

EBC



OK BLADET



Nyt
Carlsberg-
bryggeri i Østen
— se artiklen inde i bladet
New Carlsberg brewery
in Far East
— cf article in this issue

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Forsiden. Nyt Carlsberg-bryggeri i Østen, bygget ved Hong Kong af ØK og De Forenede Bryggerier, indvies i denne måned af H.M. Dronning Margrethe og H.K.H. Prins Henrik. Se artiklen side 23.

Front page. *New Carlsberg brewery in the Far East, built at Hong Kong by EAC and The United Breweries Ltd., Copenhagen, will be inaugurated this month by H.M. Queen Margrethe II and H.R.H. Prince Henrik (cf article on page 23).*

Bagside. Natarbejde i Bilbao. Se artiklen side 20–21.

Back page. *Night work in Bilbao (cf article on pages 20–21).*

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Formandsskifte

På Kompagniets 84. ordinære generalforsamling, der omtales andet sted i bladet, udtrådte direktør Mogens Pagh af bestyrelsesrådet og motiverede ønsket herom med, at han efter næsten 52 år i Kompagniets tjeneste mente at have aftjent sin »værnepligt«. Den næsten tusindtallige aktionærforsamling kvitterede med langvarigt bifald.

Samtidig udtrådte direktør G. Halling-Andersen af bestyrelsesrådet efter næsten 61 år i Kompagniets tjeneste. Der forelå forslag om genvalg af direktør, civiling. Jens Thorsen og viceadmiral Sven Thostrup til bestyrelsesrådet og om nyvalg af direktør H. H. Sparsø og generaldirektør Povl Hjelt, og begge forslag vedtoges enstemmigt.

På sit møde umiddelbart efter generalforsamlingen valgte det nye bestyrelsesråd den hidtidige næstformand, direktør Tage Wøldike Schmith, til formand og direktør Svend Storm-Jørgensen til næstformand.

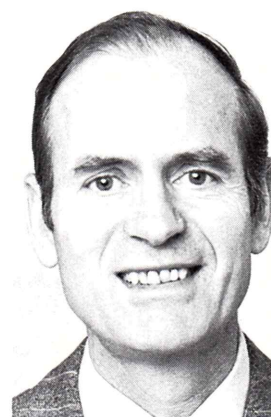
Direktør Storm-Jørgensen, der indvalgte i bestyrelsesrådet for otte år siden, gjorde aktiv tjeneste i Kompagniet 1927–75, var filialbestyrer i Hong Kong og Bangkok i en årrække i 50'erne og var administrerende direktør i Kompagniet 1961–71.



Henning H. Sparsø



Svend Storm-Jørgensen



Povl Hjelt

Change of Chairman

At our Company's 84th Annual General Meeting (cf pages 4–6) Mr. Mogens Pagh retired from the Board of Directors, feeling that he had done his duty after almost 52 years of service with our Company. Mr. Pagh received a hearty and prolonged applause from the close to one thousand shareholders present.

Simultaneously Mr. G. Halling-Andersen retired from the board after almost 61 years of service with our Company. The proposals of the Board of Directors to re-elect Mr. Jens Thorsen and Mr. Sven Thostrup and elect Mr. Povl Hjelt and Mr. H. H. Sparsø to the Board were unanimously adopted.

At a board meeting following the General Meeting Mr. T. Wøldike Schmith, until now Deputy Chairman, was elected Chairman while Mr. Svend Storm-Jørgensen was elected Deputy Chairman.

Mr. Svend Storm-Jørgensen who was elected to the board eight years ago saw active service with our Company from 1927 to 1975. He was Branch Manager in Hong Kong and Bangkok for a number of years in the 'fifties and was Managing Director of our Company from 1961 to 1971.

Portræt af den nye formand

Om direktør Tage Wøldike Schmith, der på det nye bestyrelsesråds første møde efter generalforsamlingen 27. marts valgtes til formand for bestyrelsen, skrev redaktør Henrik Groes-Petersen i dagbladet Politiken:

»Selv om ingen skal vente de store og hurtige ændringer indenfor ØK, når Tage Wøldike Schmith senere på måneden overtager posten som formand for kompagniet, vil der sikkert i flere henseender blive tale om et stilskifte. Mens den hidtidige formand, Mogens Pagh, aldrig har lagt skjul på, at kompagniet er hele hans liv, er Tage Wøldike Schmith et familiehøvsmand, der også har fritidsinteresser.

Ganske vist har såvel den afgående som den kommende bestyrelsesformand gennemlevet karrierer i kompagniets tjeneste, som på mange måder stemmer overens. Men i modsætning til Pagh har Wøldike Schmith aldrig siddet i stolen som foresiddende direktør for kompagniet.

Med formandsskiftet kan der ventes en tydeligere opdeling af opgaverne mellem formand og direktør. En opdeling, som til tider kunne blive mindre klar under Pagh, som i mange år havde prøvet at sidde på begge poster på én gang. Onde tunger vil også vide, at det er her, baggrunden for formandsskiftet skal søges. Men selv om Wøldike Schmith aldrig blev foresiddende direktør, har han som leder af først kompagniets industriaktiviteter og siden skibsafdelingen i høj grad været med til at præge udviklingen i kompagniet siden begyndelsen af 1960'erne.

Han begyndte i ØK straks efter studentereksamen i 1933. I 1937 blev han udstationeret i Det fjerne Østen, hvor han tilbragte en snes år. Under krigen sad han i Manchuriet, medens Pagh sad i Shanghai. Det var barske tider, hvor kontakten til hovedkontoret i København var afbrudt, og hvor hungersnøden hærgede i Østen.

Efter krigen ledede han flere filialer i forskellige byer, indtil han i 1955 kom til Indien og ledede ØK's daværende aktiviteter i landet.

I 1961 kom Wøldike Schmith hjem og fik til opgave at udbygge de oversøiske industrier. Det var på et tidspunkt, da ØK for alvor begyndte at satse på industri.

Allerede i 1964 blev han administrerende direktør ved hovedkontoret og primært ansvarlig for industriaktiviteterne. I 1971 sluttede han kredsen og blev chef for skibsafdelingen – den tredje tykke gren i ØK's imperium.

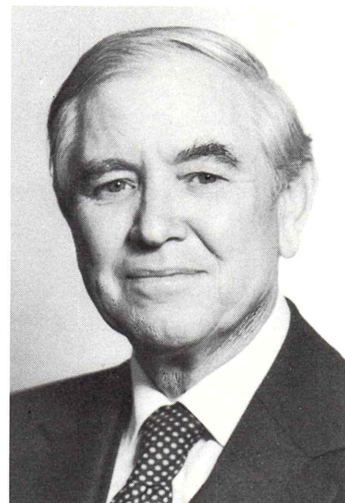
I løbet af 1970'erne forestod han sammen med Henning Hempel Sparsø – som nu er ØK's foresiddende direktør – moderniseringen af kompagniets flåde, der blev totalt udskiftet. De todelte siden opgaverne mellem sig, så Wøldike Schmith helligede sig det internationale redersamarbejde, og Sparsø overtog det direkte ansvar for skibsfarten.

Det var Wøldike Schmith, der i 1976 var hovedmanden bag den såkaldte Nakskov-aftale, der blev indgået med arbejderne på Nakskov Skibsværft. Ved at love at placere

bygningen af seks nye skibe på værftet fik han arbejderne til at gå med til at fastlåse lønudviklingen i en periode. Arbejderne fortrød senere bittert, da de så lønudviklingen på andre virksomheder i perioden, men ØK peger i dag på aftalen som et væsentligt led til at sikre beskæftigelsen og værftets eksistens.

Wøldike Schmith er 65 år – og dermed blot 5 år yngre end Pagh – når han sætter sig i formandsstolen. Han vil sikkert sætte sit eget præg på jobbet blandt andet i kraft af sin levende og udadvendte natur.

Hans fritid vil nu som før blive brugt på fritidsgården på Møn, hvor han holder meget af at gå på jagt og at fiske. Men han bruger også tid på at vedligeholde kontakten til gamle venner fra tiden i Østen. Den ligger ham i blodet endnu.«



Tage Wøldike Schmith

Profile of our new Chairman

The following profile of Mr. Tage Wøldike Schmith – who was elected chairman at the first board meeting after the Annual General Meeting on 27th March – appeared in the Danish daily "POLITIKEN":

"Although no great and quick changes are expected to take place within EAC when Tage Wøldike Schmith later this month takes over the chairmanship of the company, a change of style may occur in several respects. Whereas the chairman until now, Mogens Pagh, has never made it a secret that the company is all his life, Tage Wøldike Schmith is a home loving character who also enjoys his hobbies.

The retiring as well as the new board chairman have, admittedly, had careers in the company which in many ways are identical. However, contrary to Pagh, Wøldike has never been presiding managing director of the company.

The change of chairmanship may result in a more distinct division of duties between chairman and managing director. A division which was at times less pronounced during the chairmanship of Pagh who for many years occupied both positions simultaneously. There are even those who maintain that this is the background for the change in chairmanship. However, although Wøldike Schmith was never a presiding managing director he has as manager of the company's industrial activities and subsequently of the shipping department to a large extent done his share towards influencing developments in the company since the beginning of the 'sixties.

He joined EAC right after having graduated from high school in 1933. In 1937 he was posted in the Far East where he spent about 20 years. During the war he stayed in Manchuria while Pagh stayed in Shanghai. Those were tough years when connections with Copenhagen were interrupted and when famine prevailed in the East

After the war he was in charge of branches in several places until he in 1955 came to India and headed EAC's activities in that country. In 1961 Wøldike Schmith returned home and was put in charge of expanding industries overseas, at a time

when EAC really started getting involved in industry.

In 1964 he was appointed managing director at the head office, primarily responsible for industrial activities. In 1971 the circle was complete by his becoming head of the shipping department – the third heavy branch of the EAC empire.

During the 'seventies he and Henning Hempel Sparsø – who is now EAC's presiding managing director – were responsible for the modernization of the company's fleet which was completely renewed. The two of them subsequently apportioned duties between them, Wøldike Schmith devoting himself to international co-operation between shipowners and Sparsø taking over direct responsibility for shipping.

In 1976 Wøldike Schmith was prime mover of the so-called "Nakskov agreement" which was made with the workers at Nakskov Shipyard. By promising to place orders for six new vessels with the shipyard he persuaded the workers to freeze wage demands for a certain period.

The workers subsequently bitterly regretted this agreement when they saw wage developments during the period at other undertakings, but to-day EAC points out that the agreement was an important link in securing the employment and the survival of the shipyard.

Wøldike Schmith is 65 years old – and thus only 5 years younger than Pagh – on taking over the chairmanship. He will no doubt leave his own mark on the job, thanks, among other things, to his vigorous and extrovert nature.

He will continue to spend his spare time at his farm on the (Baltic) island of Møn, where he loves to go hunting and fishing. But he also takes time to keep in touch with old friends from his stay in the East which is still in his blood."

Kompagniet hjembragte i 1980 1250 mill. kr. i fremmed valuta

“Koncernens omsætning steg i 1980 fra 20 milliarder til ca. 21,3 mia. kr. til trods for, at to betydelige virksomheder er gledet ud af koncern-regnskabet. Det drejer sig dels om P. T. Danmotors Vespa i Indonesien, hvor Kompagniets andel nu er reduceret til 49 pct. i overensstemmelse med indonesisk lovgivning, dels om Natal Oil & Soap Industries i Sydafrika, der er afhændet i årets løb af forretningsmæssige grunde. Næsten 90 pct. af koncernens omsætning hidrører fra virksomhed uden for Danmark. I den forbindelse bør det bemærkes, at Kompagniet i 1980 har hjembragt ca. 1250 mill. kr. i fremmed valuta.”

Sådan sagde direktør Mogens Pagh på Kompagniets 84. generalforsamling i sin sidste beretning som Kompagniets formand. Blandt beretningens andre hovedpunkter var disse:

- Kompagniet omfatter nu 160 selskaber, hvori koncernen ejer 50 pct. eller mere af aktiekapitalen. 129 af disse selskaber er hjemmehørende i udlandet.
- Særligt glædelig er koncernens fremgang i den regnskabspost, der betegnes som »resultat af aktiviteter«: fra 1701 millioner til 1814 mill. kr. Også udbytte af investeringer uden for koncernen er steget betydeligt – fra 24 mill. til 118 mill. kr., hvad der i stor udstrækning er en følge af den nævnte ændring i koncernstrukturen.
- Det abnormt høje renteniveau i Danmark og en række andre lande, hvor Kompagniet arbejder, ikke mindst i USA, er en betydelig byrde for Kompagniet med dets udstrakte aktiviteter og deraf følgende, betydelige låntagning. Vi må således konstatere en stigning i finansieringsomkostningerne på ikke mindre end 100 mill. til 701 mill. kr. I denne forbindelse kan jeg pege på, at blot 1 pct. på koncernens totale gæld svarer til 85 mill. kr.
- Egenkapitalen er øget med 170 mill. kr. til 1666 mill. kr.
- For moderselskabets vedkommende er fremgangen i resultat af aktiviteter endnu mere markant end på koncern-basis:



Direktør Mogens Pagh på talerstolen ved aflæggelsen af den sidste beretning som formand for bestyrelsesrådet.

Mr. Mogens Pagh, submitting his last report as Chairman of EAC's Board of Directors.

fra 443 mill. til 788 mill. kr. Jeg finder denne fremgang i de ordinære driftsindtægter særdeles opmuntrende. Trods Trans Pacific Liniens genvordigheder kan vi især glæde os over en smuk fremgang i indtægterne af skibsfarten, ligesom udbyttet fra koncern-deltagerne viser en væsentlig forøgelse.

• I betragtning af de ugunstige tider, som erhvervslivet generelt befinder sig i, håber jeg, at aktionærerne finder de fremlagte regnskaber acceptable. Men vi erkender, at afkastet af de samlede investeringer – trods den betydelige arbejdsindsats, som gøres af Kompagniets medarbejdere herhjemme og rundt om i verden – er beskedent og må øges væsentligt for at nå et fuldt tilfredsstillende niveau. Jeg føler mig overbevist om, at forbedringen af de ordinære driftsresultater er udtryk for, at Kompagniet er i en god og sund udvikling. Jeg mener derfor, at vi kan se fremtiden i møde med tillidsfuld, omend forsigtig optimisme. Men vi under vurderer naturligvis ikke de vanskeligheder og den skarpe konkurrence, som kendetegner internationalt virke i dag. Vi har da også til stadighed øjnene åbne for enhver nyudvikling, som kan gavne Kompagniet, dets aktionærer og medarbejdere.

Om udsigterne for 1981 sagde direktør Mogens Pagh i øvrigt bl.a.

I *Nordamerika* har træhandelen stadig betydelig modgang. Til gengæld kan vi glæde os over fortsat fremgang i den grafiske branche, hvor vort fuldt ejede datterselskab, Heidelberg Eastern, er i stadig vækst med tilfredsstillende resultater.

I *Sydamerika* er Plumrose-virksomheden i Venezuela i en meget betydelig ekspansion med usædvanligt gode resultater.

I *Afrika* har Nigeria fortsat økonomisk fremgang takket være bl.a. de høje priser på olie, som er landets vigtigste indtægtskilde.

