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Forsiden. Grand Palace i Bangkok er blevet malet indvendigt og udvendigt med ICI-produkter.

Front page. Grand Palace in Bangkok. ICI paints have been used for the interior and exterior decoration.

Bagside. Annonce for Skibsfadningen.

Back page. Ad in Shipping Department's series.

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Nye medlemmer af Bestyrelsesrådet

På Kompagniets generalforsamling den 30. marts blev administrerende direktør i ØK, John Arthur Hansen, indvalgt i Bestyrelsesrådet.

Direktør John Arthur Hansen, der er 52 år, ansattes i ØK i 1946 og udsendtes fem år senere til oversøisk tjeneste. I 17 år var han stationeret i Det Fjerne Østen, var derpå filialbestyrer i New York og chef for de amerikanske aktiviteter i to år og udnævntes ved hjemkaldelsen til Hovedkontoret i 1971 til prokurist. I 1974 udnævntes han til underdirektør, tre år senere til vicedirektør og i 1979 til administrerende direktør.

Valg af medarbejderrepræsentanter til Kompagniets Bestyrelsesråd og suppleanter for dem fandt også sted i marts, og følgende blev valgt for den kommende periode på to år: Filialbestyrer Hans Olesen, EAC, Johannesburg, (genvalg), inspektør Asger L. Korsbjerg, Teknisk Division, Frihavnen, (genvalg), filialbestyrer Hans Peetz-Larsen, Heidelberg Eastern Inc., New York, filialbestyrer C. Dencker Nielsen, EAC(T), Bangkok og inspektør Erik Hagedorn, Teknisk Division, Frihavnen.



John Arthur Hansen



H. Peetz-Larsen



C. Dencker Nielsen



Erik Hagedorn

New members of Supervisory Board

At our Company's Annual General Meeting on 30th March, Mr. John Arthur Hansen was elected to the Supervisory Board.

Election of Employee Representatives to the Supervisory Board also took place in March, when two Employee Representatives were re-elected and three new ones elected.

Tabet i 1981 på 282 mio kr. taget til efterretning

Virksomheden i 1981 gav et driftstab i koncernen på 282 mio kr. og i moderselskabet på 105 mio kr. Om dette resultat sagde Bestyrelsesrådets formand, direktør T. Wøldike Schmith, på generalforsamlingen den 30. marts i København:

— I løbet af 1960'erne og op til oliekrisen skete der en meget stærk vækst i Kompagniets aktiviteter, hovedsageligt inden for industri og skibsfart. Koncernens omsætning steg fra 6 milliarder kr. i 1965 til 19 mia i 1974 og knap 25 mia i 1981. Denne vækst var hovedsageligt baseret på fremmed lånekapital. Penge var dengang billige, og et projekt, der gav et netto-afkast efter skat på 15 pct., betragtedes som attraktivt. Siden 1980 har denne situation imidlertid ændret sig totalt. Vi har set renteniveauet ude omkring i verden og ikke mindst i USA, hvor Kompagniet har optaget størstedelen af sine lån, gå helt op til 20 pct. p.a. Og det siger sig selv, at dette forhold har haft en meget uheldig indvirkning på en hel del af vore konjunkturfølsomme aktiviteter.

I de sidste par år har vi endvidere oplevet en krise i verdensøkonomien med stor arbejdsløshed til følge i den vestlige verden. Der er sket en afmatning i næsten alle aktiviteter, men værst ramt blev vel nok byggeindustrien. I Amerika f.eks. faldt byggeriet med mere end 50 pct., og dette havde en meget uheldig virkning på vort canadiske datterselskab, Tahsis Company, der sælger hovedparten af sit træ til USA. 1981-produktionen måtte således sælges til cirka halvdelen af den pris, vi fik i 1979, og dette skal ses på baggrund af, at lønudgifterne steg betydeligt i løbet af to år.

Den almindelige afmatning i verdenshandelen har naturligvis også ramt Kompagniets skibsfart, specielt den nye linie mellem Nordamerikas vestkyst og Det fjerne Østen, hvor vi samtidig udsattes for en fragtkrig med drastisk rate-reduktion til følge. Dette og et betydeligt fald i eksporten fra Nordamerika til Østen som følge af den stigende dollarkurs, bidrog specielt sidste år til et dårligt resultat for Transpacific linien. Endelig betød dollarkursens stigning i løbet af 1981 — fra 6 kr. ved årets begyndelse til 7,32 kr. ved



Bestyrelsesrådets formand, direktør T. Wøldike Schmith, aflægger beretning.

Mr. T. Wøldike Schmith, Chairman of the Supervisory Board, submitting his report.

årets slutning — en stærk forringelse af vort regnskab.

Kort sagt betød dollarkursens stigning en forværring af regnskabet på ca. 225 mio kr. Den høje rentebyrde medførte en ekstra udgift på 232 mio kr. Og ekstraordinære hensættelser, som vi fandt det nødvendigt at foretage i forbindelse med en fuldstændig nyvurdering af Kompagniets aktiviteter rundt om i verden, slutte 175 mio kr. Alt i alt androg dollarkursen, øget rentebyrde og hensættelser altså 632 mio kr.

Om indgreb i forbindelse med den nævnte nyvurdering af aktiviteterne, sagde direktør Wøldike Schmith, at der trods skuffende resultater af nogle af de danske aktiviteter ikke er truffet nogen beslutning om lukning. Tværtimod vil vi forsøge at opretholde beskæftigelsen ved de virksomheder, vi har i Danmark, og håbe, at forholdene må udvikle sig sådan, at det, hvor der i dag mangler konkurrencedygtighed på grund af for høje pro-

duktions-omkostninger, må lykkes at hæve produktiviteten, holde lønudviklingen i ro og dermed skabe ikke alene basis for at vedligeholde disse selskabers virke, men forhåbentlig også skabe nye arbejdspladser. Uden en helhjertet indsats for øget produktivitet og indtjening i erhverslivet må man imidlertid regne med, at dele af dansk industri ikke vil kunne overleve den nuværende, økonomiske krise, der er ved at tage et omfang, som bringer krisen i 1930'erne i erindring.

Formandens beretning sluttede med en kort gennemgang af de aktiviteter ude i verden, der har udviklet sig pænt og givet et godt resultat i 1981. Blandt dem nævntes virksomheden i Hong Kong, Thailand, Malaysia, Singapore, Indonesien og Filippinerne, bilhandelen i Nigeria samt den grafiske forretning i Sydafrika og Nordamerika.

— Hvis jeg i dag skal se på Kompagniets udsigter for 1982 som helhed, kan jeg kun sige, at der arbejdes meget hårdt hele vejen ned gennem rækkerne, fra direktion til yngstemand, både ude og hjemme. Og selv om forholdene rundt omkring os sandelig ikke er bedre end i 1981, føler jeg mig overbevist om, at en så dedikeret og målbevidst indsats må vise resultater allerede i indeværende år, sluttede direktør Wøldike Schmith.

Kun to aktionærer kommenterede regnskabet og formandens beretning. En aktionær takkede Kompagniet for en verdensomspændende indsats til gavn for hele det danske samfund. En anden aktionær hyldede Kompagniets nye ledelse for mod til at gribe om nælden og stoppe tabgivende virksomhed samt for en usædvanlig åbenhed, som bør fortsættes.

Beretning og regnskab godkendtes derefter enstemmigt.

Generalforsamlingen var for første gang henlagt til Hotel Scandinavia. Den havde samlet næsten 1000 aktionærer og gæster, og de blev, da generalforsamlingen foregik efter normal kontortid, trakteret med en lettere anretning efter formandens afsluttende tak til højesteretssagfører Helge Bech-Bruun for dygtig bestridelse af dirigent-hvervet siden 1954.



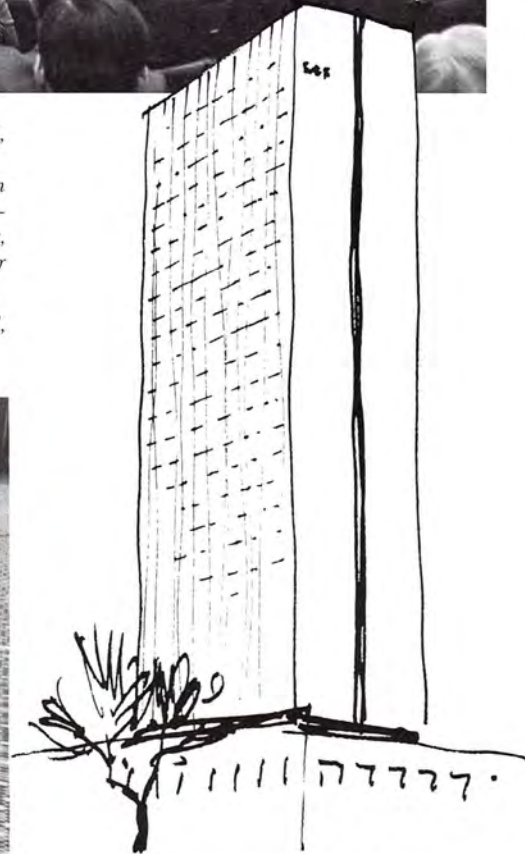
Bestyrelsesråd og direktion samt – for bordenden til venstre – Bestyrelsesrådets sekretær, advokat Chr. Lund, under formandens beretning.

Fra venstre: Direktør Flemming Hasle, direktør O. F. Andreasen, direktør Bent Andersen, direktør John Arthur Hansen, direktør, civilingeniør Jens Thorsen, Hans Højhed Prins Georg, direktør S. Storm-Jørgensen, dirigenten, hrs. H. Bech-Bruun, direktør Henning H. Sparso, vicedirektør B. Hüttemeier, viceadmiral Sven Thostrup, ambassadør Erling Kristiansen, proprietær H. O. A. Kjeldsen, generaldirektør Povl Hjelt, inspektør A. L. Korsbjerg og filialbestyrer Hans Olesen.

Members of the Supervisory Board and Executive Board, and (left, at the end of the table) Mr. Chr. Lund, Lawyer and Secretary to the Supervisory Board during the Chairman's address.



Et udsnit af de ca. 1.000 aktionærer, medarbejdere og gæster, der overværede generalforsamlingen.
Some of the 1,000 shareholders, employees and guests attending the Annual General Meeting.



Generalforsamlingen blev i år afholdt på Hotel Scandinavia.
The Annual General Meeting was this year held at Hotel Scandinavia.

1981 loss of D.Kr. 282 million adopted

In 1981 the Group showed a loss of D.Kr. 282 million and the Parent Company a loss of D.Kr. 105 million. Commenting on this result at the Annual General Meeting held on 30th March in Copenhagen, Mr. T. Wøldike Schmith, Chairman of the Supervisory Board, said:

"In the course of the 1960's and until the oil crisis set in a rapid growth in our Company's activities took place, mainly within industry and shipping. The Group's turnover rose from D.Kr. 6,000 million in 1965 to D.Kr. 19,000 million in 1974 and almost 25,000 million in 1981. This growth was primarily based on foreign loans. At that time money was cheap, and a project which yielded a net return after taxes of 15 per cent was considered attractive. However, since 1980 this situation has changed completely. We have witnessed that the interest level abroad and not least in the U.S. — where our Company has obtained the main part of its loans — reached as much as 20 per cent per annum. It goes without saying that such conditions have adversely affected a large number of our activities which are sensitive to trade fluctuations.

Furthermore, we have during the past few years experienced a crisis in the world economy with resultant high unemployment in the Western World. Nearly all activities suffered a recession, but the building industry was probably hardest hit. In the U.S., for instance, the rate of construction decreased by more than 50 per cent, and this had a very adverse effect on our Canadian subsidiary, Tahsis Company, which disposes of the main part of its production to the U.S. The 1981 production thus had to be sold at about half the price achieved in 1979, while wages rose considerably during two years.

The general recession in world trade has, naturally, also affected our Company's shipping activities, especially the new service between the North American West Coast and the Far East, where, at the same time, we faced a freight war with resultant drastic reductions in freight rates. This, combined with a considerable decrease in exports from North America to the Far East as a consequence of the increasing rate of exchange for dollars, contributed especially last year to a poor result for the Trans Pacific Line. Finally, the increase in the rate of exchange for dollars during 1981 from D.Kr. 6.00 at the beginning of the year to

D.Kr. 7.32 at the end of the year, caused severe inroads into our accounts.

Briefly, the increase in the dollar rate of exchange strained the accounts with D.Kr. 225 million. The high interest burden caused an additional expense of D.Kr. 232 million. Extraordinary depreciations, which we considered it necessary to undertake in connection with a complete re-evaluation of our Company's activities around the world, absorbed D.Kr. 175 million. All things considered, the dollar rate, the increased interest burden, and depreciations amounted to D.Kr. 632 million".

With regard to measures to be taken in connection with the said re-evaluation of activities, Mr. T. Wøldike Schmith stated that despite disappointing results in some of the Danish activities, no decision has been taken as to possibly closing down certain activities. "On the contrary, we shall endeavour to maintain employment in the Danish undertakings in the hope that conditions will develop in such a way that the present inability to compete on account of the high cost of production turns into an increase in productivity and keeps wage developments stable, and thereby creating not only a basis for maintaining the companies' activities, but hopefully also creating new employment possibilities. Without a whole-hearted effort in increasing productivity and earning, parts of Danish industry may not be able to survive the present economic crisis, which is reaching dimensions reminiscent of the crisis of the 1930's".

The Chairman's report ended with a short account of the worldwide activities which developed soundly and showed satisfactory results for 1981. These included activities in Hong Kong, Thailand, Malaysia, Singapore, Indonesia, and the Philippines, the motorcar trade in Nigeria as well as graphic business in South Africa and the U.S.

*Bestyrelsesrådets formand takker
højesteretsadvokat
H. Helge Bech-Bruun for dygtig
beholdelse af dirigenthvervet
siden 1954.*

*The Chairman thanks
Mr. Helge Bech-Bruun
for his excellent services
as Chairman
of Annual General
Meetings
since 1954.*



"When viewing our Company's prospects as a whole for 1982, I can but state that very keen efforts are made by everyone ranging from the Managing Directors to the youngest employee, abroad as well as at home. And even though conditions around us are certainly no better than in 1981, I feel confident that such dedicated and determined efforts are bound to show results already this year", concluded Mr. T. Wøldike Schmith.

