brazilian tobacco field.



Tobaksbladene trækkes på snor og gøres klar til ophængning.
The tobacco leaves are stringed and ready for drying.

judge when a leaf is ripe and who are careful with the treatment as otherwise the fresh leaves are very easily holed. Picking is done in the morning and during the same day the tobacco is transported to the drying shed where it is drawn on a string and hung up for drying.

Depending on temperature and humidity of the air the drying takes from 3 to 4 weeks, during which time the tobacco changes colour from green to light brown and at the same time loses 90 per cent in weight. After drying the tobacco is bundled and placed in big piles for fermentation as tobacco, like for instance wine, must ferment to obtain the right quality and aroma. During fermentation the colour changes from light brown to dark brown, which is the colour of cigars preferred in certain markets. Fermentation of Arapiraca tobacco is difficult, in fact a professional secret, so for

obvious reasons this aspect cannot be enlarged upon. When fermentation of the tobacco has been completed the wrappers are graded in lengths and quality and packed in bales, ready for export.

Shed-drying together with correct fermentation ensures a product of uniform colour and quality as required by the customers and a great demand is consequently expected in future.

As mentioned the new production method is calculated to yield around 120,000 kilos, about half of which can be used for wrappers. Taking into consideration that 1.5 kilo of wrappers are used to produce 1,000 cigars or cheroots Leafco's production of 50,000 kilos is sufficient for making about 33 million cigars. Estimating each cigar to measure about 10 cm these 33 million cigars placed in a row would extend from Copenhagen to Athens.

ØKs flåde sparer på energien

I trit med de hastigt stigende brændselsoliepriser, der mærkbart har øget prisen på den energi, der forbruges om bord i skibene til fremdrift og dagligt driftsbrug, har Teknisk Division løbende foretaget undersøgelser med henblik på at finde frem til metoder, der kan indebære besparelser på energiforbrugsområdet. Alle energiforbrugere – store som små – bliver undersøgt med henblik på mulige brændselsoliebesparelser. Hittidige undersøgelser har resulteret i flere ændringer, nyanskaffelser og ændrede arbejdsgange, ligesom der også er blevet konstateret områder, hvor der endnu

ikke er fundet farbare veje, eller hvor økonomien endnu ikke er bæredygtig.

Brug af sværere fuel oil til hovedmotorerne er et af de områder, hvor de største besparelser er opnået. Ved overgang til drift af hovedmotorerne fra fuel oil med en viskositet på 180 cst (centistoke) til den sværere 380 cst kvalitet kan der med dagens oliepriser regnes med en besparelse på ca. 5%. At der er tale om betydelige beløb, fremgår af, at Kompagniets årlige forbrug til drift af hovedmotorerne svarer til olieforbruget til opvarmning af ca. 100.000 danske parcelhuse!

Et andet område er installation af »fuel

oil blenders« til blanding af fuel- og diesellole til hjælpemotorerne. Blandingsoliens pris afhænger af blandingsforholdet mellem den forholdsvis billige svære fuel oil og den ca. dobbelt så dyre diesellole. Med det i øjeblikket anvendte blandingsforhold opnås en besparelse på ikke under 20% på brændselsolieudgifterne til driften af skibenes elektricitetsværk.

Til fremme af bestræbelserne for at sikre en bedre kontrol med fart og forbrug er der indført en ny kontrolrutine, som med mellemrum udføres af skibene i søen. Resultaterne telegraferes hjem til Inspektionen, som indfører dem i et vurderingsprogram, hvoraf man kan udlede, om fremdriftsøkonomien er tilfredsstillende, eller om der eventuelt skal foretages en undervandsrensning, eller om skibet bør dokkes.

Elektroniske måleanlæg er forsøgsvis installeret i et par af Kompagniets skibe til brug for en forbedret styring af hovedmotorernes indstilling. Undersøgelser og forsøg med nye bundmalinger – jvfr. ØK Bladets februar 1978 nummer – gennemføres løbende i nært samarbejde med især International Farvefabrik A/S i Herlev.

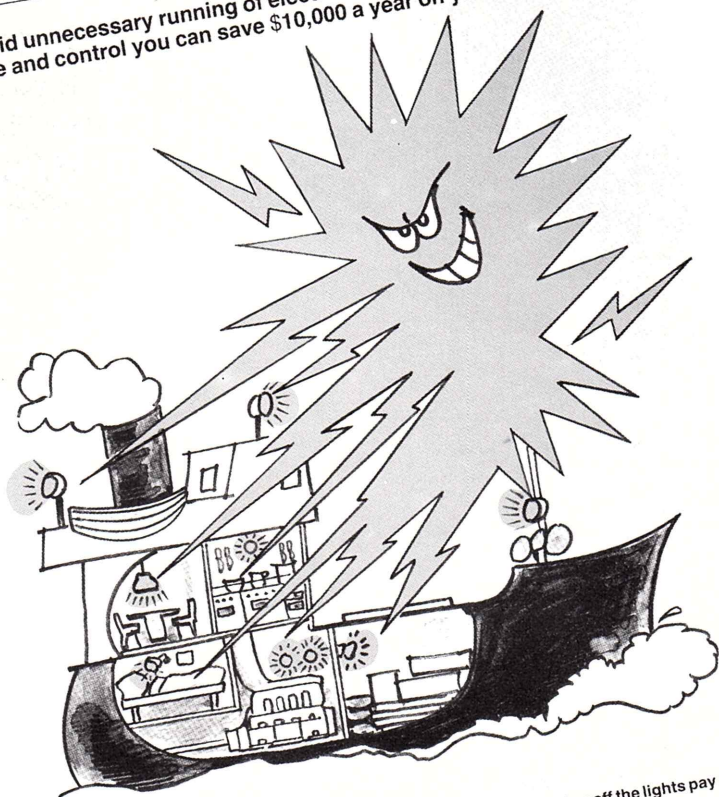
Under dokning af skibene poleres nu også skibenes propeller. Det er måske et mindre tiltag, men giver dog for en væsentlig del af sejladsperioden en besparelse på ca. 0.5%.

Montering af økonomipropeller og ændring af undervandslinierne er undersøgt, men må konstateres at høre til de områder, hvor økonomien for Kompagniets nuværende skibe ikke svarer til investeringen.

Endelig er der med appel til både den lille og den store forbruger om bord omdelt en lille håndbog med navnet »Stop the energy pirates« – udgivet af Norges Skipsforskningsinstitut i Trondheim, Norge –, hvorfra hosstående tegning er lånt. Håndbogen indeholder en lang række eksempler på, hvor der kan sættes ind med besparelser om bord, lige fra kedeløkonomi til påmindelser om at slukke lyset.

ELECTRO PIRATE 2
UNNECESSARY RUNNING OF ELECTRICAL CONSUMERS

Avoid unnecessary running of electrical consumers. With proper care and control you can save \$10,000 a year on your energy bill.



- Being on the look-out for unnecessary lighting you can save \$4,000 a year.
- By avoiding unnecessary running of components you will also reduce your maintenance costs.
- But when turning off the lights pay due regard to safety.
- Proper communication between deck and engine room is a necessary condition for obtaining an effective energy saving. Report when a job is finished.

EAC Fleet Economizes on Energy

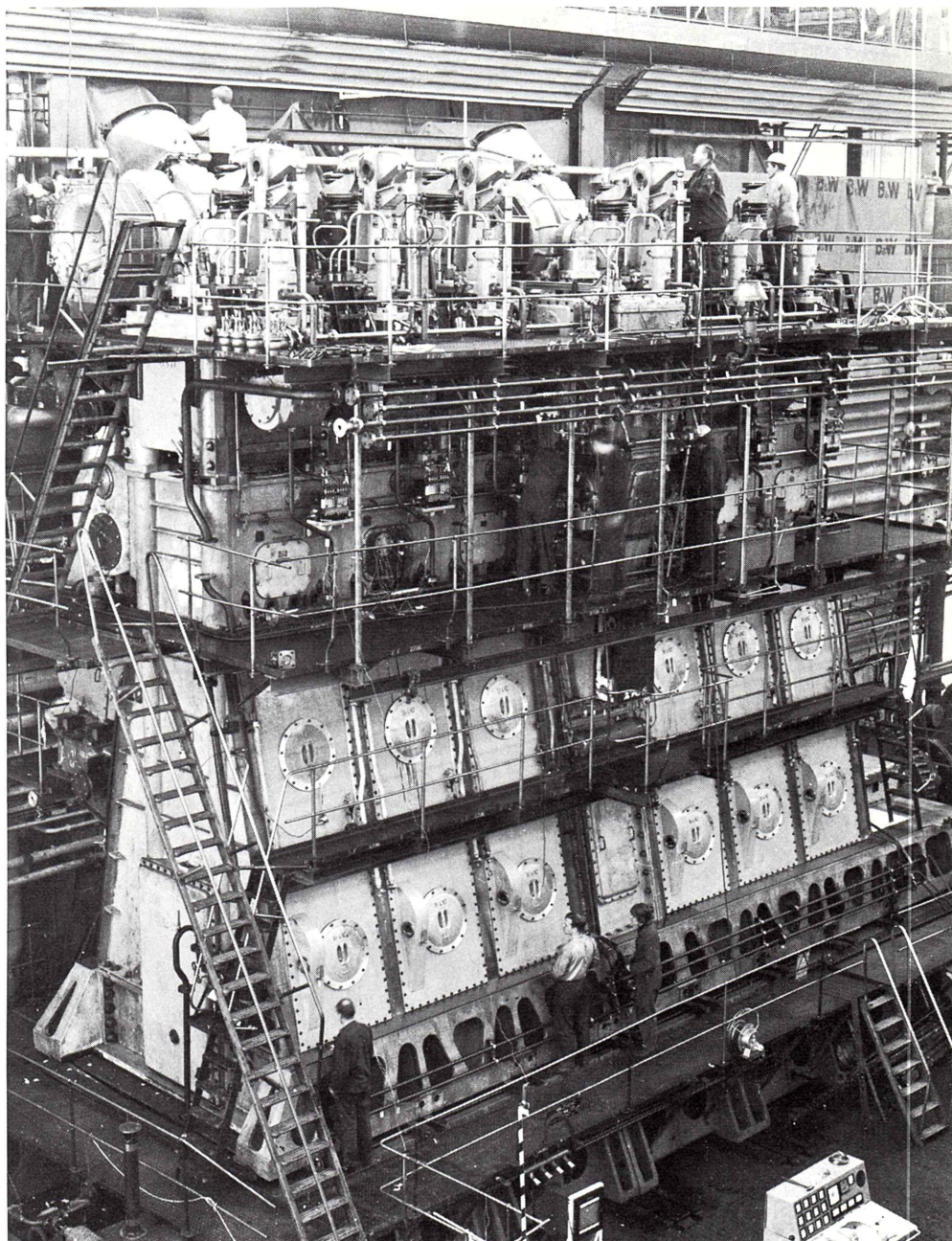
In step with the rapidly advancing fuel oil prices – which have perceptively increased the price of energy which is consumed to propel ships and take care of their daily energy requirements – our Company's Ship Management Division is all the time carrying out investigations to find methods which may result in savings within the energy consumption field. All energy consumers – whether big or small – are investigated with a view to minimizing fuel costs and fuel consumption. Investigations have so far resulted in several alterations, new acquisitions, and altered routines, and at the same time it has been established that certain fields do not yet lend themselves to innovations or are not economically feasible.

Use of heavier fuel oil for the main engines is one of the fields in which the greatest savings have been attained. Converting the propellant of the main engines from fuel oil with a viscosity of 180 cst (centistokes) to the heavier 380 cst quality have resulted in estimated savings of about 5% at to-day's oil prices. That a considerable saving is involved is borne out by the fact that our Company's annual fuel consumption of the main engines corresponds to the oil consumption used for heating about 100,000 Danish single-family houses!