I *Østen* er der næsten overalt en positiv og lovende udvikling med en usædvanlig vækst i nationalproduktet, og man kan måske i den forbindelse fremhæve udviklingen i Indonesien. Kompagniet er fortsat stærkt engageret i hele dette område. To nye, store industrivirksomheder, som vi er med i, åbnes officielt i april. Det drejer sig om et nyt Carlsberg Bryggeri i Hong Kong, hvis indvielse overværes af Hendes Majestæt Dronningen og Hans Kongelige Højhed Prinsen, samt en større komponentfabrik i Indonesien, der vil betyde en udbygning af landets motorindustri. Generelt vil jeg gerne sige, at Kompagniet nyder godt af den glædelige økonomiske udvikling i hele Østen, som Kompagniet har haft så nær tilknytning til, lige siden daværende kaptajn H. N. Andersen for snart 100 år siden etablerede sig i Thailand, som i øvrigt også kan glæde sig til et besøg af Danmarks regentpar i april.

Kina gennemgår for tiden en periode, hvor man holder lidt igen med gennemførelsen af de iværksatte, gigantiske moderniseringsplaner. Man har ønsket at foretage en såre forståelig prioritering af de store projekter, der betyder milliardinvesteringer. Men Kompagniet har absolut ikke tabt tiltroen til en fortsættelse af den meget positive udvikling, som er påbegyndt, og hvori Kompagniet har en vigtig rolle at spille.

Australien ser vi fortsat på som et vigtigt fremtidsland, og vi er til stadighed på udkik efter nye muligheder i denne interessante verdensdel.

EAC brought home foreign exchange worth 1,250 million kroner in 1980

"The 1980 turnover of the EAC Group of Companies increased from 20,000 million to about 21,300 million Kroner in spite of the fact that two major companies are no longer included in the Group accounts, our Company's share in P.T. Danmotors Vespa in Indonesia having been reduced to 49% in compliance with Indonesian law, and Natal Oil & Soap Industries in South Africa having for commercial reasons been sold during 1980. Almost 90% of the Group turnover emanates from activities outside Denmark and in this connection it may be mentioned that our Company during 1980 brought into Denmark foreign exchange worth about 1,250 million Kroner..."

Mr. Mogens Pagh stated at our Company's 84th Annual General Meeting in his last report as our Company's Chairman of the Board. Main items of the report included:

- *Our Company now comprises 160 firms in which the Group owns 50% or more of the share capital, 129 of which are domiciled abroad...*

- *It is particularly gratifying to note the Group's progress in "Result of Activities": from 1,701 million to 1,814 million Kroner. Returns from investments outside the Group have also increased considerably – from 24 million to 118 million Kroner which is to a large extent due to the previously mentioned change in the Group structure...*

- *The abnormally high interest level in Denmark and a number of other countries in which our Company works – not least in the U.S. – is a considerable load on our Company with its extensive activities and consequent substantial borrowings. We thus have to place on record that financing costs have increased by no less*

than 100 million Kroner to 701 million Kroner. In this connection I might mention that a mere 1% of the Group's total debt corresponds to 85 million Kroner...

- *Shareholders' equity has increased by 170 million Kroner to 1,666 million Kroner...*

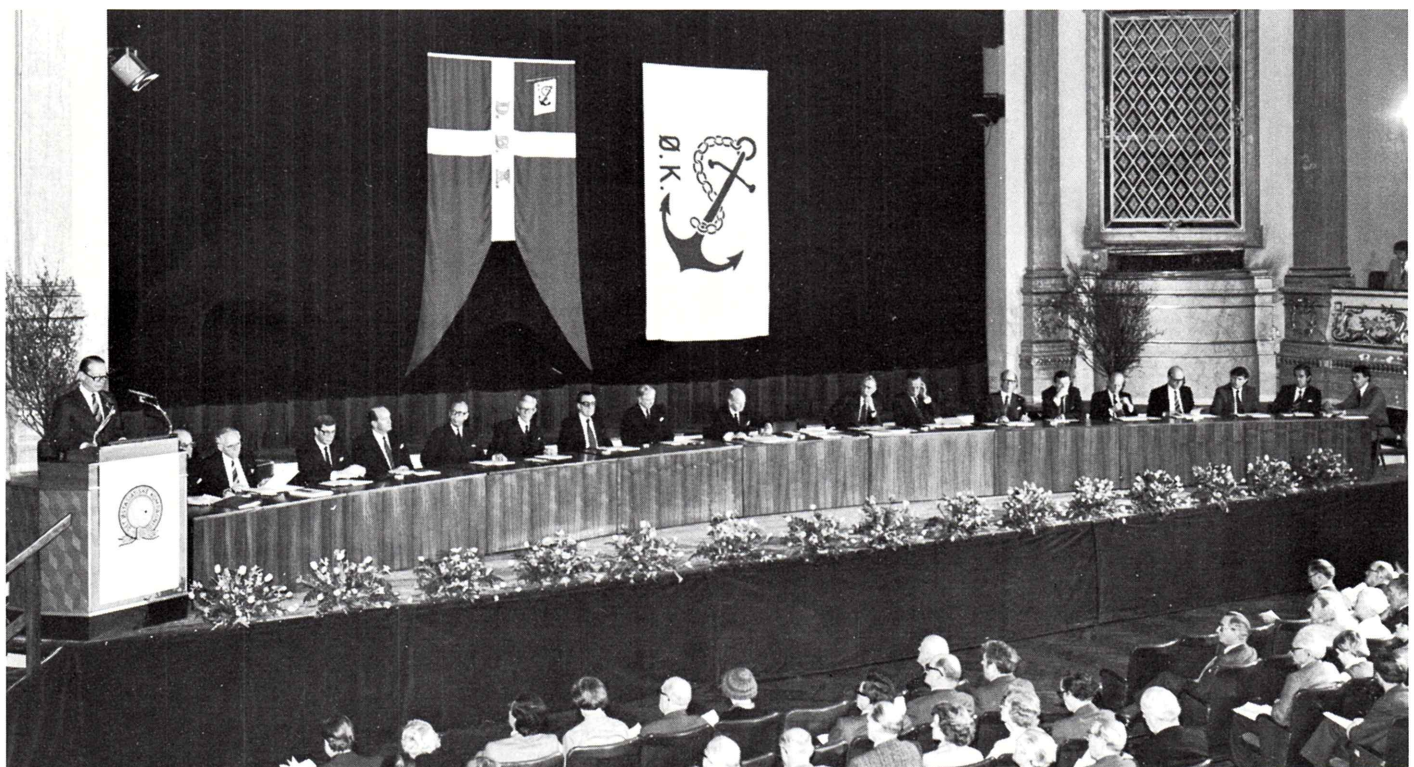
- *The parent company's increase in "Result of Activities" is even more pronounced: from 443 million to 788 million Kroner. I consider this increase in ordinary working returns most encouraging. Despite the Trans Pacific Service's difficulties we are particularly happy to record a fair increase in earnings from shipping, in addition to which returns from the Group companies show a considerable increase...*

- *Taking into consideration the adverse times encountered by trade in general I hope that the shareholders will find the Annual Accounts acceptable. We do, however, admit that returns from total investments – despite the hard work carried out by our Company's employees at home and abroad – are modest and have to be increased considerably in order to reach a fully satisfactory level. I feel convinced that the improvement in ordinary working returns reflects that our Company is progressing soundly. I am accordingly of the opinion that we can*

Bestyrelse og direktører samt et udsnit af den tusindtallige aktionærforsamling fotograferet under formandens beretning.

Members of the Board of Directors and Management facing the close to one thousand shareholders during the Chairman's report.

Siddende (fra venstre) – Seated (from left): vicedirektør Flemming Hasle (næsten skjult/almost hidden), vicedirektør O. F. Andreasen, direktør John Arthur Hansen, direktør Bent Andersen, direktør H. H. Sparsø, direktør Svend Storm-Jørgensen, direktør G. Halling-Andersen, direktør T. Wøldike Schmith, dirigenten, hrs. H. Bech-Bruun, vicedirektør B. Hüttemeier, H. H. Prins Georg, viceadmiral Sven Thostrup, direktør, civiling. Jens Thorsen, ambassadør Erling Kristiansen, proprietær H. O. A. Kjeldsen, inspektør A. L. Korsbjerg og filialbestyrer Hans Olesen samt – for bordenden – bestyrelsesrådets sekretær, advokat Christian Lund.



Stockholders' Meeting

face the future with confident, although cautious, optimism. We do not, however, underestimate the difficulties and keen competition which are characteristic of present international activities. We do, therefore, also constantly keep an eye on any new developments which might benefit our Company, its shareholders and employees...

With regard to prospects for 1981 Mr. Mogens Pagh, among other things, stated:

In North America the timber business still encounters considerable adversities. On the other hand we are happy to record continued progress in the graphic field where our fully owned subsidiary, Heidelberg Eastern, is growing with satisfactory results.

In South America the Plumrose activities in Venezuela are expanding considerably and show extraordinary good returns.

In Africa Nigeria enjoys continued progress thanks to, among other things, the high prices for oil which is the country's most important source of income.

In the Far East positive and promising developments with an extraordinary increase in the national product are recorded almost everywhere in which connection it may be reasonable to stress developments in Indonesia. Our Company continues to be heavily engaged in the entire area. Two new, large industrial undertakings, in which we participate, will be officially opened in April: the new Carlsberg Brewery in Hong Kong which will be inaugurated in the presence of H. M. the Queen and H. R. H. Prince Henrik, and a large components factory in Indonesia which implies an expansion of the country's motor industry. Generally speaking I would like to state that our Company is benefitting from the gratifying

economic developments in all of the Far East to which our Company has had close ties ever since Captain H. N. Andersen almost 100 years ago settled down in Thailand – which can, incidentally, also look forward to a visit by the Danish Royal Couple in April.

China is passing through a period where implementation of the gigantic modernization plans are to some extent cut back. A quite understandable rate of priority of large projects, requiring investments running into thousands of millions, has been adopted. Our Company has, however, by no means lost confidence in a continuation of the very positive developments which have been started and in which our Company plays an important part.

Australia is by us still regarded as an important country of the future and we are all the time looking for new possibilities in this interesting continent.

Glimt fra generalforsamlingen / Glimpses from Stockholders' Meeting.

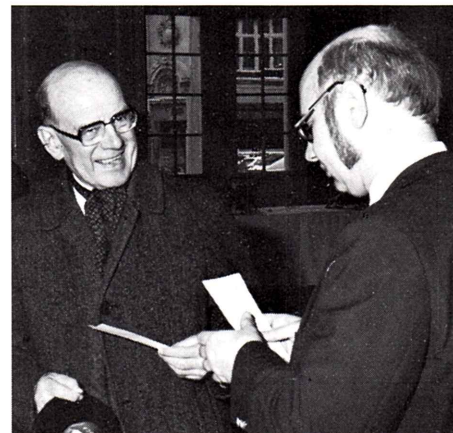


Fire medlemmer af bestyrelsesrådet, fra venstre ingeniør Jens Thorsen, ambassadør Erling Kristiansen, H. H. Prins Georg og direktør T. Woldike Schmith byder generaldirektør Povl Hjelt velkommen i bestyrelsesrådet.

Four members of the Board, (from left) Mr. Jens Thorsen, Ambassador Erling Kristiansen, H. H. Prince Georg and Mr. T. Woldike Schmith, welcoming Mr. Povl Hjelt to the Board of Directors.

To ældre aktionærer, tidl. teaterdirektør Thorvald Larsen (t.v.) og statsaut. revisor Viggo Jensen i samtale med to af Kompagniets unge medarbejdere.

Two elderly shareholders, Mr Thorvald Larsen (left) and Mr. Viggo Jensen, being entertained by two of our Company's young apprentices.

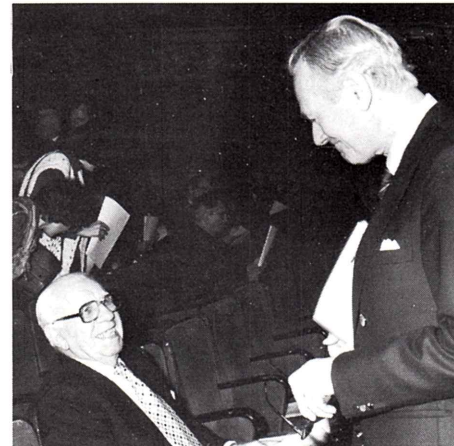


Den tidligere administrerende direktør i Kompagniet J. Chr. Aschengreen, der nylig fyldte 85, modtages i Odd Fellow Palæet af kontorbetjent Ole Jensen.

A former Managing Director of EAC, Mr. J. Chr. Aschengreen, who recently celebrated his 85th birthday is received at the Annual General Meeting by Office Messenger, Ole Jensen.

Blandt generalforsamlingens deltagere var også tidl. administrerende direktør Edv. Strandberg, som nu er 83, i samtale med prokurist Knud Rasmussen fra Hovedbogholderiet.

Among the participants was another former Managing Director: 83-year old Edv. Strandberg, pictured conversing with Mr. Knud Rasmussen, Manager, Accounts Department.



eacgraphics (Philippines) Inc. inaugurates new premises

Our Company's subsidiary in Manila, EACgraphics (Philippines) Inc., has officially inaugurated its new premises in "Heidelberg House" a three-storey rented building, centrally located in the capital's modern business district of Makati.

Formed in August 1979, and owned jointly by our Company and our Philippine associates, Luzon Mahogany Corporation, EACgraphics handles the representation of leading graphic products in the Philippines, notably those of Heidelberg, Polar, Stahl, VBF, Klimsch, Hell, Compugraphic and Eskofot and forms the final link in our Company's chain of graphic business uniting all five member-countries of the ASEAN.

Occupying the entire ground floor and part of the first floor with a total area of about 2,000 sq.m., EACgraphics is now provided with attractive and very functional offices, showrooms, a dark room, service school facilities, and canteen in addition to machinery -, parts stores and workshop - all under one roof.

The remaining second floor area is occupied by EAC's Branch Office and space is also provided for the town offices of our other subsidiaries, Philippine Moulded Pulp Products, Inc. and Luzon Mahogany Corporation.

In the presence of some 100 specially invited guests representing the Philippine graphic arts industry, bankers and other business connections, Mr. J. Kettenmann, Sales Director of Heidelberg Druckmaschinen Aktiengesellschaft officiated at the ribbon cutting ceremony and unveiled, as a gift to EACgraphics from the Heidelberg factory, a plaque to commemorate the occasion. Other prominent overseas guests at the inauguration were Mr. Adolf Doepfert and Mr. Konrad Suss, both of Stahl GmbH & Co., Mr. and Mrs. Sozaburo Miyagi of Printing Machine Trading Co., Ltd., and sales- and technical representatives from Polar-Mohr KG., Dr.-Ing. Rudolf Hell GmbH and Kalle AG.

Our Company was represented by Mr. Holger Hansen, General Manager, Head Office's Export Department and concurrently Chairman of EACgraphics, regional technical experts and members of the EAC Manila staff.



Mr. N. J. Harboe, Vice-President, EACgraphics pictured with (clockwise from left): Mr. Jakob Kettenmann, Sales Director, Heidelberg Druckmaschinen, Mr. Holger Hansen, Mr. Edmundo Bana Lim, Director and President, EACgraphics, Mr. Lim Hua, Director, EACgraphics, Mr. Adolf Doepfert, Director/Owner, Stahl & Co., Mr. Ernst Scondo, Polar-Mohr, Mrs. Pernille Harboe, Mrs. Anne Marie Nielsen, Mr. Kurt Schou, Comptroller, EACgraphics, Mrs. Annette de Jonquieres, Mr. H. F. Consunji, Secretary, EACgraphics and Monsignore Benedicto Arroyo.