Only two shareholders commented on the accounts and the Chairman's report. One shareholder thanked the Company for its worldwide efforts for the benefit of the entire Danish society. Another praised the Company's Executive Board for its courage in grasping the nettle and eliminating losing activities and for its exceptional frankness, which should be continued.

The Report and Accounts were then unanimously approved.

For the first time the Annual General Meeting was held in Hotel Scandinavia. It had attracted nearly 1,000 shareholders and guests, and — following the Chairman's address of thanks to Supreme Court Barrister Helge Bech-Bruun for his excellent way in discharging the chairmanship since 1954 — they were, as the Annual General Meeting took place after office hours, treated to a light, cold repast.

En kinesisk delegation fra den nyoprettede China National Food Industries Association besøgte i begyndelsen af februar Danmark, som dermed blev det første land, der fik besøg af denne organisation.

Delegationen, der blev ledet af den kinesiske vicelandbrugsminister, Mr. Du Ziduan, besøgte under opholdet i Danmark en række virksomheder inden for fødevarerektoren, og der blev også mulighed for en kort visit til Hovedkontoret, hvor delegationen blev modtaget af prokurist E. Ellekjær.

Efter en kort reception på Hovedkontoret var Kompagniet vært ved en frokost på Den Gyldne Fortun. Her deltog desuden en række repræsentanter fra Udenrigsministeriet samt ledende skikkelser inden for det danske erhvervsliv.

Chinese delegation visits EAC

At the beginning of February a Chinese delegation from the newly established China National Food Industries Association visited Denmark, the first country to welcome this Association.

During the stay in Denmark the delegation, headed by the Chinese Vice-Minister of Agriculture, Mr. Du Ziduan, visited a number of companies within the food industry, and also had an opportunity to visit Head Office where the delegation was welcomed by Mr. E. Ellekjær, Manager – EAC Trading.

After a short reception at Head Office our Company hosted a luncheon at "Den Gyldne Fortun" which was also attended by a number of representatives from the Danish Ministry of Foreign Affairs and leading personalities from Danish trade and industry.

Kinesisk delegation besøger Kompagniet



Mr. E. Ellekjær welcoming the Chinese guests (from left) Mr. Chen Yijun, Vice-Minister Du Ziduan, Mr. Xia Chuandun, Mr. Miao Tianfen, Mr. Fu Qingxiang, and Mr. Chen Fanglie.



From left: Mr. Flemming Crawford, Commercial Adviser at the Danish Embassy in Beijing, Mr. Zhao Anmin, Commercial Counsellor at the Chinese Embassy in Copenhagen, Mr. J. Mertins, EAC, and Mr. Chin Yijun.



The Board Room is shown to the Chinese Delegation.

Beijing som skyskraber-by

Der sker for tiden en kolossal forandring med Kinas storbyer, siger lederen af ØKS Kina-forretning i en årrække, underdirektør Holger Hansen, der efter 47 år i Kompagniets tjeneste er gået på pension – og har været på sit 77. besøg i Den Kinesiske Folkerepublik. Om det Kina, han formentlig har besøgt flere gange end nogen anden dansker, siger han videre:

– Byggeaktiviteten er stor. Skyskrabere – hvis man da ellers kan bruge dette ord om bygninger på »kun« 30 etager –, skyder op som paddehatte overalt i Beijing og andre større byer. Og om ikke særligt mange år vil Beijing være beton og stålkolosser ligesom New York.

Nye veje, motorveje, fly-overs and -unders o.s.v. er skudt op i stort antal. Nye hoteller ligeså, på øen Shamien i Cantons hjerte står et simpelthen enormt hotel således halvfærdigt, og alle hotelværelser – selv de mindste – har fjernsynsmotagere, der viser film hele dagen, både kinesiske, og udenlandske westerns, der vises via closed circuit hotelevision. I lobbies og på gange står 1-armede tyveknegte og andre spillemaskiner, så at især de mange oversøiske kinesere, der besøger deres fædrene land, kan komme af med mønterne.

Byernes trafik præges i stigende grad af anden trafik end den traditionelle cykel. Der er importerede og lokalt fremstillede motorcykler, knallerter og endda enkelte amerikanske biler, deriblandt den største og flotteste Cadillac, man kan tænke sig. Det er biler, der er kommet ind i landet som gaver fra slægtninge i udlandet.

Udenlandske firmaer har også fået biler selv, hvor deres medarbejdere tidligere måtte klare sig med cykler. Til gengæld skal de inden længe rykke ud af hotellerne og – i vidt omfang – ind i de handelscentre, der rejser sig i både Beijing og Shanghai og som er delvist privat byggede, med kontorer og boliger til udenlandske, fastboende forretningsfolk, der dog også ventes snart at kunne bygge eget hus i udkanten af Beijing. Søger man roligere omgivelser til kontor og bolig, kan man – som f.eks. en tysk bankdirektør har gjort det – leje en lejlighed i så pragtfuldt et område som ved Sommerpaladset uden for Beijing.

Hele denne udvikling på det bymæssige område vil vel blive beklaget af nogle, men er nok et uundgåeligt led i Folkerepublikkens store modernisering.



Højhuse på 15–30 etager skyder op overalt i storbyerne. De mange cykler – alene i Beijing er der tre millioner –, får selskab af flere og flere biler og motorcykler.

Tower-blocks of 15–30 floors spring up everywhere in the big cities. The numerous number of bicycles – 3 million in Beijing alone – are joined by more and more motorcars and motorcycles.

Beijing as skyscraper city

“At present China’s big cities are undergoing a tremendous change”, says the former head of our Company’s China trade Mr. Holger Hansen, who after having served our Company for 47 years, has just retired and has been on his 77th visit to the People’s Republic of China, which he presumably has visited more often than any other Dane, he goes on to say: “The building activities are high. Skyscrapers – if this expression may be used for buildings “only” 30 floors high – spring up like mushrooms in every part of Beijing and other large cities, and in the not too distant future Beijing will consist of concrete and steel giants like New York.

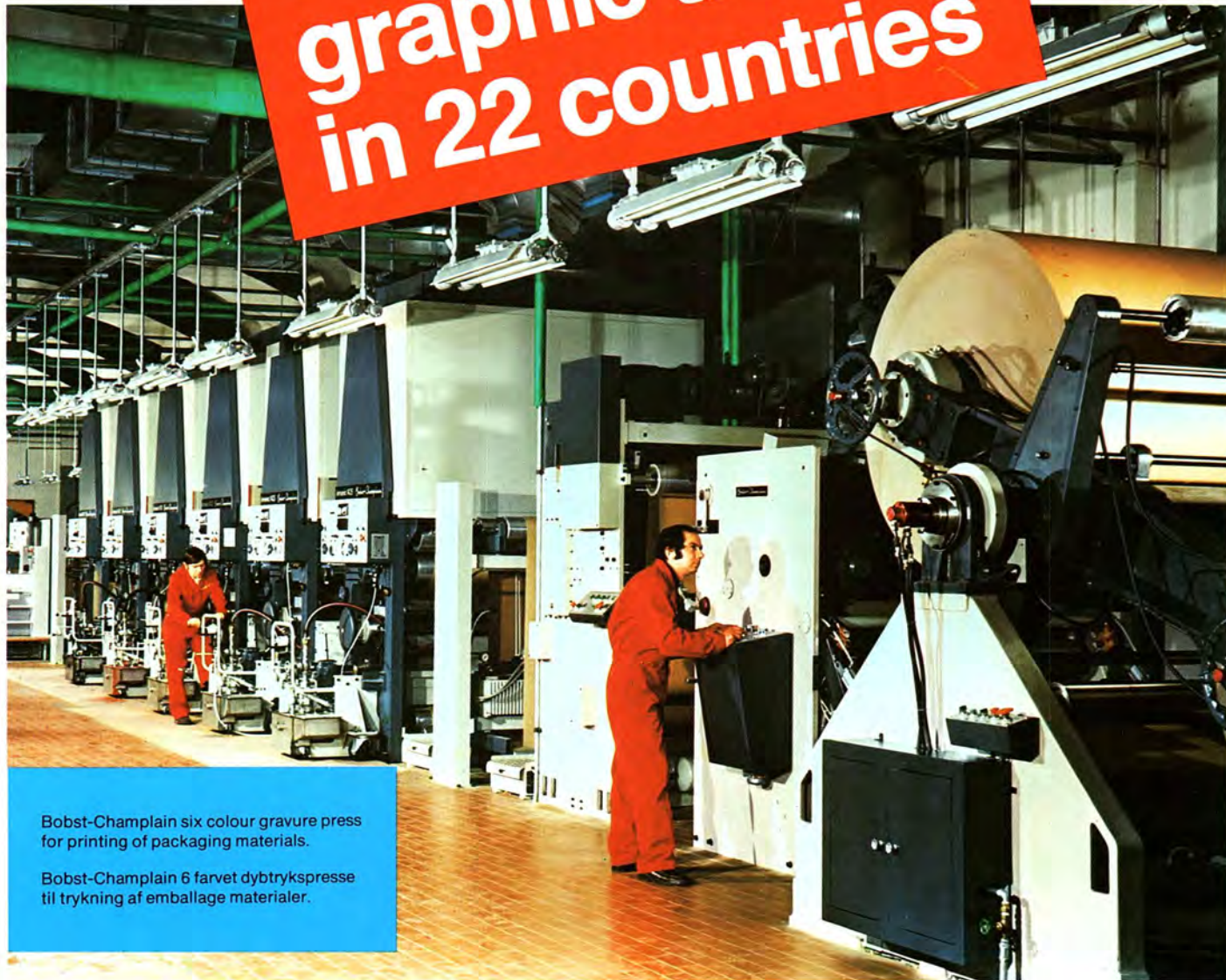
New roads, motorways and highways, fly-overs and -unders, etc. have sprung up in great numbers. New hotels as well; on the isle of Shamien in the heart of Canton a really enormous hotel is about half finished, and the rooms – even the smallest – have TV sets showing films throughout the day, both Chinese and foreign westerns, which are shown via the hotel’s closed circuit system. Lobbies and corridors are provided with slot machines and other gambling machines, so that particularly the numerous overseas Chinese people visiting their native country have a chance to get rid of their coins.

Traffic in the cities is increasingly affected by traffic other than the traditional bicycle. Imported and locally produced motorcycles can be seen as well as powered bikes and even a few American motorcars including the biggest and most elegant Cadillac imaginable. Such cars have been brought into the country as gifts from relatives living abroad.

Foreign companies have also acquired motorcars of their own, and their employees thus no longer have to get along on bicycles. On the other hand, the companies will have to move out of the hotels and – to a great extent – move into the trading centres being built both in Beijing and Shanghai, which are partly privately built, containing offices and residences for foreign, permanent resident businessmen, who may also soon be able to build their own houses in the outskirts of Beijing. If more quiet surroundings for office and living quarters are desired, it is possible – as is for instance the case with a German bank manager – to rent a flat in the splendid area of the “Summer Palace” outside Beijing.

This urban development may be deplored, but is probably an inevitable step in the modernizing process of the People’s Republic of China”.

EAC doing graphic trade in 22 countries



Bobst-Champlain six colour gravure press for printing of packaging materials.

Bobst-Champlain 6 farvet dybtrykspresse til trykning af emballage materialer.

EAC is one of the world's leading distributors of graphic equipment with a global turnover of more than 3 thousand million Danish Kroner in 1981 and with 2,200 employees within this particular field of the organisation.

Our Company entered this trade about 30 years ago and today represents leading manufacturers of reproduction equipment, printing machinery, machines for in-plant printing, bookbinding machinery, packaging machinery, and office automation, including phototypesetting machines as well as software and consumption materials for same.

In all countries where our Company participates in graphic activities, a specially trained sales force and efficient service facilities are available, and in a number of countries our Company, furthermore, runs schools where employees of the customers are trained in the use of the machines.

Our Company is today involved in acti-

vities in 22 countries and plans to enter still more markets in the years to come. The U.S. is EAC's most important market in the graphic trade, but also in a number of other countries this trade has reached a substantial volume. Our Company's establishment of China's first graphic centre in the capital of Beijing is the latest offshoot.

Similarly, the number of manufacturers represented by our Company will be extended, enabling EAC to offer a comprehensive range of products fully complying with customers' individual requirements.

The graphic sales- and service centres have during recent years increasingly included office equipment in their product ranges, and our Company has lately started marketing mini-computers, preliminarily in some markets in the Far East.

The world's biggest (102,000 m²) and most important graphic exhibition, DRUPA, takes place in Düsseldorf in

West Germany from 4th to 17th June, when more than 300,000 visitors from all over the world will familiarize themselves with the latest developments within the graphic field. EAC will at the exhibition be represented by several hundred employees from Head Office and the graphic offices around the world, who will assist customers as well as manufacturers, and EAC will have own communication centres at the exhibition and at Ramada Hotel assuring contact with the whole world.

It may be mentioned that EAC has assisted customers with reservation of hotel rooms and our Company is thus responsible for taking care of sleeping accommodations for about a thousand persons during the exhibition.

Additional information about the DRUPA exhibition and our Company's graphic business will appear in next issue of EAC Magazine.

Kompagniet har grafisk forretning i 22 lande

ØK er en af verdens største forhandlere af grafisk udstyr med en global omsætning på over 3 milliarder kroner i 1981 og med 2.200 ansatte inden for denne gren af virksomheden.

Kompagniet gik ind i denne forretning for snart 30 år siden og repræsenterer i dag førende fabrikater inden for repro-udstyr, trykkermaskiner, maskiner til kontortrykkerier, bogbinderimaskiner, emballagemaskiner og kontorautomation, f.eks. tekstbehandlingsmaskiner, såvel som forbrugsartikler dertil.

I alle lande, hvor Kompagniet har grafiske aktiviteter, rådes der over en specialuddannet salgsstab og et effektivt serviceapparat, og i et antal lande har Kompagniet endvidere skoler, hvor kundernes personale uddannes i brugen af maskinerne.

Kompagniet har i dag grafiske aktivite-

ter i 22 lande og har planer om at gå ind på endnu flere markeder i de kommende år. USA er ØK's betydeligste marked for den grafiske forretning, men også i en række andre lande har denne virksomhed et meget stort omfang. Senest har Kompagniet etableret Kinas første grafiske center i hovedstaden Beijing.

Tilsvarende vil kredsen af firmaer, som Kompagniet repræsenterer, blive udvidet, således at ØK kan tilbyde en bred vifte af produkter, der helt svarer til kundernes individuelle behov.