Another field comprises the installation of fuel oil blenders for blending fuel and diesel oil for the diesel generators. The price of the blend depends upon the ratio of blending between the relatively inexpensive heavy fuel oil and the about twice as expensive diesel oil. Based on the blending ratio at present employed, a saving of not less than 20% on fuel oil costs is attained in running the ships' power stations.

With a view to enhancing efforts in ensuring a more reliable control of the vessel's speed and consumption a new routine of the control which is regularly undertaken on board ships at sea has been introduced. The results are cabled home to the Inspection Department in Copenhagen which registers same in an evaluation programme from which it can be deduced whether or not the propulsion economy is satisfactory or whether an underwater cleaning should possibly be undertaken or whether the ship should be dry docked.

Electronic measuring equipment has experi-



9,900 HK B&W dieselmotor, type 6K74EF, magen til de hovedmotorer, der er installeret i Kompagniets 23.700 t.d.w. Liner Replacement skibe. Arbejderne på billedet, der er taget på B&W's prøveplan, giver et ganske godt indtryk af størrelsen på den hushøje dieselmotor, der alene vejer ikke mindre end ca. 400 tons!

9,900 HP B&W Diesel engine, type 6K74EF, which is similar to the main engines installed in our Company's 23,700 t.d.w. Liner Replacement vessels. The workers in the picture – which was photographed at B&W's test-bed – give a fairly good idea of the size of this huge Diesel engine which alone weighs no less than about 400 tons!

mentally been installed in a couple of our Company's vessels with a view to improving control of the tuning of the main engines. Investigations and tests with new bottom paints – cf. EAC News' February 1978 issue – are constantly carried out in co-operation with not least International Farvefabrik A/S in Herlev (a suburb of Copenhagen).

During docking the vessels' propellers are now also being polished. This may seem a minor item but does, after all, account for a saving of about 0.5% during a substantial part of the sailing period. Mounting of economy propellers and alteration of the under-

water lines have been investigated, but it has been established that at present such alterations are not economically attractive.

Finally, a manual entitled "Stop the energy pirates" – published by The Ship Research Institute of Norway in Trondheim –, appealing to both small and large consumers, has been distributed on board the vessels. The manual contains a long range of examples where savings can be achieved on board, ranging from boiler economy to reminders about turning off the light. The cartoon on the opposite page has in fact been lent from the said manual.

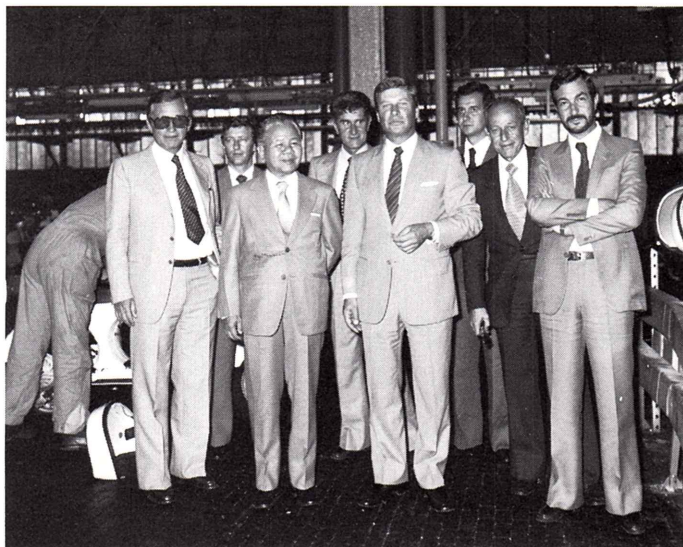
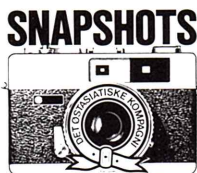
Besøg på scooterfabrik

Kompagniets partner i scooter- og komponentfabrikation i Indonesien, C. H. Tabalujan, har sammen med direktør John Arthur Hansen fra Hovedkontoret i København besøgt Vespa-fabrikken i Pontedera i Italien for at drøfte bl.a. leverancer til den nye, store komponentfabrik ved Jakarta, som ventes åbnet officielt om nogle måneder. Hosstående foto, der blev taget under besøget i Pontedera, viser fra venstre J. Reinholdt fra Genoa Trade, S. E. Larsen, der repræsenterer ØK i Jakarta, Mr. Tabalujan og F. Falcini fra International Industrialization Division Piaggio, direktør John Arthur Hansen, samt R. Biale, E. Randich og S. Viola, fra Piaggio.

Visit to Scooter Factory

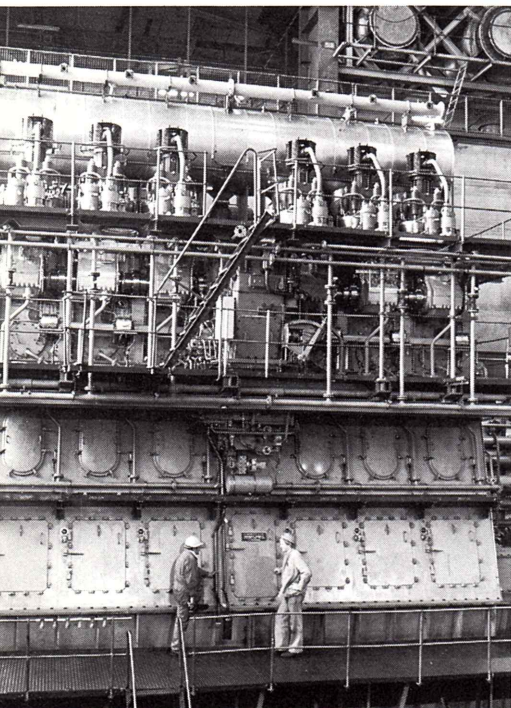
Mr. C. H. Tabalujan, our Company's partner in the scooter and components production in Indonesia, and Mr. John Arthur Hansen, Managing Director EAC, have visited the Vespa factory in Italy in order to discuss, among other things, supplies for the new, big components factory outside Jakarta, to be officially inaugurated in a few months.

The photograph, taken during the visit to Pontedera, shows (from left) Mr. J. Reinholdt, Genoa Trade, Mr. S. E. Larsen, who represents EAC in Jakarta, Mr. Tabalujan, Mr. F. Falcini, International Industrialization Division Piaggio, Mr. John Arthur Hansen, as well as Messrs. R. Biale, E. Randich, and S. Viola, Piaggio.



Ny motortype i »Pattaya«

Kompagniets nye produkttanker, m.t. *Pattaya*, hvis navngivning og søsætning på Nakskov Skibsværft omtales andetsteds, er forsynet med en ny type dieselmotor fra B&W/MAN. Den nye motor, der hedder 6L67GFC A, er udviklet med henblik på forbedret brændselsøkonomi, og det er lykkedes at opnå en maksimal ydelse på 13.050 bhk, hvor 6K74EF-motorene i søsterskibene *Panama* og *Paranagua* yder 12.500 bhk. Brændselsolie-besparelsen i *Pattaya* er beregnet til 14%, og den nye motor, som ses herunder, kan bruge meget svær olie. ▽



New type of Engine in m.t. "Pattaya"

A new type of Diesel engine from B&W/MAN has been installed in our Company's new product carrier, "Pattaya", the naming and launching of which are the object of an article elsewhere in this magazine.

The new engine, type 6L67GFC A, has been developed with an improved fuel economy in view, and a maximum performance of 13,050 BHP has been achieved, compared to the 12,500 BHP. 6K74EF engines of the sister vessels "Panama" and "Paranagua".

The saving on fuel in m.s. "Pattaya" has been calculated at 14%, and the new engine - pictured left - can use very heavy fuel oil.

Lifeboat for Maritime School ▴

At the winter end-of-term celebration, the Danish State's Maritime School in Sønderborg (in the south of Jutland) received an extraordinary gift from our Company: a lifeboat for 46 persons with various equipment, including sails and oars. The boat is made of fibre glass and was built in Esbjerg.

The boat was presented to the school by Captain S. C. Nygaard, General Manager, Technical Division, pictured (left) with Mr. G. Kürstein Nielsen, Principal of the School, and Mr. Jens Møller, Departmental Manager, Directorate for Maritime Education.

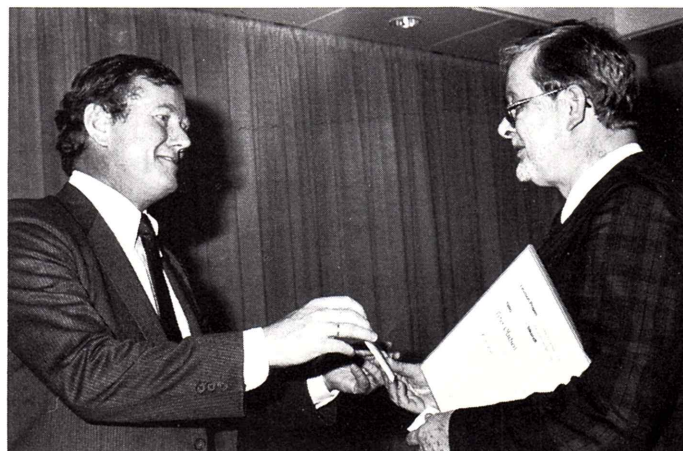
Levison-prisen 1980

er blevet tildelt direktøren for Dansk Oplagskontrol, redaktør Peter Olufsen, for hans betydningsfulde indsats i den grafiske industri. Peter Olufsen, der tidligere har været redaktør af »Dansk Reklame« og »De grafiske Fag« og har undervist på Handelshøjskolen og Den grafiske Højskole i København, fik prisen overrakt af direktør B. Svenning Hansen (t.v.) fra Erik Levison, og han hylledes ved overrækkelsen af formanden for Københavns Bogtrykkerforening, bogtrykker Hans Langkjær. Levison-prisen består af et diplom, et kontant beløb og er par manchetknapper i ædelt metal, formet som gvierter. ▷

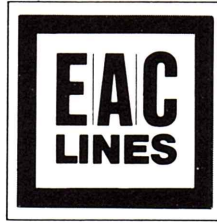
The Levison Prize for 1980 has been awarded to Mr. Peter Olufsen, Editor and Managing Director of the Danish Newspaper Circulation Control, in recognition of his achievements within the graphic industry. Mr. Peter Olufsen has previously been editor of a couple of graphic trade papers and has lectured at the Copenhagen School of Economics & Business Administration and at the Copenhagen Graphic School.

Mr. B. Svenning Hansen, Managing Director of Erik Levison (left), presented the prize, which consists of a diploma, a cash prize, and a set of precious metal cufflinks in the shape of em quads.

The chairman of the Copenhagen Printers' Association added his tribute.