In keeping with tradition, the new premises were blessed by the parish priest and after a tour of the building, followed by speeches of welcome, the day's programme was brought to a successful conclusion with open-house demonstrations - the centre of attraction being the newest Heidelberg off-set printing press, Model MO.

Upwards of 600 guests visited the showroom during the open-house demonstrations which were continued the following day. It was encouraging that spokesmen of the printing industry judged our exhibition to be the most professionally organized and best attended function of its kind ever held in the Philippines.

EACgraphics also markets a wide and growing range of packaging machinery.

Ongoing expansions comprise the establishment of a separate in-plant division, marketing of word-processors and acquisitions of additional consumer product lines, notably graphic films etc.

eacgraphics (Philippines) Inc. indvier nye lokaler

Det af Kompagniet i august 1979 sammen med Luzon Mahogany Corp. stiftede datterselskab, EACgraphics (Philippines) Inc. i Manila, har indviet dets nye lokaler i »HEIDELBERG HOUSE«, der er centralt beliggende i hovedstadens moderne Makati forretningskvarter.

Selskabet repræsenterer på Filippinerne en lang række førende producenter af grafisk udstyr og lægger beslag på hele stueetagen samt en del af første sal, der i alt dækker ca. 2.000 m² og omfatter kontorer, udstillingslokaler, et mørkekammer, en kantine, uddannelsesfaciliteter, lagerrum for maskiner og reservedele samt et værksted - alt under samme tag. Resten af førstesalen bliver iøvrigt benyttet af Manila-filialen samt datterselskaberne Philippine Moulded Pulp Products Inc. og Luzon Mahogany Corp.

I overværelse af godt 100 inden- og udenlandske gæster foretog Heidelberg Druckmaschinen AG's salgsdirektør J. Kettenmann den officielle åbning, der i tråd med lokale traditioner blev efterfulgt af sognepræstens velsignelse.

Kompagniet var repræsenteret af underdirektør Holger Hansen, regionale tekniske eksperter samt repræsentanter for EAC Manila med filialbestyrer Niels-Jørn Stausø Harboe i spidsen.

Hosstående billeder viser glimt fra åbningshøjtideligheden.



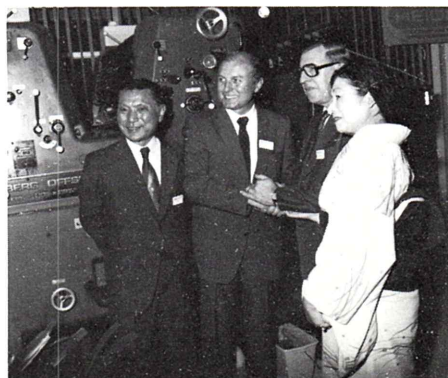
The ribbon is cut by Mr. Jakob Kettenmann, applauded by Mr. Holger Hansen.

Congratulatory address by Mrs. Felicidad B. Soller, President of Philippine Printing Technical Foundation.



"Heidelberg House" in Makati and fleet of EACgraphics' service vans.

A handshake for continued co-operation and progress in Heidelberg/EAC relations, witnessed by Mr. & Mrs. Sozaburo Miyagi, Printing Machine Trading Co., Japan.





Oversvømmelser i Sabah, Malaysia

River Estates i Sabah, et datterselskab af EAC (Malaysia), blev i januar ramt af svære oversvømmelser, som for hele delstaten betegnes som de værste i mere end 10 år. I januar blæser nordøst monsunen og bringer med sig betydelige regnmængder. Der faldt ikke mindre end 1100 mm regn på River Estates i januar, heraf hovedparten i de første 14 dage. Dette bevirkede, at Segama floden, der løber gennem plantagen, gik over sine bredder, og at de lavere liggende områder på plantagen blev oversvømmet.

Værst gik det ud over ca. 350 hektarer af plantagens nyplantede arealer, og i dette område skal måske $\frac{1}{3}$ af palmerne skiftes ud.

I de gamle arealer er der sket en del skade på vejnettet, medens skaderne på selve beplantningerne har været begrænsede.

Alt høstarbejde på plantagen var indstillet i et par uger, men så snart der kom en stilstand i regnen, og vandet trak sig tilbage, var oprydningsarbejdet i fuld gang. De samlede skader andrager efter et foreløbigt og meget groft skøn et beløb omkring M\$1 million, svarende til ca. 3 millioner kroner.

Plantagen var isoleret fra omverdenen i næsten 14 dage. Al flyvning til plantagen måtte indstilles, og det var heller ikke muligt at nå plantagen ad flodvejen, og der er ingen forbindelse til plantagen over land.

Forud for monsunen er der sørget for forsyninger af de mest nødvendige føde-

varer, specielt ris, og plantagen kan således klare sig igennem en periode uden forsyninger udefra, selv om forplejningen bliver triviell og ikke så afvekslende som ellers.

Fotografierne viser omfanget af oversvømmelserne, dels i de nyplantede arealer, dels på en af divisionerne, hvor arbejderboligerne blev sat under vand, og hvorfra alle beboere blev evakueret.

Hele plantagens produktion af palmeolie og palmekerner bliver fragtet med pram fra plantagen til Sandakan. Prammen trækkes af plantagens egen slæbebåd, og turen fra plantagen til Sandakan tager ca. 20 timer. Lige før nytår var en transport undervejs til Sandakan, og

slæbebåden havde ventet ved flodmundingen i et par døgn, før man forsøgte at gå til havs. Mandskabet på slæbebåden og prammen er velkendt med forholdene, men vejret viste sig at være så hårdt, at prammen med en last på 400 tons palmeolie sank, lykkeligvis uden tab af menneskeliv, idet besætningen på prammen blev reddet ombord i slæbebåden.

River Estates har ikke siden 1968 oplevet så omfattende oversvømmelser, og monsuntiden i år må betegnes som usædvanlig hård. Følgerne af oversvømmelsen vil kunne mærkes i lang tid fremover, idet frugtsætningen under en så regnfuld periode hindres, og dette kan ikke undgå at få indflydelse på høsten senere på året.



Floods in Sabah, Malaysia

EAC (Malaysia) Berhad's subsidiary, The River Estates Sdn. Berhad in Sabah, was in January hit by severe floods, considered the worst in all of Sabah for more than 10 years. During January the north east monsoon is blowing, bringing in its train heavy rainfalls, and River Estates received no less than 1,100 mm of rain, mainly during the first fortnight of January. This caused the Segama river – which traverses the estate – to overflow its banks and the low lying areas of the estate were inundated.

About 865 acres of the estate's newly planted areas were particularly badly hit, and it is possible that one third of the palms will have to be re-planted.

In the old areas roads were damaged whereas damage to the plantings was limited.

Harvesting had to be suspended for a couple of weeks but as soon as the rains abated and the water subsided clearing operations were in full swing. Total damages are estimated at roughly 1 million Mal. Dollars.

The estate was cut off from the outside world for almost 2 weeks. Flights to the estate had to be suspended and it was also impossible to reach the estate by river, and overland connections are not available.

Before commencement of the monsoon season supplies of the most essential foodstuffs – particularly rice – are secured and the estate can thus get along for some time without supplies from outside, but the diet does, admittedly, become somewhat boring and not as varied as usual.

The adjoining photos give an idea of the floods, partly in the newly planted areas and partly at one of the divisions where the labourers' dwellings were inundated. All inhabitants were evacuated from this division.

The estate's entire production of palm oil and palm kernels is transported by lighter from the estate to Sandakan. The lighter is pulled by the estate's own tug boat and the trip from the estate to Sandakan lasts about 20 hours. Shortly before New Year a shipment was on its way to Sandakan and the tug boat had been waiting at the mouth of the river for about 48 hours before attempting to put out to sea. The

crews of the tug boat and lighter are well acquainted with conditions but the weather turned out to be so rough that the lighter carrying a cargo of 400 tons palm oil sank, fortunately without loss of life, the crew from the lighter being taken on board the tug boat.

River Estates has not since 1968 experienced as extensive floods as these, and this year's monsoon can but be termed extraordinarily severe. The after-effects of the floods will be felt for a long time because fructification during such heavy rains is impeded which in turn cannot help influencing the harvest later in the year.



3



4

1. Oversvømmet beplantet areal.

Flooded planted area.

2. Beskadiget palme. Hvis centerskuddet skyder igen, er palmen reddet.

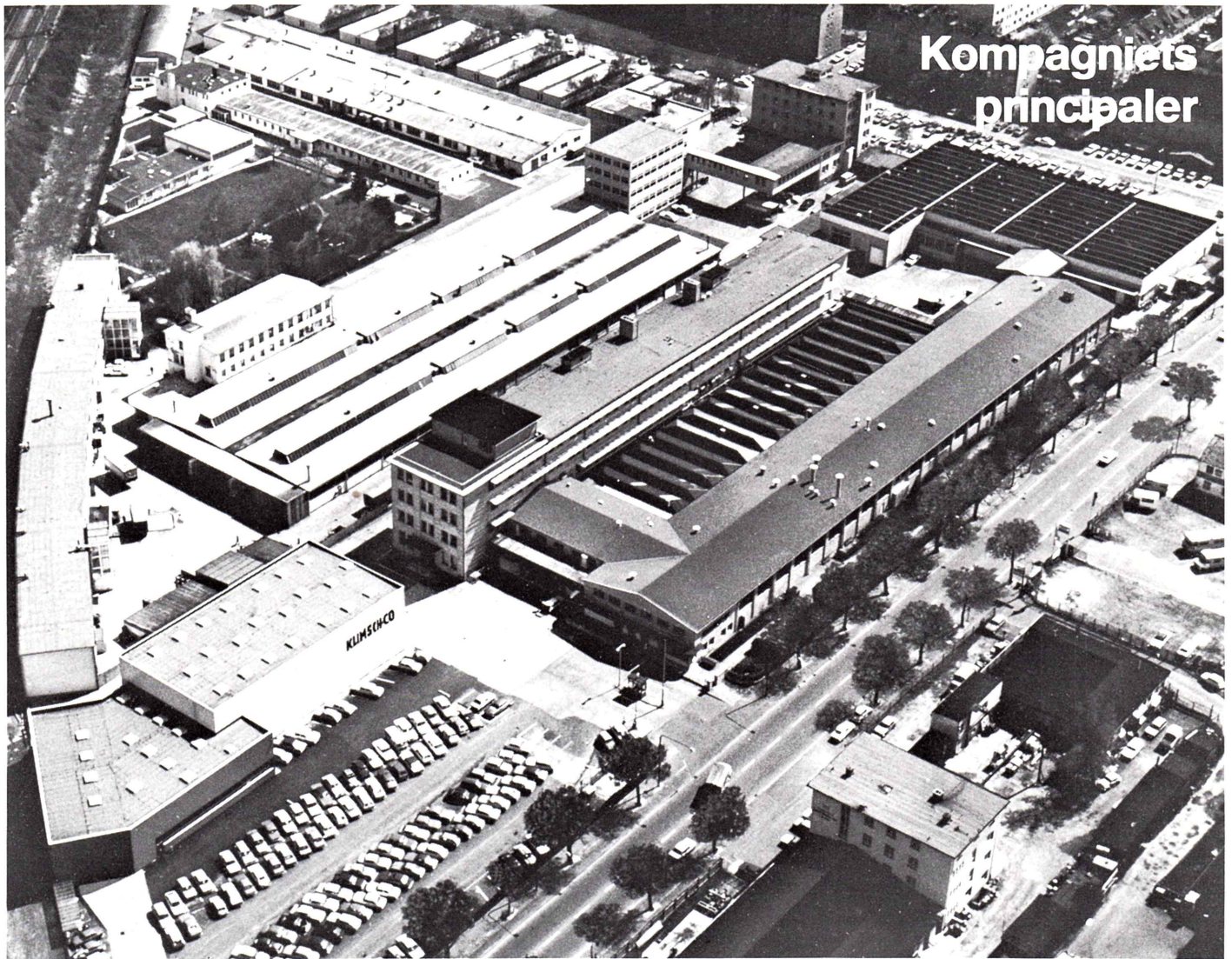
Damaged palm. If the centre-shoot puts forth again, the palm will survive.

3. Arbejderboliger på division I, Tomanggong.

Labourers' dwellings in division I, Tomanggong.

4. Vej og hoveddræn langs med blok II fyldt op med træstammer og andet debris fra den ryddede jungle. De nye arealer tilplantes på jord, der bar skov tidligere.

The road and the main drain alongside block II filled up with logs and debris from the jungle which has been cleared to permit reforestation.



Kompagniets
principaler

KLIMSCH's hovedfabrik og kontorer i Frankfurt am Main.

KLIMSCH Main Factory and Offices in Frankfurt/Main.

Den ideelle kombination af tradition og fremdrift

Kompagniet har i en længere årrække varetaget KLIMSCH's interesser i det meste af Det fjerne Østen, flere afrikanske stater, U.S.A. og Danmark.

KLIMSCH' produkter bliver med stor succes benyttet verden over i både den grafiske branche og tekstilindustrien ved produktion af materialer til brug ved trykning. KLIMSCH-programmet inkluderer også specielle kameraer og andet udstyr til den elektroniske industri, kartografi og de reprografiske områder.

KLIMSCH & CO. blev grundlagt i 1858 i Frankfurt am Main som et litografisk trykkeri. Imidlertid fik den fotomekaniske reproduktion voksende betydning, og KLIMSCH begyndte derfor ved århundredskiftet en produktion af reproduktionskameraer.

Størstedelen af selskabets kapital tilhører stadig grundlæggerens efterkommere. Helmut Holz, administrerende direktør og hovedanpartshaver, repræsenterer den femte generation.

KLIMSCH lå i mange år i Frankfurts centrum, men i 1952 blev en udvidelse påkrævet, og fabrikken blev flyttet til den nuværende adresse i Schmidtstrasse. I det sidste tiår har KLIMSCH opført en ny fabrik i Frankfurt samt en i nærheden af Taunus-bjergene. I 1980 opførte KLIMSCH en fabrik i U.S.A. og indgik her samarbejde om udvikling af elektroniske produkter.

I finansåret 1979/80 skabte de 850 medarbejdere i hovedfabrikken, de forskellige afdelinger og 11 salgskontorer samt et verdensomspændende distribu-



Præsentationen i 1977 af KLIMSCH PROGACOLOR system. Graphic Arts Technical Foundation (G.A.T.F.), USA omtalte dette system som værende den betydeligste udvikling i de seneste 50 år inden for fotomekanik.

1977-Presentation of KLIMSCH PROGACOLOR System. Graphic Arts Technical Foundation: Biggest achievement of last 50 years in photomechanics.

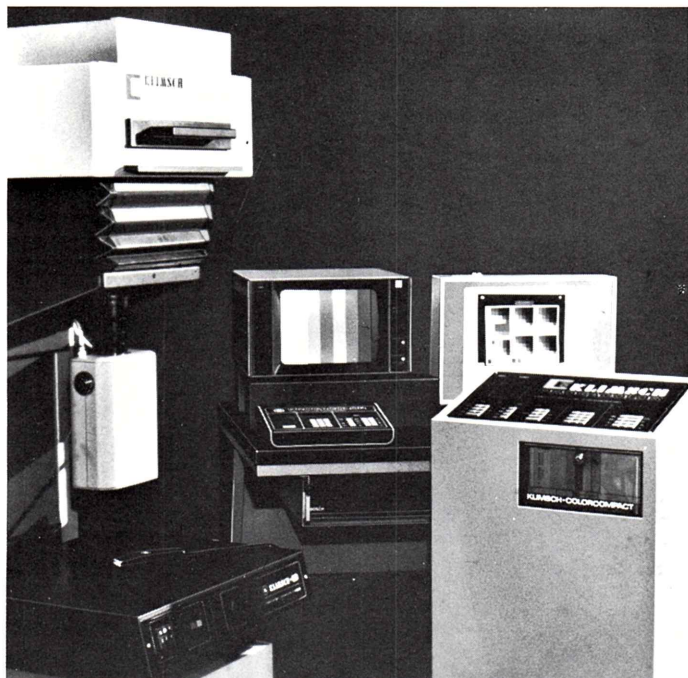
tionsnet en omsætning på DM 200 mill., en firedobling på 12 år.