De grafiske salgs- og servicecentre har i de senere år i stigende grad optaget kontorudstyr i produktområdet, og for nylig har Kompagniet påtaget sig markedsføringen af minidatamater, foreløbig på nogle markeder i Det fjerne Østen.

Verdens største (102.000 m²) og vigtigste grafiske udstilling, Drupa-messen, fin-

der sted i Düsseldorf i Vesttyskland i dagene 4. til 17. juni, hvor flere end 300.000 besøgende fra hele verden vil gøre sig bekendt med den seneste udvikling på det grafiske område. ØK repræsenteres på udstillingen ved flere hundrede medarbejdere fra Hovedkontoret og de grafiske kontorer rundt om i verden, der vil bistå kunder og leverandører, lige som ØK får egne kommunikationscentre på udstillingen og på Ramada hotel med kontakt til hele verden.

Som et kuriosum, der dog rummer et betydeligt praktisk islæt, kan nævnes, at ØK har bistået kunder med reservation af hotelværelser, således at Kompagniet skal administrere sengepladser for cirka et tusinde personer under messen.

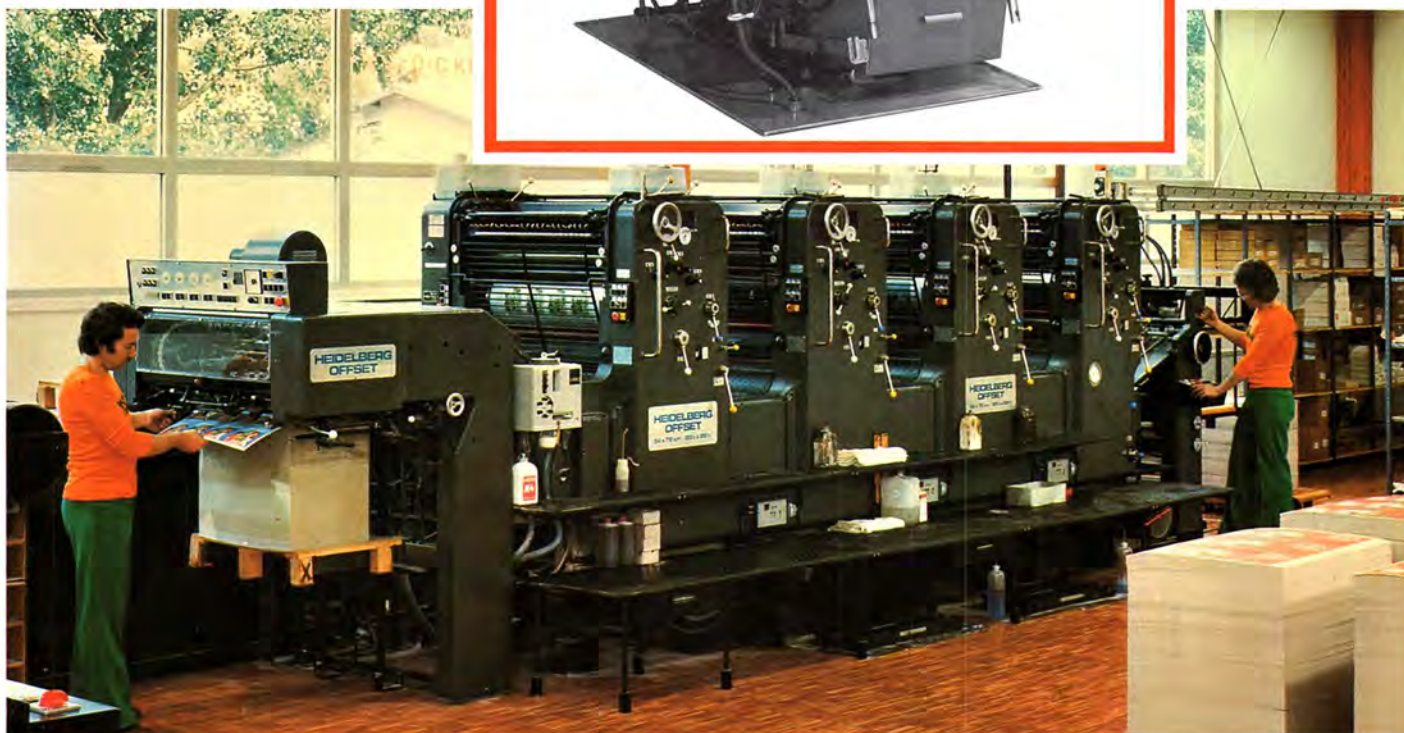
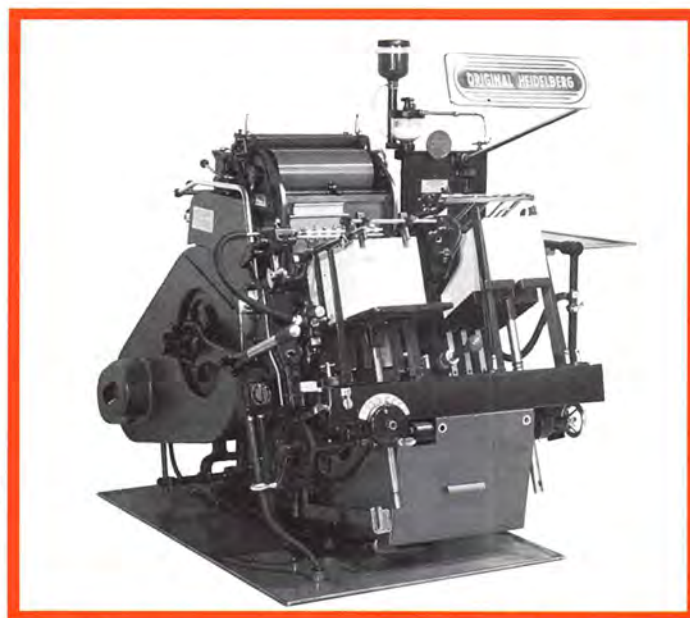
— Men mere om Drupa-messen og Kompagniets grafiske forretning i næste nummer af ØK Bladet.

Heidelberg's berømte Vingeautomat til trykning af mindre formater.

Heidelberg's famous Platen Press for printing small formats.

Heidelberg 4 farvet offset presse (Speedmaster).

Heidelberg 4 colour offset press (Speedmaster).





Containerskibet m.s. «Nihon».
The container vessel "Nihon".

ScanDutch passes unusual buoy

Completes first decade and prepares to carry 2,000,000th container

On 1st of April this year, one of the pioneers in the Europe – Far East container trade celebrated its 10th anniversary.

Over 500 years of experience in the Europe – Far East trade accumulated by 5 internationally well reputed shipping lines was the dowry of ScanDutch, a partnership created on April 1st 1972.

The five partners are Wilh. Wilhelmsen (Norway), Compagnie Générale Maritime (France), Broström Shipping Corporation (Sweden), Nedlloyd Lines (Holland), and The East Asiatic Company (Denmark).

Today, ten years after its creation, ScanDutch is well known for the efficiency and reliability of its first class, regular container service between Europe, the Mediterranean area, the Red Sea and the Far East.

ScanDutch today

ScanDutch operates two such services. Between Europe and the Far East, a modern fleet of 10 third generation container vessels enables its customers to count on a weekly call on fixed days at the major ports of the route.

Between Portugal, Morocco, the Mediterranean, the Red Sea and the Far East, three multipurpose (Ro-Ro) container-ships, two of which were built during the second half of 1981, perform a monthly service.

Exporters of over 33 countries are daily using the services of ScanDutch, services that stretch far beyond the water fronts. Through its modern door-to-door system, ScanDutch assists shippers in sending their cargo where they want it when

they want it to any inland point with no loss of time. More than 200 ScanDutch agents are located in all main cities and port areas along the trade routes served. And these agents do not only assist the clients with transportation, but also, through the ScanDutch network, help provide valuable information about the overseas markets exporters are aiming at.

As means of transportation to all parts of the world increase in speed and sophistication, time and distances become relative, and cultures and civilizations are linked. ScanDutch, conscious of the differences in the business environments on the two continents, is exchanging teams of sales representatives from its many agencies several times a year. A regional office placed in Hong Kong and one in Rotterdam, the world's biggest port, coordinate the agents' activities respectively in the Far East and in Europe.

In order to further facilitate communications with the important Japanese business community in Europe, several Japanese representatives have been permanently based in Europe. And in the Far East, a German and French sales representative have the same responsibilities to the German and French business communities there.

Steady progress since 1972

From the early beginning of 1972 through the past decade, ScanDutch had a continued and steady progress:

Within less than two years of operation, the company had seven third generation container vessels regularly serving the Europe – Far East trade with a ten-day frequency. "Westbound" to Europe through the Panama Canal and "East-

bound" to the Far East around the Cape of Good Hope. With the reopening of the Suez Canal in 1976 the ScanDutch vessel, m.s. "Nihon", was the first third generation container vessel to once again shorten the route to the Far East. Today, in the main service, the ten third generation container vessels – with a carrying capacity of more than 27,000 TEUs – link Northern Europe and Marseilles/Fos via the Suez Canal to East Asia on a weekly basis. Throughout the past decade new routes were opened and new destinations served, either directly or through the reliable network of the ScanDutch feeder vessels. Regular services today include Taiwan, Korea, Malaysia, the Philippines, Thailand, Spain and the United Kingdom in addition to the original ports of call.

The more than 45,000 containers ScanDutch has at the disposal of its customers are constantly monitored on a computerised tracking system, a part of the service and reliability that helped build the line's reputation.

The one-line organisation of ScanDutch measures its success not only in years but also in number of containers carried: The first container was loaded onboard the ScanDutch vessel, m.s. "Nihon", in June 1972, signaling the start of a containerised Europe – Far Eastern trade. In 1977 the 500,000th container was loaded onboard the ScanDutch vessel, m.s. "Nedlloyd Dejima" and on July 2nd 1980 the 1,000,000th container left Japan onboard the ScanDutch vessel, m.s. "Nedlloyd Delft". With this progress in mind, ScanDutch expects to load the 2,000,000th container in 1984.

ScanDutch passerer et usædvanligt sømærke

Fylder 10 år
og forbereder sig
på løft af container
nr. 2.000.000

ScanDutch, en af pionererne i containerfarten mellem Europa og Det fjerne Østen, blev oprettet den 1. april for 10 år siden. Partnerne i samsejlingen er ØK, Wilh. Wilhelmsen, Norge, Compagnie Générale Maritime, Frankrig, Broströms Rederi AB, Sverige, og Nedlloyd BV, Holland.

Samsejlingen driver to liniefarter: Mellem Europa og Det fjerne Østen sikrer en flåde på 10 moderne 3. generations containerskibe afskibere og modtagere ugentlige anløb af alle de vigtigste havne på ruten, og mellem Portugal, Marokko, Middelhavet, Det røde Hav og Det fjerne Østen indgår 3 multipurpose skibe i en månedlig service.

Eksportører fra cirka 35 lande benytter

dagligt ScanDutch's service, der strækker sig langt bag havnefronterne, idet samsejlingens dør-til-dør system tilbyder kunderne transport af godset til et hvilket som helst sted inde i landet på kortest mulige tid.

Over 45.000 containere er til kundernes disposition, og dette betydelige antal disponeres ved EDB, således at ScanDutch til stadighed ved, hvor hver enkelt container befinder sig.

Den første container blev indladet i et ScanDutch skib i juni 1972, container nr. 500.000 fulgte efter i 1977, medens nr. 1.000.000 forlod Japan i et ScanDutch skib i juli 1980. – Med denne udvikling venter ScanDutch at løfte container nr. 2.000.000 allerede i 1984.

To sporvogne på dækket af ØK's m.s. »Selandia« i Hamburg.

Two tramcars being loaded on deck of EAC's m.s. "Selandia" in Hamburg.

ØK har bl.a. indsat containerskibet m.s. »Jutlandia« i samsejlingen.

EAC's contribution to the joint service includes the container vessel "Jutlandia".

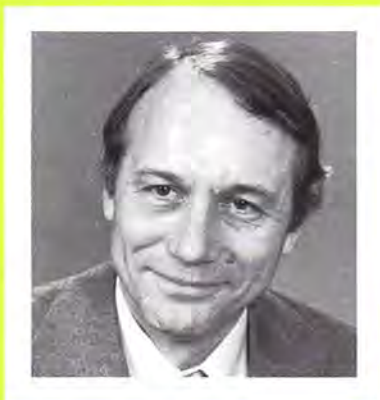


Multipurpose containerskibet

m.s. »Contender Bezan« under lastning i Det fjerne Østen.

The multi-purpose container ship "Contender Bezan" during loading in the Far East.





Civilingeniør Willy Heise, leder af ØK's regionale datacenter i Singapore.

Mr. Willy Heise M. Sc., Manager of EAC's regional data centre in Singapore.

Hitachi L-330 data-system. – Den mindste model af de systemer, ØK forhandler i Sydøstasien. Datamaten fås med op til 512 KB memory (KB = kilo byte).

Hitachi L-330 computer-system, smallest model of the systems marketed by EAC in South East Asia. This computer is available with up to 512 KB memory capacity (KB = kilo byte).



ØK markedsfører japansk dataudstyr i Sydøstasien

ØK har taget et nyt skridt ind på dataområdet ved at gå ind for markedsføringen af dataudstyr – først og fremmest minidatamater – i Sydøstasien. Kompagniet har indgået agenturaftale med det kendte, japanske datamatfirma Hitachi om markedsføring og service af Hitachidatamater af typerne L-330 og L-340 i Singapore, Malaysia og Brunei, og aftalen vil muligvis blive udvidet til at omfatte andre lande og produkter.

Kompagniets handelsafdeling har i de senere år opbygget et betydeligt salg af kontormaskiner, og i erkendelse af det store potentiel på datamatmarkedet, der udvikler sig med rivende hast, er det besluttet at gå ind i distribution af datamaskiner. Det første skridt på dette område blev ganske naturligt taget i Østasien, der lige siden Kompagniets stiftelse i 1897 har været ØK's andet fædreland.

Hitachi, der har fremstillet datamaskiner siden 1958, har i de senere år udvidet data-divisionen betydeligt og beskæftiger i dag mere end 16.000 medarbejdere. Firmaets L-serie er minidatamater med stor kapacitet og let anvendelige for brugere af IBM-datamater. Den er kendt for overordentlig høj driftssikkerhed og kan udbygges gradvis.