ØKs FLÅDE · 1981 · THE EAC FLEET



ms BORINGIA



ms MEONIA



ms SAMOA



ms CAMARA



ms MORELIA



ms SARGODHA



ms CINCHONA



mt PANAMA



ms SELANDIA



ms FALSTRIA



mt PARANAGUA



ms SIENA



ms FIONIA



mt PASADENA



ms SIMBA



ms JUTLANDIA



mt PATAGONIA



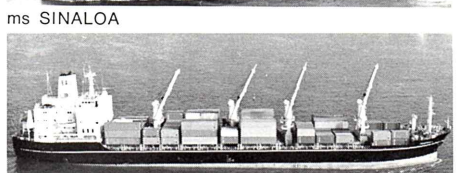
ms SINALOA



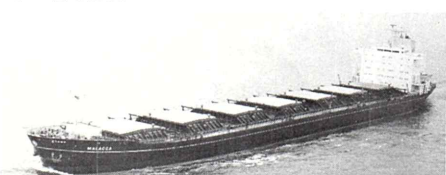
ms LALANDIA



ms PATULA



ms SONGKHLA



ms MALACCA



ms PONDEROSA



ms SUMBAWA

Kaptajn	Overstyrmand	1. Styrmand	2. Styrmand	Telegrafist	Hovmester
K. B. Kaysen	T. V. Pedersen	T. A. Matthiesen	J. Mogensen	L. Thygesen	C. Phillipsen
H. Hjaltason	S. Arnoldson	F. de Graaf	T. J. Christiansen	S. K. Plenge	P. Hytting
V. Leth-Sørensen	C. Hoe	Sv. E. Jørgensen	S. Hoppe	B. G. Pedersen	A. V. Jacobsen
W. G. Nielsen	V. Rom	J. T. Poulsen	J. E. Jeppesen	P. Ankerstjerne	S. Christiansen
J. Lundegård	P. L. Petersen	I. K. Nielsen	W. Nieuwenhuizen	E. Holgersen	H. Christiansen
E. Prause	B. Salskov-Iversen	D. Newton	G. Bjørnson	M. A. Møller	L. E. Jensen
J. J. Jacobsen	P. T. Blum	S. A. Hilkjær	Lisbeth Tang	O. G. Jensen	B. Jørgensen
O. Kehlet Schou	H. F. L. Petersen	A. van Rijen	Jens E. Pedersen	Th. Sandbeck	T. Enevoldsen
J. M. Mouritzen	J. Rytter	J. Pajor	N. U. B. Sørensen	J. Johansson	Erik Larsen
H. T. Jensen	P. Frandsen	P. V. Nielsen	Knud Sørensen	S. E. Nielsen	M. E. Jensen
K. Kristoffersen	H. Magnussen	V. Sørensen	H.-C. B. Jensen	P. B. Nielsen	Ole Hansen
K. Jacobsen	P. A. Lommer	F. Olsen	Bent Jensen	R. Sørensen	H. Kranker
P. F. Hansen	C. I. Hansen	B. S. Tandrup	Flemming Kjær	K. B. Andersen	N. M. Lauritzen
B. Ø. Pedersen	Karsten Nielsen	T. Petersen	R. H. Appels	Gerda Mørch	J. L. Munk
Aa. Schiellerup	J. Woelders	O. Vermeulen	Z. Ziskason	H. Mortensen	G. E. Jensen
O. Stoustrup	J. Ambus	D. Kadijevic	Steen Christiansen	F. Melchior	V. Pedersen
I. Tipsmark	S. E. Munch	J. F. Pedersen	C. Pedersen	Bodil Dons	E. Christiansen
K. Aa. Starup Nielsen	P. Johannessen	I. Hansen	J. Schlosser	Alice Hansen	S.-E. Damgaard
Thyge Nielsen	P. Haarsløv	O. Amkær	C. O. Andersen	P. Sørensen	C. Christoffersen
B. Reidl	S. Thøgersen	H. S. Nielsen	T. Mikkelsen	H. H. Thomsen	C. Holgersen
T. Johansen	Günther Petersen	K. O. Iversen	L. O. Sørensen	J. Simonsen	F. El-Nur
O. Nislev	Niels Larsen	O. R. Kristensen	D. Grødem	K. Christiansen	L. Jokumsen
K. P. Pedersen	Jens O. Jensen	L. Müller	N. Lakic	S. B. Pedersen	J. Berthelsen
P. Schødt Schou	S. S. Petersen	Jan v. der Jagt	Peer Raun	Kate Witalis	B. Mølgaard
Supercargo	Supercargo				
Mogens Hansen	L. Aagaard I. Fremming				

Skib	Maskinchef	1. Maskinmester	2. Maskinmester	3. Maskinmester	Elektriker
BORINGIA	C. F. Poulsen	H. C. B. Pedersen	O. S. Kragh	Gert Johansson	William Olsen
CAMARA	N. Chr. Johansen	F. H. Christensen	J. M. Bøje	E. J. Thorup	Mogens S. Koch
CINCHONA	H. P. Deleuran	Knud Thoby	S. B. Esbensen	Jan Ellgaard	Poul Thorsen
FÅLSTRIA	C. P. Hansen	Sv. E. R. Rasmussen	Michael Gustafsson	Per Petersen	Peter Michelsen
FIONIA	J. Kiilerich	Jørgen Storm	Lars Funderskov	Ole Berntsen	K. I. Thomsen
JUTLANDIA	K. Bille	H. E. Petersen	H. J. Frederiksen Pierre Olsen	Axel Steffensen Carl T. Jensen	Knud E. Hansen
LALANDIA	E. S. Sloth	O. Fogt Nielsen	Mogens Eriksen	Niels J. Risvig	H. Johansen
MALACCA	H. C. Dvinge	Ole Aage	Claus Schjelde	Claus Christiansen	–
MEONIA	C. B. P. Christensen	Ib E. Larsen	Ernst J. Sørensen	Torben Mussmann	K. G. B. Sørensen
MORELIA	J. A. C. Jensen	Fritz Johansson	L. H. Pedersen	Jesper Langhorn	–
PANAMA	I. B. Pedersen	I. P. Hansen	Kurt P. Jensen	Martin Jacobsen	–
PARANAGUA	B. H. Simonsen	Benny Carlsen	Peter E. Andersen	Villy V. Mikkelsen	–
PASADENA	Jaspur Magnussen	Troels Tornøe	Jogvan Kjærbo	Lars Seistrup	–
PATAGONIA	V. B. Jørgensen	Poul Sommer	Mogens S. Fabritius	–	J. E. Hartmann
PATULA	Sv. Aa. Hansen	M. D. Pedersen	Leif T. Frederiksen	–	Carl S. Nielsen
PONDEROSA	K. T. Hansen	K. Riis Jensen	E. A. Sørensen	–	Henning Feilberg
SAMOA	Ib Marslew	Petur Højgaard	Martin Andersen	–	Ib Wessel
SARGODHA	J. O. B. Jeppesen	Leif Z. Larsen	O. Borup Petersen	–	A. Vistisen
SELANDIA	P. P. Laut	E. S. Raunskjær	P. U. Johansson Sv. E. Hansen	Carsten Fjordside Stig Kristensen	K. E. Knudsen
SIENA	Lorry Feilberg	Jens B. Jensen	Eli Hovgaard	–	Erik Hansen
SIMBA	Kurt D. Pedersen	K. B. Christensen	Gunnar D. Pedersen	–	B. Henriksen
SINALOA	K. S. Mortensen	P. D. Danielsen	B. E. Petersen	–	B. Kristoffersen
SONGKHLA	B. R. Jakobsen	D. Mørch-Hansen	Jens Bruun	–	Per K. Andersen
SUMBAWA	Sv. L. Nielsen	B. E. Warrer	P. Møller Kristensen	–	Flemming Andersen

Kaptajner

Ebbe Andersen, Sv.-E. Christensen, K. B. Christiansen, Willy E. Christiansen, A. N. Danielsen, H. O. Hansen, F. K. Kramme, Ø. B. Lie, P. Møllerup, V. H. Munch, Johs. Nielsen, Johs. M. Rasmussen, Sv. Aa. Rohde, J. E. Sørensen, J. Tuxen.

Overstyrmænd

Henry Andreasen, Lars H. Christiansen, F. T. Grandahl, Johan Hansen, P. T. Iversen, P. E. Knudsen, Karsten Niekrenz, P. Sogaard Nielsen, S. E. Nielsen, E. O. Pedersen, Torben B. Pedersen, Claus P. Petersen, Jarne Petersen, Henry Rasmussen, Knud Sehested, Johs. Wagenaar

1. Styrmænd

Ole Bay, Stig P. M. Christensen, J. Duus, Frank de Groot, Petur Hallson, Dirk Hofman, Carl Ipsen, Ole Jensen, Tommy Lassen, Søren Maagaard, Elias A. Olsen, Hans Pohler, Mattheus Schop, Bjørn Sjölin, Søren Skov-Nissen, Palle Tønder.

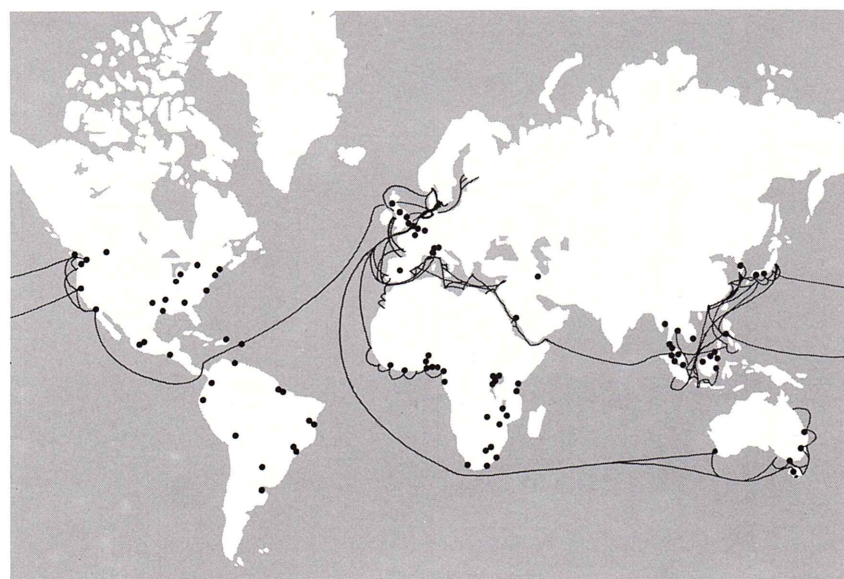
2. Styrmænd

Michael Erichson, Jimmy Forstholt, Lars Jørgensen, Chr. B. Jensen, Jørn Kjoller, Ole Kolborg, Fernandez Lopez, Henrik Møller, Kent T. Madsen, Niels B. Mortensen, Bent Nielsen, Kristoffer Olsen, Hans Poulsen.

Telegrafister

Birgit B. Nielsen, Verner Jensen, Aage Holgersen, Lene Kaysen, Susanne Holmberg, Margit B. Nielsen, E. A. Nielsen, Emil G. Olsen, Christa M. Jensen, Anne-Lise Guldborg, Gerhart Kohls.

Rutenet for Kompagniets skibsfart.
EAC's Network of Shipping Lines.



Maskinchefer

J. Chr. Juel, S. Chr. Pedersen, B. C. Zub, Sv. R. B. Olsen, P. Trige Rasmussen, Devi E. Nielsen, Leif Pedersen, Svend Bendixen, S. Kruse Thomsen, H. D. Lisby, Ib Sørensen, E. Mølsgaard, Poul Jacobsen, O. Chr. Koustrup, J. A. Lykner.

1. Maskinmestre

Jørgen Johansen, Peder H. Hansen, O. Dalentoft, E. S. Krogh, Sv. E. Tofte, G. K. Bosold, P. B. Olsen, K. H. R. Sørensen, K. Riis Hansen, M. F. S. Sørensen, Thorbjørn Jensen, Ole Axelsen, G. R. Hansen, K. C. Degn, Mogens Rodenberg, Leif Sørensen.

2. Maskinmestre

Jens J. L. Jensen, V. H. Christiansen, Finn Rasmussen, Mogens Kjær, L. N. Rasmussen, C. Pedersen, John Olesen, C. C. Burmeister, J. Skafte, Aa. V. Sønderup, J. P. L. Holm, T. Aa. Rasmussen, J. B. Andersen, Karl B. Jensen, Sv. T. Christensen, Kjeld Sørensen, Erling B. Jensen, J. K. Jørgensen.

3. Maskinmestre

Lars B. Bakmann, B. Christiansen, E. A. Sørensen, Karl Kristensen, F. D. Pedersen, M. M. Larsen, Søren Lund, J. H. Jarly, H. B. Nymark, J. B. Petersen.

Elektrikere

H. Ø. Andersen, B. Nielsen, E. L. Eriksen, Sv. Chr. Bryder, Sv. Due Jensen, Fl. Nielsen, V. A. Beuntse, H. Stærmoose, Knud Andersen.

