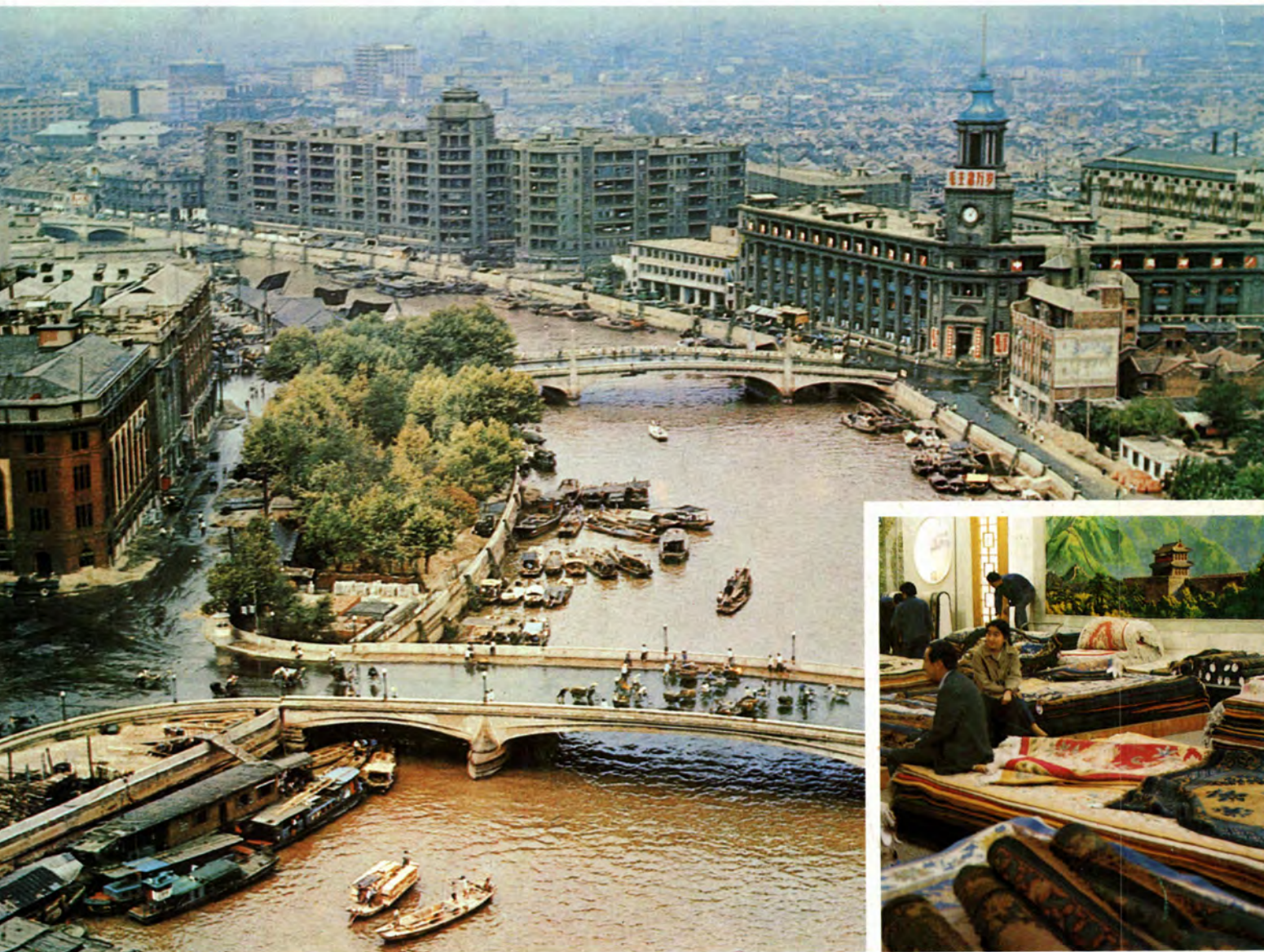


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OK BLADET



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Erik Eriksen (ansvarshavende)
Heinz F. Langfeldt

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Forsiden. Glimt fra Den Kinesiske Folkerepublik – Shanghai, Beijing, Den Kinesiske Mur m.m.

Front page. Glimpses from the People's Republic of China – Shanghai, Beijing, the Great Wall etc.

Bagsiden. Thai-specialiteter bringes til Japan med EAC's Trans Pacific Service. Et parti frosne rejer er bragt fra Bangkok til Yokohama af m.s. *Sinaloa* og losses i fryselægere med henblik på videre-transport til destinationerne i Japan.

Back page. Specialities from Thailand are transported to Japan by EAC's Trans Pacific Service. A consignment of frozen shrimps has been carried from Bangkok to Yokohama by m.s. *Sinaloa* and is being discharged into refrigerated lighters for re-forwarding to destinations in Japan.

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Brev til ØK Bladet

Vi sender her en stor tak til alle implicerede i ØK, der beredvilligt lod os sejle med fra Piræus til Nakskov på fragtskibet *Azuma*. Takken gælder også *Azuma's* besætning for stor hjælp og godt kammeratskab under hele turen.

Det var for vor 3 års lange fodrejse en ualmindelig flot afslutning og en interessant og behagelig måde at komme hjem på. Vi tænker ofte på de mange dejlige timer, vi havde på dækket, og mange natlige samtaler med matroserne i brovingen under stjernerne. Også æslet *Muchy*, som boede i sit fine hus på dækket, nød livet til søs, og takket være de mange kærlige klap og alle godbitterne faldt tiden den aldrig lang.

Vi glæder os meget til at få ordnet alle vore mange indtryk og håber, at der måske kan blive mulighed for et foredrag i ØK om hele vor lange rejse.

Mange venlige hilsner

Susanne Meyer Trnka og Franz Trnka



Afsenderne er et dansk kunsthåndværkerpar – keramiker og tømrer – for hvem sejlturen Piræus–Nakskov blev et fint punktum på en 6200 km lang fodtur gennem Øst-europa, muliggjort af en række danske legater og med bistand fra tre danske ministerier. Ægteparret startede fra København allerede i 1976, præsenterede dansk kunsthåndværk i de lande, de kom til, og studerede samtidig lokalt kunsthåndværk undervejs.

I Transsylvanien købte de æslet *Muchy* og spændte det for en kærre, hvorpå de transporterede bagage og indkøbte ting. Efter hjemkomsten har parret bosat sig i Sydsjælland og forbereder nu en foredragsturne for at fortælle landsmænd om oplevelserne på bl.a. et af Kompagniets skibe.

Letter to EAC News

We send our heartiest thanks to everybody concerned in EAC who so willingly allowed us to join the freighter Azuma from Piraeus to Nakskov. We also thank members of the crew of Azuma for their great help and companionship during the trip.

It was an extremely nice finale to our three-year long journey on foot and an interesting and pleasant way to go home.

We often reminisce the numerous lovely hours which we spent on deck and the many nocturnal chats with the sailors on the bridge wing under a star-spangled sky.

The donkey Muchy – which was nicely housed on deck – also enjoyed life at sea and thanks to numerous loving pats and tilts, it never had a dull moment.

We are looking forward to arranging our many impressions and hope that there will be an opportunity to give a talk at EAC on our long journey.

Kindest regards

Susanne Meyer Trnka and Franz Trnka

The letter was written by a Danish couple of craftsmen – a potter and a carpenter – to whom the journey by sea from Piraeus to Nakskov meant a nice finale of a 3,850-mile journey on foot through eastern Europe, made possible by a number of Danish bursaries and the aid of three Danish Ministries. The couple started from Copenhagen in 1976, showing Danish craftsmanship in the countries they visited and at the same time they studied local craftsmanship.

They bought the donkey Muchy in Transylvania and hitched it to a carriage on which they transported their luggage and the purchases they made en route. After their return to Denmark the couple has settled down in the southern part of Zealand and they are now preparing a lecture tour with a view to relating to their fellow-countrymen their adventures on, amongst others, one of our Company's vessels.

ØK udgiver bog i Kina

Når Den Kinesiske Folkerepublik i denne måned for første gang får besøg af Danmarks regentpar, markerer Kompagniet denne historiske begivenhed på flere måder.

For det første står Kompagniet som enesponsor af den store H. C. Andersen-udstilling, som museet i Odense har opbygget for det danske udenrigsministerium. Kompagniets formand, direktør Mogens Pagh, afleverer den 14. september i Beijing udstillingen til H.M. Dronning Margrethe, som derefter vil foretage den officielle åbning.

For det andet udgiver Kompagniets Beijing-kontor en H. C. Andersen-bog, der er tiltænkt venner og forretningsforbindelser i Kina, og som utvivlsomt vil styrke deres interesse for eventyrdigteren og hans fædreland.

Komplimentsbogen, som Kompagniet udsender, indeholder 16 udvalgte eventyr, oversat til kinesisk af den kendte oversætter og forfatter Yeh Chun-chien, der allerede i slutningen af 40'erne begyndte at oversætte H. C. Andersens eventyr til kinesisk.