Hvert år forlader 1200 reproduktionskameraer fabrikken. Mere end 75% af produktionen bliver eksporteret til lande over hele verden. Foruden denne høje produktionskapacitet er KLIMSCH i besiddelse af mange andre aktiver, som gør det muligt at fastholde positionen som en af verdens førende producenter af reproduktionskameraer: Et særdeles velkvali-



KLIMSCH COLORJET fotoelektronisk farve flow-line system – enestående i hele verden – side om side med scannere, betjent af den samme stab, muliggør en særdeles høj produktion af farve-reproduktion.

KLIMSCH COLORJET photoelectronic colour flow-line system – unique in the world – side by side with scanners, operated by the same staff for high volume colour production.



KLIMSCH PROGAVISION til fuldt programmeret fremstilling af »duplikat colour« med TV-kamera og video skærm, et fremragende alternativ til elektronisk side-montage.

KLIMSCH PROGAVISION for fully programmed production of second colour originals with TV camera and video display, a true alternative to electronic page make-up.

ficeret og specialiseret personale, udvikling af avanceret teknik indenfor de mekaniske, optiske og elektroniske områder og et effektivt serviceapparat.

KLIMSCH har nu eksisteret i over 120 år og har gennem tiden haft stor succes og opnået et internationalt ry for sit pionerarbejde i udviklingen af nye teknologier, opfinder og producent af en lang række ekstraudstyr og som træningscenter for grafiske specialister fra hele verden.

KLIMSCH har sat nye normer indenfor den foto-elektroniske reproduktion, og navnet KLIMSCH er blevet symbolet på den ideelle kombination af tradition og fremskridt, af revolutionerende nyt design kædet sammen med erfaring og know-how.

An ideal combination of tradition and progress

Our Company has for a number of years been taking care of KLIMSCH's business interests in most of the Far Eastern countries, a number of African states, U.S.A. and Denmark.

KLIMSCH equipment is successfully used in the graphic arts and textile industries all over the world for the production of printing forms. The KLIMSCH programme also includes special cameras and allied equipment for the electronics industry, for cartography and the reprographic field.

KLIMSCH & CO. was founded in 1858 in Frankfurt am Main as a lithographic printing house for high quality work. However, with the growing importance of photo-mechanical reproduction towards the end of the 19th century, KLIMSCH started manufacturing process cameras.

The majority of the limited partnership's capital is still on the hands of the founder's descendants. Helmut Holz, President and General Partner, represents the fifth generation of the family.

For many years the KLIMSCH factory was located in the centre of Frankfurt, but in 1952 an expansion became necessary and the factory was moved to its new site in Schmidtstrasse. In the past decade a new plant was erected in Frankfurt and another one near the Taunus mountains. In 1980 Klmsch started a production plant and joint-venture developments for electronic equipment in the U.S.

850 employees in the main factory, its branches and 11 sales offices in the Federal Republic of Germany, combined with the activities of a world-wide distribution network, achieved a turnover of 200 million DM in the financial year 1979/1980, four times as much as 12 years ago.

1200 large process cameras leave the factory each year. More than 75% are shipped to all parts of the world. In addition to this high production capacity there are many other assets which will help KLIMSCH maintain its position in the industry as one of the leading process equipment manufacturers in the world: a team of highly qualified specialized personnel, imaginative technical concepts, development and application of advanced technologies in the mechanical, optical and electronic fields, job-oriented production and efficient servicing.

On its way through the ups and downs of its 120 years of existence, KLIMSCH has enjoyed great success and earned an international reputation in pioneering new technologies, as a leading manufacturer of process cameras, the inventor and producer of a wide range of auxiliary equipment and – last but not least – as training centre for graphic arts specialists coming from all corners of the world.

KLIMSCH has set new standards in photo-electronic reproduction and the name of KLIMSCH has become accepted as the ideal combination of tradition with progress, of radically new design concepts with the quality of experience and know-how.



Den virkelige historie om

Oriental Hotel

Der er fortalt mange historier om Oriental Hotel i Bangkok. Nu foreligger den virkelige historie i bogform, udgivet af hotellets ejere og fyldt med dokumentariske skildringer og illustrationer, der belyser ikke blot hotellets udvikling gennem godt 100 år, men også væsentlige sider af Bangkoks og Thailands historie.

Bogen, der er skrevet af en af de nuværende ejere, Mr. Giorgio Berlingieri, fortæller først om gæstgiveriet på østbredden af Chao Phya-floden, som i begyndelsen af 1870'erne overtoges af to gamle søulke fra Danmark, H. Jarck og C. Salje. De tilhørte begge byens Concordia Club, hvis medlemmer var 35 dampskibskaptajner og seks civilister, og under deres ledelse blev hotellet – med billardsalon, amerikansk bar og spisesal – et populært mødested. »Men det blev også mere og mere gemytligt og mindre og mindre regulært, som årene gik. Gæsterne tilbragte det meste af aftenen i baren, hvor de spillede det populære spil »Help Yr Neighbour«. Indsatsen var drinks og redskaberne terninger samt en stump kridt. Alle deltog, og alle fortsatte, selv når de var blevet ude af stand til at hjælpe nogen, endsig selv, hvilket blev fastslået aften efter aften gennem eksplosive udbrud af latter, skænderier og forbandelser, gennem disputer, der endte med ødelagte stole, hvorpå de skraldgrinende kombattanter samledes påny om en fyldt flaske«.

I 1880 præsterede Jarck og Salje, der betegnedes som de bedste og fedeste madleverandører i hele Østen, at udvide hotellet med en nybygning, og kort efter gik de ind i mineralvands-fremstilling, men i 1884 solgte de pludselig rub og stub, og tog tilbage til Danmark. Pladsen med Oriental Hotel blev købt af en landsmand, daværende kaptajn H. N. Andersen, der da havde startet firmaet »Andersen & Co.«, og sammen med sine medarbejdere, P. Andersen og F. og E. Kinch, indrettede han det tidligere gæstgiveri til ad-

ministration, skibsproviantering og det, man forstår ved blandet landhandel.

Bogen fortæller derpå om H. N. Andersens eventyrlige karriere – fra skibstømrer til kongelig kaptajn, stifter af ØK, dansk etatsråd og Ridder af Elefanten – og omtaler ham sådan: »Han var en af de mest prominente personligheder i Bangkok, elsket og højt respekteret for sin ærlighed og intelligens. Han gik fra succes til succes, og altsammen var såre velfortjent«.

I 1886 besluttede H. N. Andersen at give den siamesiske hovedstad et nyt, moderne luksushotel, der svarede til byens beliggenhed og charme. Han allierede sig med et italiensk arkitektfirma, Cardu & Rossi, og dermed skabtes den Oriental Building, som åbnedes den 14. maj 1887, vakte beundring over hele Østen og fik et helt andet klientel end det hotel for søfarende, som 13 år før var overtaget af H. N. Andersen og omdannet til forretningsbygning.

Blandt gæsterne var endog Thailands regent, H.M. Kong Chulalongkorn, der i december 1890 aflagde et eftermiddagsbesøg på hotellet og fik det forevist af H. N. Andersen selv. Denne beholdt dog kun hotellet et par år endnu, idet han solgte det i 1892 til en vis Louis Thomas Leonowens, en søn af den Anna, der blev udødeliggjort gennem romanen »Anna og Kongen af Siam« og musicalen »The King and I«.

Den nye ejer, der havde gjort militær karriere og tjent kong Chulalongkorn som kavaleriofficer, drev ikke selv hotellet, men benyttede det til repræsentation og selskaber, der gik ry af over hele Siam.

Både han og følgende ejere vogtede imidlertid omhyggeligt om hotellets renommé og standard, og det var med berettiget stolthed, de viste det frem for H. N. Andersen, når han kom til Østen som led i opbygningen af Det

ORIENTAL HOTEL, med den oprindelige, lave bygning midt for, »Tower Wing« (fra 1958) lige bag ved og »River Wing« (fra 1976) til venstre. Til højre i billedet: EAC (Thailand) organisationens hovedkontor.

ORIENTAL HOTEL, with the original, low building in the centre and the »Tower Wing« (built in 1958) right behind and the »River Wing« (built in 1976) to the left. To the right: EAC (Thailand)'s head office.



Det gamle Oriental Hotel fotograferet i 1922.
The old Oriental Hotel in 1922.

Østasiatiske Kompagni, han havde stiftet ved sin hjemkomst til København i 1897.

Den anden Verdenskrig var hård ved Oriental Hotel, der først var overtaget af japanerne i fire år og derefter blev overladt allierede soldater, som havde været i krigsfangenskab. Men i 1947 genåbnedes hotellet, og i de forløbne 35 år er det blevet udvidet med to skyskraberfløje, der ikke har sat Oriental Hotels charme og hygge over styr, men tværtimod har befæstet dets ry – grundlagt af ØK's stifter – som et af verdens fineste hoteller.

The story about Oriental Hotel

Many tales have been told about the Oriental Hotel in Bangkok but the true history has now been embodied in a book, published by the owners of the hotel, which is filled with documentary portrayals and illustrations which not only shed light on the hotel's developments during 100 odd years but also on important parts of Bangkok's and Thailand's history.

The book – which has been written by one of the hotel's proprietors, Mr. Giorgio Berlingieri – starts relating about the hostelry on the east side of the Chao Phya River, which in the early 1870's was taken over by two Danish tars, H. Jarck and C. Salje. They both belonged to the Club Concordia, whose membership comprised 35 steamercaptains and six civilians. Under their management the hotel – with its billiard saloon, American bar and dining room – became a favourite meeting place. "It did, however, also become more and more convivial and less and less orderly as the years went by, and the guests spent most of their evenings in the bar, playing that popular game "Help Yr Neighbour". The stakes were drinks, the implements dice and a piece of chalk. All took part; all kept at it even after they could no more give any "assistance" to anyone least of all themselves, a fact that was nightly confirmed by explosive bursts of laughter, arguments and curses, by arguments that degenerated into brawls that ended up in broken chairs, which was followed in turn by a loud collective guffaw gathering all the combatants around another bottle".

In 1880 Jarck and Salje – who were said to have been the best and fattest caterers of the East – somehow managed to add a new building to the hotel, and soon they branched out into manufacturing mineral water. In 1884 they suddenly sold out, lock, stock, and barrel and retired in Denmark. The premises of the Oriental Hotel were bought by a compatriot, the then Captain H. N. Andersen, who at that time had established the firm of Andersen & Co. Together with his associates, Mr. P. Andersen and Messrs. F. and E. Kinch, he turned the former hostelry into the head office of Andersen & Co., a ship chandlery and general store.

The book then relates about H. N. Andersen's fantastic career – from ship's carpenter to royal captain, founder of EAC, Danish titular Councillor of State, and decorated with the Danish Order of the

Elephant (otherwise reserved for royalty) – and goes on to state:

"He was one of the most prominent personalities of Bangkok, well-loved and greatly respected for his honesty and intelligence. He went from success to success, earning and meriting every part of it". In 1886 H. N. Andersen decided to provide the Siamese capital with a new modern luxurious hotel such as would be worthy of her fetching personality and important position. Designed by the Italian firm of architects, Cardu & Rossi, the Oriental Building was constructed and opened on 14th May, 1887. It was admired all over the East and had a clientele completely different to the hotel for mariners which 13 years earlier had been taken over by H. N. Andersen and turned into business premises.

The hotel's most illustrious guest was H. M. King Chulalongkorn who in December 1890 paid an afternoon visit and was shown over the hotel by H. N. Andersen himself. H. N. Andersen only kept the hotel for another couple of years, selling it in 1892 to Louis Thomas Leonowens, son of the Anna who was to become romanticised in "Anna and the King of Siam" and musicalised in "The King and I".

The new owner, who was a soldier and had been appointed cavalry officer by H. M. King Chulalongkorn, did not manage the hotel himself but used it for entertainment and parties which were renowned all over Siam.

Both Leonowens and subsequent owners did, however, scrupulously look after the reputation and standard of the hotel and they could with legitimate pride show the hotel to H. N. Andersen during the visits which he paid to the East in connection with expanding The East Asiatic Company Limited which he had founded upon his return to Copenhagen in 1897.

The Second World War was harsh towards the Oriental Hotel which was first taken over by the Japanese for four years and then used by Allied soldiers who had been prisoners of war. In 1947 the hotel was, however, reopened and during the past 35 years it has been expanded by two skyscraper wings which have not spoiled the Oriental Hotel's spirit of friendliness and hospitality but have, on the contrary, consolidated its reputation – established by the founder of EAC – as one of the world's finest hotels.

»Cinchona« solgt

Kompagniet har solgt m.s. *Cinchona* til rederiet Gregonav Compãnia Maritima S.A. Skibet, der byggedes 1975 i Glasgow, er afleveret og omdøbt til m.s. *Anastasios*, og det sejler nu under græsk flag.

M.s. "Cinchona" sold

Our Company has sold m.s. "Cinchona" to Gregonav Compãnia Maritima S.A.. The ship which was built in Glasgow in 1975 has been delivered to the buyers and is now flying the Greek flag bearing the name of "Anastasios".



Ny annonceserie fra Skibsafdelingen

Kompagniet har i en årrække støttet Foreningen til Søfartens Fremme og Dansk Samvirke gennem indrykning af annoncer i de to foreningers blade, henholdsvis SØFART og DANMARKSPOSTEN.

De hidtidige annonceserier har beskæftiget sig med emner fra ØK's skibsafdeling, senest en serie under fællestitlen »ØK-flåden i arbejde«, der beskrev de enkelte skibstyper og deres løsning af forskellige transportopgaver.

En ny annonceserie er nu indledt med det formål at beskrive vore skibe som sejlene arbejdspladser. Annoncerne viser og beskriver forskellige områder i skibene, hvor der arbejdes, og hvor fritiden tilbringes.

Den første annonce i denne nye serie gengives på de følgende sider. – Den viser broen på m.s. *Samoa*, et af Kompagniets liner replacement skibe, der besejler Transpacific ruten mellem Vestkysten af Nordamerika og Sydøstasien/Det fjerne Østen.

Shipping Department introduces new advertisements

The Shipping Department has initiated a new series of advertisements in a Danish maritime magazine and a journal for Danes staying abroad. The common feature is our ships as places of work and the ads illustrate various sections of the ships, both the sections of work and the sections where off-duty hours are spent.

The first ad in the new series is reproduced on the following two pages. It shows the bridge of m.s. "Samoa", one of our Company's Liner Replacement ships operating on the Transpacific Service between the West Coast of North America and South East Asia/the Far East.

Her er de 100m², der rummer cen



Over kortbordet:
bl.a. ekkolod, radiopejler,
Decca Navigator, satellit
navigation, log

M/S SAMOA er et af ØK's »liner replacement«-skibe i Stillehavsområdet.