Hovmestre

Frank Thunø, Egon Palmquist, H. B. Juliussen, Peter J. Pedersen, Svend D. Jensen, Carsten Lorentzen, Erik N. Larsen, J. Ovesen, Kaj Johansen, C. B. Kollund, Billy Hansen, John F. Nielsen, H. Bejrens Schmidt, Leo Ravn.

Containerskibe



	Byggeår	Tons D.W.	IHK
ms FALSTRIA	1971	19.400	27.300
ms MEONIA	1972	19.400	27.300
ms SELANDIA	1972	34.730	82.000
ms JUTLANDIA	1972	34.730	82.000
ms FIONIA	1977	19.150	26.900
ms BORINGIA	1978	19.150	26.900

Roll-on/Roll-off



	Byggeår	Tons D.W.	IHK
ms LALANDIA	1973	23.246	30.000

Log/Bulk Carriers



	Byggeår	Tons D.W.	IHK
ms CAMARA	1975	26.118	11.600
ms CINCHONA	1975	26.118	11.600

Lumber/Bulk Carriers



	Byggeår	Tons D.W.	IHK
ms PONDEROSA	1975	38.860	13.100
ms PATULA	1976	38.816	13.100

»Panmax« Bulk Carriers



	Byggeår	Tons D.W.	IHK
ms MALACCA	1976	60.920	18.300
ms MORELIA	1976	60.920	18.300

Product Carriers



	Byggeår	Tons D.W.	IHK
mt PASADENA	1976	33.714	12.500
mt PATAGONIA	1976	33.714	12.500
mt PANAMA	1977	33.400	12.500
mt PARANAGUA	1977	33.400	12.500
mt PATTAYA	1981	33.400	13.050
Leveres i 1981/to be delivered in 1981			

Liner Replacement skibe



	Byggeår	Tons D.W.	IHK
ms SUMBAWA	1977	23.314	11.600
ms SONGKHLA	1977	23.314	11.600
ms SAMOA	1978	23.770	9.800
ms SARGODHA	1978	23.720	9.800
ms SIMBA	1979	23.720	9.800
ms SINALOA	1979	23.720	9.800
ms SIENA	1979	23.720	9.800

Klar til oversøisk tjeneste

Kompagniets 33. dagkursus i driftsøkonomi, national-økonomi og jura afsluttedes med eksamen i dagene 8. – 17. december 1980.

Seminaropgaverne omhandlede følgende emner:

- EAC Graphics – ekspansionsmuligheder.
- Udviklingen i den økonomiske integration i EF samt perspektiverne for fremtiden.
- Matrix-organisation.
- Charterflyvningens struktur og udvikling i Danmark.
- Den danske skibsindustri struktur og udvikling.
- Konflikter mellem linie og stab. En gennemgang og diskussion af forholdet mellem linie og stab i samarbejde og konflikt.
- Behovet for rationalisering og en vurdering af mulighederne for at dække dette.

Der blev afholdt orientende foredrag for kursisterne af direktør H. H. Sparsø samt af afdelingsledere fra Hovedkontoret. Desuden blev der gennemført et virksomhedsspil hos ØK Data.

Ready for Service Overseas

Our Company's 33rd day-course on Managerial and Political Economics, Accountancy and Mercantile Law terminated with examinations between 8th and 17th December, 1980.

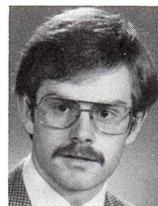
The seminar papers dealt with the following subjects:

- *EAC Graphics – Possibilities of expansion.*
- *The Evolution of the Economic Integration within the EEC and Prospects for the Future.*
- *Matrix-organization.*
- *Structure and Development of Charterflights in Denmark.*
- *The Structure and Development of the Danish Shipping Industry.*
- *Conflicts between Line and Staff. An Exposition and Discussion of the relations between Line and Staff in Co-operation and Conflict.*
- *The Need for Rationalization and an Evaluation of the possibilities of covering it.*

Briefings were given to the students by Mr. H. H. Sparsø, Managing Director, EAC and by executives from Head Office. Furthermore, a management game was arranged by EAC Data.

Eksportafdelingen

Export Dept.



Niels Finn Nielsen
Hong Kong
(Kinaafdelingen)



Jan Gert Vistisen
Heidelberg Eastern,
New York

Regnskabsafdelingerne / Accounts Dept.



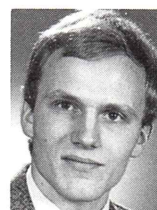
Thorsten Johansen
Salvador-Bahia



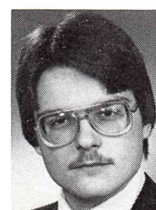
Jens Bager
Johannesburg



Henrik G. Arentsen
EAC, Liberia



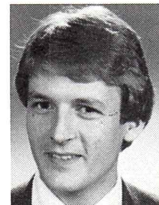
Lars Aagaard Larsson
Heidelberg Eastern,
New York



Peter William Thrane
Regnskabsafdelingerne
Head Office

Industriafdelingen

Industrial Dept.



Bent Ulrik Porsborg
Brasilien (Mapol)

Træafdelingen / Wood Dept.

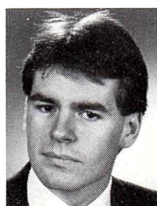


Johan Jessen
Indufor, Antwerpen

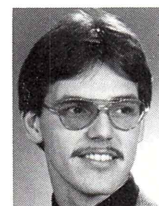


Peter Andersen
Vancouver

Importafdelingen / Import Dept.



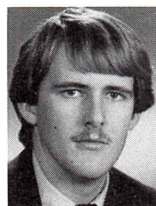
Ole Koch
Eksportafdelingen
(grafisk)
Head Office



Steen Chr. Andersen
Eksportafdelingen
(grafisk)
Head Office

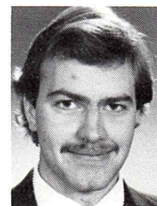


Jan Langekær
Eksportafdelingen
(grafisk)
Head Office

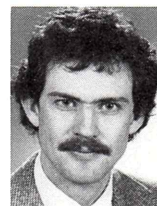


Andy Vels Jensen
Skibsafdelingen
Head Office

Skibsafdelingen / Shipping Dept.



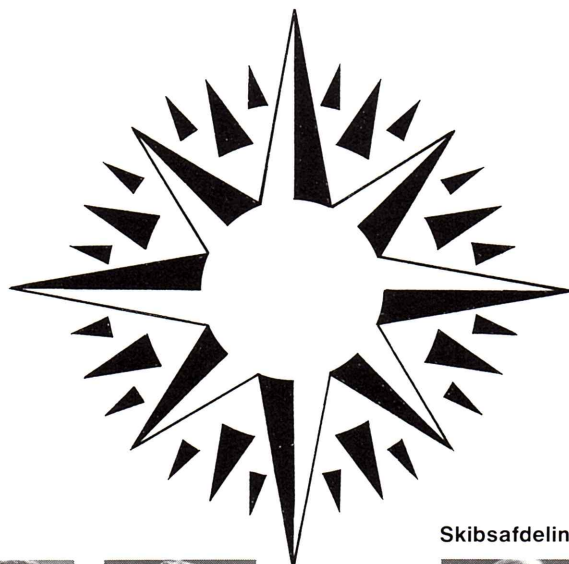
Carsten Stig Nielsen
Paris



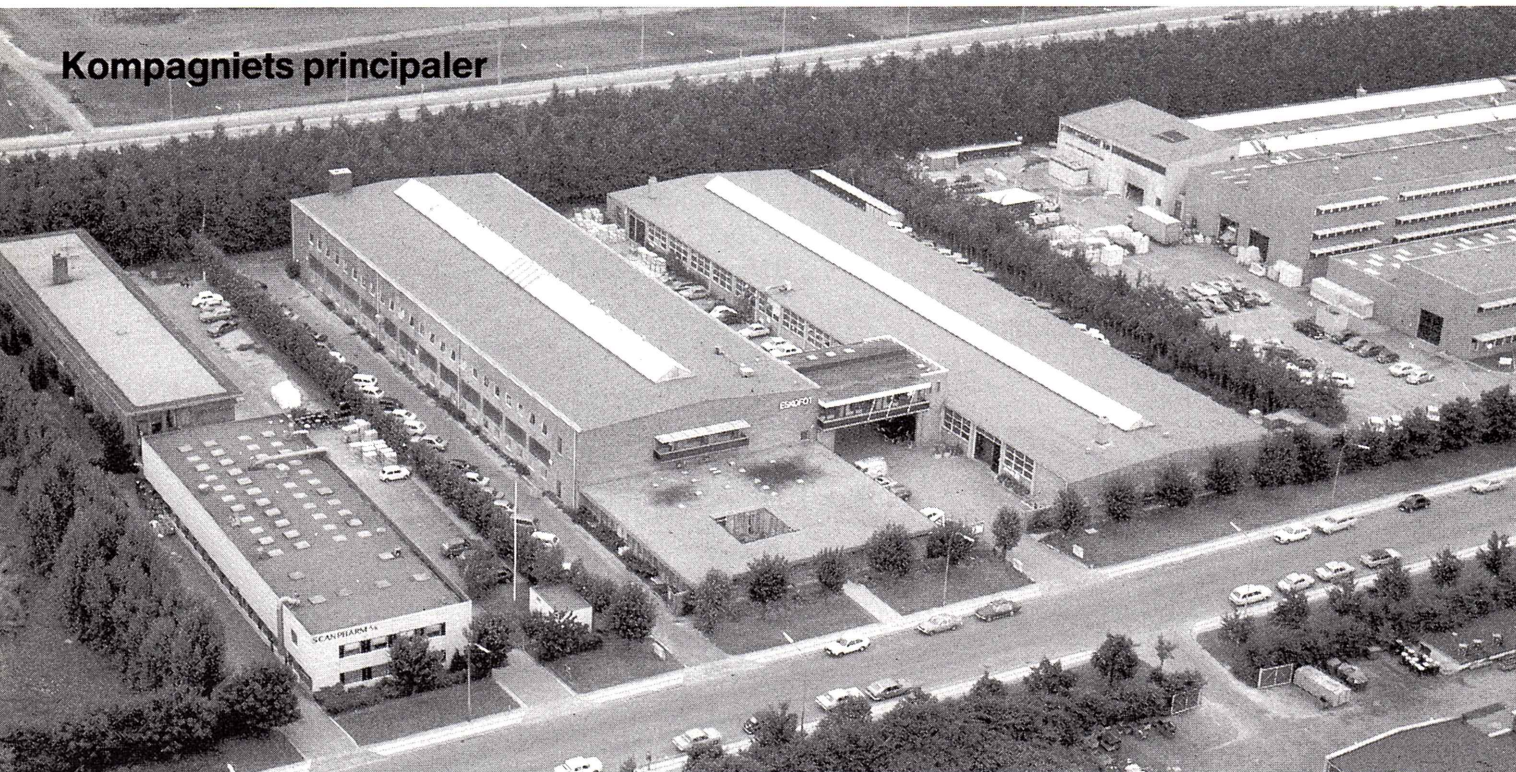
Soren Dumrath
Singapore
(Nedlloyd-EAC)



Hans Richard Sandbæk
Port Kelang
(Nedlloyd-EAC)



Kompagniets principaler



Eskofot – hovedafdeling i Ballerup med administration, produktudvikling, pilot-produktion og markedsføring.
 Eskofot's head quarters in Ballerup, housing administration, product development, pilot production, and marketing.

ESKOFOT fremstiller grafisk udstyr til hele verden ...

Eskofot A/S, der fremstiller offset-, reproduktions- og fotokopi-udstyr, er et rent dansk familieaktieselskab, der eksporterer ikke mindre end 95% af produktionen.