Udover de 16 udvalgte eventyr indeholder complimentsbogen følgende information om Kompagniet og dets Kina-aktiviteter gennem årene:

»Aktieselskabet Det Østasiatiske Kompagni (ØK) blev grundlagt i marts 1897. Det etableredes på grundlag af firmaet Andersen & Co., der havde påbegyndt handelsvirksomhed i Thailand 13 år tidligere. I begyndelsen omfattede Kompagniets organisation kontorer i København og Bangkok,

hvoraf det førstnævnte varetog den europæiske del af forretningen og optog skibsfarts-aktiviteter, mens kontoret i Bangkok tog sig af skovdriften og teaktræ-eksporten. Virksomheden omfatter i dag 200 afdelinger i 55 lande over hele jordkloden foruden Hovedkontoret i København.

Kompagniets deltagelse i Kina-handelen



Forsiden af Kompagniets complimentsbog med H. C. Andersen-eventyr.

Front page of our Company's complimentary book with Hans Christian Andersen fairy-tales.

begyndte i år 1900, førte til etablering af kontorer i Shanghai, Wuhan, Harbin, Tsingtao, Talien, Tientsin samt Kwangchow og omfattede oprindelig eksport af kinesiske landbrugsprodukter, import af europæiske industrivarer samt skibsfart. I perioden 1962-73 etableredes Kina-afdelinger på Hovedkontoret i København samt i Hong Kong, Vancouver og New York, og siden 1971 har Kompagniet haft permanent repræsentation i Beijing.

I begyndelsen af 1960'erne intensiverede Kompagniet sin deltagelse i bestræbelserne for at eksportere kinesiske varer og opkøbte bl. a. korn, olieprodukter, fødevarer, tekstiler, kemikalier og lettere industrivarer i Kina med henblik på eksport til Europa og Nordamerika. Salget til Kina omfatter transport- og kommunikationsudstyr, maskiner til fødevarerindustrien, landbrugsmaskiner, elektronisk udstyr, elektrisk udstyr, kraftanlæg, cementfabrikker og kemiske produkter.

I 1967 og 1972 arrangerede Kompagniet i nært samarbejde med den danske regering og China Council for the Promotion of International Trade danske industriudstillinger i Beijing, og siden da har ØK arrangeret en lang række tekniske seminarer i Kina med deltagelse af specialister fra leverandørerne i en række lande. Endvidere har Kompagniet assisteret ved gennemførelsen af kinesiske delegationsrejser til udlandet. I dag, hvor Kina gennemfører de fire store moderniseringer, assisterer Kompagniet Kina med at nå de fastsatte mål«.

EAC Publishes Book in China

When H.M. Queen Margrethe II and H.R.H. Prince Henrik this month pay their first visit to the People's Republic of China our Company will mark the historical event in several ways.

Firstly, our Company is the sole sponsor of the extensive Hans Christian Andersen exhibition which the museum in Odense (birthplace of the world-famous Danish fairy-tale writer) has arranged for the Danish Ministry of Foreign Affairs. On 14th September our Company's Chairman, Mr. Mogens Pagh, will be handing over the exhibition in Beijing to H.M. Queen Margrethe II who in turn will be performing the official opening of the exhibition.

Secondly, our Company's office in Beijing is publishing a Hans Christian Andersen book which is intended for friends and business connections in China and will undoubtedly strengthen their interest for the fairy-tale writer and his native country.

The complimentary book which our Company is publishing contains 16 selected fairy-tales, translated into Chinese by the noted translator and author Yeh Chun-chien who already in the late 1940'ies started translating Hans Christian Andersen's fairy-tales into Chinese.

In addition to the 16 selected fairy-tales the complimentary book contains the following information about our Company and its activities in China throughout the years:

»The East Asiatic Company, Ltd. (EAC) was founded in March 1897. It was established on the basis of the firm "Andersen & Co." which had commenced trading in Thailand 13 years earlier. At its inception the Company's organization consisted of offices in Copenhagen and Bangkok, the former looked after the European side of the business and initiated the Company's shipping activities and the latter dealt in teak forest and timber exports. Our Head Office is based in Copenhagen, with 200 branches in 55 countries all over the world.

EAC's involvement in trade with China dates back to the year 1900 and offices were established in Shanghai, Wuhan, Harbin, Tsingtao, Talien, Tientsin, and Kwangchow, engaging in export of Chinese agricultural products and shipping business. During the period 1962-1973, China Trade Departments were set up in the Copenhagen Head Office, Hong Kong, Vancouver as well as New York. Since December 1971 EAC has maintained a permanent representative in Beijing.

In the early 1960's our Company intensified its activities in promoting Chinese export commodities, purchasing from China cereals, oils, foodstuffs, native produce, textiles, chemicals, and light industrial products for export to Europe and North America.

Our sales to China include transportation and communication equipment, food processing equipment, agricultural machinery, electronic equipment, electrical equipment and power plants, cement plants and chemical products.

In 1967 and in 1972, in close cooperation with the Danish Government, our Company has arranged two National Industrial Exhibitions in Beijing with assistance rendered by the China Council for the Promotion of International Trade. In addition, EAC has also arranged many technical seminars in China attended by technical specialists from manufacturers. Furthermore, EAC has assisted in organizing Chinese delegations' visits abroad.

Now that China is in the process of carrying out her four modernizations, our Company will render assistance to help China fulfil her goals».

Hans Christian Andersen



Hans Christian Andersen's house in Odense.

Hans Christian Andersen, whose stories and fairy-tales will be presented to the Chinese people during the Danish state visit to The People's Republic of China this month, was born in Odense in 1805 and had a career which was an adventure itself. Just like another Andersen: the founder of our Company, H. N. Andersen.

A literary historian, dr. phil. Frederik Nielsen has characterized Hans Christian Andersen – in the handbook *Denmark*, published by the Danish Foreign Office – as “the proletarian who became Denmark's most celebrated writer. A poet, author of travel books, dramatist, and novelist, Andersen became a world writer through his fairy-tales”.

Another expert, mr. Niels Oxenvad, director of the museum in Odense, underlines that Hans Christian Andersen was an only child.

His father, a poor cobbler, differed from his peers in that he was well read. Dissatisfied with his work, he was given to daydreaming and religious brooding. During his brief moments of leisure his best diversion was playing with his son, often with a home-made toy theatre, and among the highlights of their life were the rare occasions on which they would go to the “real” theatre in town. His mother could barely read and write but was tremendously industrious, a capability which came to be sorely needed when she was widowed early and had to support herself and the boy. From his father the fairy-tale writer inherited rich imaginative powers as well as a controversial psyche, while his maternal legacy was his great ability to work.

At the age of 14, Hans Christian Andersen left his native Odense to seek his fortune in the capital of Copenhagen. His innate beautiful singing voice had imbued him with the firm belief that he was pre-



“Denmark's most celebrated writer”

destined to become a great artist of the stage, and only after a number of bitter failures at the theatre did he realise that his artistic gifts marked him for the career of a poet. Andersen created major works in nearly all literary fields but his world fame rests solely on his fairy-tales.

For his fairy-tales Andersen would often draw on the world which was familiar to children, and he would tell his stories in a manner and language that were intelligible to children. At the same time he was aware that he must “nourish the intellect” of the parents, as he himself used to say. Frequently only grownups will perceive the wisdom of the fairy-tales, their profound sensitivity, their vivid pawky humour and the stinging irony. His simple and deceptively innocent tales may be cleverly ambivalent

and open up perspectives which are hidden to children. With justification, one of his younger colleagues and admirers contended, “Andersen's tales are, as we all know, *not* written for children!”

Readers of Andersen's books cannot help noticing how important travels were for the poet, says mr. Oxenvad. “To travel is to live”, he himself would say. Among contemporary poets he was the most widely travelled. Impressions and events from his travels were immediately committed to print and published as travel books. He visited all European countries except Russia, Finland and Poland, and set foot on the soil of both Asia and Africa.

In aid of his memory Andersen would often sketch on his travels. He was an excellent observer and in small, light drawings in ink he managed to preserve his visual impressions on paper. He demonstrated greater independence in the silhouettes he would cut in paper and give to his many friends. The paper cuts, as well as the fairy-tales, provided the optimal vehicle for his imagination. For his friends' children he would make little picture books for the illustration of which he would use any available material.

At the time of his death Andersen had long been recognised as “the Great Dane” of his century. Through his art he had made the name of Denmark known all over the world, and during his lifetime he received all sorts of honours and citations. His own king and foreign monarchs conferred decorations and titles upon him; his native town, Odense, made him an honorary citizen, in Copenhagen a statue of him was erected. Some of his fairy-tales are presented at an open air theatre in Odense every summer. And Hans Christian Andersen became one of the most popular foreign authors in China.



The Hans Christian Andersen exhibition in Beijing, sponsored by our Company, will present first-editions of the great poet's fairy-tales, paper cuts, and his personal traveling kit (pictured above).

The Royal Danish Ballet

Another Aspect
of Denmark

The cultural aspects connected with H.M. Queen Margrethe II's official visit to the People's Republic of China comprise a Hans Christian Andersen exhibition, sponsored by our Company, and the Royal Danish Ballet – and rightly so, because the two of them, the fairy-tale writer and the ballet, were closely connected.