ØK har ansat et større antal erfarne databehandlingsfolk i de tre nævnte lande og har etableret et regionalt center i Singa-

pore, ledet af civilingeniør Willy Heise, der har arbejdet i datamat-branchen i 17 år.

ØK Data, et ØK-datterselskab, yder bistand til Hitachi-aktiviteten i Sydøstasien ved at levere programmer til Hitachi-brugerne på basis af erfaringerne, der er indhøstet gennem 10 år med udvikling af programsystemer til ØK's selskaber i området.

**EAC marketing
Japanese data
equipment in
South East Asia**

EAC has taken a new step into the field of data processing equipment, having commenced marketing data equipment – primarily mini-computers – in South East Asia. Our Company has signed an agency agreement with the well-known Japanese computer manufacturers Hitachi covering marketing and servicing of Hitachi computers, models L-330 and L-340, in Singapore, Malaysia and Brunei, and the agreement may be extended to cover other countries and products.

EAC Trading has during recent years developed a considerable sales volume in office machines, and realizing the great potential of the rapidly developing computer market, it has been decided to start distribution of computers. The first step in this field was quite naturally taken in the Far East, this area having been our Company's second home since the founding of EAC in 1897.

Hitachi has produced computers since 1958 and has in recent years expanded their data division extensively, today employing more than 16,000 people. The firm's L-series comprise mini-computers with high capacity and are easy to handle by operators who are used to IBM computers. They are known to be exceptionally dependable and can gradually be enlarged.

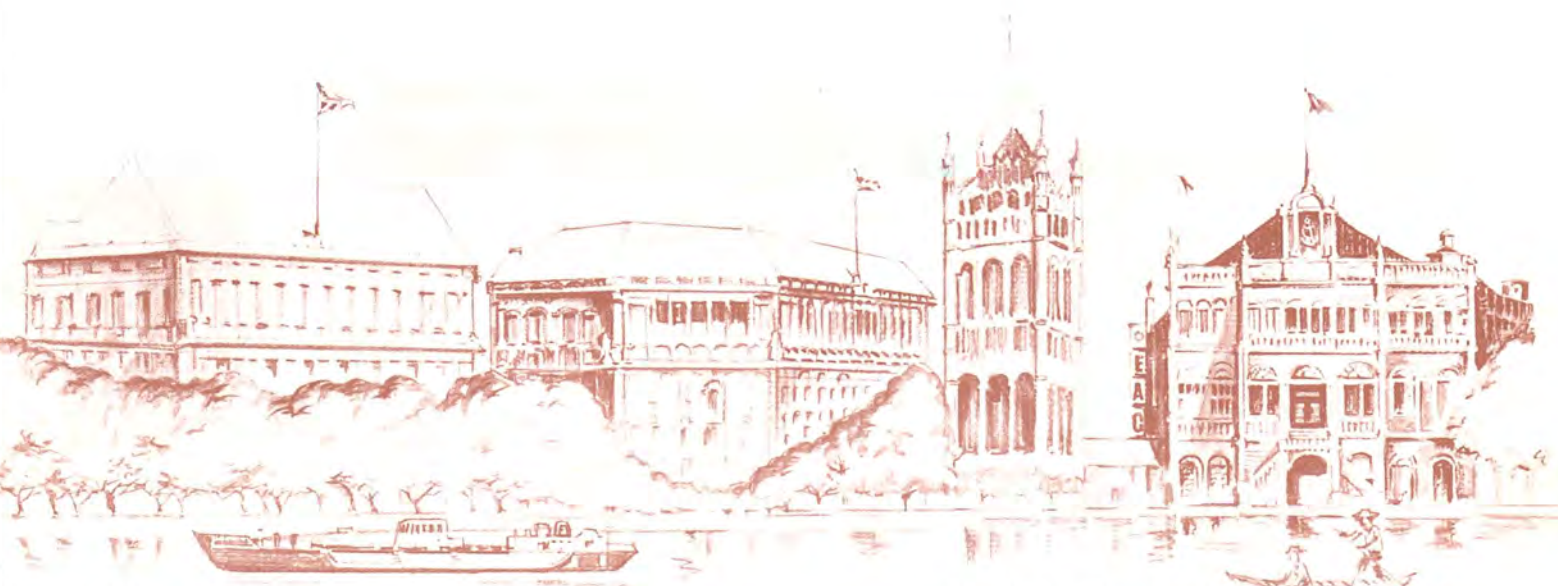
EAC has employed a considerable number of experienced computer operators in the three countries in question and has established a regional centre in Singapore, headed by Mr. Willy Heise M. Sc., who has worked in the computer field for 17 years.

EAC-Data offers assistance to the Hitachi activities in South East Asia by supplying data programmes to Hitachi users, based on experience gained during 10 years with development of programme systems for EAC associates in the region.

Partners For



in Thailand



ICI Head Quarters - Millbank
on the banks of the Thames.

Head Office of EAC (Thailand)
on the banks of
the Chao Phya River

ICI and EAC in Thailand - a 50 Year Success Story

During 1982 commencing in April, extensive celebrations will take place throughout the Kingdom of Thailand to commemorate the Rattanakosin Bicentennial, marking the 200th anniversary of the reigning Chakri Dynasty and of Bangkok as the capital of Thailand. The East Asiatic Company (Thailand) Limited is delighted that coinciding with this important event, the Company will be celebrating the "Golden Anniversary" of successful cooperation with the Imperial Chemical Industries PLC. ICI is Britain's largest private company and one of the world's largest chemical concerns.

Until 1930, ICI traded in the area of Malaya/Singapore and Siam, as Thailand was called in the old days, through several different agents. At that time, in view of the increasing use of chemicals in agriculture and industry, it was decided to establish offices in Kuala Lumpur and Singapore under the name of ICI (Malaya) Ltd. In May 1931, Dr. W. S. Bristowe of ICI UK visited Thailand in order to evaluate the market for the various ICI products and to make recommendations about the future conduct of the business, which in 1929 amounted to £ Stg. 20,435. It is interesting to note that in those days the population of Thailand was estimated at about 12 million people (it stands at nearly 48 million today). The total network of roads was only about 1,600 km, mainly in and around Bangkok and in the northern area of Chiangmai and Lampang.

During his survey Dr. Bristowe was impressed with the standing of The East Asiatic Company, which he considered to be the most active and fastest growing import and export firm in Thailand, and the only one with a substantial upcountry organization handling, among other commodities, purchase of rice direct from farmers. He considered this an important strength

in the fertilizer business. Furthermore, the EAC shipping line calling at Middlesbrough on its way from Denmark to Bangkok was the only direct service from England to Thailand. It was also noted that the Danes were popular among the Thais, and had been instrumental in many areas of infrastructural development, e.g. the electricity, tram services and postal system in Bangkok had been set up and run by Danes.

Following a later visit to Thailand by Dr. Bristowe and Mr. O. H. Eustace, the first Manager, and subsequently the first Chairman of ICI (Malaya), it was decided to appoint our Company as ICI's agents, initially for fertilizers and industrial chemicals, effective 30th June, 1932. An ICI executive, Mr. R. Wilson, arrived from Japan to become the Resident Representative for ICI in Thailand with an office in our building on the banks of the Chao Phya River. The first agency agreement was signed on 21st September, 1932, and a new era had thus begun for our Company, "born" in Thailand in 1884 when Captain H. N. Andersen first commenced trading under the name of Andersen & Co.

Formed in 1926 by the merging of four companies, ICI provided Britain with its first wide-ranging chemical manufacturing group. Chief companies in the merger were Nobel Industries Ltd., then an important explosives concern first set up in 1870 by Alfred Nobel, the inventor of dynamite; and

ICI is one of the world's largest producers of petrochemicals and derivatives, and their Wilton plant in the North-eastern part of England integrates both oil refining and downstream operations. In foreground the modern administration complex.





At Lake Magadi 120 kms South-west of Nairobi, Kenya, The Magadi Soda Company extracts natural soda ash which is exported worldwide as an important element in glass production.

Brunner, Mond and Co. Ltd, a world-scale alkali company, also formed in 1870s. The other parties were British Dyestuffs Corporation and the United Alkali Company Ltd. In 1927, its first year of business, ICI, with 33,000 employees, had a turnover of £ Stg. 27 million.

Today, ICI has 132,000 employees world-wide and annual sales in excess of £ Stg. 6,500 million. Although it has its Group Headquarters in Britain, ICI is – and always has been – international in its operation and in its thinking. Today, more than a third of the ICI Group's assets and 60 per cent of its sales are outside the United Kingdom. ICI makes or sells its products in almost every country in the world, supplying the needs of local and national industry, agriculture and medicine from an extensive range of petrochemicals, plastics, fibres, dyes, explosives, paints, pharmaceuticals and agrochemicals. ICI holds under license from the UK Government approximately 18 per cent of one of the largest North Sea Oil fields, Ninian, which provides a substantial part of its feedstock and fuel requirements. The ICI Group is continuously engaged in product research and development programmes, including technical service to customers, and more than £ Stg. 200 million are invested annually in this area.

The heart, or Headquarters, of the ICI Group is located in London, at Millbank on the River Thames close to the Houses of Parliament. The different business areas in the UK are separated into eight Divisions and Nobel's Explosives Co. Ltd., all large companies in their own right with their own Boards of Directors reporting to the ICI Board at Millbank. Numerous subsidiary

and associated companies operate in the UK and Europe and throughout the rest of the world.

From a modest beginning in Thailand in 1932, sales of ICI products by EAC (Thailand) have grown rapidly in response to both overall economic growth and created demand. We started

The predominant feedstock in the chemical industry is hydrocarbons in the form of either oil or gas. ICI has interests in exploration and exploitation of the discoveries in the North Sea.



ICI holds 50 per cent interest in the Tioxide Group, the world's largest producer of white pigments outside U.S.A. From their Australian plant in Tasmania, Tioxide supplies a large part of the Thai demand for this important chemical.





"Gramoxone" is filled into small bottles at the EAC (Thailand) formulation and packing facilities.

Spraying of "Gramoxone" herbicide in rubber plantation.

with fertilizers and some industrial chemicals, and today we are involved in the entire product range manufactured by the ICI Group. In 1970, the sales turnover amounted to £ Stg. 3 million, and in 1981, it had developed to £ Stg. 23.5 million.

The ICI business is handled by the Chemicals Activities Organization of EAC (Thailand). Totally 200 staff members are involved in marketing the ICI products, including 30 executives 25 of whom are Thais, two Englishmen seconded from ICI UK, and three Danes. The organization is divided into six Departments:

- | | |
|--------------------------------|---|
| Agriculture Department | : crop protection chemicals and fertilizers |
| General Chemicals Department | : industrial chemicals |
| Specialty Chemicals Department | : industrial chemicals |
| Organics Department | : dyestuffs |
| Consumer Products Department | : pharmaceutical and veterinary products |
| Paints Department | : paints. |

Most of the business is done from stocks held at our riverside warehouses in Bangkok, from where deliveries are made by own trucks in the Metropolis and to up-country areas by trucking firms.

In 1962, we started promoting sales of a new herbicide weed-killer, "Gramoxone", invented by ICI's Plant Protection Division, but it was not until the early 1970s that the product

became popular. Substantial investment and hard effort had to be made in technical demonstrations and promotions to convince farmers that using "Gramoxone" was more effective than traditional hand-weeding methods. We also adopted the strategy of concentrating on one crop at a time, rather than diffusing our efforts over "Gramoxone's" entire agricultural potential. Today, "Gramoxone" is used extensively during the rainy season in the areas growing fruit, cassava, sugar, cotton, maize and rubber. In 1981, more than 3 million litres of "Gramoxone" were sold, and the chemical is now the single largest crop protection product in Thailand. Furthermore, Thailand is the fifth largest "Gramoxone" user in the world.

In addition to "Gramoxone" weed-killers, the Agriculture Department markets a range of pyrethroid insecticides, fungicides, and some fertilizers, all through a network of 400 dealers covering all 72 provinces of Thailand. All field representatives are graduate agronomists since an in-depth understanding of



Due to the hot and humid climate, Thailand has a significant demand for refrigeration and airconditioning. ICI refrigerants are liquified gases requiring special storage facilities. Deliveries to customers are being effected in drums or cylinders, filled at EAC (Thailand)'s warehouse.

To economize on freight and handling, voluminous liquid cargoes are being imported in specially designed containers. Here a shipment of PVC raw materials arrives in Bangkok.



Special grades of Polyvinyl Chloride resins are being used for the production of battery separators at the Plant of Associated Battery Manufacturers Ltd.

agriculture is essential for successful selling. This year a new rodenticide with interesting potential will be launched to counteract serious rat problems in rice-growing areas.

Because the growing demand for "Gramoxone" is expected to continue, ICI and EAC (Thailand) have set up a joint venture company to manufacture the herbicide locally. The new company, ICI ASIATIC (Agriculture) Company Limited was established in January 1981 with a shareholding of Baht 45 million (£ Stg. 1 million) with ICI holding 51% and EAC (Thailand) the balance. Apart from production of "Gramoxone", the new company will handle marketing, also of imported agricultural chemicals. Operation is expected to commence in the middle of 1983 with the factory located at Bangpoo Industrial Estate, 30 km. southeast of Bangkok, whilst the offices will remain in the Oriental Avenue building.

General Chemicals and Specialty Chemicals Departments handle a comprehensive range of chemicals used in a wide

variety of industries. Major products include soda ash for glass manufacture (imported from ICI's Magadi Soda Co. in Kenya), rubber chemicals, fluorocarbons for refrigeration and airconditioning, textile fibre intermediates, industrial explosives, raw materials for the coatings, plastics and nutritional fields, technically-oriented chemicals for the detergent and cosmetic industries, and service chemicals for water treatment, oil refining and natural gas processing, among others. – Our marketing approach in industrial chemicals is generally industry-oriented, meaning that the various Sections of the Departments specialize in certain industries, offering each industry a whole package of products as well as technical service. – Most of the industry in Thailand is still located in and around Bangkok, but an increasing amount of industrial development is taking place outside Bangkok in line with Government policy, particularly in the southeast where the Government has ambitious plans to promote industries using natural gas as feedstock.

Integrated textile production has grown rapidly during the past 15 years and is the largest industrial sector in the country. At the same time, a substantial export business has gradually

Thailand's textile industry varies from large modern automated plants to small factories. Here ICI dyestuffs are being applied by hand screen onto cotton.