Det er nærmest at betragte som en sejrende dansk koloni, for SAMOA har ikke set dansk havn, siden skibet forlod Nakskov Skibsværft.

Skibet sejler mellem Nordamerikas Vestkyst og Sydøstasien med en lille snes anløb undervejs, bl.a. i Malaysia, Singapore, Thailand, Hong Kong og Japan.

SAMOA er et af de nyere skibe i ØK-flåden, bygget i 1978. Det avancerede navigationsudstyr består foruden af standardudstyret (ekkolod, radar, log, auto-pilot etc.) bl.a. også af vejrkortskriver, automatisk radiopejler og satellitnavigation. Det sidste giver en hidtil uset præcision i positionsbestemmelse.

Der er naturligvis også det sædvanlige omfattende radioudstyr med bl.a. kortbølge-telefon og VHF-anlæg.



3. generations containerskibe



2. generations containerskibe



Roll-on/Roll-off skibe



Liner Replacement skibe

tralnervesystemet på m/s "Samoa."

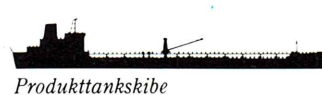


Men trods det raffinerede udstyr bruger navigatørerne dog stadig deres sekskant hver dag, ligesom i H. N. Andersens tid, og kontrollerer skibets position ved solhøjde, morgen- og aftenstjerner. Teknikken er ombord for at supplere en dygtig besætning. Ikke for at erstatte den.

*M/S SAMOA. Bygget 1978 på Nakskov Skibsværft.
Længde: 159,40 m. Bredde: 24,77 m.
Dybgang lastet: 10,20 m. Dødvægt: 23.770 ts.
Kapacitet: ca. 30.562 m³.
Hovedmotor: B&W 6K74EF på 9.800 HK.*



m/s Samoa - Et af de moderne skibe i ØK's flåde.





Danola Foods, Californien

En regeringsdelegation fra Tjekkoslaviet besøgte Danola Foods i Los Angeles, hvor den fik forevist fabrikken, der er en af de mest moderne levnedsmiddelvirksomheder i Amerika.

Danola Foods, California

A government delegation from Czechoslovakia visited Danola Foods in Los Angeles where a tour of the plant – one of the most modern meat processing plants in America – was arranged.

From left: Mr. Gorm Larsen, President, Danola Foods, Mr. Claude Wachter, Vice President, Overseas Barbers, Mr. Jiri Rames, Manager, Koopol, A. S. Praha, and Mr. Miroslav Vratny, Vice President, Omnitrade, Inc. Co., Ltd.



Modeller af m.s. Simba og flygtningefartøj



M.s. Simba, et af Kompagniets Liner Replacement skibe, reddede den 16. december 1979 122 vietnamesiske bådflygtninge fra en synkefærdig fiskerbåd i Det sydkinesiske Hav.

Flygtningene har siden boet i Danmark, hvor de den 16. december i fjor fejrede et års dagen for deres redning, ved hvilken begivenhed Simbas kaptajn, J. M. Rasmussen, var æresgæst.

En af de reddede vietnamesere, Mr. Man Long, havde forinden tilbragt en måned med at fremstille en model af såvel m.s. Simba som af den lille fiskerbåd, og det flotte resultat ses på dette foto.

Models of m.s. "Simba" and Refugees' Boat

On 16th December, 1979, our Company's Liner Replacement vessel "Simba" rescued 122 Vietnamese refugees from a fishing boat in a sinking condition in the South China Sea.

The refugees have since stayed in Denmark and on 16th December, 1980, the master of m.s. "Simba", Captain J. M. Rasmussen, was guest of honour at the celebration marking the anniversary of the rescue.

One of the Vietnamese, Mr. Man Long had prior to the anniversary spent one month constructing models of m.s. "Simba" and the fishing boat. The fine result appears on this photograph.

P.T. Dumex Indonesia afholdt den årlige salgskonference i dagene 5–9 januar med deltagelse af 54 lægebøgere og 6 distriktschefer fra hele Indonesien, – fra North Sumatra til North Sulawesi.

Som led i konferencen talte produktgruppechef Preben Schrøder fra Dumex, København, om personlig salgsplanlægning og salgsteknik, og en af Indonesiens mest populære og benyttede professorer, Dr. Mulyono Gandadiputra, holdt et interessant og inspirerende foredrag, der strakte sig over seks timer, om salgspsykologi i relation til de nuværende markedsforhold.

Efter næsten en uges koncentreret arbejde var en halv dag afsat til sportsudfoldelse i form af volley ball og kaproning, hvori alle uden undtagelse deltog.

Ugen sluttede med en middag, hvorunder direktør Flemming With-Seidelin, der kort efter skulle overtage ledelsen af det ny Carlsberg-bryggeri i Hong Kong, tog afsked med den samlede salgsstyrke, der iøvrigt stod for aftenens underholdning i form af sang og musik.

P.T. Dumex Indonesia's årlige salgskonference

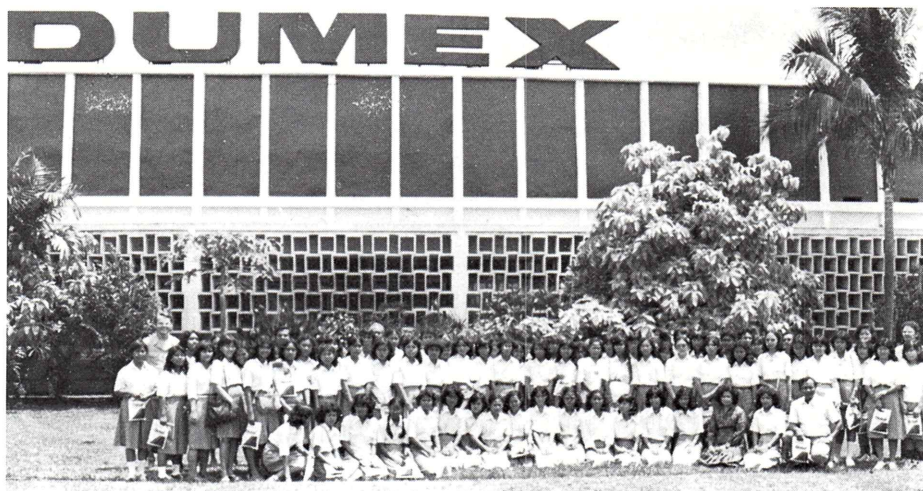


**Unge studerende besøger
Dumex Indonesia**

70 unge studerende fra The Junior Pharmacy School «Tunas Bangsa» besøgte for nylig P.T. Dumex Indonesia, hvor de fik forevist fabrikkens og stillede mange gode spørgsmål.

**Young students visit
Dumex Indonesia**

As part of its usual open house policy P.T. Dumex Indonesia recently was visited by 70 young students from the Junior Pharmacy School, "Tunas Bangsa". They were shown around the factory by the production staff and had many interesting questions.



ØK har en mangeårig tilknytning til Nakskov, hvor Kompagniets værft, Nakskov Skibsværft, blev grundlagt i 1916.

Da et af byens tre plejehjem fornylig fejrede 3-års fødselsdag, skænkede Kompagniet plejehjemmet en model af et tidligere ØK-skib, m.s. *Magdala*, der blev bygget på værftet i 1951, hvor to af plejehjemmets beboere i øvrigt havde været med til at bygge det.

M.s. *Magdala* sejlede for Kompagniet – væsentligst på Indien-ruten – indtil 1972, hvor skibet blev solgt til et rederi i Hong Kong, for hvilket det stadig sejler i sit 30. år.

**Model of EAC-vessel presented to
Rest Home in Nakskov**

EAC has for many years been connected with the town of Nakskov, where our Company's yard, the Nakskov Shipyard was founded in 1916.

One of the three rest homes of Nakskov recently celebrated its third anniversary, on which occasion our Company presented it with a model of a former EAC-vessel, m.s. "Magdala" which was built at the yard in 1951. Two of the inmates, by the way, took part in the building of the vessel.

M.s. "Magdala" was in our Company's service – particularly on the Indiaservice – till 1972 when she was sold to a Hong Kong shipowner for whom she still sails in her 30th year.

Model af ØK-skib til plejehjem i Nakskov



Modellen opstillet på plejehjemmet «Skovgården» i Nakskov. Fra venstre ses (stående): Forstander Knud Larsen, underdirektør S. C. Nygaard, ØK, fhv. maskinarbejder Richard Arne Andersen, direktør H. Fogh, Nakskov Skibsværft og dagcenterleder Inge Michaelsen. Siddende: Fhv. maskinarbejder Alfred Jørgensen og fhv. svejser Kaj Andersen.

The model has just been presented to the rest home by Captain S. C. Nygaard, General Manager EAC, second from left.

P.T. Dumex Indonesia's Annual Sales Conference

From 5th to 9th January, 1981 P.T. Dumex Indonesia held its annual sales conference which was attended by 54 medical representatives and 6 area managers from all over Indonesia ranging from North Sumatra to North Sulawesi.

During the conference, the Product Group Manager from Dumex Copenhagen, Mr. Preben Schröder, spoke about personal sales planning and sales technique. Furthermore, one of Indonesia's most popular professors, Dr. Mulyono Gandadiputra, gave an interesting and inspired six hour lecture on sales psychology in relation to actual market problems.

After almost a week of concentrated work, half a day was earmarked for sport activities comprising volley ball and boat racing – with everybody participating.

The week ended with a farewell dinner during which Mr. Flemming With-Seidelin (outgoing President Director who was leaving to take over the management of Carlsberg Brewery Hong Kong Ltd.) had the opportunity to say good bye to the entire sales force. The staff had in turn arranged entertainment for the evening consisting of individual and community singing and music.



Hjælp til jordskælvsofre i Italien

Ikke så snart var det ødelæggende jordskælv, der ramte den sydlige del af Italien den 23. november 1980, forbi før det af ØK/Nedlloyd ejede firma Siamar S.r.L. i Genua på vegne af samsejlingspartnerne i ScanDutch, ScanCarriers og Johnson ScanStar, besluttede at yde hjælp til de tusinder af uheldige, overlevende ofre, som desuden måtte se den værste vinter i Italien i årtier i øjnene.

Siamar købte følgelig to præfabrikerede huse, der hver især kunne give husly til 6-7 mennesker og som indeholdt 2 soveværelser, opholdsstue/køkken samt badeværelse, med alt udstyr inklusive opvarmning.

Takket være bidrag fra Siamar's stab blev husene ydermere udstyret med de fornødne møbler samt sengeklæder og andre fornødenheder lige ned til tallerkener, gafler og skeer.

De præfabrikerede huse blev anbragt på to store lastvogne, og ledsaget af to medlemmer af Siamar's stab, Mr. E. Combi og Mr. A. Archetti, blev husene transporteret ca. 960 km sydpå og i begyndelsen af januar overrakt til borgmesteren i Colliano, Ms. Olimpia Gaudiosi Terlizzi.

Colliano er en lille by i Salerno provinsen, der ligger i en højde af 600 m over havet og før jordskælvet havde en befolkning på ca.

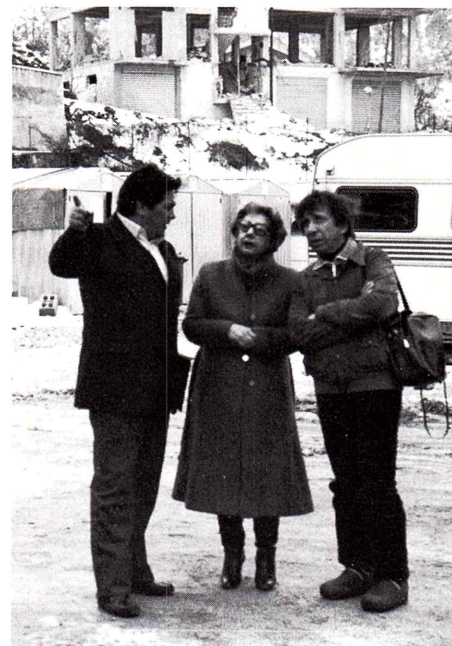


The two prefabricated houses ready to leave Genoa.

4.500 indbyggere. I Colliano medførte jordskælvet, at 3 mennesker omkom, 4 huse blev fuldstændig ødelagt og ca. 85% af de resterende huse ubeboelige på grund af alvorlige beskadigelser. Telte og campingvogne blev opstillet på byens sportsplads for at give husly til Colliano's indbyggere, og her blev også de omtalte præfabrikerede huse aflæst og opstillet.

I sit takkebrev skrev borgmesteren (i oversættelse): »På egne og byrådets vegne og i særdeleshed på de af jordskælvet ramte familiers vegne der får den store lykke at få en bedre bolig tilbudt – Mange Tak!«

De to præfabrikerede huse står parat til at blive afsendt fra Genua.



Borgmesteren i Colliano flankeret af Mr. E. Combi og Mr. A. Archetti fra Siamar S.r.L. i Genua foran et af de ødelagte huse.

The Mayor of Colliano flanked by Mr. E. Combi and Mr. A. Archetti of Siamar S.r.L., Genoa, in front of one of the devastated houses.

Et af husene opstillet i Colliano med byen i baggrunden.

Aid to Italian earthquake victims

No sooner had the devastating earthquake which hit the southern part of Italy on 23rd November, 1980, taken place before the EAC/Nedlloyd jointly owned Siamar S.r.L., Genoa, on behalf of members of the joint sailing ventures of ScanDutch, ScanCarriers and Johnson ScanStar decided to come to the aid of the thousands of hapless surviving victims, who also had to face the harshest winter suffered by southern Italy in decades.

Siamar accordingly arranged to purchase two prefabricated houses, each offering accommodations for 6-7 people and comprising two bedrooms, a living room/kitchen and a bathroom, fully equipped including heating.

Thanks to a contribution by Siamar's staff the houses were, furthermore, equipped with the necessary furniture, including bedding and down to plates, forks and spoons.

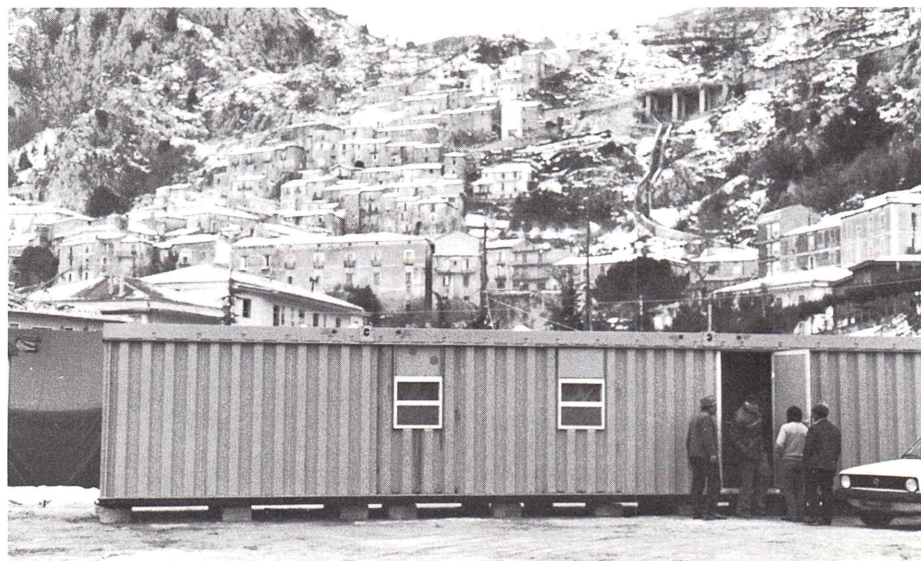
The prefabricated houses were placed on two huge trucks, and accompanied by two members of Siamar's staff, Mr. E. Combi and Mr. A. Archetti, the houses were transported about 960 km southward and early January handed over to the Mayor of Colliano, Ms. Olimpia Gaudiosi Terlizzi.