When Hans Christian Andersen as a youngster arrived in Copenhagen he was dreaming of going on the stage, and dressed in his best attire he visited, amongst others, the ballerina Anna Margrethe Schall and gave his rendition of a dance from the opera "Cendrillon" which he had watched royal artistes perform at the Odense theatre during a guest performance. Andersen used his top hat as a tambourine and took off his shoes during the dance. Madame Schall tried to help the young man which resulted in his having his debut on 25th January, 1821, at the Royal Theatre as "a musician playing for Nina" together with the famous ballerina. It was, however, as an artist of letters that he gained world fame, but his love for the theatre – particularly ballet – never died.

– Bournonville is unique, indeed! He is a poet of ballets... I shall sing it at the top of my voice to the whole world and to Copenhagen, wrote Hans Christian Andersen a hundred years ago – when he had already made a name for himself as a fairy-tale writer – about the Danish ballet genius whose name is inextricably bound up with the Royal Danish Ballet and the Royal Theatre in Copenhagen.

August Bournonville – 1805–1879 – succeeded his father as leader of the Royal Ballet and he was the ballet's inspiring leader from 1830 to 1877. He became a close friend of Hans Christian Andersen whose fairy-tales inspired many of his ballets, and he himself became known far



The Royal Theatre in Copenhagen.



Anne Marie Vessel and Niels Kehlet in "The Flower Festival at Genzano", one of the ballets to be performed in China.

beyond the borders of Denmark thanks to the choreography which he created at the Royal Theatre. His ballet "A Folk Tale" has been revived at the Copenhagen Tivoli this year, centenary of Bournonville's demise.

On the trip to China the royal couple will be accompanied by the Royal Ballet's deputy ballet master: Kirsten Ralov, four solo dancers: Mette Hønningen, Anne Marie Vessel, Niels Kehlet and Palle Jacobsen, four members of the orchestra of the Royal Theatre: Flemming Christensen, Lars Holm Johansen, Eyvind Sand Kjeldsen and Michael Malmgreen, and the pianist Julian Thurber. The ballet and the quartet will give three public performances – at the queen's banquet, at the opening of the Hans Christian Andersen exhibition, and at the termination of the trade symposium which also takes place in Beijing during the royal couple's visit. Performances will, furthermore, be given at universities and for the benefit of Beijing's own famous ballet. The performances will comprise "pas de deux" dances from the ballets "The Sleeping Beauty", "Coppelia", and "The Flower Festival at Genzano".

The Royal Theatre as well as the Royal Ballet are over 200 years old, having been founded at Kongens Nytorv in Copenhagen in 1748 and 1771 respectively. The Royal Orchestra – from which the quartet has been drawn – is, however, twice as old as it can be traced right back to the year 1448. Since 1752 the orchestra has been attached to the Royal Theatre which – contrary to most other theatres in the world – comprises ballet as well as opera and dramatic art.



The Royal Ballet's deputy ballet master: Kirsten Ralov.



Mette Hønningen and Palle Jacobsen.

Når man færdes på fremmed vej

Sagt og skrevet om Kompagniet

Kina udvider sin samhandel i takt med realiseringen af sit ambitiøse moderniseringsprogram – et program, der i løbet af få år skal føre den kinesiske befolkning ud af dens relative fattigdom. Som gammel handelspartner følger man fra ØK udviklingen. Underdirektør Holger Hansen redegør her for Kinas planer og vurderer de handelsmæssige perspektiver.

Sådan indleder tidsskriftet »Danmark-Kina«, der udgives af Venskabsforbundet Danmark-Kina, et helsides referat af et foredrag, som direktør Holger Hansen holdt i forbundet den 15. maj.

Det hedder i referatet bl. a.:

Det er nok rigtigt at antage, at Kina vil blive nødt til at videreføre sit indkøb af industri med større forsigtighed og sætte farten op og ned, efterhånden som den hjemlige økonomi og evnen til at absorbere et så stort input af fremmed teknologi gør det nødvendigt. Mange vestlige handelsfolk, som er vant til at have med større og mindre sårbare økonomier at gøre, finder, at kineserne ofte forekommer ubeslutsomme og usikre. Men hvis man tænker sig lidt om, vil man indse, at netop dette element af tøven og netop denne forsigtige søgen efter fodfæste er en positiv og ikke en negativ faktor. For kun hvis Kina gennemfører sit udviklingsprogram skridt for skridt, vil det få held med sig i det lange løb. Når man

færdes på en fremmed vej, betaler det sig ikke at sætte farten op til maksimum.

Men vi kan vente, at Kina vil påtage sig så meget af sin industrielle udvikling, som det overhovedet formår. I øjeblikket er dets evne til at anlægge nye fabrikker og at producere avanceret udstyr begrænset. Men det er ganske klart, at Kina ønsker at opnå et stade af selvhjælp på dette område, ligesom det ønsker at bestemme over den industrielle produktion. $\frac{2}{3}$ af hele moderniseringsprogrammet vil være afhængig af Kinas egen indsats. Meget af Kinas indkøb nu repræsenterer da også prototype udstyr, der helt åbent købes som sådant, og som skal

lægge grunden til landets egen industri på et senere tidspunkt.

I de næste 5-8 år kan vi vente substansielle ordrer på basis-fabrikker. I slutningen af 1980'erne vil der så ske en omstilling til mere avancerede, højt udviklede teknologiske industrier som for eksempel flyvemaskinefabrikker, store bilfabrikker, fabrikker for petro-kemiske produkter, rumalder-avanceret elektronik og computere o.s.v.

Vi bør også være opmærksom på, at Kina tillige vil importere udstyr og påtage sig projekter, som kan få øjeblikkelig indflydelse på dets egen importindustri og dets evne til at indtjene mere fremmed valuta. Derfor kan vi også vente en hurtig og vedvarende udvikling af turismen, hvilket igen vil betyde opførelsen af et antal hoteller af international standard. Kina har bestilt flere jetflyvemaskiner for at forbedre sin turisme og sin andel i handelstrafikken. På samme måde kan man forudsige et større indkøb af skibe, fordi Folkerepublikken ønsker at være med i stigende omfang i fragtransporten til og fra dens havne.

Det er væsentligt, at vi fastholder nogle kendsgerninger om Kina: denne enorme nation, dette vældige land, disse omfattende ressourcer – og samtidig en af verdens ældste og mest stabile nationer – et homogent samfund forenet af et fælles sprog, et fælles skriftsprog og en værdifuld, kulturel arv.



Move Cautiously when Treading unknown Paths

Heard and read about EAC

– China is expanding her trade in step with carrying out her ambitious modernization programme which within a few decades shall lead the Chinese people out of their relative poverty. As an old trading partner EAC is following developments closely, and Mr. Holger Hansen gives below an account of China's plans and evaluates the trading perspectives.

With this introduction the periodical "Danmark-Kina" – published by the Denmark-China Friendship Society – prints a full page account of an address which Mr. Holger Hansen, General Manager – Head Office's Export Department, delivered to the society on 15th May.

Amongst others, the account states:

It is probably correct to assume that China will have to carry on her purchases for industry more cautiously and to regulate same in step with the domestic economy and the ability to absorb such large input of foreign technology. Many western businessmen who are used to deal with more or less vulnerable economies feel that the Chinese often seem hesitating and uncertain. On second thought it will, however, be realized

that this very element of hesitation and this cautious quest for securing a foothold is a positive rather than a negative factor. Only if China carries out her development programme step by step, will she succeed in the long run. If you tread an unknown path it does not pay to go full speed ahead.

But we may expect that China will undertake as large a part of her industrial development as at all possible. At the moment her ability to establish new factories and to produce advanced equipment is limited. It is, however, quite obvious that China desires to attain a certain level of self-help in this field and she also wants to control industrial production. Two thirds of the entire modernization programme will be depending on China's own efforts. A large part of China's present purchases thus represents prototypic equipment which is quite overtly bought as such and will eventually form the basis of the country's own industry.

During the coming 5 to 8 years we may expect substantial orders for basis factories. Towards the late 1980's a change-over to more sophisticated and highly developed technological industries will take place, such

as aircraft factories, large automobile factories, factories for processing petro-chemical products and turning out space age electronics and computers etc.

We have to be aware too that China will also import equipment and undertake projects which may have an immediate effect on her own import industry and her ability to earn foreign exchange. We can thus also expect a fast and permanent development of tourism which will in turn imply the building of a number of hotels of international standard. China has ordered several jet planes in order to improve tourism and her share in the air freight sector. By the same token larger purchases of vessels can be predicted, it being the aim of the People's Republic to participate to an increasing extent in the transport of cargo to and from its ports.

It is essential that we keep in mind some facts about China: the vast nation, the huge country, the abundant resources – and at the same time one of the world's oldest and most stable nations – a homogeneous society united by a common language, a common written language, and a valuable, cultural heritage.