ØK og Eskofot indgik for godt 5 år siden et nært samarbejde om salg og marketing af Eskofots grafiske produkter. Dette samarbejde er successivt udbygget, således at ØK i dag sælger Eskofots grafiske produkter med eksklusivitet i følgende lande: Hong Kong, Indonesien, Kenya, Kina, Malaysia, Nigeria, Philippinerne, Saudi Arabien, Singapore, Sydafrika, Tanzania, Thailand og USA.

Eskofot har, siden direktør Børge S. Nielsen købte virksomheden i 1954, udviklet sig fra udelukkende at producere fotokopieringsmaskiner til i dag at være en af verdens førende producenter af repro-kameraer og andet reproduktionsudstyr.

Efter i nogle år at have produceret kopimaskiner begyndte Eskofot i midten af 60'erne at fremstille offset-plate-

makers, en udvikling, der fik stor betydning for firmaets senere udvikling.

I begyndelsen af 70'erne udviklede Eskofot et repro-kamera, der skulle vise sig at blive en stor succes, og i løbet af kun to år blev Eskofot en af verdens førende producenter på dette område.

På baggrund af den store succes skønnede Eskofot, at der også ville være et stort behov for følgeprodukter, der fører frem til den endelige, færdige trykplade, og virksomheden har satset mange millioner kroner på udvikling af udstyr indenfor netop dette område.

Hovedkontoret ligger i Ballerup, hvor administration, produktudvikling og markedsføring samt pilot-produktion har til huse. Selve produktionen er fordelt på 5 mellemstore fabrikker i Jylland.

Udover aktiviteterne i Danmark har Eskofot salgs-datterselskaber i Vesttyskland, Canada, USA og Sverige.

I 1977 oprettede Eskofot en specialiseret produktionsenhed i Schweiz til udvikling og fremstilling af trykte kredsløb og andre elektroniske komponenter til Esko-

fots produktlinie. Eskofot valgte Schweiz på grund af, at der fandtes stort know-how på elektronikfeltet.

Eskofot A/S har i dag ca. 700 ansatte, hvor de 550 er tilknyttet virksomhederne i Danmark. Siden starten i 1954 er omsætningen vokset støt – ca. 33% pr. år –, og Eskofot nåede en omsætning i 1980 på mere end 250 millioner kroner.

Eskofot og virksomhedens produkter har vundet national og international anerkendelse for såvel markedsføring som design. Eskofot modtog således Dansk Designråds ID-pris for fremragende industrielt design i årene 1965, 1969, 1974 og 1977. På Hannover messen i 1979 modtog Eskofot IF-prisen – ligeledes for god industriel formgivning. I 1976 modtog Eskofot Kong Frederik IX's fortjenstpris for hæderfuld indsats for dansk eksport – ligesom Landsforeningen Dansk Arbejde's Initiativpris samme år gik til Eskofot. Endvidere modtog Eskofot i 1977 den danske Markedsføringspris fra Fællesrådet for Markedsføring.

Eskofot Ltd. is a 100% Danish owned family joint-stock company which manufactures offset, reproduction, and photo-copying equipment, 95% of which is exported.

Some five years ago our Company and Eskofot established close co-operation with regard to sales and marketing of Eskofot's graphic equipment. This co-operation has gradually been expanded and to-day EAC holds the sole selling rights for Eskofot's in-plant graphic products in: the People's Republic of China, Hong Kong, Indonesia, Kenya, Malaysia, Nigeria, the Philippines, Saudi Arabia, Singapore, South Africa, Tanzania, Thailand, and the U.S.

Since the president, Mr. Børge S. Nielsen, acquired the company in 1954, Eskofot has developed from exclusively manufacturing photocopying machines to being one of the world's leading manufacturers of in-plant reprographic cameras and other reproduction equipment.

Having for some years manufactured copying machines, Eskofot in the mid sixties commenced producing offset platemakers which was of major importance to subsequent developments. At the beginning of the seventies

ESKOFOT all over the World

Eskofot developed an in-plant reprographic camera which turned out to be a great success and within only two years Eskofot became one of the world's leading manufacturers in this field.

In the light of this success Eskofot considered it likely that there would also be a great demand for associated products leading up to the final offset plates, and the company has spent millions of Danish Kroner in developing equipment within this very field.

Eskofot's head office is situated in Ballerup (a suburb of Copenhagen) and houses the administration, product development, marketing, and pilot-production. Manufacturing takes place in 5 medium-sized factories in Jutland.

In addition to the activities in Denmark Eskofot maintains sales subsidiaries in West Germany, Canada, the U.S., and Sweden.

In 1977 Eskofot established a specialized production unit in Switzerland to take care of printed circuits and other electronic components for Eskofot's products, Switzerland being

chosen due to extensive know-how within the electronic field being available.

Eskofot Ltd. to-day employs about 700 people, 550 of whom are working in the factories etc. in Denmark. Since the start in 1954 the turnover has increased steadily – about 33% a year – and in 1980 Eskofot attained a turnover of more than 250 million Danish Kroner.

Eskofot and its products have won national and international recognition for marketing and design. In 1965, 1969, 1974 and 1977 Eskofot thus received the Danish Design Council's ID-prize in recognition of outstanding industrial design. At the Hannover Fair in 1979 Eskofot received the IF-prize, likewise for excellent industrial design. In 1976 Eskofot received King Frederik IX's prize for meritorious contributions to Danish exports, and in the same year The National Association for Danish Enterprise's prize for initiative was also presented to Eskofot. In 1977 Eskofot, furthermore, received the Marketing Prize from the Joint Council of Marketing.



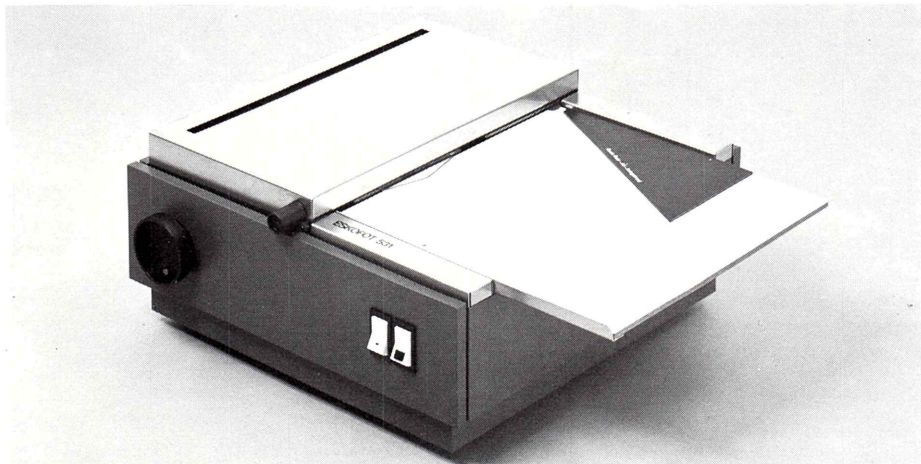
Eskofot 965 fremkalder.
Eskofot 965 Film Processor.



Eskofot 6500 kamera.
Eskofot 6500 Camera.



Eskofot 245 kontaktboks til dagslysfremkaldelse.
Eskofot 245 Daylight Film and Offset Plate Exposure unit.



Eskofot 531 fremkalder.
Eskofot 531 Processor.

R.T. Briscoe (Nigeria) Ltd. får sin egen computer

Kompagniets nigerianske partner, R. T. Briscoe (Nigeria) Ltd. har haft officiel indvielse af egen in-house computer.

Computeren, der er Nigerias største, er en IBM 370/145 med 1 mega byte core, der opererer under styresystemet OS/MVS/JES2 – det samme styresystem, som anvendes af ØK Data.

Baggrund

R. T. Briscoe blev etableret i 1957 og har i dag filialer spredt over hele Nigeria, et markedsområde, der er ca. 20 gange så stort som Danmark. R. T. Briscoes aktiviteter består primært i import- og agenturvirksomhed.

Allerede i 1973 blev der indført edb til lagerstyring. Systemet blev udviklet af ØK Data, men afviklet på et lokalt servicebureau.

I 1976 blev det besluttet at analysere organisationens fremtidige edb-behov. Denne analyse resulterede i to beslutninger:

- indførelse af ØK Datas FlexData system
- anskaffelse af eget edb-anlæg

FlexData

FlexData er et standard edb-økonomistyringssystem, der er udviklet i samarbejde med ØK. Systemet tilbydes handels- og produktionsvirksomheder inden for Kompagniet. Den primære forudsætning for et fælles edb-system er, at der anvendes ensartet kontoplan (EAC Accounts Framework), samt at alle brugere anvender samme bogførings- og analyseprincipper.

FlexData er modulopbygget, og kan anvendes individuelt eller i et integreret system. Systemet består af moduler til:

- Lagerstyring
- Debitorstyring
- Kreditorstyring
- Bogføring

Eget edb-anlæg

Ved anskaffelse af eget edb-anlæg er der en række faktorer – problemområder – der skal analyseres og vurderes, inden den endelige beslutning træffes.

Her skal nævnes de faktorer, der har vist sig mest relevante i forbindelse med anskaffelse af R. T. Briscoe's computer – i et land, hvor forudsætningerne er meget forskellige fra hvad, vi er vant til fra Danmark.

Egen computer contra servicebureau

Service fra det lokale edb-servicebureau var relativt dårlig, hvilket bevirkede, at R. T. Briscoe fra midten af 1978 flyttede edb-behandlingen til ØK Datas anlæg i København ved hjælp af kurér, der rejste frem og tilbage 2 gange om måneden.

Daglig operation

Den daglige operation af en computer er ikke et problem, vi normalt tænker over i Danmark, men ofte et problem oversøisk. Der opstår strømforsyningsproblemer, og problemer med ansættelse af en kvalificeret lokal stab.

Specifikke krav til omlægningen

Omlægning af systemer til eget anlæg skulle ske hurtigt, fleksibelt og effektivt, og det benyttede systemsoftware skulle helst kunne anvendes direkte. Disse krav medførte, at valget faldt på den nævnte IBM-konfiguration.

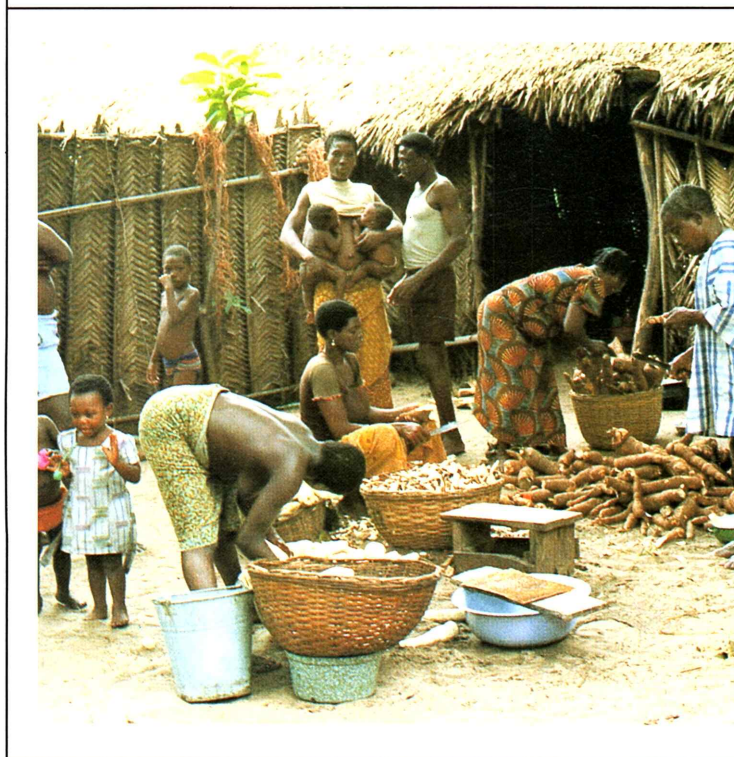
Vedligeholdelse af hardware

Vedligeholdelse af hardware skal af flere grunde helst løses lokalt. Desværre trak IBM alle sine aktiviteter ud af Nigeria og overlod sine vedligeholdelseskontrakter til et lokalt firma.