Colliano is a small town in the province of Salerno, located at a height of 600 m above sea level, with a pre-earthquake population of some 4,500 inhabitants. The consequences of the earthquake in Colliano were: 3 people dead, 4 houses completely destroyed and about 85% of the remaining houses uninhabitable due to serious damages. Tents and caravans to shelter the people of Colliano have been placed on the sports ground of the town

where the above mentioned prefabricated houses were also discharged and installed.

In her message of thanks the Mayor stated (in translation): "In my personal name and on behalf of the town council and particularly the families struck by the earthquake to whom the great benefit of a more comfortable living will be afforded – THANK YOU!"

One of the houses installed at Colliano against the backdrop of part of the town.



Plumrose har nu også etableret sig i Costa Rica

(Central American Common Market)



Plumrose's nye produktionsfaciliteter i Costa Rica.

The new Plumrose factory in Costa Rica.

Efter at en række undersøgelser har dokumenteret gode afsætningsmuligheder for Plumrose's traditionelle sortiment indenfor kødkonserver og charcuteriprodukter i Mellemamerika og Panama, har Plumrose i partnerskab med lokale interesser etableret sig i Costa Rica.

Det nye selskab, Codasa, har kontor i hovedstaden San José, og i forsommeren 1980 kunne man starte produktionen på det nyindrettede produktionsanlæg på Codasa's fabrik i Baranca, ca. 20 km fra havnebyen Puntarenas.

Etableringen af denne virksomhed har skabt betydelig interesse i officielle kredse, hvor man er stærkt interesseret i

at tilføre Costa Rica udenlandsk know-how, og i indvielsen af fabrikken deltog således bl.a. Costa Rica's præsident, señor Rodrigo Carazo, der udtrykte en varm anerkendelse af Plumrose's initiativ.

Fra en beskedent start nåede den ugentlige produktion ved slutningen af 1980 foreløbig op på ca. 40 tons kødkonserver og charcuteriprodukter, der afsættes dels på det lokale hjemmemarked og dels eksporteres til de omkringliggende CACM-lande (Central American Common Market) og til Panama.

Codasa beskæftiger i alt ca. 120 medarbejdere.

Produktionsgangen ved fremstilling af dåsepølser forklares af direktør Per Bostrøm for præsident Rodrigo Carazo (i midten) og Codasa's bestyrelsesformand Miguel Angel Rodriquez (med briller).

Mr. Per Bostrøm, Managing Director, explains the method of production of canned sausages to President Rodrigo Carazo (centre) and the chairman of CODASA, Señor Miguel Angel Rodriquez (wearing glasses).



Plumrose establishes factory in Costa Rica

Plumrose has jointly with local interests established a factory in Costa Rica, market surveys having proved that sales possibilities in Central America and Panama for Plumrose's traditional range of canned meat and delicatessen are promising.

The office of the new company, CODASA, is located in the capital of San José, and in the early summer of 1980 production commenced at the new factory in Baranca, about 12 miles from the port of Puntarenas.

Establishment of this undertaking has aroused considerable interest in Government circles which are very anxious to attract foreign know-how to Costa Rica.

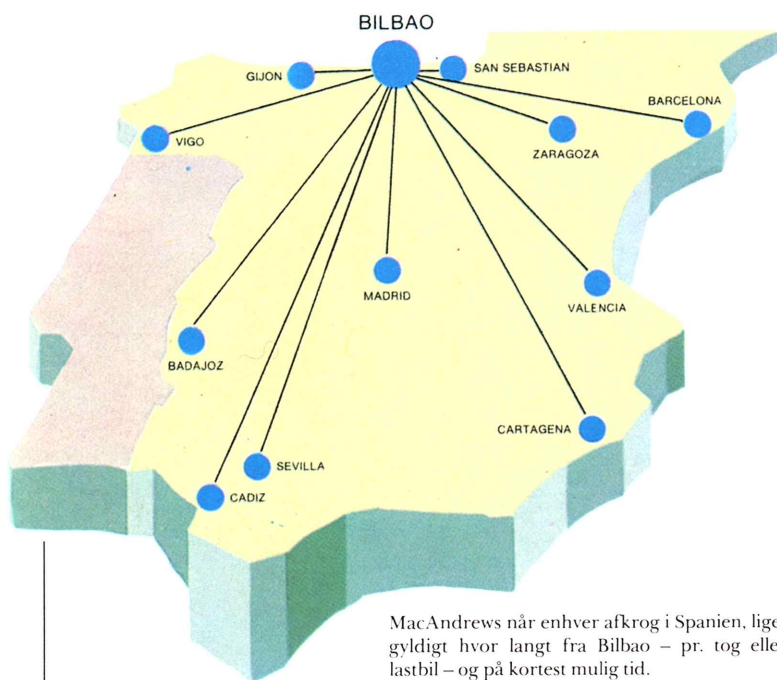
The President of Costa Rica, Señor Rodrigo Carazo, participated in the inauguration of the factory and expressed his warm appreciation of the initiative taken by Plumrose.

From a modest start the weekly production at the end of 1980 reached about 40 tons of canned meat and delicatessen which is sold partly in the local market and partly exported to the neighbouring CACM (Central American Common Market) countries and to Panama.

CODASA employs a staff of 120 people.



Bilbao – Gateway to Spain



MacAndrews når enhver afkrog i Spanien, lige-gyldigt hvor langt fra Bilbao – pr. tog eller lastbil – og på kortest mulig tid.

All corners of Spain, however far from Bilbao, are within reach of MacAndrews – by rail or by road, and in a minimum of time.

Some 200 years have elapsed since William MacAndrew first began his fruit carrying operations to the River Mersey from the Iberian Peninsula and in 1770 founded MacAndrews & Co. Ltd., which in 1935 was acquired by our Company's London associates, United Baltic Corporation Limited.

Under the MacPak banner MacAndrews is to-day the foremost operator in the Anglo-Spanish trade, operating a weekly lift-on/lift-off service between Ellesmere Port and Bilbao, calling at Bordeaux on the homeward leg, and a weekly lo/lo service between Southampton and Bilbao with a call at Le Havre both ways. The services are operated with modern cellular container tonnage: m.s. "Baltic Heron" of 1,850 dw tons/182 TEU capacity and m.s. "Regine", lifting 2,900 tons and 205 TEUs.

As an integrated part of its branch network in Spain MacAndrews operates a top-modern terminal installation in the Santurce sector of the port of Bilbao.

The Bilbao terminal complex is probably unique in that it not only fulfills the dual function of a modern and efficient roll-on/roll-off and lift-on/lift-off installation within the compact area of some 20,000 m² but it also provides complete shipping services from the corporation's adjacent administrative building equipped with the most up-to-date EDP and International Data Link facilities.

The modern lo/lo complex, for which plans were originally laid by the corporation in early 1975, initially generated a throughput of approximately 12,000

TEUs, but this has almost doubled in the past year. The main features are a 32-ton ship-to-shore PORTAINER gantry crane with 218 metres quay frontage and 10 metres draught alongside, and a similar capacity TRANSTAINER marshalling yard gantry crane with some 6,000 m² parking area. The effective handling capacity of the terminal, including ro/ro installation, is estimated to be 40,000 TEUs.

With the advent of the withdrawal of the Swedish Lloyd passenger and cargo ferry service linking Southampton and Bilbao in August 1977, the corporation took the opportunity to acquire the interests in the ferry linkspan installation and equip the berth with a versatile floating pontoon, thus permitting utilization by almost all types of ro/ro tonnage with or without stern ramps. It is indeed pleasing to report that this additional feature of corporation investment is today providing stevedoring services on a regular basis to several international ro/ro operators.

Turnround ashore is well supported by four traction units, including two TUGMASTERS with some 30 ancillary 40-foot roll trailers, two heavy duty lift trucks and six smaller fork lifts. Shed space involves about 7,500 m² and total open working area some 15,000 m². The Bilbao terminal complex and adjacent administrative office block, as northern gateway to Spain, afford owners the most modern approach to fast, mechanized handling and transit of goods, not only across the quays but also to final inland destinations throughout the country by means of specially contracted container block trains or over the network of motorways leading from Bilbao as far south as Alicante on the Mediterranean.

The operation in Spain is, furthermore, backed by a network of MacAndrews offices co-ordinated from a central office in Barcelona, and with branches in Burriana, Madrid, Malaga, Taragona, and Valencia.

Containere bliver lastet direkte på jernbanevogne ved hjælp af Transtainer portalkranen.

Containers are loaded direct to railway trucks by the TRANSTAINER marshalling yard gantry crane.





Bilbao — Porten til Spanien

Der er gået over 200 år, siden William MacAndrew først begyndte at transportere frugt til Mersey floden fra den Iberiske Halvø, og i 1770 grundlagde MacAndrews & Co. Ltd., som i 1935 blev overtaget af Kompagniets associerede selskab i London, United Baltic Corporation Ltd.

Under MacPak banneret er MacAndrews i dag det førende rederi i den engelsk-spanske fart med en ugentlig lift-on/lift-off forbindelse mellem Ellesmere Port og Bilbao, der på hjemrejsen anløber Bordeaux, samt en ugentlig lo/lo forbindelse mellem Southampton og Bilbao med anløb af Le Havre for både ud- og hjemgående. Ruterne betjenes af de to moderne container celledskibe *Baltic Heron* på 1.850 tons dødvægt og med en kapacitet af 182 TEU (20-fods ækvivalent) containere og *Regine*, der laster 2.900 tons og 205 TEU containere.

En hypermoderne containerterminal, der ligger i Bilbao havns Santurce sektor, udgør en integreret del af MacAndrews' spanske filialnet.

Bilbao terminalen er sandsynligvis enestående, idet den ikke alene har et moderne og effektivt roll-on/roll-off og lift-on/lift-off anlæg, der ligger indenfor et kompakt område på godt 20.000 m², men også tilbyder en komplet transportformidlingsservice fra selskabets tilstødende administrationsbygning, der er udstyret med det nyeste indenfor edb og internationale databehandlingsfaciliteter.

Det moderne lo/lo kompleks, der oprindeligt blev planlagt i begyndelsen af 1975, havde til at begynde med en omsætning på ca. 12.000 TEU containere, men i løbet af det forløbne år er dette tal næsten blevet fordoblet. Terminalens vigtigste grej omfatter en 32-tons skib-til-land *Portainer* portalkran med en kajlængde på 218 m, hvor der er 10 m dybt, og en lige så kraftig *Transtainer* rangérportalkran med et parkeringsområde på ca. 6.000 m². Terminalens effektive kapacitet, inkl. ro/ro installationen, anslås til 40.000 TEU containere.

Da Swedish Lloyds passager- og lastfærger mellem Southampton og Bilbao i august 1977 blev sløjftet, benyttede man lejligheden til at erhverve broklapinstalla-



Luftfoto af MacPak container-ro/ro terminalen i Bilbao, der bl.a. viser ro/ro anløbsbroen i nederste højre hjørne.

Aerial view of the MacPak container-ro/ro terminal at the port of Bilbao, amongst others showing the ro/ro-berth in the lower right hand corner.

tioner og forsyne liggepladsen med en bevægelig, flydende ponton, hvorved alle typer ro/ro skibe, med eller uden agterrampe, kan benytte anlægsbroen.

Denne øgede investering sikrer nu glædeligvis regelmæssig stevedore service for adskillige internationale ro/ro skibe.

Ekspeditionen i land sikres ved hjælp af 4 traktorer – heraf to *Tugmasters* med ca. 30 40-fods sættevogne –, to svære lifttrucks og seks mindre gaffeltrucks. Pakhusarealet omfatter ca. 7.500 m² og det åbne arbejdsområde godt 15.000 m².

Bilbao terminalen og de tilstødende administrative kontorer – ved den nordlige port til Spanien – yder rederne hypermoderne adgang til hurtig, mekaniseret håndtering og transit af gods, ikke alene fra kaj til kaj men også til bestemmelsessteder inde i hele landet ved hjælp af specielt kontraherede containertog eller via motorvejsnettet fra Bilbao, der strækker sig så langt som til Alicante på Middelhavskysten.

Arbejdet i Spanien støttes endvidere af et net af MacAndrews kontorer, der bliver koordineret fra centralkontoret i Barcelona med filialkontorer i Burriana, Madrid, Malaga, Taragona og Valencia.

Skib-til-land *Portainer* portalkranen spænder over skibet og kan løfte op til 32 tons.

The ship-to-shore *PORTAINER* gantry boom spans the ship and lifts up to 32 tons.





A four-in-hand Carlsberg dray in front of
The New Carlsberg Glyptotek (art gallery) in Copenhagen.

Carlsberg Beer delivered by 4-HP vehicles

In most countries throughout the world Carlsberg beer is well-known and highly appreciated.

In very few countries outside Denmark – if any at all – is Carlsberg beer distributed as shown in the photograph: by horse-drawn drays.

But this is the way in which the Carlsberg Breweries distribute beer in Copenhagen, although it admittedly only applies to a very limited part of total deliveries, and although it is merely done to please the Copenhageners and the thousands of tourists who in turn do appreciate this festive and unruffled feature in the bustling life in the city of Copenhagen.

Up to the end of the Second World War the Carlsberg Breweries had a stock of no less than 200 horses which has since then dwindled to about 20, partly because it is getting more and more difficult to obtain horses of the right size and partly because the number of qualified coachmen is dwindling.

Until 1928 nearly all races of draught horses were represented in the stables of the Carlsberg Breweries but from then on a

replacement took place in favour of the Jutland horse which is a cross between an old Danish country breed and an English draught race. It is a strong, hefty and gentle horse which is not upset by the traffic. The “Jutlander” weighs 700–800 kilos and is comparable to the Belgian breed as far as strength, temperament and size are concerned.

Carlsberg buys the horses when they are 4–5 years old and use them as draught animals for 5–6 years after which many of them are used for breeding purposes. The horses are under constant veterinary supervision to ensure a satisfactory state of health, and veterinary and agricultural students are using the Carlsberg horses as objects of study with regard to knowledge of the general characteristics of a horse.

The daily menu of a horse consists of 9–10 feed-units, corresponding to 9–10 kilos of barley, and is composed of 5–6 kilos of rolled oats, 2 kilos of molasses as well as hay and straw.

Add to this water – and perhaps a pint of beer. – That’s life!

Danmarks regentpar indvier nyt bryggeri

I slutningen af denne måned indvier Danmarks regentpar – H.M. Dronning Margrethe og H.K.H. Prins Henrik – et nyt Carlsberg-bryggeri, der er bygget i Hong Kong af De Forenede Bryggerier A/S og ØK.

Carlsberg Brewery Hong Kong, som det nye bryggeri hedder, ligger i industriområdet Taipo Industrial Estate i New Territories, hvor jordarbejderne påbegyndtes i maj 1978. Der var rejsegilde i maj sidste år, og i december havde man det første bryg færdigt. Bryggeriet får en kapacitet på 150.000 hl om året og kan dermed klare forsyningen af markedet i Hong Kong, hvortil Carlsberg har eksporteret øl i snart 50 år, men med stigende vanskeligheder i de senere år, fordi olie-priserne har gjort transport-omkostningerne urimeligt høje.