Lærlingeuddannelse i Thailand

For godt et år siden oprettede EAC (Thailand) Ltd. en læringskole i tilknytning til organisationens maskinafdeling på Vibhavadi Rangsit Road (populært kaldet Super Highway) i Bangkok.

Skolen opfylder ikke blot ønsket om at sikre sig kvalificerede mekanikere, der i den 3-årige læretid får en omfattende uddannelse og samtidig et grundigt kendskab til maskinafdelingens mangecartede maskiner, men er også med til at løse et problem for unge mennesker, der efter at have bestået 10. klasse ikke har råd til at fortsætte i gymnasiet eller til at få en uddannelse i en 3 til 5-årig fagskole.

At læringskolen opfylder sit formål synes bekræftet af den 18-årige lærling Prayuth Banjongsirikul, der skriver:

»Jeg fuldførte »MS3« (svarende til 10. klasse) i Don Muang Skolen, men mine forældre havde ikke råd til at sende mig til videreuddannelse, så jeg begyndte at se mig om efter et job. Så faldt jeg over EAC (T) Ltd.'s annonce angående lærlinge. Vi er studerende. Vi får en omfattende uddannelse og speciel teoretisk viden og får ikke desto mindre månedsløn ligesom de fastansatte. I modsætning til andre fagskoleelever, der efter at have bestået eksamen må gøre sig bekymringer om at få et job, så er vi sikret et job efter overstået eksamen«.

Læringskolen har helt moderne undervisningsfaciliteter så som video-tape, lysbillede og filmprogrammer for ikke at tale om mangfoldigt studiemateriale i form af motorer, gear og andre komponenter. Til skolen er der knyttet to heltidsinstruktører og en undervisningsleder, og undervisningen omfatter vidtgående studier på forskellige felter, så som dieselmotorer, hydraulik, energioverføring (gear), dieselinjektion, grafiske maskiner, administration og reservedele, såvel som anvendelse af det engelske sprog.

Billederne viser lærlinge i færd med den praktiske uddannelse.

Vocational Training in Thailand

Just over a year ago EAC (Thailand) Ltd. established a school for apprentices in connection with the organization's Machinery Department at Vibhavadi Rangsit Road (popularly called Super Highway) in Bangkok.

The school does not only meet a desire to secure qualified mechanics, who during their 3-year apprenticeship obtain an extensive training and at the same time a thorough knowledge of the Machinery Department's multifarious engines and machines, but also helps solving a problem for youngsters who, having graduated from "MS3" (after ten years of schooling), cannot afford to continue with pre-university studies etc. or enter a vocational school for a three-to-five year course.

The object of the school for apprentices would appear to have been fulfilled inasmuch as 18-year old Prayuth Banjongsirikul writes: "I finished MS3 at Don Muang School, but my parents could not afford to send me for higher education, so I began looking for a job. It was then that I saw

EACT's advertisement for apprentice students. We are students. We get extensive training and specific theoretical knowledge, yet, we get monthly salary like a regular employee. Unlike other vocational students who have to worry about employment after graduation, we are guaranteed a job after graduation".

The training centre where the apprentices are working has up-to-date training facilities such as video tapes, slides, and film programmes, not to mention numerous training aids in the form of engines, transmissions, and other components. Two full time instructors and a training manager are attached to the school, and the courses include extensive studies in various fields such as Diesel engines, hydraulics, transmission, Diesel injection, graphic arts machinery, administration and spare parts as well as experience in using the English language.

The adjoining pictures show apprentices gaining practical experience at the training centre.



Video-anlæg i hele flåden

Ved en sammenkomst på Langelinieka-
jen om bord i øvelsesskibet »Hans Chris-
tian Andersen« indviede ministeren for
Handel, Håndværk, Industri og Søfart,
Arne Christiansen, den 23. maj offi-
cielt den nye TV-ordning for søfarende,
og samme dag tilmeldte Kompagniet de
første skibe til ordningen.

Der er af Staten bevilget 4,5 mill. kr.
til etablering samt drift af denne ord-

ning det første år. Disse midler skal
dække alle udgifter ved ordningen, dog
undtaget Video-udstyret i skibene, som
rederierne har givet tilsagn om at ville
bekoste.

Alle udgifter ved kassetternes luftpost-
forsendelse både til skibene og retur til
Handelsflådens Velfærdsråd refunderes
af Staten.

Indtil videre vil det dog kun være et

mindre udvalg af de udsendelser, der
vises af Danmarks fjernsyn, de søfaren-
de på denne måde vil få mulighed for
at se, idet de programmer, der sendes til
skibene, vil få en samlet længde på 6
timer hver 14. dag.

Udvælgelsen af programmerne fore-
tages af Danmarks Radio's medarbejde-
re, og der må kun anvendes dansk pro-
ducerede programmer.

Programmerne indspilles på Video-
bånd kassetter, som af Velfærdsrådet
udsendes til de skibe, der er tilmeldt
ordningen.

Kompagniet har foretaget en nøje un-
dersøgelse af de forskellige Video-bånd
systemer og besluttet sig for Video-tape
maskinen, der arbejder på VHS-systemet,
idet dette system rummer adskil-
lige fordele fremfor andre systemer, så-
ledes er der med disse maskiner ingen
problemer som følge af spændings- eller
frekvensvariationer, kassetterne er af be-
kvem størrelse og derfor lette at for-
sende, endvidere er mange søfolk hjem-
mefra bekendt med sådanne maskiners
betjening og pasning, idet de så småt er
ved at vinde indpas i hjemmene.

Kompagniet har besluttet, at samtlige
skibe tilsluttes ordningen. De nød-
vendige Video-båndmaskiner er indkøbt
og allerede installeret i 22 af skibene, og
installationen i de fire sidste – *Sumba-
wa, Patula, Malakka og Ponderosa* –
ventes foretaget i løbet af denne måned
og oktober.

Det er et åbent spørgsmål, om video-
tape efterhånden vil fortrænge film om-
bord i skibene. Men de to systemer vil
da også udmærket kunne trives sammen
og supplere hinanden på udmærket må-
de, mener Teknisk Afdeling.

Som eksempel på video-båndenes ind-
hold kan nævnes TV-kassette nr. 008,
optaget 6.–19. august: TV Aktuelt »En
havkat forlader hyttefadet« 45 min.,
»Heste og andre gode venner« (billed-
huggeren Mogens Bøggild) 47 min.,
»Heksens hule«, skandinavisk højskole i
Frankrig, 40 min., »En aften i friheden«,
underholdning 65 min., »Hverdag i rum-
met« rumforskning, 40 min., »Nordsøens
hårde drenge« om livet på en boreplat-
form 50 min., »Fup eller fakta« under-
holdning, 45 min. Velfærdskontoret op-
lyser i den forbindelse, at ialt 74 skibe
er med i kassette-ordningen.



Handelsminister Arne Christiansen (til højre) sammen med direktør F. Bergmann, Søfartsuddannelsen, og handelsministeriets nye afdelingschef T. Madsen (t.v.) ved TV-ordningens indvielse.

Mr. Arne Christiansen (right) together with Mr. F. Bergmann, Director of the Directorate for Training of Mariners, and Mr. T. Madsen (left), newly appointed Chief of Section in the Ministry of Trade, pictured during the inauguration of the TV scheme.

EAC Fleet Gets Video Equipment

At a gathering on board the Danish training ship Hans Christian Andersen, moored at the Langelinie quay in Copenhagen, the Minister for Trade, Industry, and Shipping, Mr. Arne Christiansen, on Wednesday, 23rd May, officially inaugurated the new TV scheme for mariners, and on the very same day our Company registered the first EAC vessels with the scheme.

The Danish Government has granted 4.5 million Kroner to meet establishment and running expenses during the initial year. These funds are to cover all expenses in connection with the scheme except the Video equipment on board the vessels, the cost of which the shipowners have promised to pay. All expenses connected with airfreighting the Video-tape cassettes to the ships and back to the Danish Merchant Navy Welfare Board will be refunded by the Government.

Until further only a limited selection of the Danish State Radio's telecasts will be available to mariners, as the programmes which are sent to the ships every fortnight will only have a total playing time of 6 hours.

Selection of the programmes will be undertaken by employees of the Danish State Radio, and only programmes produced in Denmark may be used.

Our Company has decided to register all vessels of the EAC fleet with the scheme. The necessary Video-tape recorders – employing the VHS system – have been purchased and already installed in 22 of the vessels. Installation in the remaining four vessels – *Sumbawa, Patula, Malakka, and Ponderosa* – is expected to take place during this and next month.