The Consumer Products Department markets a variety of products including medicated shampoo, anaesthetics for hospitals, and premixes for animal nutrition.



The EAC(T)'s warehouse operations handle about 150 deliveries per day. A new brand of decorative paint is being made ready for the market.

been developed. The ICI dyestuffs sold by Organics Department have a strong foothold in the industry for textile dyeing and printing. The Department has its own laboratory facilities at Oriental Avenue, and technical services include in-house testing and selection of product range as well as service work in connection with customer's specific dye requirements.

Thailand has a large and growing market for pharmaceutical products, and an interesting business has gradually been developed in ICI specialities imported from the UK, mainly cardiovascular drugs, anaesthetics, and antiseptics. Promotion and sales are to a large extent done direct to hospitals and clinics throughout the country by a team of medical representatives, but also through pharmacies nationwide.

During 1980, we introduced a range of veterinary products for animal health and nutrition in close collaboration with ICI Malaysia. Chicken and pig breeding in particular have grown rapidly during the past few years, and our organization is geared to participate actively in this development. Sales are being directed towards bigger farms, veterinarians and pharmacies.

Since 1970, ICI has operated its own paints manufacturing company in Thailand under the name of ICI (Thailand) Ltd. We handle the marketing of the products in close co-operation with ICI (Thailand) and command a leading position in the market for high quality automotive refinish, industrial and house paints. The automotive refinish and house paints are sold through a selective dealer network consisting of 106 dealers in Bangkok and 165 dealers upcountry. In order to maintain the



leading position of ICI paints in an extremely competitive market, which includes brands from more than 50 local factories, marketing requires continuous innovation and substantial investment in advertising and dealer promotion schemes. Industrial paints are sold direct to motor car assembly plants and the consumer durables industry with technical support from ICI (Thailand).

It is with pride that we look back upon 50 years of fruitful co-operation with ICI in Thailand. Over this period, and especially during the past ten years, we have experienced steady growth not only in the industrial sector but also in the agricultural sector where a diversification has taken place. We are confident that these trends will continue, offering new opportunities for ICI and EAC (Thailand) in the chemicals business in Thailand.

ICI's paints factory on the outskirts of Bangkok.





Thailand's Rattanakosin Bicentennial

For Thailand, 1982 is one of the most auspicious years of the century, as it marks the 200th anniversary of both the reigning Chakri Dynasty and the founding of Bangkok as the nation's capital. The celebration is called the "Rattanakosin" Bicentennial, from part of the Thai name for Bangkok, which in its full form is listed in the Guinness Book of Records as the longest place name in the world.

The accession of Rama I as king of Thailand in 1782 began a truly historic era, for the Royal House of Chakri has provided leaders who, while skillfully maintaining Thailand's independence, have guided the country into the modern era. At the same time, long cherished traditions, arts and crafts have been supported by these far-sighted rulers, who in classic Thai fashion, have been able to adapt useful international trends to suit the nation's unique way of life.

The reigning monarch, His Majesty King Bhumibol, is one of the most popular and beloved rulers the country has known. Together with highly respected Queen Sirikit, His Majesty works tirelessly to improve the lives of the people by personally designing and supervising countless development projects. Thus, the Rattanakosin Bicentennial is an opportunity for the Thai nation to express its gratitude for the Royal Family's constant dedication to the country's progress.

Throughout the country Thais are busy with Bicentennial activities: renovating works of art and temples (including the Grand Palace and the Temple of the Emerald Buddha – Thailand's most revered shrine); making donations to charities, schools and religious groups; as well as producing commemorative stamps, coins and books. The government is carrying out literally thousands of short and long term projects including city clean-up programmes and the construction of schools, hospitals, roads and parks. One highlight of the year's pageantry will be a spectacular river procession of exquisitely carved Royal Barges that date back to the 18th century. This will be the first such procession in 15 years.

Private companies, both foreign and domestic, are also making the Bicentennial year an unforgettable occasion. One project, sponsored by the British Chamber of Commerce, is the production of a TV mini-series entitled "A Tribute to the Chakri Dynasty", which will feature historical episodes from each of the nine reigns. The programmes will be broadcast throughout the country and audio cassettes will be donated to schools for use in history classes. Both ICI (Thailand) Ltd. and EAC (Thailand) Ltd., as members of the Chamber are contributing to this project.

The people of Thailand are celebrating the Bicentennial by restoring works of art, landmarks and temples. Here, workers are giving a facelift to the Temple of the Emerald Buddha – the country's principal shrine – in preparation for important religious ceremonies.



Rat control for Rattanakosin

For its part, EAC(T) will contribute to the Bicentennial Celebration with a large-scale rat control project in two major rice growing areas. Because it is estimated that rats annually destroy more than 1 million tons of Thailand's all-important rice crop, better rodent control would mean more food for domestic consumption and more income from increased exports. Thus EAC(T) has offered to provide ICI's highly effective "Klerat" rodenticide to the farming community to demonstrate how food yields can be increased by ridding selected rice-growing areas of these voracious pests. More effective and easier to use than rodenticides now available in Thailand, "Klerat" represents an important technical breakthrough. In Indonesia, rice yields have increased by up to 40 per cent after using "Klerat".

Currently, Thailand has a choice of using two types of rat poison: "chronic" poisons which require time- and labour-consuming baiting techniques, and anti-coagulants which also require a large input of time and money as they must be fed to rats

over several days. Because rats are killed by even one mouthful of "Klerat", its use makes rodent control easier, less time-consuming and more cost-effective than other poisons. Studies have shown that through use of a specially developed baiting technique, "Klerat" can save 75 per cent in bait and 50 per cent in labour over standard methods used with anti-coagulants.

EAC(T) is taking every measure to ensure the greatest success of its campaign. It is providing training for all participants in the demonstration and technical support to the Thai Department of Agricultural Extension, whose field officers will work hand-in-hand with the Company's representatives and the farmers to ensure that the best results are obtained. A team of audio-visual experts will also show films in the villages to make farmers aware of the immensity of the problems they face from rats. The complete service will be provided free of charge with the full support of ICI and will last for approximately six months beginning in April 1982.



King Rama I, founder of the reigning Chakri Dynasty, revived the ancient custom of river processions in splendidly decorated Royal Barges. This year's procession is the first in 15 years.



Representatives from the Thai Government and the Company will take part in a project to demonstrate the effectiveness of ICI's "Klerat" rodenticide in protecting the country's valuable food crops.

Congratulatory message from the first Chairman of ICI (Malaya)

Now in his 87th year, the first Chairman of Imperial Chemical Industries (Malaya) Ltd, 1931-1948, ponders the past 50 years since EAC in Bangkok accepted the Agency for "Siam".

The mutually beneficial and harmonious relations since existing give me great satisfaction.

Long may it continue.

O. H. Eustace



Mr. O. H. Eustace, now enjoying his otium in New Zealand, from where this letter has been received.

EAC og ICI har været partnere i Thailand i 50 år

Thailand fejrer i år 200 året for Chakri-dynastiets og hovedstaden Bangkok grundlæggelse med store festligheder i hele landet.

Samtidig markerer The East Asiatic Company (Thailand) Limited 50 års samarbejde med Imperial Chemical Industries PLC (ICI), Storbritanniens største private selskab og en af verdens største kemiske koncerner.

EAC (Thailand) forhandler samtlige ICI produkter: landbrugskemikalier, kemikalier til industrien, farvestoffer, farmaceutiske specialiteter og maling.

Omsætningen i disse produkter var i 1981 d.kr. 320 millioner, og 200 medarbejdere er beskæftiget med markedsføringen af ICI-produkter, heraf 30 ledere, hvoraf 25 er thailændere, to englændere og tre danskere.

Den stærkt stigende efterspørgsel efter ukrudtsbekæmpende midler har ført til dannelsen af et nyt selskab i Bangkok, ICI ASIATIC (Agriculture) Co. Ltd., med ICI og EAC (Thailand) som deltagere. Dette selskab opfører en fabrik, hvis produktion ventes startet i midten af 1983.

EAC (Thailand) vil bidrage til landets 200 års-markering med et stort projekt til bekæmpelse af rotter i to store risdykningsområder. Det anslås, at over en million tons risafgrøder årligt ødelægges af rotter, og EAC (Thailand) vil levere rottebekæmpelsesmidlet »Klerat«, hvis anvendelse i Indonesien har ført til en forøgelse af risudbyttet med 40%.



Processionen med abbeden og hjælpere i spidsen på vej til grundstensnedlæggelsen.

The procession, headed by the Chief Abbot and his helpers, on the way to the stone-laying ceremony.



Grundstenen af marmor – hvoraf en lidt større kopi til sin tid bliver ophængt i fabriken – bærer selskabets navn, den nye bygnings horoskop, det lykkelige tidspunkt og direktør C. Dencker Niensens navn, og er af abbeden blevet velsignet med hvid salve og guldblade.

The marble foundation stone – a replica of which will in due course be hung in the factory – is inscribed with the name of the firm, the horoscope of the new building, the auspicious date and time, and the name of Mr. C. Dencker Nielsen and has been anointed by the Chief Abbot with white salve and gold leaves.

Direktør C. Dencker Nielsen nedlægger grundstenen.

Mr. C. Dencker Nielsen laying the foundation stone.



Grundstenen lagt til smelteværk i Thailand

121 km nord for Bangkok er grundstenen blevet nedlagt til et hypermoderne blysmelteværk, der opføres af Bergsøe Metals Ltd., som Kompagniets datterselskab, EAC (Thailand) Ltd., Paul Bergsøe & Søn A/S i Glostrup og lokale interesser har stiftet.

Smelteværket opføres i Kaeng Khoi i provinsen Saraburi, og grundstensnedlæggelsen foretoges af formanden for det nye smelteværks bestyrelse, direktør C. Dencker Nielsen, EAC (Thailand) Ltd., under udførelse af et traditionelt, buddhistisk ceremoniel, forrettet af ni buddhist-munke med abbeden for Kaeng Khoi i spidsen, herunder den sædvanlige bramanske ceremoni, hvor områdets skytsånd blev bedt om tilgivelse for den forstyrrelse, der forvoldes

under fabrikkens opførelse. Ceremonien overværedes af et stort antal gæster med provinsens guvernør, Khun Sanit Rujinarong, og den danske ambassadør i Thailand, W. F. McIlquham Schmidt, i spidsen.

Efter indledende taler af direktør C. Dencker Nielsen og guvernør Sanit Rujinarong fandt selve grundstensnedlæggelsen sted præcis kl. 10.59 den 9. februar, idet det lykkelige tidspunkt var blevet udvalgt af abbeden i Kaeng Khoi efter astrologiske beregninger. »Ni« anses for et meget lykkebringende tal, fordi udtalet af ordet ni på thailandsk minder om ordet for »fremgang«.

Produktionen på det nye smelteri ventes startet i slutningen af året.

Foundation stone laid for smelter in Thailand

121 km north of Bangkok the foundation stone has been laid for an ultra-modern lead smelter now being built by Bergsøe Metals Ltd., established by our Company's subsidiary, EAC (Thailand) Ltd., Paul Bergsøe & Søn Ltd., Copenhagen, and prominent Thai investors.

The smelter is being built at Kaeng Khoi in the Province of Saraburi, and the stone-laying was performed by the Chairman of the new smelter's Board of Directors, Mr. C. Dencker Nielsen, Managing Director of EAC (T) Ltd. The traditional Buddhist ceremony was performed by nine Buddhist monks, headed by the Chief Abbot of Kaeng Khoi and included the usual Brahmin ceremony, asking for forgiveness from the guardian spirit of the land for disturb-

ing it during construction. The ceremony was witnessed by a large number of guests, headed by the Provincial Governor, Khun Sanit Rujinarong, and the Danish Ambassador to Thailand, Mr. W. F. McIlquham Schmidt.

Following addresses by Mr. C. Dencker Nielsen and the Provincial Governor, the stone-laying ceremony took place at precisely 10.59 hrs. on 9th February, the auspicious hour having been set by the Chief Abbot of Kaeng Khoi according to astrological calculations. Nine is considered a very lucky number, because the word in Thai for "nine" sounds like that for "progress".

Production at the new smelter is expected to commence towards the end of this year.

Arbejder reddede tre ØK-skibe



Billede af de tre ØK skibe, taget af en af de angribende Moskito bombere.
Picture of the three EAC vessels, photographed by one of the attacking Mosquito bombers.

Et lykkeligt sammentræf – en tidligere ØK-mands frivillige krigstjeneste som officer i Royal Air Force – førte to dage før Danmarks befrielse i 1945 til redningen i Nakskov Fjord af tre ØK-skibe, som det under hele besættelsen var lykkedes at hindre tyskerne i at beslaglægge. Skibene nåede at blive angrebet fra luften af RAF, men den tidligere ØK-mand greb ind og sparede skibene for en ødelæggelse. Herom fortæller pens. kaptajn Edmund Christensen, der dengang som ung styrmand var med til at passe på skibene i Nakskov Fjord:

– Skibene blev reddet af Jørgen Kjeldbæk, der ved krigens udbrud var assistent på Kompagniets gummiplantage Padang Meiha og senere blev bestyrer af plantagen. Da japanerne den 8. december 1941 gik i land i Thailand og Malaya, meldte Jørgen Kjeldbæk sig straks som frivillig til Royal Air Force og slap ud af Malaya, inden japanerne havde erobret hele halvøen og Singapore. Han fortsatte i Royal Air Force i resten af krigen, avancerede til Wing Commander (oberstløjtnant) i RAF og ledede den 3. maj 1945 en formation af ni Moskito-bombefly, der skulle angribe tyske skibe i Langelandsbæltet.

Under denne aktion begyndte man ved 19.30-tiden beskydning og bombenedkast mod tre skibe i Nakskov Fjord, der antoges at være tyske. Det drejede sig imidlertid om de tre ØK-skibe »Java«, »Falstria« og »Jutlandia«, der under krigen af sikkerhedsmæssige grunde var fortøjet ved Slotø i Nakskov fjord.

Umiddelbart efter det første angreb opdagede Jørgen Kjeldbæk fejltagelsen og fik afblæst et nyt angreb, der skulle have



M.s. »Falstria«'s spisesalon efter angrebet.
M.s. "Falstria"'s dining saloon after the attack.