Det skabte problemer, som dog er blevet løst.

Vedligeholdelse af applicationssoftware

ØK Data er ansvarlig for vedligeholdelse af applikationssoftware anskaffet gennem ØK Data – FlexData – medens R. T. Briscoe er ansvarlig for lokalt udviklede programmer.



Modsatningerne mødes i Nigeria

Nuværende status

Inden afsendelsen af computeren til Nigeria blev den opstillet hos ØK Data i København og testet både hardware- og softwaremæssigt, for at sikre at alt var i orden ved afsendelsen.

I dag arbejder computeren uden problemer, og R. T. Briscoe er selv ansvarlig for afvikling af FlexDatas lagerstyringsmodul, medens debitorstyringsmodulet netop er blevet installeret og kører parallelt med det manuelle system.

R.T. Briscoe (Nigeria) Ltd. is Computerized



Extremes meet in Nigeria.

De øvrige FlexData moduler vil blive implementeret i løbet af 1981.

ØK Data har i dette tilfælde assisteret en af Kompagniets oversøiske virksomheder med at få løst edb-behovet, dels ved levering af et standardsystem, udviklet og vedligeholdt af ØK Data, dels ved anskaffelse af datakraft i form af egen in-house computer.

Gengivet fra »Profil«, udgivet af ØK Data.

Our Company's Nigerian partner, R. T. Briscoe (Nigeria) Ltd. has inaugurated their own in-house computer. The computer – the largest in Nigeria – is an IBM 370/145 with 1 mega byte core, operating under the OS/MVS/JES2 system similar to the one used by EAC Data.

Background

R. T. Briscoe was founded in 1957 and has to-day branches all over Nigeria, a marketing area 20 times larger than Denmark. R. T. Briscoe's activities mainly comprises import and handling of agencies.

Already in 1973 edp was introduced for stock control. The system was developed by EAC Data, but was run at a local edp service-bureau.

In 1976 it was decided to analyse the future edp requirements of the company. Based on the result of this analysis it was decided to – introduce EAC Data's FlexData system – procure an in-house computer.

FlexData

FlexData involves a standard edp system for financial accounting which has been developed by EAC Data in co-operation with EAC, Copenhagen. The system is offered to trading as well as manufacturing companies within the EAC Group. The prerequisite of a common edp system is primarily employment of a uniform accounts plan (EAC Accounts Framework) and that all users employ identical principles of accounting and analysis.

The FlexData system consists of modules and can be employed as individual modules or as an integrated system.

The system consists of modules for:

- Stock Control*
- Debtor control*
- Creditor Control*
- General Accounting*

In-house Computer

Before a final decision to procure an in-house computer can be made a number of factors – problem areas – have to be analysed and evaluated. In this connection it is appropriate to mention the factors which were particularly relevant in relation to procurement of R. T. Briscoe's computer – in a country, where prerequisites are quite different from the ones applying to Denmark.

In-house computer versus service-bureau

The service rendered by the local edp service-bureau was relatively poor and R. T. Briscoe consequently from the middle of 1978 transferred edp operations to EAC Data's computer in Copenhagen, a courier travelling between Copenhagen and Lagos twice a month.

Daily operation

In Denmark the daily operation of a computer is normally not considered any problem, but this is often the case overseas. Powercut problems as well as difficulties in obtaining qualified local staff often turn up.

Special requirements connected with the transfer

Transfer of edp systems to own in-house computer had to take place fast, in a flexible way and efficiently, and direct employment of the existing software was essential. These requirements resulted in choosing the IBM-configuration.

Maintenance of hardware

Maintenance of edp hardware should for several reasons preferably be solved locally. Unfortunately, IBM withdrew all its activities from Nigeria and handed over its maintenance contracts to a local company.

This caused some problems which have, however, been solved.

Maintenance of application software

EAC Data is responsible for maintenance of application software acquired through EAC Data – the FlexData system – while R. T. Briscoe is responsible for edp programmes developed locally.

Present status

Before shipment to Nigeria the computer was installed at EAC Data in Copenhagen where the hardware as well as the software were tested to ensure that everything was functioning properly before shipment.

To-day the computer operates without problems, and R. T. Briscoe is responsible for operation of FlexData's Stock Module while the Debtor Module has just been installed and is running parallel with the manual system.

The remaining FlexData modules are being implemented during 1981. EAC Data has on this occasion assisted an overseas member of the EAC Group in solving the edp requirements by supplying a standard edp system developed and maintained by EAC Data and by assisting in connection with the supply of edp power in the shape of an own in-house computer.

(Extract from EAC-Data's house magazine "Profil").

Redningsmand var æresgæst

Af Finn Christensen i Jyllands-Posten

Når livet sættes på spil, og håbet om redning er opgivet, føles det som et mirakel, når hjælpen alligevel dukker op i sidste øjeblik. Derfor glemmer vietnameserne i Sønderjylland aldrig en kaptajn, hans besætning og hans danske fragtskib – ØKs motorskib *Simba* – der i meget hårdt vejr gennemførte en vellykket redningsaktion.

De havde aldrig siden set deres redningsmand, kaptajn J. M. Rasmussen, men de kunne ikke glemme ham. En uge før jul markerede de 1-års dagen for deres redning, og helt uventet dukkede deres kaptajn op, fordi han var hjemme i Danmark for at fejre sin 60-års fødselsdag og benyttede lejligheden til at gense nogle af de 122 vietnamesiske flygtninge, som han og hans besætning et år tidligere havde reddet fra en lille, synkefærdig 30-fods træbåd.

Begivenhederne for de nu sønderjydske vietnamesere begyndte i dagene før den 16. december 1979, da de flygtede i en fiskerbåd, som tør siges at have været overfyldt. Da de røg ind i en storm – svær nordøst-monsun med vindstyrke 6-7 –, udsendtes nødsignaler, men det første skib, der kom forbi, sejlede videre.

Vejret blev stadig dårligere, og da et skib, der deltog i eftersøgningen, dukkede op, forsvandt flygtningenes båd igen i mørket, før redningsbåde kunne sættes ud.

Så dukkede ØK-skibet *Simba*, som også havde deltaget i eftersøgningen, imidlertid op, og med kaptajn Rasmussen på broen lykkedes det skibet fra Danmark at manøvrere, så fiskerbåden lå nogenlunde i læ, og øjeblikkeligt begyndte *Simba*'s mandskab redningsaktionen. Vietnameserne skulle hejses om bord i redningsstolen. En enkelt blev tabt i bølgerne, men kom op igen og blev reddet i næste forsøg. Alle blev reddet, men en af kvinderne aborterede straks efter ankomsten til *Simba*. Den redningsdåd blev fiskerbådens styrmand så imponeret af, at han aldrig var i tvivl om, hvad barnet skulle hedde, da hans gravide hustru senere fødte i Danmark. Pigens navn er *Simba*. To andre børn har fået samme navn.

Kaptajn Rasmussen havde ikke mødt vietnameserne igen, før han den 16. december i Åbenrå genså ca. 70 af de 122 (52 mænd, 24 kvinder, 27 drenge og 19 piger). Men gensynet blev festligt og hjerteligt, som det fremgår af nedenstående foto.

Rescuer was Guest of Honour

(Extract from the Danish daily "Jyllands-Posten").

When life is at stake and any hope of rescue has been abandoned it seems like a miracle when help does, after all, turn up in the last minute. The Vietnamese now staying in Southern Jutland will, therefore, never forget a certain captain, his crew, and the Danish freighter – EAC's m.s. "Simba" – who during a strong gale carried out a successful rescue operation.

Since the rescue took place the Vietnamese had not met their rescuer, Captain J. M. Rasmussen, but they never forgot him. A week before Christmas they celebrated the anniversary of their rescue and quite unexpectedly their captain turned up because he happened to be in Denmark to celebrate his 60th birthday.

He accordingly used the opportunity to meet some of the 122 Vietnamese refugees who he and his crew had rescued a year earlier from a small 30-foot wooden boat which was in a sinking condition.

Events for the now in Southern Jutland staying Vietnamese commenced during the days before 16th December, 1979, when they fled in a fishing boat which was overcrowded, to say the least. When they encountered a storm – a strong north-east monsoon with force 6 to 7 – distress signals were sent out, but the first vessel which passed by just sailed on. The weather grew worse, and when a vessel which took part in the search turned up, the boat with the refugees disappeared in the dark before life-boats could be lowered.

Thereupon EAC's m.s. "Simba" – which had also participated in the search – did, however, turn up, and with Captain Rasmussen on the bridge the Danish vessel managed to manoeuvre into a position where she could shelter the fishing boat sufficiently, and "Simba's" crew started rescue operations immediately.

The Vietnamese were taken on board by means of the breeches buoy, and only a single Vietnamese fell into the sea but was rescued during the next attempt. Everyone was rescued, but one of the women had a miscarriage shortly after being taken on board m.s. "Simba". The mate of the fishing boat became so impressed by the feat that he never doubted what his child was going to be named, when his pregnant wife gave birth to a daughter in Denmark. The name: Simba! Two other children have been named similarly.

Captain Rasmussen had not seen the Vietnamese until he again on 16th December in Aabenraa (Southern Jutland) met about 70 of the 122 refugees (52 men, 24 women, 27 boys, and 19 girls). The reunion was a festive and hearty event which will be seen from the adjoining picture.



ØK virksomhed i Mexico er verdens største biforretning

Af Knud Johnsen i Jyllands-Posten

Cuernavaca er en af de smukkeste byer i Mexico, ja, måske i hele Latinamerika. En by på størrelse med Aarhus i staten Morelos, bestående overvejende af småvillae med haver, som fra urter, buske og træer bærer en sådan blomsterpragt, at farvefilm til turister er et af de største omsætningsprodukter hos byens handlende.

Det skyldes et klima, der giver en ideel blanding af regn og varme. Bedre betingelser kan vækster med rødder i jorden næppe få. Derfor den næsten chokerende blomsterpragt, som er en enorm kontrast til kloakstank og forureningsdis i kæmpebyen Mexico City små 100 km borte.

Blomstervældet har en enorm tiltrækningskraft på bier, og det sværmer med dem. Bierne er danske. Om ikke af fødsel, så af eje. ØK er her medejer af verdens største honningfabrik, Miel Carlota, S.A., der ligger midt i byens fornemste villakvarter ikke langt fra centrum med Mexicos måske mest pompøse bygningsværk: et århundredgammelt slot, hvor Mexicos erobrere Cortez slog sig ned, da han i 1519 invaderede landet fra Spanien, erobrede det og gav landet det navn, det bærer i dag. Han ville bo smukt og fandt, at Cuernavaca var det smukkeste sted i hele det nyerobrede land.

Cuernavaca har vist sig med sit varme klima og de mange blomstrende haver at være det ideelle sted for biavl og honningproduktion, og ØK-virksomhedens daglige leder, den franskfødte Marlos Forlange, hævder, at han og hans medarbejdere laver verdens bedste honning. Han fortæller, at der produceres omkring 850 tons honning hvert år, og 85% går til eksport – navnlig til Vesttyskland, men også en del til Holland og Belgien.

– Vi får honningen fra 23.000 bistader, som er placeret overvejende hos landmænd 800 forskellige steder her i staten Morelos og en nabostat.

De arbejder for os, og vi har 14 lastbiler, der hver dag i produktionstiden kører ud og henter rammerne med honning. I Danmark har man vist kun én produktionstid om året. Vi har to, så vore 2.300.000.000 bier arbejder hårdt. Vi slynger al honningen her på fabrikken, hvor vi er 60 ansatte. Heraf er de 20

snedkere, der ikke bestiller andet end at lave bistader og birammer til vore 800 bigårde.