ØKs splitflag

Foranlediget af en artikel i et af de københavnske morgenblade, der i forbindelse med en omtale af baggrunden for Carlsberg Bryggeriernes ret til at flage med det »rene« danske splitflag fejlagtigt anfører, at rigsvåbenet indgår som en del af ØK's splitflag, synes det at være på sin plads at citere uddrag af den skrivelse, som Kompagniet i februar 1898 modtog fra det daværende Marineministerium, iflg. hvilken det allernådigst havde behaget Hans Majestæt Kongen (Christian IX) at bifalde:

»at Aktieselskabet »Det østasiatiske Kompagni« paa dets i oversøisk Fart gaaende Skibe som Nationalitetsmærke fører dansk Splitflag, i hvis øverste Firkant nærmest Stangen er anbragt et Mærke, bestaaende af Kompagniets Kontorflag, som er et hvidt Stutflag, hvori findes et skraat liggende blaat Anker med Kæde og i nederste Hjørne nærmest Stangen Bogstaverne Ø. K., og hvis Højde skal være $\frac{1}{3}$ af den røde Firkants Højde, hvorhos der midt paa den horisontale Del af Splitflagets hvide Kors skal anbringes Kompagniets Begyndelsesbogstaver D.Ø.K. i Guld eller af mørkegul Farve samt af en Højde af $\frac{2}{3}$ af den hvide Stribes Bredde.«

Dette privilegium tildeltes som følge af en af Kompagniet stilet ansøgning til rege-

ringen om en subvention for en fast rute mellem København (Europa) og Østasien i lighed med, hvad der ydedes visse andre nationers oversøiske ruter, med hvilke Kompagniet skulle konkurrere, og under henvis-



ning til den bistand, rettigheder og beskyttelse, som det gamle Kongelige Octroyerede Danske Asiatiske Compagnie i sin tid havde nydt. Selv om privilegiet ikke materielt kom til at betyde nogen bistand, var det dog ikke uden betydning, idet linien herved kom til at optræde med et særligt nationalt anerkendelsesmærke ude i verden. Ansøgningen og de efterfølgende forhandlinger medførte iøvrigt en ændring i loven om danske skibes registrering, der trådte i kraft den 15. februar 1898.

24 år senere – den 25. marts 1922 – fik Kompagniet endvidere tilladelse til, at splitflaget også kan føres på Kompagniets bygninger.

Bortset fra fartøjer tilhørende statstjenesten, visse offentlige institutioner samt ro- og sejlsportsforeninger kan splitflaget med mærke kun føres af skibe tilhørende Kompagniet, A/S Det Store Nordiske Telegraf-Selskab (hvis splitflag i øverste venstre felt har to hinanden krydsende lynstråler under bogstaverne S.N.T.S. i guld) og Københavns Frihavnsaktieselskab (med bogstavet F i øverste venstre felt).

Til lands er Kompagniet og Københavns Frihavnsaktieselskab de eneste private firmaer, der har lov til at føre splitflag med mærke.

The EAC Swallow-Tailed Flag

In a recent article in one of the Copenhagen morning papers, dealing with the background for the Carlsberg Breweries being permitted to fly the "plain" Danish swallow-tailed flag, it was erroneously stated that the Danish national coat of arms is incorporated in the EAC swallow-tailed flag. To remedy this misunderstanding it seems appropriate to quote extract of a letter which our Company received in February 1898 from the then Ministry of Naval Affairs according to which His Majesty the King (Christian IX, father-in-law of King Edward VII) had graciously been pleased to approve:

"that The East Asiatic Company Limited's vessels plying overseas be permitted to fly the Danish swallow-tailed flag, in which the upper square next to the flagstaff displays an emblem in the form of the Company's house flag: a white flag with an inclined blue anchor and chain and the letters Ø.K. in the lower left-hand corner next to the flagstaff, the height of the house flag to be one third of that of the red square. Furthermore, the centre of the horizontal part of the swallow-tailed flag's white cross shall be provided with the Company's initials, D.Ø.K., in gold or dark yellow colour, the height of the letters to be two thirds of the width of the white stripe."

This privilege was awarded in response to our Company's application to the Danish government for a subsidy in connection with a regular shipping service between Copenhagen (Europe) and

East Asia similar to the benefits granted to overseas shipping lines of certain other nations with which our Company had to compete, and under reference to the aid, special rights, and protection which had at the time been granted to the former Royal Chartered Danish Asiatic Company. Even though the privilege did not involve any material aid it was not without importance inasmuch as our Company's vessels could now appear abroad with a special national symbol of recognition. The application and the subsequent negotiations led to an amendment of the existing Act concerning the registration of Danish ships, taking effect on 15th February, 1898.

24 years later – on 25th March, 1922, to be exact – our Company was, furthermore, granted permission to fly the swallow-tailed flag on EAC buildings at home and abroad.

Apart from vessels belonging to the Danish Government service, certain official institutions, and rowing- and yacht clubs, a swallow-tailed flag with emblem may only be flown by ships belonging to our Company, Great Northern Telegraph Company Ltd. (its swallow-tailed flag in the upper left-hand square displaying two intersecting flashes of lightning below the initials S.N.T.S.), and the Copenhagen Free Port Company Ltd. (with the letter F in the upper left-hand square).

Our Company and the Copenhagen Free Port Company Ltd. are the only private firms which may fly the swallow-tailed flag with emblem ashore.

Direktør Mogens Pagh's jubilæum

EAC Chairman Celebrates 50th Anniversary with EAC



Members of the Board of Directors congratulating Mr. Pagh. From left H.H. Prince Georg, H.E. Admiral S. Thostrup, H.E. Ambassador Erling Kristiansen, Mr. G. Halling-Andersen, Deputy Chairman, Mr. S. Storm Jørgensen, and Mr. Jens Thorsen.



The Lord Chamberlain, Mr. Hans Sølvhøj, conveys H.M. Queen Margrethe's and the Royal Court's congratulations to Mr. Mogens Pagh. Between them the Queen's Master of Ceremonies, Col. U. Gabel-Jørgensen (right) and Mr. Jens Berg, EAC, with the royal gift.



Congratulators from our Company's subsidiary, Danish Soyacake Factory Ltd.: Shop Stewards Erik Petersen and Erik Christoffersen, who are also members of the Board of Directors of D.S.



s-reception



Two chairmen of trade organisations: Mr. Jens Thorsen (left) and Mr. Knud Olesen, Chairman of the Danish Employers' Federation and Denmark's Chamber of Commerce respectively.



Denmark's first Chief of Defence, H.E. Admiral E.J.C. Qvistgaard, congratulates Mr. Mogens Pagh.



Two veterans: Mr. Charles L. Hansen, past president of The Rebild National Park Society, and Mr. J. Chr. Aschengreen, who was for many years Managing Director of EAC.



Mr. Mogens Pagh and Mr. Henrik Andresen, Maitre d' and in charge of service arrangements at the jubilee reception.

Mr. Mogens Pagh celebrating his 50th anniversary with our Company.

Members of the Head Office staff admiring some of the jubilee gifts presented to Mr. Pagh.



Prominent representatives of trade organisations included Mr. Jens Degerbøl (left), Managing Director of the Danish Shipowners' Association, and Mr. Erik B. Rasmussen, Chairman of the Federation of Danish Industries.



Chairman for many years of the Danish Bankers' Association, Mr. S. O. Sørensen from The Danish Bank, and Mr. G. Halling-Andersen, Deputy Chairman of EAC (right).



Delivery of M.s. "Siena"

On Thursday 6th September our Company took delivery of the Nakskov Shipyard's newbuilding No. 221, m.s. Siena, which was launched on 4th April and christened by Mrs. Lis Kongsted, married to the shipyard's managing director, Mr. O. Kongsted. The delivery took place in Copenhagen, following trial runs in the Cattegat.

M.s. Siena is an advanced Liner Replacement vessel and the fifth and last of this type which our Company has received from the shipyard. The vessel is skippered by Captain K. B. Christiansen while Chief Engineer K. S. Mortensen is in charge of the engine room. Immediately after delivery the newbuilding left for the Far East in order to join our Company's Trans Pacific Service which is already operated by four sister ships. The vessel is designed for transport of general cargo, steel products, ores, grain, and containers or, if so desired, a combination of same.

The cargo section is divided into 5 holds, holds 2 and 4 boasting tween-decks while holds 1, 3, and 5 have container equipment. The holds have a capacity of 30,560 cubic metres and the container capacity aggregates 770 TEUs, electrical connections being available for 48 refrigerated containers. Hatch covers are of the Navires make and can be hydraulically operated from the top deck.

Thanks to novel lines of the hull and a relatively large, slow-speed propeller the vessel boasts a very low fuel consumption. The B&W Type 6K74EF main engine has an output of 9,000 B.H.P. and ensures a speed of 16.2 knots at a draught of 9.12 metres. The main engine can be operated from the bridge, and the engine room is automatized and has alarms so that the main engine can be run without anybody being on duty.

The vessel has satellite navigational equipment and the crew is accommodated aft in single cabins, each being provided with bath and toilet. A gymnasium and a swimming pool are available.

M.s. 'Siena' overtaget

Torsdag den 6. september afleverede Aktieselskabet Nakskov Skibsværft nybygning nr. 221 til Kompagniet. Det drejer sig om m.s. *Siena*, som blev søsat den 4. april og navngivet af fru Lis Kongsted, gift med værftets administrerende direktør O. Kongsted. Overtagelsen skete i København efter prøvesejlads i Kattegat.