M.s. »Java«'s mellemdæk giver et godt indtryk af angrebets styrke.
M.s. "Java"'s tween-deck gives an idea about the force of the attack.

været foretaget fra den anden side af fjorden. M.s. »Java«, der lå nærmest ved Slotø, var dog blevet så svært beskadiget, at skibet sank, og flere besætningsmedlemmer blev såret.

Såvel »Java« som de to andre skibe kunne dog repareres og genoptage sejladsen efter krigens slutning, og det ene af skibene – m.s. »Jutlandia« – blev nogle år senere berømt som hospitalskib under Korea-krigen.

Blandt de tilskadede skibsofficerer var Edmund Christensen, der sammen med tre andre besætningsmedlemmer opholdt sig i »Java«'s messe. Det blev deres – og skibenes – held, at RAF-maskinerne brugte panserbrydende granater og ikke sprængbomber. Edmund Christensen slap godt over sine kvæstelser og kom ud at sejle igen, avancerede siden til kaptajn i Kompagniet og bor nu som pensionist i Nordby på Fanø.

EAC employee saved three EAC vessels

Two days before the liberation of Denmark in 1945 a fortunate coincidence – a former EAC employee's voluntary war service as officer in the RAF – saved three EAC vessels in the bay of Nakskov (at the Danish island of Lolland), the vessels having successfully escaped commandeering by the Germans throughout the occupation. The vessels were admittedly hit by an RAF volley but the former EAC employee intervened and saved the vessels from destruction. Captain Edmund Christensen (retired) – who as a young mate assisted in looking after the vessels in the bay of Nakskov – gives the following account of the incident:

– The vessels were saved by Jørgen Kjeldbæk who at the outbreak of war served as an assistant on our Company's Padang Meiha rubber estate where he, incidentally, became manager after the war. When the Japanese on 8th December, 1941, went ashore in Thailand and Malaya, Jørgen Kjeldbæk right away joined up as a volunteer in the RAF and managed to escape from Malaya before the Japanese had occupied the entire peninsula and Singapore. He continued service in the RAF throughout the war, rose to the rank of Wing Commander, and on 3rd May, 1945, led nine Mosquito bombers which were assigned to strafing German vessels in the Langeland Strait (off the bay of Nakskov).

During this mission the bombers at abt. 7.30 in the evening started strafing and bombing three vessels in the bay of Nakskov which were taken for German vessels. They were in fact three EAC vessels – "Java", "Falstria" and "Jutlandia" – which during the war for safety reasons were moored at the islet of Slotø in the bay of Nakskov.

Immediately after the first attack Jørgen Kjeldbæk realized the mistake and called off an attack from the other side of the bay. "Java", moored closest to the islet of Slotø, was, however, so badly damaged that she sank, while several members of her crew were wounded.

"Java" and the two other vessels could, however, subsequently be repaired and resumed sailing after the war, and a few years later one of the ships – "Jutlandia" – became famous as a hospital ship during the Korean war.

The wounded officers included Edmund Christensen who at the time of the attack was staying in "Java's" messroom together with three other members of the crew. Lucky for them – and the vessels – the RAF bombers were using armour-piercing shells rather than high-explosive bombs. Edmund Christensen recovered from his injuries and resumed sailing, eventually becoming captain in our Company, and he is now enjoying his retirement on the North Sea isle of Fanøe.

Datolinien volder uorden i ØK-skibes nytårsaftener

Et ØK-skib oplevede ved sidste årsskifte at kunne fejre nytårsaftener to aftener i træk, medens et andet af Kompagniets skibe formelt blev snydt for nytårsaftener.

Produkttankskibet m.t. »Pattaya« passerede den 31. december 1981 datolinien (180° længde) på rejse fra Shanghai til San Francisco, og da man ved passage af datolinien mod øst må tælle samme dato to gange, fik skibets besætning således nytårsaftener to gange.

Når man passerer datolinien mod vest må man springe en dato over, og det var netop, hvad der skete for liner replacement skibet m.s. »Sargodha«, der passerede datolinien den 30. december og derfor måtte springe den følgende dag, nytårsaftensdag, over.

Besætningen på m.t. »Pattaya« kunne således med god ret have forlangt nytårsstraktement af hovmesteren to gange, mens hovmesteren på m.s. »Sargodha« med lige så stor ret kunne have sprunget nytårsstraktementet over.

Det forlyder dog, at ingen af parterne benyttede sig af denne usædvanlige situation, og at hvert skib holdt én nytårsaften, som det sig hør og bør.

Date Line upsets New Year celebrations on EAC ships

At the turn of the year one EAC vessel could have celebrated New Year's eve twice, while another was technically deprived of her New Year's eve.

The product carrier "Pattaya" crossed the dateline on 31st December, 1981 on her way from Shanghai to San Francisco,

and as the same date is counted twice when crossing the date line eastbound, the ship's crew could have celebrated New Year's eve twice.

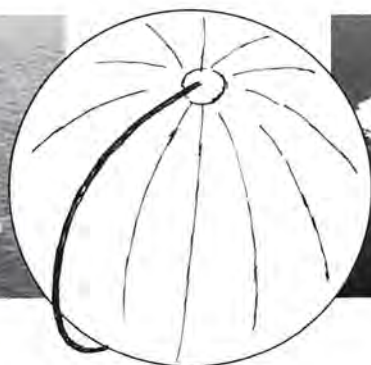
When crossing the date line westbound, a date is skipped, and this was exactly what happened to the liner replacement vessel "Sargodha", which on her voyage from Los Angeles to Hong Kong crossed the date line on 30th December and accordingly had to leave out the last day of the year.

The crew of m.t. "Pattaya" could thus justly from the Chief Steward have demanded a New Year's treat twice, whereas the Chief Steward onboard m.s. "Sargodha" could rightfully have left out the New Year's eve treat.

However, it is reported that none of the parties exploited this unusual situation, both ships celebrating one New Year's eve in the customary way.



M.T. »Pattaya« – to nytårsaftener.
M.T. "Pattaya" – two New Year's eves.



M.s. »Sargodha« – ingen nytårsaften.
M.s. "Sargodha" – no New Year's eve.

ØK leverer lufthavnsudstyr til Malawi

Kompagniets projektafdeling har sammen med Induperm A/S, København, leveret et komplet landingssystem til Chileka-Lufthavnen i Malawi til en pris af 5½ millioner dkr.

ØK's datterselskab i Limbe, Business Machines Limited, har formidlet gennemførelsen af dette projekt, hvori indgik træning af lufthavnens teknikere hos Induperm A/S i København.

Kompagniet har gode muligheder for at sælge dette højtudviklede landingsudstyr til andre lande i Afrika og Det fjerne Østen i samarbejde med Induperm A/S, som har udstyret så godt som alle danske lufthavne med forskellige typer landingsudstyr.



Chileka-lufthavnen i Malawi med landingslyset for fuldt blus. Chileka International Airport in Malawi with the landing lights switched on at full capacity.

EAC delivers airport equipment to Malawi

Head Office's Project Department has together with Induperm Ltd., Copenhagen, supplied a complete airfield lightning system to the Chileka International Airport in the Malawi capital of Limbe at a price of D. Kr. 5.5 million.

EAC's subsidiary in Limbe, Business Machines Ltd., was instrumental in implementing this project which included training of the airport's technicians at Induperm Ltd. in Copenhagen.

Our Company has good prospects of selling this highly sophisticated landing equipment to other countries in Africa as well as in the Far East in co-operation with Induperm Ltd., who has equipped nearly all Danish airports with various types of their airfield lightning systems.

Hovmesterens yndlingsopskrift

Mange af bladets læsere har forhåbentlig haft glæde af at servere de tre retter, der foreløbig har været bragt opskrifter på i serien om hovmestres yndlingsretter. Vi giver denne gang ordet til hovmester Hans Erik Grønhøj Christiansen, som har ansvaret for forplejningen om bord i containerskibet m.s. »Boringia«, der sejler på Kompagniets rute mellem Nordkontinentet og Vestafrika.

H. E. Grønhøj Christiansen er udlært som skibskok med eksamen i 1970, og han blev efter militærtjeneste ansat i Kompagniet som kok i 1974. Allerede samme år blev han udnævnt til hovmester med tjeneste i m.s. »Simba«, og siden har han været hovmester i forskellige af Kompagniets skibe.

Hovmester Christiansen frister med denne opskrift:

Sardinroulade til mellemret eller natmad

Ingredienser til 4 personer:

Til rouladen: 150 gr. smør, 150 gr. melis, 150 gr. hvedemel, 4 æg, fintrevet skal af en citron og 3 dl hvidvin.

Til fyldet: 2 løg (ca. 150 gr.), 150 gr. persille og 150 gr. sardinfilet'er.

Til gratineringen: 50 gr. parmesanost, fintrevet.

Opskrift:

Smør og melis røres sammen, til det er hvidt. Æggene røres i, ét ad gangen. Hvedemel tilsættes, og massen røres sammen. Citronskal tilsættes. Roulademassen stryges ud – så tyndt som muligt – på en bageplade med smurt papir og bages ved 225°C i 7–10 minutter. Straks efter udtagningen fra ovnen vendes rouladen og stænkes med hvidvin, hvorefter den sættes til afkøling.

Derefter pilles og finthakkes løgene og sautes uden at brunes, hvorefter de stilles til afkøling. Persille og sardinfilet'er finthakkes.

Fyldet stryges lagvis på rouladen, der derefter rulles sammen og varmes cirka 5 minutter i et gratinfad. Osten drysses over, og rouladen gratineres.

Rouladen serveres varm med crème fraîche og et glas tør hvidvin.



Hans Erik Christiansen

Chief Steward's favourite recipe

Many readers have hopefully enjoyed serving the three dishes for which recipes have so far been published in the series on Chief Steward's favourite recipes. Chief Steward Hans Erik Grønhøj Christiansen, who is responsible for the catering onboard the container vessel "Boringia" operating on our Company's service between the North Continent and West Africa provides this issue's recipe.

H. E. Grønhøj Christiansen completed his apprenticeship as a ship's cook in 1970, and after his military service he was employed by our Company as a ship's cook in 1974. The very same year he was appointed Chief Steward and assigned to service onboard m.s. "Simba", and he has subsequently been Chief Steward onboard a number of our Company's vessels.

Chief Steward Christiansen tickles the palate with this recipe:

Sardine roll, served as a side dish or a midnight snack.

Ingredients, sufficient for 4 persons:

For the roll: 150 g butter, 150 g sugar, 150 g wheat flour, 4 eggs, finely shredded peel of one lemon, and 3 dl. white wine.

For stuffing: 2 onions (about 150 g), 150 g parsley, and 150 g fillets of sardine.

For gratinating: 50 g finely grated parmesan cheese.

Preparation: Mix butter and sugar until mixture turning white. Add eggs, one at a time and wheat flour and mix the paste. Add shredded lemon peel. Place thinly flattened out paste on baking plate covered with buttered paper and bake at 225°C for 7–10 minutes. Immediately after removal from the oven, turn roll upside-down, sprinkle with white wine and set aside for cooling.

Peel and chop onions finely, sauté same without browning and set aside for cooling. Chop parsley and fillets of sardine finely.

Spread stuffing in layers on paste, form into a roll and heat for 5 minutes in gratin dish. Sprinkle with cheese and gratinate.

The roll is served hot with crème fraîche and a glass of dry white wine.



Gifts for EAC museum

Our Company has a small collection of historical value which has been gathered since Head Office was bombed-out in 1944. The collection comprises photographs and various museum pieces relative to our Company's 85 years of existence. The museum is at present housed in the "tower" of the Head Office building – which was inaugurated in 1949 – and is being enlarged and re-planned.

Recent acquisitions include a photo, which our Company has received from former New York manager, Gustav Wedell, showing the brig "Mars" on which the founder of EAC, H.N. Andersen, went to sea as a 17-year-old lad, leaving Denmark for the first time – signed on as a ship's boy.

As a workman's boy or ship's carpenter's apprentice at the then shipyard for wooden vessels in his native town of Nakskov, H. N. Andersen had himself participated in building the "Mars", her 213 register tons making "Mars" the biggest ship in town. She was owned by a joint stock company called "The brig Mars" for which Consul R. S. Winchell Bøttern was managing owner. In 1874 the vessel was depicted in a painting by famous Danish painter H. Dahl which was donated to Mr. H. N. Andersen in 1927 – 30 years after the founding of our Company –, but its subsequent fate is unknown. The museum does, however, own a photo copy of the brig's log book which, amongst others, contains particulars about H. N. Andersen's signing on.

To-day the collection also owns two diaries which our Company has received from Mrs. Inga Jensen, Copenhagen. They were kept by her father, J. Sørensen, who was wireless operator on the maiden voyage of the training ship "København". The diary starts on 8th September, 1921, when J. Sørensen left Copenhagen for Leith by the British steamer "Breslau" in order to participate in making "København" ready prior to her leaving the shipyard. On 30th September the ship stood out of the Firth of Forth, heading for Copenhagen, where the training ship was shown to King Christian X and Queen Alexandrine and members of the royal family as well as the public.

The actual maiden voyage headed westwards – via European ports through the Panama Canal to the west coast of the U.S., China, South East Asia and South Africa and thence back to Copenhagen where the training vessel arrived on 7th November, 1922. The diaries give a vivid description of life onboard and the challenge to a wireless operator in the infancy of radio with its rather primitive equipment.

Nye gaver til ØK-museet

Kompagniet ejer en mindre, historisk samling, som det er lykkedes at opbygge efter Hovedkontorets bombesprængning i 1944. Samlingen omfatter fotos og forskellige effekter, der fortæller træk af Kompagniets 85-årige historie. Den har foreløbig til huse i »tårnet« på den nuværende hovedkontorsbygning, der indviedes i 1949, og er ved at blive udbygget og gjort overskuelig.

Blandt nyerhvervelserne i samlingen er et fotografi, som Kompagniet har modtaget fra tidligere filialbestyrer i New York, Gustav Wedell. Det viser briggen »Mars«, hvormed ØK's grundlægger, den senere etatsråd H. N. Andersen, gik til søs som 17-årig og forlod Danmark første gang – udmønstret som skibsdreng.