Vi har en speciel produktion af bidronninger, og vi producerer det, der kaldes for Royal Jelly. En substans, der fremstilles i strubehovedets kirtel på en bi. Vi har et laboratorium, hvor der produceres en speciel dagcreme tilsat Royal Jelly, som vi også tilsætter en speciel honningart. Den er dyr, men nok værd at investere i, for den holder folk evig unge . . .



Direktør Henning Dalby, ØK, med sin kone Jette ved honningfabrikken i Mexico. I midten fabrikkens daglige leder, direktør Marlos Forlange.

Factory manager Marlos Forlange flanked by EAC's Jette and Henning Dalby at the honey factory in Mexico.

EAC Subsidiary in Mexico Runs World's Largest Honey Business

(Extract from the Danish daily "Jyllands-Posten").

Cuernavaca is one of the most beautiful towns in Mexico or perhaps even in all of Latin America. Situated in the State of Morelos, it is a town the size of Aarhus (second largest town in Denmark) which mainly consists of cottages with gardens which with their plants, bushes, and trees boast a floral splendour of such magnificence that colour films for tourists represent the local shopkeepers' largest turnover.

This is all thanks to a climate which gives the right blend of rain and heat, and plants can hardly get better conditions. Hence the almost shocking floral splendour which constitutes an enormous contrast to the stench from the sewers and the smog in the metropolis of Mexico City, a mere 100 km away.

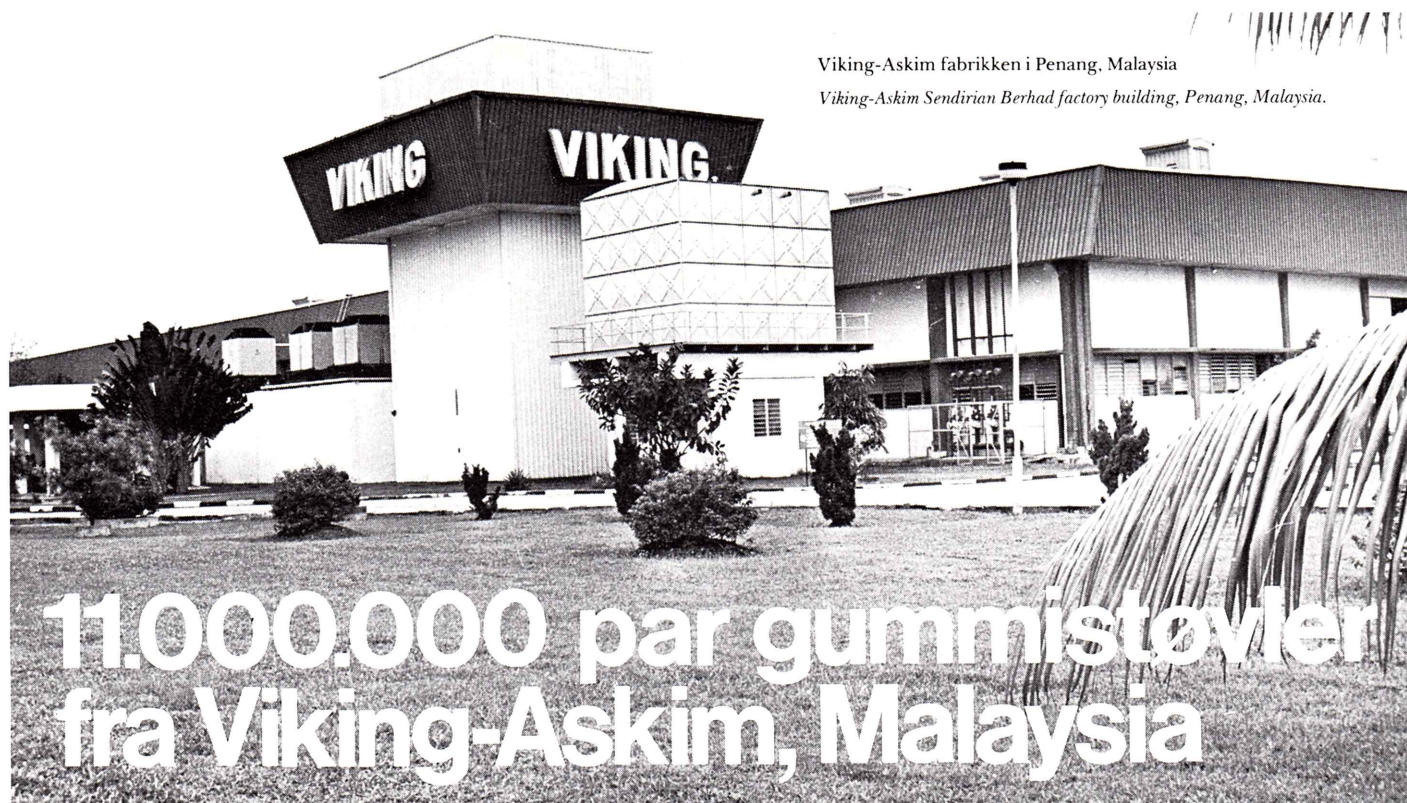
The profusion of flowers is an enormous attraction to bees – and do they swarm. The bees are Danish, if not by birth then at least by ownership. EAC is co-owner of the world's largest honey factory, "Miel Carlota S.A.", which is located in the centre of the town's most exclusive residential quarter, not far from the centre of town which boasts Mexico's most stately building: a century-old castle where Cortez, Mexico's conqueror, settled down in 1519 after having invaded the country from Spain, conquered it, and named it Mexico. He wanted to live in beautiful surroundings and found that Cuernavaca was the most beautiful spot in all of the newly conquered country.

Cuernavaca – with its warm climate and the many flowering gardens – has proved ideal for bee-keeping and production of honey, and the Manager of the EAC subsidiary, French born Marlos Forlange, maintains that he and his colleagues produce the world's best honey. He states that 850 tons of honey are produced annually, 85% of which is exported – mainly to West Germany but also some to Holland and Belgium.

– We obtain the honey from 23,000 beehives which are mainly placed with farmers at 800 different locations in the State of Morelos and the neighbouring state.

They work for us and during the production season we have 14 lorries which drive out every day and collect the frames with honey. In Denmark I believe that you have only one production season a year. Here we have two, and our 2,300,000,000 bees thus work really hard. All the honey is extracted at this factory which employs 60 people, 20 of whom are carpenters who do nothing else but making beehives and frames for our 800 apiaries.

We have a special production of queen bees and we produce what is called Royal Jelly, a substance secreted from the larynx glands of bees. In our laboratory we produce a special day cream, containing Royal Jelly to which a special kind of honey is added. It is expensive but worth while investing in because it keeps people young eternally . . .



Viking-Askim fabrikken i Penang, Malaysia

Viking-Askim Sendirian Berhad factory building, Penang, Malaysia.

11.000.000 par gummistøvler fra Viking-Askim, Malaysia

Den 13. oktober 1980 blev det ellefte million par gummistøvler fremstillet på gummifodtøjsfabrikken Viking-Askim Sendirian Berhad i Butterworth (Penang), Malaysia. Fabrikken er resultatet af et samarbejde mellem Kompagniet og det norske Viking-Askim A/S, og produktionen startede i slutningen af 1973. I december 1979 overtog EAC (Malaysia) Bhd. Kompagniets aktieandel på 35%.

Viking-Askims moderselskab blev grundlagt i 1920, og koncernen omfatter i dag 11 selskaber i Norge samt flere salgsselskaber i Europa. Koncernen fremstiller et bredt sortiment af gummiprodukter så som dæk, fodtøj, tekniske produkter og beskyttelsesdragter, og besidder betydelig viden inden for dette felt. Overførsel af produktionen af de modeprægede gummistøvler til Malaysia blev tilskyndet af manglende udvidelsesmuligheder og mangel på arbejdskraft i Norge.

Da Viking-kvalitetsstøvler bliver fremstillet i hånden og derfor kræver en stor, dygtig arbejdsstyrke, blev Malaysia valgt som det ideelle land for fremstillingen, så meget mere som landet er den største producent af naturgummi, der er det vigtigste råmateriale i produktionen.

Den malaysiske regering gav projektet en meget velvillig behandling, og formaliteterne blev hurtigt ordnet. Selskabet opnåede pionerstatus i en 6-års periode, der forlænges med 1 år såfremt virksomheden i det syvende år anvender mindst 50% lokalt fremstillede materialer i produktionen.

I årenes løb er produktionskapaciteten og medarbejderantallet blevet forøget betydeligt. Virksomheden beskæftiger i dag ca. 1.400 medarbejdere, og den daglige produktion i to-holds drift udgør ca. 8.000 par støvler. Det bebyggede fabriksareal på 20.500 m² blev i 1979 udvidet med 3.500 m², dels i forbindelse med en kapacitetsforøgelse fra 1,8 mill. par til 2,4 mill. par om året, dels for at muliggøre fremstilling af nye produkter så som ekspansionsbælge og støbte sikkerhedsstøvler.

Viking-Askim Sd. Bhd.'s årlige forbrug af rågummi andrager ca. 1.400 tons, hvortil kommer over 2.000 tons forskellige kemikalier og 1,3 millioner m² tekstiler til foring og indlæg i støvlerne.

Al naturgummien og en betydelig del af tekstilerne er fremstillet i Malaysia, og der udfoldes stadig anstrengelser for at opmuntre malaysiske producenter af halvfabrikata til at levere i stadig større udstrækning til fabrikken.

Gummistøvlerne fremstilles i hånden over en aluminiumslæst af et hold specielt uddannede arbejdere, som for at tilskrive den høje kvalitetsstandard, der kræves af Viking-Askim i Norge, må gennemgå en oplæringstid på op til flere måneder.

Viking-Askim A/S er fortsat ansvarlig for design, men også en del af disse opgaver er lagt ud til Malaysia. Produktsortimentet omfatter et stort udvalg af fritidsstøvler til f.eks. sejlsport, jagt, skiløb og fiskeri, såvel som de mere traditionelle regnvejrs- og arbejdsstøvler. De farverige

gummistøvler repræsenterer den mere modebetonede version af den traditionelle Wellington gummistøvle, og henvender sig hovedsageligt til den yngre generation.

Størstedelen af produktionen afsættes i Skandinavien under Viking-mærket, men betydelige kvantiteter eksporteres også til andre dele af Europa, til Canada og til USA. I alt afskibes der årligt ca. 500 TEU (Twenty-foot Equivalent Unit) containere med ScanDutch til Europa.

Udover gummifodtøj under Viking-mærket fremstilles der også andre mærker på fabrikken. Således har Viking-Askim Sd. Bhd. aftaler med *Tretorn* i Sverige, og *Hevea Raalte* i Holland om kontraktfremstilling af betydelige kvantiteter af disse selskabers gummifodtøjsprodukter.

De mere end 1.400 ansatte nyder goder så som gratis transport til og fra arbejde, gratis sundhedstjeneste med to sygeplejersker fast til rådighed på fabrikkens klinik samt velindrettede kantineforhold, og deres sportsklub arrangerer fritidsaktiviteter så som badminton, basketball og bordtennis, ligesom klubben tilrettelægger udflugter på helligdage.

Viking-Askim har været genstand for stor interesse i Malaysia gennem årene, da virksomheden videreforarbejder landets naturlige ressourcer til højt udviklede industriprodukter og yderligere giver beskæftigelse til et betydeligt antal malaysiere i et område, der har haft et betydeligt beskæftigelsesproblem.

11,000,000 Pairs of Rubber Boots by Viking-Askim, Malaysia

On 13th October, 1980, the footwear factory of Viking-Askim Sdn. Berhad. in Butterworth (Penang), Malaysia, made its 11th million pair of rubber boots since production commenced at the end of 1973. The factory is based on a joint venture between our Company and the Norwegian Viking-Askim A/S.