M.s. *Siena* er af den avancerede type Liner Replacement og er det femte og sidste skib af denne type, som Kompagniet har fået leveret fra værftet. Skibets fører er kaptajn K. B. Christiansen, mens maskinen er underlagt maskinchef K. S. Mortensen. Straks efter afleveringen afgik nybygningen til Det fjerne Østen for at blive indsat i Kompagniets Trans Pacific Service, der i forvejen betjenes af fire søsterskibe. Skibet er indrettet for transport af stykgods, stålprodukter, erts, malm, korn og containere samt – om ønskeligt – en kombination af disse lasttyper.

Lastsektionen er inddelt i fem lastrum, hvoraf last 2 og 4 har mellemdæk og 1, 3 og 5 container-udstyr. Lastrummene rummer 30.560 kubikmeter og container-kapaciteten er 770 TEU. Der er installeret el-tilslutning for 48 kølecontainere. Luggedækslerne er Navires fabrikket med hydraulisk betjening af dækslerne på øverste dæk.

Takket være en nyudvikling af skrogets linjer samt en forholdsvis stor og langsomtgående fremdrivningspropeller har skibet et meget lavt olieforbrug. Hovedmotoren er en B & W 6K74EF, der yder 9000 bhk og giver skibet en fart af 16,2 knob ved en dybgang på 9,12 meter. Hovedmaskineriet kan betjenes fra kommandobroen, og maskinrummet er indrettet med automatik og alarmer, så at hovedmaskineriet kan køres vagtfrit.

Skibet har satellitnavigationsudstyr og – agterude – beboelse for besætningen med enkeltmandskamre, der alle har bad og toilet. Endvidere er indrettet sportsrum med svømmebasin.

<i>Main dimensions:</i>	Length o.a.	159,40 m	Max. draft	10,18 m
	Length p.p.	150,00 m	Dead weight	23,720 m/tons
	Breadth o.a.	24,77 m	GRT	16,149
	Moulded depth ..	14,00 m	NRT	8,725

Maskinens kontrolrum. *The engine control room.*



Hovmesterens kahyt. *The Chief Steward's cabin.*



Kondirum.



Gymnasium.



Gudmoderen, fru Mustafa Gokal og direktør O. Kongsted.

The Godmother, Mrs. Mustafa Gokal, and Mr. O. Kongsted, Managing Director, Nakkov Shipyard.



M.s. Makran.

Nybygning nr. 222 søsat

A/S Nakkov Skibsværft søsatte den 22. august nybygning nr. 222, der bygges for rederiet Pakistan National Shipping Corporation i Karachi, Pakistan. Skibet blev af fru Mustafa Gokal, gift med minister Mustafa Gokal, navngivet *Makran*. Mr. Gokal var tidligere minister for Shipping, Ports og Export Promotion i Pakistan, men er nu præsidentens rådgiver i søfartsspørgsmål, international handel og turisme med ministerrang.

Søsætningen overværedes af kontreadmiral L. N. Mungavin, som er formand for Pakistan National Shipping Corporation, ambassadør Abdur Rauf Khan fra den pakistanske ambassade i Danmark, af minister Lise Østergaard og af embedsmænd fra DANIDA samt repræsentanter for klassifikationsselskabet Lloyd's Register, værftets bestyrelse og dets ledelse.

M.s. *Makran* er af typen Liner Replacement og et søsterskib til Kompagniets nybygning m.s. *Siena*, der omtales på den foregående side. Skibet er indrettet til transport af stykgods, stålprodukter, maskingods, logs, erts, tømmer, korn og containere kan – om ønskeligt – medtage en kombination af disse typer last.

Ved en festlighed efter søsætningen udtalte minister Mustafa Gokal, iflg. »Berlingske Tidende«, at Pakistan er meget interesseret i at få yderligere fem skibe til handelsflåden meget hurtigt.

– Får vi den rigtige pris, betalingsbetingelser, kvalitet og leveringstid, er vi indstillet på at træffe en hurtig afgørelse. Nakkov er et velkendt værft, og vi er meget begejstret for kvaliteten af det skib, der netop er søsat, sagde ministeren.

Launching of Newbuilding No. 222

On 22nd August the Nakkov Shipyard launched its newbuilding No. 222 which is being built for Pakistan Shipping Corporation in Karachi, Pakistan. The vessel was named Makran by Mrs. Mustafa Gokal, married to Mr. Mustafa Gokal who previously was Pakistani Minister for Shipping, Ports, and Export Promotion and is now advisor to the President on Maritime Matters, International Trade and Tourism, with the rank of Minister.

The launching was witnessed by Rear-Admiral L. N. Mungavin, Chairman of Pakistan National Shipping Corporation, Ambassador Abdur Rauf Khan, the Pakistani Embassy in Copenhagen, Mrs. Lise Østergaard, Danish Minister without Portfolio with special responsibility for Foreign Policy, and officials from DANIDA as well as representatives from Lloyd's Register of Shipping and the shipyard's board and management.

M.s. Makran is a Liner Replacement type vessel and a sister ship of our Company's newbuilding m.s. Siena which is mentioned on the previous page. The vessel is designed for carrying general cargo, steel products, machinery, logs, ores, timber, grain, and containers or – if so desired – a combination of these types of cargo.

According to the Copenhagen daily "Berlingske Tidende", Mr. Mustafa Gokal at a subsequent reception stated that Pakistan is very much interested in obtaining as quickly as possible another five vessels for its merchant navy.

– If we are offered the right price, conditions of payment, quality, and time of delivery we are prepared to make a quick decision. Nakkov is a well-known shipyard and we are very satisfied with the quality of the vessel which has just been launched, said His Excellency the Minister.



Fra venstre: Ambassadør Abdur Rauf Khan, den pakistanske ambassade i Danmark, direktør T. W. Schmith, fru O. Kongsted, gudmoderen, fru Mustafa Gokal, minister Mustafa Gokal og minister Lise Østergaard.

From left: Ambassador Abdur Rauf Khan, the Pakistani Embassy in Denmark, Mr. T. W. Schmith, Mrs. O. Kongsted, the Godmother, Mrs. M. Gokal, Minister Mustafa Gokal and Minister Lise Østergaard.



Fra venstre: Kontreadmiral L. N. Mungavin, direktør B. Hüttemeier, fuldmægtigt E. Hüttemeier, DANIDA, og frue og fru Gunnar Jensen.

From left: Rear-Admiral L. N. Mungavin, Mr. B. Hüttemeier, Mr. and Mrs. Erik Hüttemeier, and Mrs. Gunnar Jensen.



Nyt agentur i Hong Kong

EAC Hong Kong har overtaget general-agenturet for det portugisiske firma Sogrape (Sociedade Comercial Dos Vinhos de Mesa de Portugal, SARL.), som bl. a. fremstiller den verdensberømte Mateus Rose Vin, og har samtidig overtaget salget af to datterselskabers produkter, Casal Garcia og Aveleda hvidvin og Dao rød- og hvidvin. De fire mærker repræsenterer tilsammen et årligt salg i Hong Kong på 150.000 flasker, og EAC Hong Kong venter en betydelig stigning i salget i den kommende tid. Billedet viser de nye varegrupper og sælgerstaben, der skal markedsføre dem.

Hong Kong Office Acquires New Agency

EAC Hong Kong has acquired the sole agency for the Portuguese firm of SOGRAPE (Sociedade Comercial dos Vinhos de Mesa de Portugal, SARL.), producers of the world famous Mateus Rose Wine, and has at the same time taken over sales of the products of two subsidiaries, producing Casal Garcia and Aveleda White

Wines, and Dao Red and White Wines. Present sales in Hong Kong of these products amount to 150,000 bottles a year, and EAC Hong Kong expects a considerable increase in sales. The photo shows the entire product range as well as the sales teams which will market the products.

Fint besøg i Cameroun

Kompagniet og dets agent i Douala, Cameroun, Transcap, har præsenteret Kompagniets Vestafrika service og dens containerskibe *Fionia* og *Boringia* for en kreds af førende afskibere ved en reception på *Boringia* under skibets anløb. Æresgæst ved receptionen var Douala's guvernør. Mr. Medjo Akono Marcel, som her ses ved siden af Transcap-chefen Mr. Pierre M. Godoc (i midten) og skibets fører, kaptajn K. B. Kaysen.



Distinguished Visit in Cameroun

Our Company and its agent in Douala in Cameroun, Transcap, have introduced our Company's West Africa Service and its container vessels *Fionia* and *Boringia* to a number of important shippers at a reception during m.s. *Boringia*'s call at the port. Mr. Medjo Akono Marcel, Governor of Douala, was guest of honour at the reception and is pictured together with the Manager of Transcap, Mr. Pierre M. Godoc (centre), and Captain K. B. Kaysen.

Sælgerkonference i Jakarta

P.T.Dumex Indonesia har gennemført en ny sælger-konference med deltagelse af næsten 60 medarbejdere fra hele Indonesien og af P. Schröder og P. Ilsø fra Dumex, København, som sammen med

den lokale ledelse orienterede konferencens deltagere om nye produkter og den videnskabelige udvikling. Hosstående foto viser konferencens deltagere med direktør Fl. With-Seidelin i midten af bageste række.