Danish Royal Couple inaugurates new brewery

At the end of this month the Danish Royal Couple, H.M. Queen Margrethe and H.R.H. Prince Henrik, will inaugurate a new Carlsberg brewery which has been built in Hong Kong by The United Breweries Ltd. and EAC.

Carlsberg Brewery Hong Kong is located in the industrial zone of Taipo Industrial Estate in the New Territories where excavations commenced in May 1978. The topping-out ceremony took place in May last year and in December the first brew was ready. The brewery has a capacity of 150,000 hectolitres a year and can thus cope with supplies to the Hong Kong market, to which Carlsberg has exported beer for almost 50 years. During recent years mounting difficulties have, however, been encountered because oil prices have made transport costs unreasonably high.

CBHK er formentlig Østens mest moderne bryggeri. Billedet viser hovedkontrolpanelet i produktionshallen.

CBHK is probably the most modern brewery in the East. Picture shows the main control panel in the production hall.

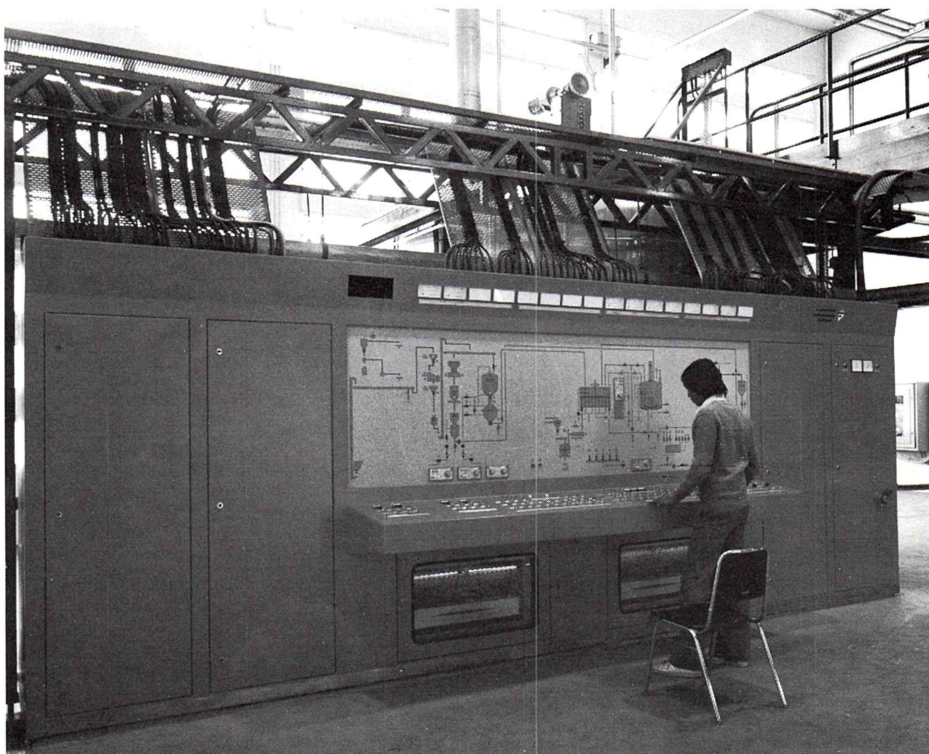
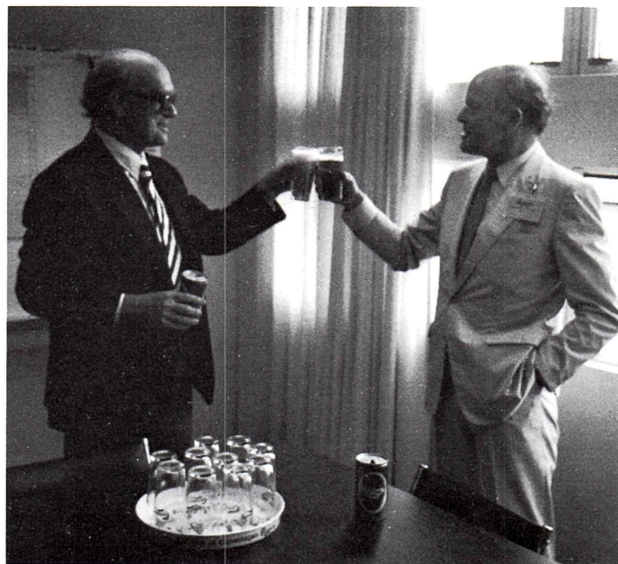


Sådan ser tappehallen i det nye Carlsberg-bryggeri ud.

View of the bottle filling hall in the new Carlsberg brewery.

Brygget fra det nye bryggeri prøvesmages af H.M. Dronningens ceremonimester, kammerherre U. Gabel-Jørgensen, der i sidste måned var i Østen for at forberede Regentparrets rejse til Japan, Hong Kong og Bangkok, og bryggeriets tekniske chef, brygmester Fl. Eldon (t.v.).

Brew from the new brewery is tasted by H.M. the Queen's Master of Ceremonies, U. Gabel-Jørgensen, who last month visited the East with a view to preparing the Danish Royal Couple's visit to Japan, Hong Kong and Bangkok, and the Technical Manager, Fl. Eldon (left).



Model af m.s. »Selandia« skænket til Frihedsmuseet

Museet for Danmarks Frihedskamp har bedt Danmarks Rederiforening undersøge mulighederne for at fremskaffe effekter til belysning af den danske handelsflådes og danske søfolks indsats under Den anden Verdenskrig, og Kompagniet har på denne foranledning stillet en model af m.s. *Selandia* til rådighed for museet.

Selandia gjorde hele krigen med i allieret tjeneste, og modellen – der er fremstillet i skala 1:75 – viser skibets udseende under krigen med grå camouflagemaling, armering, flåder, etc.

Frihedsmuseet har samtidig fået overladt skibets originale klokke, der er opstillet ved montren med modellen.

Ved en højtidelighed på Frihedsmuseet den 9. april, hvortil Kompagniet havde indbudt 17 aktive eller pensionerede skibsofficerer og bådsmand, der sejlede for de Allierede under krigen, blev modellen og skibsklokken af direktør Henning H. Sparsø overdraget museet. Begivenheden vil blive omtalt i det kommende nummer af dette blad.

Kompagniet har samtidig udarbejdet et hæfte, hvori berettes om *Selandia's* indsats under krigen, og som foreligger både på engelsk og dansk til brug for Frihedsmuseets besøgende.

Vi gengiver i det følgende et uddrag af beretningen:

Et ØK-skibs indsats under Verdenskrigen 1939–1945

ØK's fragt- og passagerskib m.s. *Selandia* udførte i allieret tjeneste under Den anden Verdenskrig 1939–45 ialt 29 rejser på tilsammen 250.000 sømil og transporterede 13.000 tropper og krigsfanger samt 200.000 tons gods, især levnedsmidler og krigsmateriel. Det danske skib og dets besætning, der for størstedelens vedkommende forblev ombord under hele krigen, ydede et vægtigt bidrag til de Allieredes sejr og Danmarks befrielse. Men det var nær gået anderledes.

Da Danmark blev besat den 9. april 1940, havde *Selandia* – der var på 8400 tons dødvægt og bygget på Nakskov Skibsværft i 1938 som en af Kompagniets »hvide både« uden skorsten og med de karakteristiske fire master –, netop anløbet Saigon i det daværende Fransk Indokina, og en uge senere blev skibet beslaglagt af det franske admiralitet. Et prisemandskab på 40 blev sat ombord, og skibet armeredes.

Selandia beordredes derpå til Singapore, Madras, Pondicherry, Colombo og Djibouti i Fransk Somaliland, hvorfra skibet evakuerede 150 kvinder og børn til Madagascar. Så dirigeredes det til Frankrig via Cape Town, hvortil det ankom den 22. juni 1940 – samme dag, som Frankrig kapitulerede over for tyskerne.

Situationen for skibet var nu den, at det ville blive beslaglagt af nazisterne, hvis det fortsatte rejsen til det nu besatte Frankrig. Skibets officerer og besætning var i realiteten fanger

ombord, men det lykkedes skibets fører – kaptajn Hans Peter Ingemann Væring – at få smuglet et brev i land til det britiske admiralitet. I det forklarede han situationen, bad om hjælp og stillede sig til rådighed for de allierede, og det førte til, at skibet blev tilbageholdt, og at det franske prisemandskab overgav sig til en deling Cape Town Highlanders.

Den 9. august 1940 – fire måneder efter Danmarks besættelse – blev m.s. *Selandia* formelt beslaglagt af den sydafrikanske unions forsvarsmyndigheder. Men den 70 mand store besætning, der havde meldt sig til tjeneste for de Allierede, blev ombord og forøgedes med 20 sydafrikanske marineartillerister.

Fem års krigstjeneste uden tab af menneskeliv

Den 17. august 1940 afsejlede skibet på sin første rejse under The Blue Ensign, The Royal Navy Reserve Flag, og efter to rejser til Mombasa blev skibet malet camouflagegråt og armeret. Den første sejlads efter armeringen foregik i konvoj med tre troppetransportfartøjer. Skibene medførte tilsammen 3500 soldater, hvoraf *Selandia* transporterede de 500 foruden 4000 tons udstyr og ammunition til Mombasa.

Den største dag, før de Allieredes sejr var sikret, oprandt Juledag, den 25. december 1943, da *Selandia*, som alle andre ØK-skibe i britisk tjeneste, fik tilladelse til at føre Dannebrog igen som udtryk for Danmarks anerkendelse som allieret.

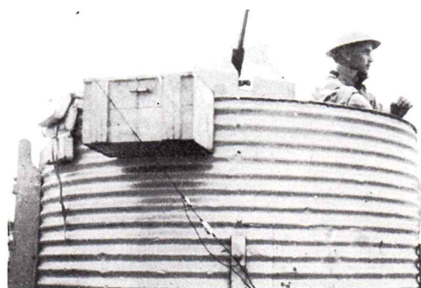
Ialt kom *Selandia* som nævnt til at udføre 29 rejser i allieret tjeneste. Det kom ud for mange farefulde situationer, men slap gennem hele den lange, farefyldte krigstid uden tab af besætningsmedlemmer og uden at blive beskadiget.

Hjem til Danmark med ØK-folk og olie-last

Efter at have afsluttet krigstjenesten for de Allierede genoptog m.s. *Selandia* straks funktionerne som fragt- og passagerskib. Fra Durban sejlede skibet en ladning kul til Buenos Aires og hentede der en fuld last olie-laster til Danmark. Desuden medbragtes et antal hjemvendende danskere, bl.a. medlemmer af ØK-staben, der havde tilbragt krigsårene i den frie verden fjernt fra Danmark.

Den 21. april 1946 ankom *Selandia* til København og fik en stor slåt, hjertelig modtagelse.

Selandia var et skib, der tjente sit rederi, sit land og den frie verden med hæder. Og dets besætning ydede en tapper og trofast indsats, der var med til at vinde krigen for de Allierede. Langt fra hjemstavn og familie – og hele tiden med livet som indsats.



Selandia blev bl.a. armeret med en antiluftskytsskanon. Førstestyrmand, overstyrmand og kaptajn H. P. Væring (yderst t.h.) iagttager indstillingen.

”*Selandia's* armament included an anti-aircraft gun. First Officer, Chief Officer and Captain H. P. Væring (extreme right) watch the setting.



Model of m.s. 'Selandia' donated to the Museum of Denmark's Fight for Freedom, 1940-1945

Our Company has donated a model of m.s. "Selandia" to the museum commemorating the Danish Resistance, which, amongst others, contains objects illustrating the deeds of Danish merchant vessels and Danish seamen during the Second World War.

M.s. "Selandia" served the Allied armed forces throughout the war and the model – which is on the scale of 1 to 75 – shows the ship as it appeared during the war, i.e. painted war grey, armed, and equipped with life rafts, etc.

At the same time the museum was presented with the ship's original bell, which has been placed next to the vitrine containing the model.

The presentation took place at a ceremony on 9th April – anniversary of the German attack on Denmark in 1940 – and the event will be further depicted in the July issue of this magazine.

A pamphlet narrating m.s. "Selandia's" contribution during the war is available to visitors to the museum and an extract of the account is given below.

EAC vessel's contribution during the World War, 1939–1945

During the Second World War, 1939–1945, EAC's freight and passenger vessel "Selandia" completed 29 journeys – totalling 250,000 nautical miles – in Allied service during which she carried 13,000 troops and prisoners of war as well as 200,000 tons of cargo, mainly comprising ammunitions and war stores. The Danish vessel and her crew, most of whom remained on board throughout the war, contributed appreciably towards the Allied victory and the liberation of Denmark.

But it almost turned out differently.

When Denmark was occupied by the Germans on 9th April, 1940, the 8,400 t.d.w. "Selandia" – built at the Nakskov Shipyard in 1938 and representing one of the Company's so-called "white vessels", without funnel and with the characteristic four masts – had just arrived at Saigon in the then French Indo-China, and a week later the vessel was seized by the French admiralty. A 40-man prize crew was put on board and the vessel was fitted with guns.

"Selandia" was then ordered to proceed to Singapore, Madras, Pondicherry, Colombo and Djibouti in French Somaliland from where the vessel evacuated 150 women and children to Madagascar. The vessel was then ordered to proceed to France via

Cape Town where she arrived on 22nd June, 1940 – the very day on which France capitulated to the Germans. The position was thus now that the vessel would be seized by the Nazis if she continued her voyage to occupied France. The ship's officers and crew were virtually prisoners on board but the master of the vessel, Captain Hans Peter Ingemann Vaering, successfully had a letter smuggled ashore to the British admiralty. In the letter he explained the situation, asked for assistance and placed himself at the disposal of the Allies and this resulted in the vessel being detained and the French prize crew eventually surrendering to a platoon of Cape Town Highlanders.

On 9th August – four months after the occupation of Denmark – m.s. "Selandia" was requisitioned by the Union of South Africa's defence forces. The 70-man crew, who had volunteered to serve the Allies, did, however, remain on board and was augmented by 20 South African naval gunners.

Five years of war service without loss of life

On 17th August, 1940, the vessel left on her first voyage flying the Blue Ensign, and after two trips to

Mombasa she was painted camouflage grey and armed.

On the first voyage "Selandia" sailed under convoy with three troop carriers. The ships carried a total of 3,500 soldiers, 500 of whom were carried by "Selandia" in addition to 4,000 tons of equipment and munitions to Mombasa.

The greatest day before the Allied victory was ensured occurred on Christmas Day in 1943 when "Selandia" and all other EAC vessels in British service were allowed to fly the Danish flag again as a token of Denmark being recognized as an Allied nation.

As mentioned earlier "Selandia" completed 29 voyages in Allied service. She encountered many dangerous situations but got through the long, perilous war years without loss of crew and without being damaged.