The parent company Viking-Askim A/S was established in 1920 and the group to-day comprises 11 companies in Norway, plus a number of own sales companies in Europe. The Viking group of companies manufactures a wide range of rubber goods such as tyres, footwear, technical products, protective clothing and has a considerable know-how in the rubber field.

Transfer of the production of the rubber fashion boots to Malaysia was prompted by lack of opportunity for expansion and scarce labour in Norway. As the high-quality Viking boots are hand-built, requiring a

substantial amount of skilled labour, Malaysia was considered ideal, also being the largest producer of natural rubber, the most important raw material in the production.

The project received very favourable treatment from the Malaysian Government, and formalities were dealt with very quickly. The Company was awarded pioneer status for a period of six years, which will be prolonged by another year if the factory during the seventh year uses at least 50% locally produced materials.

Over the years the production capacity and number of employees have increased substantially and the present daily production (two-shift) is approximately 8,000 pairs of boots. The original factory of 220,000 sq. ft. was extended in 1979 by 36,000 sq. ft. partly to accommodate production of new products, such as moulded safety boots, and hand built expansion bellows in addition to increasing the annual capacity from 1.8 million to approximately 2.4 million pairs of boots.

Viking-Askim Sdn. Bhd.'s annual consumption of natural rubber is appr. 1,400 tons, in addition to which more than 2,000 tons of various chemicals are used. In 1980 a total of 1.3 million m² of textiles were used for lining and support in the production of boots.

All the natural rubber and a considerable part of the textiles are produced in Malaysia, and continuous efforts are made to encourage Malaysian producers of semi-manufactures to supply locally made products to the plant to a still greater extent.

Rubber boots are built by hand over aluminium lasts involving a team of highly skilled workers working on a conveyor system. To achieve the high quality standard set by Viking-Askim in Norway, it is necessary to train all new factory operatives for several months.

Viking-Askim A/S is still responsible for design but part of this work has also been transferred to Malaysia.

A wide range of boots is manufactured at Viking-Askim for leisure activities like yachting, hunting, skiing and fishing in addition to the more traditional wet weather/working boots. The bright multi-coloured boots are the more fashionable version of the old Wellington boot, and they cater mainly for the younger generation.

The major part of production is sold in Scandinavian countries under the Viking brand name, but sizeable quantities are also exported to other parts of Europe, Canada, and USA. Annual exports to Europe amount to approximately 500 TEU (Twenty-ft. Equivalent Unit) containers shipped by the ScanDutch service. Production is, however, also undertaken of other brands, Viking-Askim Sd. Bhd. having agreements with "Tretorn" in Sweden and the Dutch "Hevea Raalte" company for production of considerable quantities of their rubber boots.

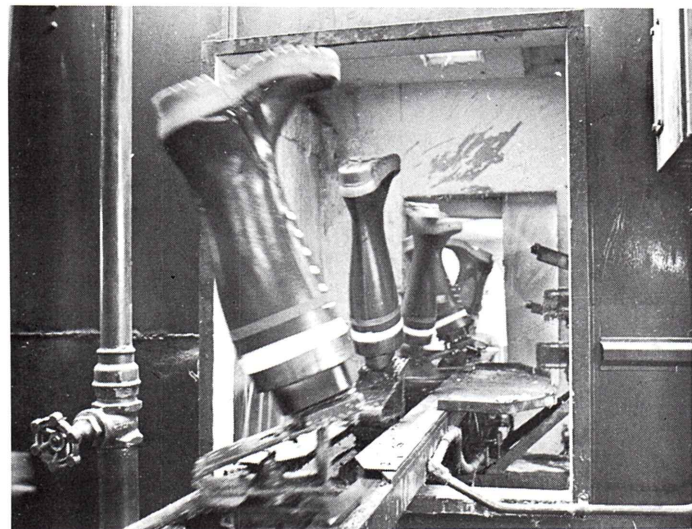
The more than 1,400 employees of Viking-Askim are provided with many facilities such as free transport to and from work, free medical facilities, with two residential nurses at the factory clinic, and a spacious staff canteen, and the active Sports Club arranges recreational activities like badminton, netball, table-tennis, and during holidays excursions are furthermore organized.

Viking-Askim being a rubber based industry, has aroused a lot of interest over the years, as it converts the natural resources of Malaysia into sophisticated industrial products. Furthermore, the factory offers employment opportunities for a substantial number of Malaysians in an area, which previously had quite a large employment problem.



Støvlerne monteres.

Assembly of boots.



Den elektrostatiske lakeringsproces.

Electrostatic Lacquering Process.

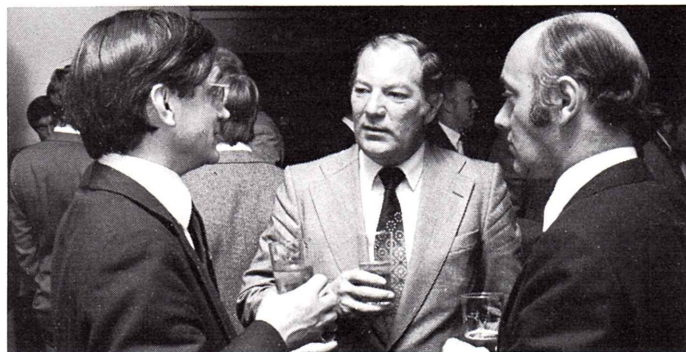
Vestafrikalinien forberede

ØK-søsterskibene *Boringia* og *Fionia* på hver 19.150 t.d.w. går i fast rutefart mellem Europa og Vestafrika i en fuldt containeriseret service. Sammen gennemfører de cirka 20 rundrejser pr. år.

En sådan aktivitet kræver naturligvis en effektiv organisation i land, og med det formål at tilsikre ensrettede bestræbelser fra agentnettet i land har ØK's Vestafrika Linie afholdt 2 agentmøder.

Mødet for agenterne i Vestafrika fandt sted i Abidjan 24. og 25. november 1980, mens alle agenterne i Europa var inviteret til møde i København den 9. og 10. december 1980.

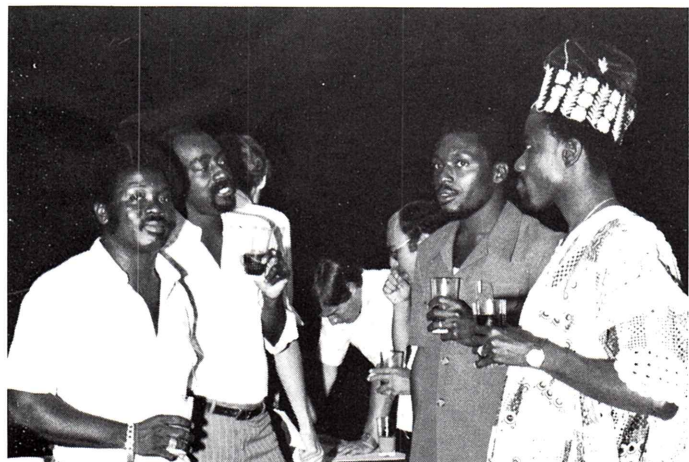
Under møderne diskuteredes mål og planer for markedsføringsaktiviteter i 1981. Der udveksledes ideer, og agenterne benyttede lejligheden til at høre om andres erfaringer.



1. Mr. I. Dawson, London, Mr. Troels Smith, EAC Copenhagen, and Mr. P. Esterbecq, Antwerp.
2. Mr. H. Bell, Basle, Dr. F. Stalzer, Vienna, and Mr. R. Vierlinger, Frankfurt.
3. Mr. R. Kolodziej, EAC Copenhagen, Mr. J. Seemann, Hamburg, Mr. Ron Simons, Seconded by EAC, Abidjan, and Mr. P. L. Hussey, London.
4. Mr. J. Richter, Düsseldorf, Mr. M. Hudusch, Frankfurt, Mr. J. Storm, Hamburg, and Mr. P. Esterbecq, Antwerp.
5. Participants in the meeting in Copenhagen.
6. Mr. Gjamba, Abidjan, Mr. Amagavie, Lomé, Mr. F. Kouevi, Lomé and Mr. A. Y. Sanni, Cotonou.
7. Mr. Villy Vestergaard, EAC Copenhagen, and Mr. C. A. Granier, Abidjan.
8. Participants in the meeting in Abidjan.



sig til 80'erne **West Africa Service Prepares for the eighties**



The two EAC 19,150 t.d.w. sister ships »Boringia« and »Fionia« ply between Europe and West Africa in a fully containerized service. Together they make about 20 roundtrips per year.

An enterprise like this requires an efficient back-up organization ashore, and in order to enhance coordinated efforts by its agency network the EAC LINES Europe West Africa Container Service recently held meetings for all agents.

The meeting of the agents in West Africa took place in Abidjan on 24th and 25th November, 1980, while the agents in Europe were invited to Copenhagen for a meeting on 9th and 10th December, 1980.

During the meetings objectives and plans for marketing activities for 1981 were discussed, ideas were exchanged and the agents used the opportunity to share experiences.



AMVER diplomer til 13 ØK-skibe

Fra U.S. Coast Guard har 13 ØK-skibe modtaget et diplom for deltagelse i AMVER (Automated Mutual-assistance Vessel Rescue systemet) i mindst 128 dage i 1979.

Der er tale om følgende skibe: M.s. *Camara* (1. gang), m.s. *Falstria* (6. gang), m.s. *Jutlandia* (6. gang), m.s. *Lalandia* (4. gang), m.s. *Malacca* (1. gang), m.s. *Meonia* (3. gang), m.s. *Morelia* (1. gang), m.s. *Patagonia* (2. gang), m.s. *Pasadena* (1. gang), m.s. *Samoa* (1. gang), m.s. *Sargodha* (1. gang), m.s. *Selandia* (5. gang) og m.s. *Sinaloa* (1. gang).

M.s. *Falstria* og m.s. *Jutlandia* har begge tidligere modtaget en »gylden vimpel« for at have rapporteret til AMVER i fem år i træk i sammenlagt mindst 128 dage pr. år.

Alle Kompagniets skibe, med undtagelse af m.s. *Panama*, deltager i AMVER-systemet, men det er kun de skibe, der har haft mulighed for at deltage i mere end 128 dage pr. år, der kvalificerer sig til diplom.



M.s. *Falstria* og m.s. *Jutlandia* der begge har modtaget AMVER diplom 6 gange.

M.s. »Falstria« and m.s. »Jutlandia« have both received the AMVER award 6 times.



13 EAC Vessels Receive AMVER Awards

From the U.S. Coast Guard the following 13 EAC vessels have received AMVER awards in appreciation of their participation in the AMVER – Automated Mutual-assistance Vessel Rescue – system for at least 128 days in 1979.

M.s. »Camara« (for the 1st time), m.s. »Falstria« (6th time), m.s. »Jutlandia« (6th time), m.s. »Lalandia« (4th time), m.s. »Malacca« (1st time), m.s. »Meonia« (3rd time), m.s. »Morelia« (1st time), m.s. »Pasadena« (1st time), m.s. »Patagonia« (2nd time), m.s. »Samoa« (1st time), m.s. »Sargodha« (1st time), m.s. »Selandia« (5th time), and m.s. »Sinaloa« (for the 1st time).

M.s. »Falstria« and m.s. »Jutlandia« have previously received the »golden pennant« after having reported to the AMVER system at least 128 days a year for five consecutive years.

All our Company's vessels – with the exception of m.s. »Panama« – participate in the system, but only the vessels which have had a possibility of participating at least 128 days a year qualify for an award.

Moderne skovvirksomhed. Kompagniets trævirksomhed i Canada omfatter både træfældning i de store skovområder på Vancouver Island, transport af stammerne til savmøllen og papirmasse-fabrikken i Tahsis og anlæg af mere end 100 km vejanlæg som det, der ses på nedenstående foto.

Modern forest operation. *The transport of logs from forest to the wood industry requires construction of a vast net of roads and heavy equipment as seen in this photograph from the Tahsis Company on Vancouver Island.*