Sales Conference in Jakarta

P.T.Dumex Indonesia has held its annual sales conference in Jakarta, attended by almost 60 field personnel from all over Indonesia as well as Mr. P. Schroder and Mr. P. Ilso from Dumex, Copenhagen, who together with local speakers from various medical fields briefed the participants on new products and scientific developments. The picture shows the participants with the General Manager of P.T. Dumex Indonesia, Mr. Fl. With-Seidelin, in the centre of the back row.



Spejderbesøg i Japan

Under et ophold i Kobe havn har m.s. *Jutlandia* haft besøg af et hold spejdere fra Nippon Takatsuki gruppe nr. 7.

Hovmester C. Phillipsen underholdt spejderne om Kompagniet og ScanDutch. Der blev udvekslet flag mellem gruppen og skibet og hovmesteren blev udnævnt til tropsfører af den besøgende gruppe, som blev fotograferet foran skibet og på *Jutlandia's* dæk, hvor spejderchef Akiko Ikeda (nr. 2 fra højre) ses sammen med nogle af gruppen og hovmester C. Phillipsen.

Visit by Scouts in Japan

During her stay in Kobe harbour m.s. *Jutlandia* was visited by a group of scouts from the Nippon Takatsuki group No. 7.

Chief Steward C. Phillipsen briefed the scouts on our Company and ScanDutch. Flags were exchanged between the group and the ship and the Chief Steward was appointed Scout Master by the visiting scouts, and they were pictured on the pier and on the deck of *Jutlandia* where Akiko Ikeda, Chief Scout Master (second from right) is seen together with some members of the group and Chief Steward C. Phillipsen.



Kunstner-gave i Bangkok

Da m.s. *Simba* anløb Bangkok på jomfrurejsen til Det fjerne Østen for at blive indsat i Kompagniets Trans Pacific Service, modtog skibet og dets besætning en smuk gave fra kunstnerinden Merete Rosenfeldt, gift med ingeniør Per Rosenfeldt, der er administrationschef i EAC (Thailand) Ltd.

Fru Rosenfeldt, hvis batik-arbejder er blevet benyttet til flotte kalendere i både Nigeria og Thailand, overrakte m.s. *Simba* et originalt batik-arbejde, og skibets fører, kaptajn T. Johansen, sørgede for billedets placering i LR-skibets officersmesse. Billedet herunder viser kaptajn T. Johansen (t.v.) og overstyrmand S. Munch samt EAC (Thailand) Ltd.'s direktør C. Dencker Nielsen.

Present from Artist in Bangkok

When m.s. *Simba* called at Bangkok on her maiden voyage to the Far East in order to join our Company's Trans Pacific Service, the ship and her crew received a beautiful present from the artist Merete Rosenfeldt, married to Mr. Per Rosenfeldt, Head of Administration of EAC (Thailand) Ltd.

Mrs. Rosenfeldt - whose batiks have adorned attractive calendars in both Nigeria and Thailand - presented m.s. *Simba* with an original batik, and the skipper of the vessel, Captain T. Johansen, had the picture placed in the Liner Replacement vessel's officers' mess. The picture shows Captain T. Johansen (left), Chief Officer S. Munch, and Mr. C. Dencker Nielsen, Managing Director of EAC (Thailand) Ltd.



Pressebesøg fra Kina

En kinesisk pressedelegation besøgte efter indbydelse fra udenrigsministeriet Danmark i dagene 24.-31. august som optakt til Regentparrets officielle besøg i Den Kinesiske Folkerepublik.

De kinesiske pressefolk, som ved ankomsten til København betegnede det forestående statsbesøg som en meget vigtig og glædelig begivenhed, var Kompagniets gæster på en tur til Aarhus den 29. august og ved et besøg på Hovedkontoret og i Teknisk Afdeling i Frihavnen den 31. august.

Ved sidstnævnte lejlighed mødtes pressegruppen med Kompagniets direktion og orienteredes om Kina-handelen, besejlingen af Kina, Kompagniets deltagelse i kinesiske havnes modernisering og uddannelsen af kinesiske skibsofficerer. Og på turen til Aarhus besøgte bl. a. Plumrose-fabrikken i Viby, hvor nedenstående foto af de kinesiske gæster blev taget.



At the invitation of the Danish Ministry of Foreign Affairs a Chinese press delegation visited Denmark from 24th to 31st August as a prelude to the Royal Couple's official visit to the People's Republic of China.

On arrival in Copenhagen the Chinese journalists termed the impending State visit a very important and happy event. They were our Company's guests on a trip to Aarhus on 29th August and at a visit at Head Office and the Technical Department in the Copenhagen Free Port on 31st August.

On the latter occasion the journalists met with our Company's Managing Directors and were briefed on the China trade, the shipping service to China, our Company's participation in the modernization of Chinese ports, and the training of Chinese ship's officers. During the trip to Aarhus a visit was, amongst others, paid to the Plumrose factory in Viby where the adjoining photograph of the Chinese guests was taken.

Investeringsforeningen

afholdt sin årlige generalforsamling mandag den 20. august 1979. Regnskabet for 1978/79, der viste et driftsoverskud på 11,23901 % og en formueopskrivning på 3,05204 %, ialt 14,29105 %, blev enstemmigt godkendt. Til bestyrelsen genvalgte vice-direktør B. Hüttemeier og underdirektør Lage Hansen.

Et dramatisk liv til søs

Kompagniet har taget afsked med en medarbejder, der har haft en dramatisk tilværelse til søs: bådsmænd Kaj Helletofte Skaftte, som fylder 67 den 18. september, og som forlod aktiv tjeneste ved udgangen af juli for at gå på folkepension.

Kaj Skaftte ansattes i Kompagniet den 29. maj 1930 som kokkedreng i *Polonia* og sejlede derefter i forskellige af Kompagniets skibe som ungmand fra 1931, letmatros 1933 og matros 1935. Tre år senere påmønstrede han *Europa* og var på dette skib, til det blev bombet og brændte i Liverpool i maj 1940. Derefter blev han tilsluttet den danske sømandspool i England og udsendt kort efter til Canada for mønstring i Holm & Wonsilds m.s. *Asbjørn*, som han gjorde tjeneste på som matros under resten af krigen. Fra fredsslutningen fortsatte han sin tjeneste i Kompagniet, og han var matros i m.s. *Kina*, da skibet juleaften 1947 forliste i en tyfon ved Kamandag Island i Filippinerne. Han bjergede sig i land på en af skibets flåder sammen med tre andre besætningsmedlemmer og fortsatte med at sejle til 1951, hvor han tilknyttedes inspektionens sømandsgæng som bådsmænd.

Kaj Skaftte var gennem 49 år en dygtig,

loyal og vellidt medarbejder, og det sagde direktør Mogens Pagh ham tak for, da Kaj Skaftte gik fra borde som den sidste fra det nu nedlagte sømandsgæng på Orientkaj.



DRAMATIC CAREER AT SEA

Our Company has taken leave of a colleague who has lead a dramatic life at sea: Boatswain Kaj Helletofte Skaftte who, having retired from active duty at the end of July, will be celebrating his 67th birthday on 18th September.

Kaj Skaftte was signed on by our Company on 29th May, 1930, as a cook's boy

and he subsequently did duty on a number of our Company's vessels, from 1931 as navigating apprentice, from 1933 as ordinary seaman, and from 1935 as able seaman. Three years later he signed on m.s. *Europa* and remained on board this vessel until she was bombed and burned in Liverpool in May 1940.

Thereupon he joined the Danish seamen's pool in England and was shortly afterwards sent to Canada in order to join Holm & Wonsild's m.s. *Asbjørn* on which he served as an able seaman for the remainder of the war. When the war was over he continued his service with our Company and he was an able seaman aboard m.s. *Kina* when she on Christmas Eve 1947 sank during a typhoon at the Kamandag island off the Philippines. He and three other members of the crew saved their lives on one of the vessel's rafts and he continued sailing until 1951 when he was attached to the Inspection Department's shore-gang as a boatswain.

Throughout his 49 years of service Kaj Skaftte was an efficient, loyal, and popular colleague for which Mr. Mogens Pagh, Chairman EAC, thanked him when he as the last one retired from the now abolished shore-gang at Orientkaj in the Free Port of Copenhagen.

Amver-hæder til 8 ØK-skibe

Kompagniet har fra US Coast Guard modtaget et brev, der giver udtryk for, at man værdsætter ØK-skibes deltagelse i AMVER, d.v.s. Automated Mutual-assistance Vessel Rescue system.

Deltagerne i dette system er skibe, som regelmæssigt orienterer den amerikanske kystbevogtning om deres position m.m. med henblik på at kunne deltage i eftersøgnings- eller redningsaktioner, og systemet tillægges stor betydning for sø- og luftfartens sikkerhed over hele jordkloden, men primært i og over Atlanterhavet og Stillehavet.