H. N. Andersen havde selv som arbejdsdreng eller skibstømmerlærling på det daværende træskibsværft i fødebyen

Nakskov været med til at bygge »Mars«, der med sine 213 registertons blev byens største skib. Det ejedes af et aktieselskab, der hed »Brigskibet Mars«, fik konsul R. S. Winchell Bøttern som korresponderende reder og blev malet i 1874 af H. Dahl. Maleriet skænktes til Etatsråden i 1927 – 30 år efter Kompagniets stiftelse –, men dets senere skæbne kendes ikke. Derimod har museet en fotokopi af briggens skibsdagbog, der bl.a. indeholder oplysninger om H. N. Andersens påmønstring.

I dag omfatter samlingen endvidere to dagbøger, som Kompagniet har modtaget fra fru Inga Jensen, København. De blev skrevet af hendes far, J. Sørensen, der var telegrafist på skoleskibet »København« på dets jomfrurejse, og starter den 8. september 1921, hvor J. Sørensen afrejste fra København til Leith med den engelske damper »Breslau« for at deltage i »København«s klargøring før afsejlingen fra værftet. Den 30. september stod skibet ud af Firth of Forth med kurs mod København, hvor skoleskibet i de følgende dage præsenteredes for medlemmer af Kongehuset med Kong Christian X og Dronning Alexandrine i spidsen og for offentligheden.

Den egentlige jomfrurejse gik vestover – via europæiske havne gennem Panama-kanalen til USA's vestkyst, Kina, Sydøstasien og Sydafrika og derfra tilbage til København, hvortil skoleskibet ankom den 7. november 1922. Dagbøgerne giver en levende og interessant skildring af livet om bord og af den udfordring, det var at være telegrafist i radioens barndom med de meget primitive anlæg.



Telegrafist J. Sørensen på »København«s radiostation.
Wireless operator J. Sørensen in "København's" radio station.

Briggen »Mars« runder Kronborg.
The brig "Mars" rounding Kronborg (Elsinore).





ØK-firma i Esbjerg ekspederer 58.000 tons rør

EAC associate in Esbjerg handles 58,000 tons of pipes

De 12 meter lange og 1.900 kg tunge stålrør under ekspedition på Jutlandia Terminal i Esbjerg.

The 12-metre long and 1,900-kilo heavy steel pipes during handling at the Jutlandia Terminal in Esbjerg.

Jutlandia Terminal ApS i Esbjerg, et datterselskab af Alfragt a/s, der ejes af Kompagniet og DSB, har indgået kontrakt med et italiensk og et fransk firma om ekspedition af ialt 58.000 tons stålrør. De 51.000 tons er indkøbt af D.O.N.G. og skal anvendes til olieledningen fra borefelterne i Nordsøen til raffinaderierne i Fredericia, medens de 7.000 tons skal benyttes til foring af borehullerne.

Efter ankomsten til Esbjerg bliver de 36.000 tons rør til søledningen overfladebehandlet med bitumen og cement,

hvorved vægten forøges til ca. 225.000 tons. Derefter udlægges de på Nordsøens bund af et italiensk specialfartøj med en besætning på 250.

Operationen, som strækker sig over flere måneder, kræver en komplet basefunktion i land, der udover ekspeditionen af rørene kan varetage alle opgaver, som nedlægningsfartøjet har behov for at få udført fra land under det månedlange ophold i Nordsøen, og Jutlandia Terminal deltager sammen med andre firmaer i skibets base.

Jutlandia Terminal Ltd. in Esbjerg (on the west coast of Jutland) – an associate of Allfreight Ltd. in Copenhagen, jointly owned by our Company and DSB (Danish State Railways) – has concluded a contract with an Italian and a French company covering handling of 58,000 tons of steel pipes. 51,000 tons have been purchased by D.O.N.G. (Danish Oil & Natural Gas Ltd.) and are to be used for the oil pipe line from the drilling fields in the North Sea to the refineries in Fredericia (on the east coast of Jutland), while the remaining 7,000 tons are to be used for lining the drilling holes.

After arrival in Esbjerg, 36,000 tons of the pipes earmarked for the ocean pipe line will be surface-treated with bitumen and cement increasing the weight to about 225,000 tons. The pipes are subsequently laid out on the bottom of the North Sea by an Italian special-purpose vessel, having a crew of 250 people.

The operation, which will last several months, requires a complete base function ashore which in addition to handling the pipes can attend to all tasks which the pipe-laying vessel may require undertaken ashore during the months-long stay at sea, and Jutlandia Terminal participates with other firms in the vessel's base.

Ny container-rute til Indonesien

ØK og tre andre rederier i Nordeuropa starter i denne måned en ny container-service – Nedscans Indonesia Service – fra Europa til Indonesien.

Nedscans Indonesia Service, som er etableret af rederierne Nedlloyd Lijnen B.V. i Rotterdam, Broströms Rederi AB i Göteborg, Wilh. Wilhelmsen, Oslo, og ØK, tilbyder månedlige afsejlinger fra Oslo, Göteborg, København, Hamburg, Bremerhaven, Antwerpen og Amsterdam/Rotterdam med direkte anløb af de indonesiske havne Jakarta og Surabaya.

Med denne service udbygger de fire rederier det samarbejde, de tidligere havde med hensyn til besejling af Indonesien.

Alfragt a/s i København, som ejes af Kompagniet og DSB, og ØKs datterselskab Bergmann, Smith & Co. i Århus er liniens agenter i Danmark.

New container-service to Indonesia

Our Company and three other shipping companies in Northern Europe will during this month commence a container-service – Nedscans Indonesia Service – from Europe to Indonesia.

Nedscans Indonesia Service, which has been established by the following shipping companies: Nedlloyd Lines, Rotterdam, Broström Shipping Company, Gothenburg, Wilh. Wilhelmsen, Oslo, and EAC, offers monthly sailings from Oslo, Gothenburg, Copenhagen, Hamburg, Bremerhaven, Antwerp, and Amsterdam/Rotterdam with direct calls at the Indonesian ports, Jakarta and Surabaya.

With this service the four shipping companies extend the co-operation they previously had in regard to sailings to Indonesia.

Allfreight Ltd., Copenhagen, jointly owned by our Company and DSB (Danish State Railways), and EAC's subsidiary, Bergmann, Smith & Co. in Aarhus serve as agents in Denmark.



ØK skal stå for teknisk drift af ELSAM-skibe

Kompagniet har indgået overenskomst med Det Jysk Fynske Elsamarbejde (ELSAM), vedrørende teknisk drift og bemanning af de to kulskibe, som ELSAM er ved at få bygget på Odense Stålskibsværft A/S (Lindø).

Til skibenes drift skal bruges 30 til 40 officerer, som på nær et par enkelte ELSAM-ansatte vil komme fra Kompagniet, samt en menig besætning på 20-30 mand.

ELSAM sørger selv for den kommercielle drift af skibene herunder udpegning af laste- og lossehavne, fastlæggelse af sejlplan, m.v.

Skibene skal udelukkende anvendes til at fragte kul til de jysk-fynske kraftværker.

Skibene, der er de hidtil største danskbyggede og danskejede masse-gods-skibe, bliver leveret i oktober 1982 og april 1983.

Skibene har følgende hoveddimensioner:

| | |
|------------------------|-----------|
| Længde overalt | 270.00 m |
| Længde p.p. | 258.00 m |
| Bredde på spant | 42.00 m |
| Dybgang | 16.50 m |
| Dødvægt | 132.000 t |
| Hovedmotor: B&W diesel | |
| Fart | 14.1 knob |

EAC in charge of technical operation of ELSAM ships

Our Company has concluded an agreement with the Jutland-Funen Electric Power Co-operation, ELSAM, covering technical operation and manning of the two coal bulk carriers which ELSAM is having built at the Odense-Lindø Shipyard.

Operation of the ships requires 30 to 40 officers, who – apart from a few

ELSAM employees – will be seconded by our Company, as well as a crew of 20 to 30 seamen.

ELSAM will take care of the commercial operation of the ships, including designation of loading and discharge ports, fixing of itineraries etc.

The vessels will be used exclusively for carrying coal for the Jutland-Funen power stations.

The ships – so far the biggest bulk carriers built in Denmark by Danish owners – are due for delivery in October 1982 and April 1983, respectively.

The main dimensions of the vessels are:

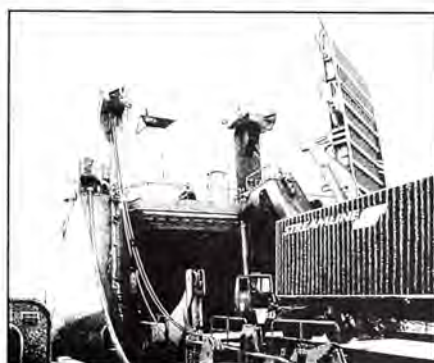
| | |
|-----------------|---------------|
| Length o.a: | 270.00 metres |
| Length b.p: | 258.00 metres |
| Moulded breadth | 42.00 metres |
| Draught: | 16.50 metres |
| Dead weight: | 132,000 tons |
| Main engine: | B & W Diesel |
| Speed: | 14.1 knots |

New ro/ro-service to Central America

Our Company's subsidiary, Holm & Wonsild Ltd., has been appointed general agent for Denmark for "Streamline", a new joint sailing service of the following shipping companies: EFOA, Helsinki, Flomerco Line, Guatemala City, Johnson Line, Stockholm, and Royal Mail Lines, Liverpool.

The new line offers monthly sailings from Scandinavia, Northern Europe, and the U.K. to Venezuela, Jamaica, Guatemala, Honduras, Costa Rica, Panama and Colombia, employing two sister ships of each 14,800 tons d.w., "Atlantic Stream" and "Nordic Stream",

Ny ro/ro-service til Centralamerika



which have been taken over from the Johansson Group.

Holm & Wonsild has for many years been agent for Johnson Line, one of the members in the new service.

Kompagniets datterselskab, Holm & Wonsild ApS, er udnævnt til generalagent for Danmark for »Streamline«, en ny sammenslutning af rederierne EFOA i Helsingfors, Flomerco Line i Guatemala City, Johnson Line i Stockholm, og Royal Mail Lines i Liverpool.

Den ny linie tilbyder månedlige afrejser fra Skandinavien, Nordeuropa og England til Venezuela, Jamaica, Guatemala, Honduras, Costa Rica, Panama og Colombia med to søsterskibe på 14.800 t.d.w., »Atlantic Stream« og »Nordic Stream«, der er overtaget fra Johansson-gruppen.

Holm & Wonsild har i mange år været agent for en af partnerne i den ny samsejling, Johnson Line.



Resultatet af frysetørringen bedømmes af (f.v.) chefkonservator ved Rigsarkivet, Arne Møller Pedersen, konservator ved Landsarkivet i Viborg, Aksel Weichrauch, driftsleder E. Ellesøe, Dansk Fryse-Tørring, kommuneassistent Niels Henrik Nielsen, Brande, kommunearkivar Chr. Lund Larsen, og 1. maskinmester Ruddy Åstrand, DF-T.

The result of the freeze-drying being considered.

Dansk Fryse-Tørring ApS redder vandskadede dokumenter



Danish Freeze-Drying saves water-damaged documents

Our Company's subsidiary, Danish Freeze-Drying Ltd., Kirke Hyllinge (on the island of Zealand) has solved an unusual problem, when the factory by freeze-drying saved a large number of water-damaged documents from the archives of the municipality of Brande (a town in the centre of Jutland) which had been flooded after a violent cloudburst.

It was a question of about 200 metres of records comprising income tax returns, census papers, social cases etc. — At the suggestion of Mr. Aksel Weichrauch, Conservator at the provincial archives in Viborg (Northern Jutland) an experiment with freeze-drying was carried out. The method turned out to be suitable and effective.

Immediately after the flooding the documents were deep-frozen by a local company and were subsequently transported to Danish Freeze-Drying Ltd. where the documents were dried under low vacuum in the factory's freeze-drying plant whereby the water evaporated. The drying process was so successful that the National Record Office and the Provincial Archives are planning to draw up a plan of action which quickly can be implemented in case of future, similar cases.

Kompagniets datterselskab Dansk Fryse-Tørring ApS, Kirke Hyllinge, har løst en usædvanlig opgave, idet fabrikken ved frysetørring har reddet et stort antal vandskadede dokumenter fra Brande Kommunes arkiv, der blev oversvømmet efter et voldsomt skybrud.

Der var tale om cirka 200 meter arkivmateriale, omfattende selvangivelser, mandtalslister, sociale sager, m.m., som efter forslag fra konservator Aksel Weichrauch, landsarkivet i Viborg, forsøgte frysetørret, hvilket viste sig at være en hensigtsmæssig og effektiv metode.

Umiddelbart efter oversvømmelsen var

Bakkerne med arkivalier skubbes ind i indfrysningstunnelen.

Trays with documents entering the freeze tunnel.

dokumenterne blevet dybfrosset hos et lokalt firma, hvorefter de blev bragt til Dansk Fryse-Tørring. Her blev dokumenterne tørret under lavt vacuum på fabrikkens frysetørringsanlæg, hvorved vandet fordampede, og tørringsprocessen forløb så tilfredsstillende, at Rigsarkivet og Landsarkivet har planer om at udarbejde en aktionsplan, der hurtigt kan iværksættes ved eventuelt fremtidige lignende tilfælde.

Stillehavs-ruten forbedrer rejsetiden

Kompagniets Stillehavs-rute, der siden juni 1981 har været markedsført under navnet EAC-Knutsen Line, er blevet omlagt. Derved opnås en kortere sejltid fra Vestaustralien, Singapore og Hong Kong til Nordamerika, idet Japan og Korea ikke vil blive anløbet.

Ruten vil blive betjent af de fem ØK liner replacement skibe »Samoa«, »Sargodha«, »Siena«, »Sinaloa« og »Simba« med følgende rutestruktur: Vancouver, Tacoma, Columbia River, San Francisco, Los Angeles, Hong Kong, Singapore, Jakarta, Fremantle, Singapore, Hong Kong, Vancouver. Der bliver anløb af de enkelte havne hver 15. dag, og rundrejsen vil vare 75 dage mod 80 dage for den tidligere rutestruktur.

Bangkok, Port Kelang og Penang vil blive betjent med fødeskibe via Singapore, og Manila og Taiwan betjenes med fødeskibe via Hong Kong.

Rutestrukturens ændring betyder en reduktion af sejltiden fra Det fjerne Østen til Vancouver og Seattle/Tacoma med fire dage, hvilket yderligere vil styrke liniens stilling på dette marked.