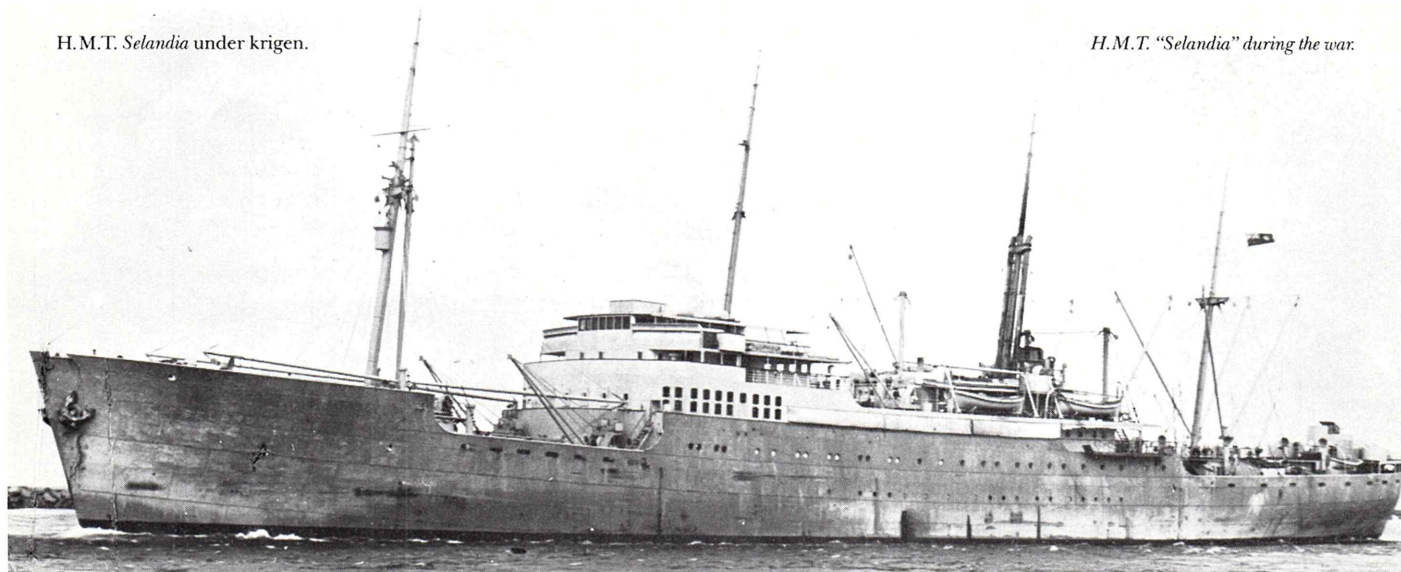
Returning to Denmark with EAC staff and oil cakes

Having thus terminated her war service in the Allied cause m.s. "Selandia" immediately resumed her activities as a freight and passenger vessel. From Durban the vessel carried a cargo of coal to Buenos Aires where she loaded a full cargo of oil cakes for Denmark. In addition she carried several Danes, including members of the EAC staff, who were returning home after having spent the war years in the free world, far from Denmark.

On 21st April, 1946, "Selandia" arrived in Copenhagen and received a rousing and hearty welcome home.

"Selandia" served her Company, her country and the free world with distinction. Her crew rendered a courageous and faithful service which helped the Allies win the war. Far from home and family – and all the time with life at stake.

H.M.T. Selandia under krigen.



H.M.T. "Selandia" during the war.

Studenterrapport om ØK

Den kritik, der i årenes løb – fortrinsvis fra politisk hold – er blevet fremsat af Kompagniets handelspolitik under og efter den første verdenskrig og dermed af stifteren, etatsråd H. N. Andersen, afvises nu af en gruppe studerende ved Aalborg Universitetscenter.

De har dannet en projektgruppe, der – som led i studierne – undersøgte, hvorfor det daværende Transatlantiske Kompagni gik fallit i 1922, mens ØK med lignende, internationale handelsaktiviteter på bl.a. Rusland klarede sig gennem Ruslandshandelens krise ved krigens slutning og ikke alene undgik en nedgang i aktiviteterne i krigsperioden, men tværtimod havde en opgang straks efter kriserne.

De studerende kommer til det resultat, at det ikke blot var den russiske revolution, der væltede TK, men derimod selskabets struktur. Man havde allerede bevæget sig ud på et skråplan, og der blev aldrig – hverken fra TK's eller Landmandsbankens side – gjort noget forsøg på at rette det op. Når der derimod stadig er noget, der hedder ØK, står det de studerende helt klart, hvad årsagen var. »Nøgleordene er snusfornuft, planlægning og budgettering«, slutter rapporten.

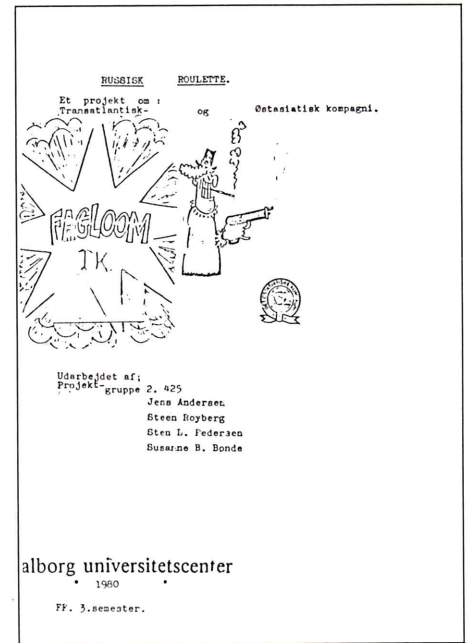
Konklusionen af rapporten fastslår i øvrigt, at der lå to helt forskellige ideer til grund for TK og ØK. ØK var en handelskoncern med underafdelinger, der bar ØK's navn og identificerede sig med hovedselskabet, men kunne fungere uafhængigt af hovedafdelingen. TK var derimod et handelselskab, som ejede andre selskaber. Disse styredes gennem aktie- og finanskapital, men modarbejdede hinanden, da krigen kom og kommunikationsproblemer opstod. Alle kæmpede mod alle om, hvem der kunne klare skærene.

Det hedder videre i konklusionen, at en anden, vigtig faktor var finansieringen af selskaberne. ØK blev gennem store oparbejdelse af reserver ret hurtigt uafhængig af en bestemt bank, som i en given situation kunne knække firmaet, mens TK havde evindelige finansieringsproblemer. Det samme gjaldt selskaberne, der havde TK som hovedaktionær. De fremstod i de respektive lande som selvstændige selskaber og lånte penge i disse lande, men lånte samtidig hos TK, som til enhver tid kunne trække pengene hjem og også gjorde det, da der opstod problemer med Russisk Handelskompagni – det største selskab, der havde TK som aktionær.

ØK havde af tidligere erfaringer under bl.a. den japansk-russiske krig lært, at man ikke satser på en enkelt hest, men spreder aktiviteterne. Og f.eks. gik ØK's flåde i fast linjefart, hvilket gav stabile fragtrater, og linjernes placering langt fra hinanden bevirkede, at regional uro kun ubetydeligt kunne hemme den samlede drift. TK så derimod store muligheder i Russisk Handelskompagni, trak al disponibel kapital ud af de øvrige selskaber og satsede alt på RH. Man investerede meget kraftigt i Rusland – i varelagre, jord og fast ejendom –, og da der opstod problemer, havde man faktisk gravet sin egen grav.

»Altå kan vi konkludere, at ØK klarede skærene gennem snusfornuftig planlægning og budgettering, som gjorde Kompagniet til et velkonsolideret selskab. Derimod var TK ikke rodfæstet nok til at klare en sådan krise. Planlægning var et begreb, TK sjældent stiftede bekendtskab med. Selskaberne kørte deres egen politik, og man lærte ikke af ØK's, hvis grundsten var konsolidering.«

De nordjyske studenter kommer således stort set til samme resultat som professor, dr. phil. Bent Jensen, som i sin doktorafhandling »Danmark og det russiske spørgsmål 1917–24« tilbageviser påstanden om, at ØK »kørte« den danske Ruslandspolitik. Denne påstand bygger efter Bent Jensens mening på forfalskning og en anden videnskabsmand, professor Tage Kaarsted, har påvist, at teaterstykket og tv-spillet »Hvem har bolden« om påskekrisen 1920 og etatsråd H. N. Andersen ligeledes er bygget på en løgn.



Students' report on EAC

The criticism which for years has been levelled against our Company's commercial policy during and after the First World War – and thus against the founder, Mr. H. N. Andersen –, mainly from political quarters, has now been rebutted by a group of students at the Aalborg University in Jutland.

As part of their studies they formed a project group to investigate the reasons why the then existing Transatlantic Company (TC) went bankrupt in 1922, whereas EAC with similar international commercial activities in, amongst others, Russia got through the Russian trade crisis at the end of the war, and not only avoided a decline in activities during the war but even experienced a revival immediately after the crisis.

The students conclude that the failure of TC was not only due to the Russian revolution but also to the structure of the company. A downward path had already been entered and neither TC nor the Danish bank involved made any attempt to stave off the trend of affairs. The reason why EAC still exists is quite clear to the students. "The key words are prudence, planning, and budgeting", the report concludes.

The report also establishes that TC and EAC were based on two entirely different ideas. EAC was a commercial group with branches carrying the EAC name and identifying themselves with the parent company but at the same time being able to function independently of the parent company. TC was on the other hand a commercial company owning other firms which were governed by way of share capital and financial capital, and when war broke out and problems of communication arose they were at cross-purposes and fought each other in order to prove themselves able to weather the storm.

Another important factor was the financing of the companies, the report continues. By accumulating large reserves EAC pretty soon became independent of a specific bank which under certain circumstances

might be able to break the company, whereas TC had perpetual financial problems. This also applied to the companies in which TC was the principal shareholder. They acted as independent companies in the respective countries, where they borrowed money. At the same time they borrowed money from TC which could withdraw the money at any time, which it actually did when problems arose with regard to the Russian Trading Company – the largest company in which TC was shareholder.

Previous experiences during e.g. the Russo-Japanese War had taught EAC not to put all eggs in one basket but to spread activities. The EAC fleet was for instance operating in regular liner services, ensuring stable freight rates, and as the services were placed far apart regional unrest only hampered total activities to a small degree. TC on the other hand saw great possibilities in the Russian Trading Company, withdrew all available capital from the other companies and staked everything on that company. Very heavy investments were made in Russia – in stocks, land and real estate and when problems arose TC had virtually dug its own grave.

"We must thus conclude that EAC pulled through by prudent planning and budgeting which made the Company well consolidated. TC on the other hand was not sufficiently deep-rooted to survive such crisis. The individual companies conducted policies of their own and they did not draw lessons from EAC's policy which was based on consolidation".

The students thus arrive at almost the same result as Professor Bent Jensen who in his doctoral thesis, entitled "Denmark and the Russian question 1917–24", rejects the allegation that EAC "controlled" Danish policy towards Russia. In Professor Jensen's opinion that allegation is based on a falsification. Another scientist, Professor Tage Kaarsted, has established that the stage and TV play "Where is the ball", dealing with the political "Easter crisis" in 1920 and H. N. Andersen's alleged involvement, is also based on a lie.

Anden superfærge afleveret



M.f. Kronprins Frederik

A/S Nakskov Skibsværft afleverede den 2. april superfærge *Kronprins Frederik* til DSB efter en tilfredsstillende prøvesejlads i Østersøen.

Færge er et søsterskib til *Prins Joachim*, der blev afleveret til DSB i oktober 1980, og praktisk taget identisk med samme, der blev nærmere beskrevet i ØK Bladets november-1980 udgave.

Hver færge har en samlet sporlængde på 500 meter, fordelt på fire spor, og er beregnet til 2.000 passagerer.

Den nye færge føres af kaptajn Arne Hansen, medens maskinchef K. E. Groth har ansvaret for de mange hestekræfter.

De to færger er nybygningerne nr. 223 og 224 fra A/S Nakskov Skibsværft, og de vil i årene fremover befordre millioner af passagerer mellem Sjælland og Fyn og være sejlene vidnesbyrd om det høje stadi, der kendetegner de skibe, der bygges på Nakskov Skibsværft.

Second superferry delivered

Following successful trial runs in the Baltic, Nakskov Shipyard delivered the second superferry, "Kronprins Frederik", to the Danish State Railways on 2nd April.

The ferry is a sister ship of the superferry "Prins Joachim" which was delivered to the Danish State Railways in October 1980 and is to all intents and purposes identical with the latter particulars of which are contained in EAC Magazine's November-1980 issue.

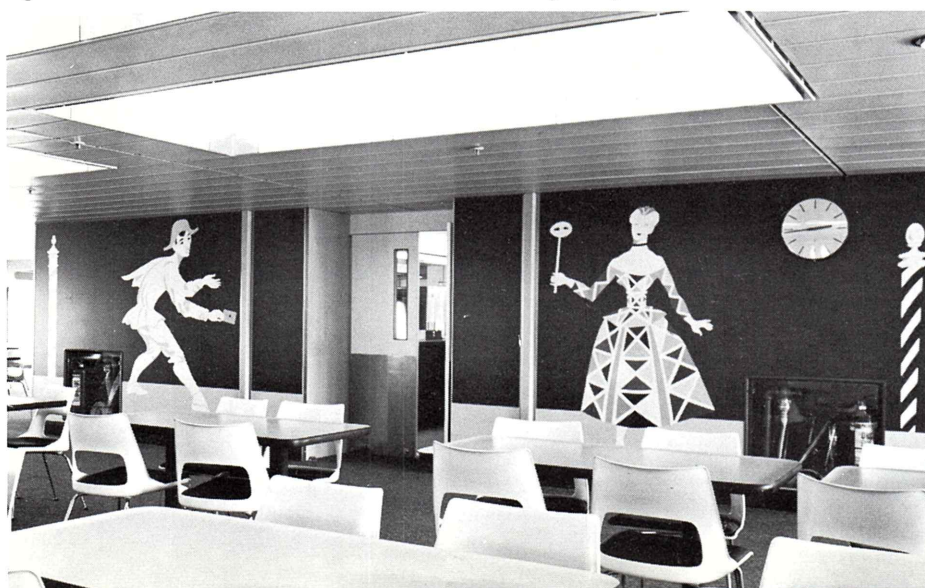
Each of the two ferries has four railway tracks with a total length of 500 m and can carry 2,000 passengers.

The new superferry is skippered by Captain Arne Hansen while Chief Engineer K. E. Groth is in charge of the machinery.

The two ferries are newbuildings No. 223 and No. 224 from the Nakskov Shipyard and during the years to come they will carry millions of passengers between the Danish islands of Zealand and Funen as floating examples of the high standard which characterizes vessels built at the Nakskov Shipyard.

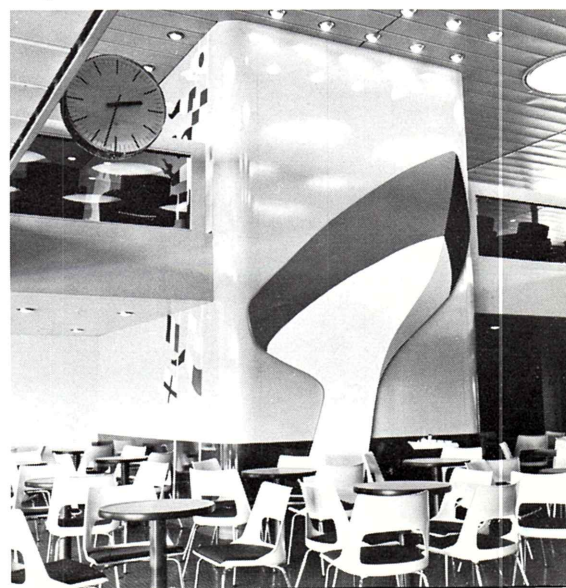
Agterste cafeteria

The cafeteria aft.



Færgetorv

The 'mart'





Der arbejdes døgnet rundt på UBC/MacAndrews' container-ro/ro terminal i den spanske havn Bilbao. Billedet viser Portainer portalkranen (jvfr. art. side 21).

Work goes on day and night at the UBC/MacAndrews container-ro/ro terminal at the port of Bilbao in Spain. Picture shows the Portainer gantry crane (cf. article on page 20).