I forbindelse med disse ændringer er det besluttet at udelade »Knutsen« fra navnet, og linien markedsføres fremtidig som »EAC Lines, Trans Pacific Service«.

Samtidig er navnene på agenturerne på USA's vestkyst og i Midtvest ændret fra »EAC-Bakke Steamship Agencies« og »EAC-Tipton Agencies« til »EAC Steamship Agencies«, for tydeligere at identificere ruten med hele ØK-koncernen.

M.s. »Samoa«, et af de fem skibe på ØK's Stillehavsroute.

M.s. »Samoa«, one of the five vessels in EAC's Trans Pacific Service.



Changes in the Trans Pacific Service

EAC' Trans Pacific Service, since June 1981 operating under the name EAC-Knutsen Line, has been re-structured.

The Line will in future discontinue serving Japan and Korea, in order to offer improved transit times from Western Australia, Singapore and Hong Kong to North America.

The future service will be operated by the 5 liner replacement vessels, all built at Nakskov Shipyard: "Samoa", "Sargodha", "Siena", "Sinaloa", and "Simba".

These 5 ships will operate in the following route structure: Vancouver, Tacoma, Columbia River, San Francisco, Los Angeles, Hong Kong, Singapore, Jakarta, Fremantle, Singapore, Hong Kong, Vancouver. There will be sailings every 15th day, and the round voyage time will be 75 days compared to 80 days in the previous service structure.

Bangkok, Port Kelang and Penang will be serviced via feeder from Singapore, and Manila and Taiwan via feeder from Hong Kong.

The change in route structure will mean a reduction in transittimes from the Far East to Vancouver and Seattle/Tacoma of 4 days, which will further strengthen the Line's position in this market.

In connection with the change of service structure it has also been decided to omit the "Knutsen" from the name. The service will in future be operating under the name, "EAC Lines, Trans Pacific Service".

At the same time the names of the agencies on the US West Coast and Mid West have been changed from "EAC-Bakke Steamship Agencies" and "EAC-Tipton Agencies" to "EAC Steamship Agencies" in order to identify the Trans Pacific Service more clearly and solidly with the entire EAC group.

ØK har sikret sig Stillehavets »Blå Bånd«

ØK overtager Stillehavets »Blå Bånd« ved at oprette en direkte fragtrute fra Hong Kong til Nordamerikas vestkyst, oplyste et Hong Kong-telegram i den danske avis Jyllands-Posten 15. april. Ruteomlægningen betyder, at ØK kan levere containere fra Hong Kong til Vancouver i løbet af 15 dage, hvor de fleste andre rederier på ruten bruger 20 dage eller mere på turen over Stillehavet.

— Vi har besluttet at satse, hvor vi er stærkest: på præcision og tempo, siger marketingchef Erik Hansen fra EAC Hong Kong i forbindelse med ruteomlægningen.

EAC holds Blue Ribbon of the Pacific

On 15th April the Danish daily Jyllands Posten quoted a telegram from Hong Kong according to which EAC takes over the Blue Ribbon of the Pacific by establishing a direct freight service from Hong Kong to the American west coast. The change of the service implies that EAC can deliver containers from Hong Kong to Vancouver within 15 days where most other shipowners plying the route spend 20 days or more to complete the voyage across the Pacific.

Says EAC Hong Kong's marketing manager Erik Hansen in connection with the new service: "We have decided to concentrate on our strong points: precision and speed".

Præcision til lands og til vands

Hvert andet år deltager en blandet samling køretøjer – almindelige personbiler, Rolls Royces, små motorcykler og tunge lastvogne – i et billøb Paris-Dakar, som strækker sig over 9.000 km og tre uger.

To DAF-lastbiler – livligt udsmykket, som fotoet viser – deltog i løbet i år, der startede den 1. januar, og den hollandske bilfabrik havde så stærk tiltro til disse biler, at den i god tid havde bestilt »returbillet« til ØK's m.s. »Boringia«, der afsejlede fra Dakar den 20. januar kl. 22.00. Skibet afgik på klokkeslet med rettidig ankomst til Rotterdam den 26. januar kl. 24.00, hvilket satte de to lastbiler i stand til at nå frem til en udstilling i Amsterdam den følgende dag.



Precision by sea and land

Every other year a mixed collection of vehicles – ordinary passenger cars, Rolls Royces, small motorcycles and heavy trucks – participates in a Paris – Dakar rally, a distance of some 9,000 km and lasting about three weeks.

Two DAF trucks – colourfully decorated as shown in the photo – participated in this year's rally which started on 1st January, and the Dutch automakers had so much confidence in their cars that they well in advance booked a "return trip" by our Company's m.s. "Boringia" which was to leave Dakar on 20th January at 10 p.m. The ship left Dakar on the dot and arrived punctually in Rotterdam on 26th January at 12 p.m., enabling the two trucks to reach an exhibition in Amsterdam the following day.



Maskinrumsmodel til maskinmesterskole

Nakskov Skibsværft og Kompagniet har overdraget en 3 meter høj model af maskinarrangementet i Kompagniets nyeste skib m.t. »Pattaya« til Københavns Maskinmesterskole.

Modellen er minutiøst og nøjagtigt opbygget i forholdet 1:15 og viser de mindste detaljer, og den vil blive et fortræffeligt hjælpemiddel i undervisningen ved at anskueliggøre et maskinrums særdeles komplicerede indretning.

Modellen er monteret på to svære fundamenter, der kan rulles fra hinanden, så at modellen deles på midten, hvorved man kan »komme ind i maskinrummet«.

En tilsvarende model fra B & W af det 82.000 I.H.K. store maskinanlæg i »Selandia«/»Jutlandia« står på Svendborg Maskinmesterskole.

Engine room model for marine engineering school

Nakskov Shipyard and our Company have presented a 3-metre tall model of the engine room of EAC's newest vessel "Pattaya" to the Copenhagen Marine Engineering School.

The model is a minute and accurate 1:15 scale replica showing the smallest detail and will prove an excellent teaching aid illustrating the very complicated arrangement of an engine room.

The model is mounted on two heavy beds which can be taken apart, separating the model in the middle and thus allowing "entrance to the engine room".

A similar model from B. & W. of the 82,000-IHP engines in "Selandia" and "Jutlandia" may be seen at the Svendborg Marine Engineering School.



Minister-besøg i Bangkok

Udenrigsminister Kjeld Olesen var i marts i Thailand og Indonesien i spidsen for en delegation af embedsmænd og repræsentanter for rederierne for at drøfte søfartspolitiske spørgsmål. Under opholdet i Thailand besøgte udenrigsministeren EAC(T)'s hovedsæde i Bangkok og modtages her af direktør C. Dencker Nielsen (t.v.).

Minister visits Bangkok

Danish Foreign Minister Kjeld Olesen visited Thailand and Indonesia in March, heading a delegation of officials and representatives from shipping companies in order to discuss maritime-political questions. During his stay in Thailand, the Foreign Minister visited EAC(T)'s Head Office in Bangkok and was received by Mr. C. Dencker Nielsen, Managing Director, (left).

Første personalefest i Carlsberg-bryggeriet i Hong Kong

Carlsberg Brewery Hong Kong, som er opført af Kompagniet og De Forenede Bryggerier A/S, København, har fejret det kinesiske nytår med den første fest for det samlede personale.

Medarbejderne fra de forskellige afdelinger fik derved lejlighed til at lære hinanden bedre at kende, og fotoet giver et indtryk af den gode og muntre stemning.

I sin velkomsttale takkede direktør F. With-Seidelin for den gode indsats i 1981 og ansporede til yderligere hårdt arbejde, således at det nye bryggeri hurtigt kan fremvise gode resultater.

Trillingedåb på Nakskov Skibsværft

Tre nybygninger til rederiet A. P. Møller – produkttankskibe på hver 10.000 tons dødvægt – er navngivet på Nakskov Skibsværft. Det første skib blev leveret til A. P. Møller i marts, de næste to leveres i løbet af sommeren, og det fjerde og sidste i serien til efteråret.

Fotografiet viser det ene af de fire nye A. P. Møller skibe.

Three new buildings named at Nakskov Shipyard

Three newbuildings for the A. P. Møller shipping company – product carriers of each 10,000 tons D.W. – have simultaneously been named at Nakskov Shipyard. The first vessel was delivered to A. P. Møller in March, the next two will be delivered during this summer, and the fourth and last in the series during the autumn.

Photograph shows one of the four new A. P. Møller ships.



First staff party at Carlsberg Brewery in Hong Kong

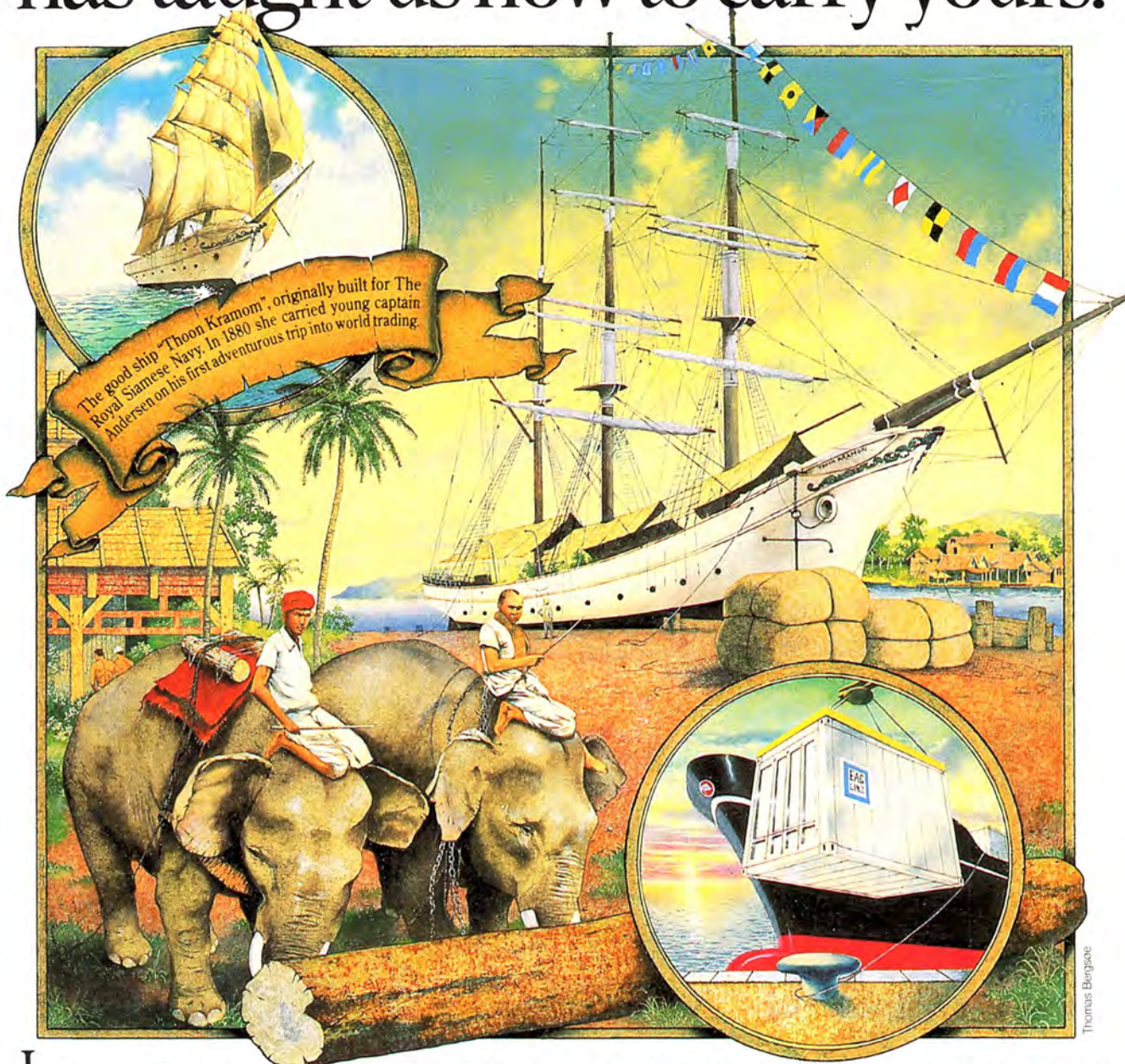
Carlsberg Brewery Hong Kong, built by our Company and the United Breweries Ltd., Copenhagen, has celebrated Chinese New Year with the first party for the entire staff.

The employees from the different departments thus had an opportunity to get better acquainted, and the photo gives an impression of the hearty and cheerful atmosphere.

In his address of welcome Mr. F. With-Seidelin, Managing Director, thanked the employees for their good efforts in 1981 and urged them to continue their hard work, so that the new brewery quickly can show good results.



Carrying our own cargo has taught us how to carry yours.



The good ship "Thoon Kramom", originally built for The Royal Siamese Navy. In 1880 she carried young captain Andersen on his first adventurous trip into world trading.

Thomas Bergsøe

It all began with a thrifty young seaman. Almost 100 years ago, a Danish captain in Bangkok decided to buy his own cargo of teak and take it to Europe south of the Cape of Good Hope.

The people of Bangkok shook their heads. But the captain knew how to trade - as well as how to sail. He made the crossing, sold his cargo in Liverpool and founded The East Asiatic Company.

We have been following his example ever since. We know that cargo must be treated with the greatest care. Because we are merchants too.

Today EAC solves freight tasks for companies in all aspects of international trade. The more complicated, the better. By exploiting the expertise that we have gained through the years.

We have a purpose-built fleet which is one of the newest and most modern in the world, in both tonnage and equipment. It ranges from container vessels equipped and crewed to handle a timetable planned twelve months ahead to enormous bulkcarriers with a capacity of 79,900 m³.

Yet at the same time we are actively in-

involved in commercial and industrial enterprises in more than fifty countries all over the world.

Our experience in both shipping and trade makes us uniquely qualified to understand and handle your problems, down to the last detail.



We are not just another shipping company.

»Vor erfaring inden for både skibsfart og handel gør os i enestående grad i stand til at forstå og løse kundernes problemer, helt ned til den mindste detalje«, hedder det bl.a. i denne annonce for Skibsafdelingen, hvori også erindres om, at Kompagniets stifter, daværende kaptajn H. N. Andersen, for næsten 100 år siden købte sin første ladning teaktræ i Thailand, og fragtede den til Europa, hvor den blev solgt med god fortjeneste.