Mere end 1800 skibe fra 44 lande deltog i AMVER i 1978, og US Coast Guard takker for den medvirken, otte af Kompagniets

skibe ydede. To af skibene – containerbådene *Falstria* og *Jutlandia* kvalificerede sig tilmed til kystbevogtningens »gyldne vimpel«, som gives til skibe, der har rapporteret til AMVER-systemet i fem år i træk i sammenlagt mindst 128 dage pr. år.

Jutlandia's søsterskib, m.s. *Selandia*, har gjort dette i fire år, mens Ro-Ro-skibet *Lalandia* i 1978 gjorde det for tredje år i



M.s. Falstria

træk og containerskibet *Meonia* for andet år i træk. Endelig var LR-skibene *Sumbawa* og *Songkhla* samt productcarrier'en *Paranagua* med for første gang og tildeltes AMVER's blå vimpel.

Med de otte nævnte skibe tegnede Kompagniet sig for en fjerdedel af de danske deltagere, idet ialt 32 danske skibe deltog i AMVER i 1978.



M.s. Jutlandia

AMVER HONOURS 8 EAC VESSELS

From the U.S. Coast Guard our Company has received a letter expressing appreciation of EAC vessels participating in AMVER – Automated Mutual-assistance Vessel Rescue System –.

Vessels participating in this system regularly report their position etc. to the U.S. Coast Guard with a view to possibly taking part in search and rescue operations, and great importance is attached to the system in connection with the safety of shipping and air traffic all over the world, but primarily on and over the Atlantic and the Pacific oceans.

In 1978 more than 1,800 vessels participated in AMVER and the Coast Guard thanks for the assistance which eight of our Company's

vessels rendered. Two of them – the container vessels Falstria and Jutlandia – qualified for the Coast Guard's »golden pennant« which is awarded to vessels which for five successive years have reported at least 128 days a year to the AMVER system.

Jutlandia's sister ship, m.s. Selandia has done so for four years, while the Ro-Ro vessel Lalandia in 1978 has participated for three successive years and the container vessel Meonia for two consecutive years. The Liner Replacement vessels Sumbawa and Songkhla and the product carrier Paranagua participated for the first time during 1978 and were awarded AMVER's »blue pennant«.

Our Company's eight vessels thus accounted for one quarter of the 32 Danish vessels participating in AMVER during 1978.

»SELANDIA« har været jorden rundt 46 gange

M.s. *Selandia* – Kompagniets første store containerskib af tredjegerations-typen – er blevet millionær i sømil. Det skete den 10. august, da skibet befandt sig i Middelhavet 35 sømil øst for Gibraltar-strædet, eller knap syv år efter skibets aflevering fra B & W den 18. september 1972.

1 million sømil svarer til ca. 1.850.000 km eller jordens omkreds ved Ækvator 46 gange. Skibets nuværende fører, kaptajn J. E. Sørensen, har i anledning af milepælen regnet ud, at *Selandia* indtil nu har foretaget 36 rundrejser mellem Europa og Det fjerne Østen, at antallet af udsejlede sømil på disse 36 rejser androg 1.002.133, at der er foretaget 23 passager af Kap det gode Håb og Panama-kanalen samt 26 passager af Suez-kanalen, og at der endvidere er foretaget 421 havneanløb udover kanal-passagerne.

Det totale forbrug af fuelolie har været 294.142 tons, mens forbruget af dieselolie (til hjælpemaskineri etc.) nåede op på 23.648,6 tons. Seks gange er der foretaget dokning, d.v.s. tørdok ved værft.

Af skibsledelsens skiftende medlemmer har maskinchef P. Laut været med skibet på de fleste rundrejser, nemlig 23, mens kaptajn F. Bech, som nu er gået i land, førte *Selandia* på 19 af de 36 rejser. Derefter følger hovmester C. Aa. Christoffersen med 12 rundrejser.



M.s. Selandia

SELANDIA HAS CIRCLED THE GLOBE 46 TIMES

M.s. Selandia – our Company's first large third-generation container vessel – has become a nautical mile millionaire. It happened when the vessel was traversing the Mediterranean at a point 35 nautical miles east of the Strait of Gibraltar, and just under seven years after her having been delivered from the B & W shipyard on 18th September, 1972.

1 million nautical miles corresponds to about 1,850,000 km or 46 times the circumference of the globe at the Equator. Occasioned by this milestone the present skipper of m.s. Selandia, Captain J. E. Sørensen, has calculated that the vessel has so far made 36 roundtrips between Europe and the Far East, that the number of nautical miles during these 36 voyages came to 1,002,133 that the Cape of Good Hope and the Panama Canal have each been passed 23 times and the Suez Canal 26 times, and that in addition to passages through the canals the vessel has called at various ports 421 times.

Total consumption of fuel oil amounted to 294,142 tons and that of Diesel oil to 23,648,6 tons. Dry docking at shipyards has taken place six times. Out of the vessel's alternating officers, Chief Engineer P. Laut is the one who has completed most roundtrips, namely 23, while Captain Fl. Bech – who has now gone ashore – has skippered Selandia on 19 of her 36 voyages. Next comes Chief Steward C. Aa. Christoffersen with 12 round-trips.

Ingeniør Waldemar Schmidt, ISS, São Paulo.
Bent Ahm, Industriafdelingen.
Anders Holmegaard Andersen, Skibsfdelingen.

Æresbevisninger . Honours

Direktør Edv. Strandberg og kontorchef Heinz F. Langfeldt har fået tildelt henholdsvis Storofficerskorset og officerskorset af den græske Phoenix Orden.

Mr. Edv. Strandberg, retired Managing Director EAC, and Mr. Heinz F. Langfeldt, Departmental Manager EAC, have been appointed Grand Commander and Officer respectively of the Greek Order of the Phoenix.

Nyansættelser

Ingeniør Per Steemann Nielsen, Industriafdelingen.
Ingeniør Mogens Christensen, Industriafdelingen.
Cand. jur. Steen Buchanan Lademann, Juridisk Afdeling.

Filialforflytninger . Transfers

Hans Daugbjerg Troelsen, Lagos, til Hong Kong.
Ole Sørup Rasmussen, Bangkok, til Manila, og ikke som tidligere meddelt til Lagos.
Valther Billeskov Nielsen forbliver i New York, og forflyttes ikke til Vancouver som tidligere meddelt.
Jens Peder Brændeholm, New York, til Seattle.

Genudsendelse

Jørgen Dwinge Ilsoe, Skibsfdelingen, til Lagos.

Overflytelse til Hovedkontoret

Transfer to Head Office
Jørgen Kjeld Jørgensen, Hong Kong, til Skibsfdelingen.

Hjemmeferie . Home leave

Jørgen Hansen, Abidjan; Lars Pelle S. Erikson, Bangkok; Torben Hasselriis, Bangkok; Bjørn Tang L. Olsen, Bangkok; Peter Bill Honore, Douala; Carsten Højrup Petersen, Douala; Elo Chr. Olsen, Guatemala City; Gorm Kjærboell, Hong Kong; Niels Ulrik Fischer, Houston; Steen Andersen, Jakarta; Klaus Krogh, Jeddah; Bent Helweg Andersen, Kuala Lumpur; Per O. Laub Clemmensen, Lagos; Svend Ishøjer, Manila; Torben Skindballe, Manila; Jens Nørlyng, Nairobi; Leif Druedal, New York; Karsten Hess, New York; Niels Jacobsen, New York; Erland Nysom, New York, Heidelberg Eastern; Michael Rose, Newport News; Lars Busk, Rwanda; Lars Eriksen, Rwanda; Knud Aage Olsen, São Paulo; Per E. Lerdrup Olsen, São Paulo; Jørgen Jensen, Sharjah; Knud Erik Hansen, Singapore; Bjørn Blangsted Henriksen, Singapore; Henrik Flensborg, St. Thomas; Per Knudsen, Sydney; Jan Dam Pedersen, Tokyo; Lasse Tvener, Tokyo.

Udtrådt af Kompagniets tjeneste

Sven Fenger, Douala.
Hans Henrik Hjorth Larsen, Beijing.
Peter H. Poulsen, Heidelberg Eastern, New York.

Pensioneret . Retired

Fru Inger M. Berger, Eksport Afdelingen. 1.8.1979.

Jubilæer

25 år



Maskinchef Sv. Aa. Valdemar Rasmussen, 29. oktober.



Kaptajn Jørgen Rosling, San Francisco, 5. november.



Hovmester Tage Rasmussen, 14. november.



Kaptajn Jørgen Tuxen, 25. november.

Runde fødselsdage . Red letter days

90 år
Direktør H. T. Karsten,
97, Sloan Street, Flat 4.
London S.W.I.X. 9PQ, England.
5. november.

85 år
Poul C. A. Gettrup,
16, Bath Court, Droitwich Close,
London SE 26 - 6TW, England.
15. november.

80 år
Maskinchef Jens K. Jensen,
Apollovej 20, 2720 Vanløse.
28. november.

75 år
Direktør Gunnar Buck,
Kildegaardsvej 31,
2900 Hellerup.
5. november.

Kaptajn V. R. Glesner,
Birkhøjvej 2, Strib,
5500 Middelfart.
11. november.

Tage Oscar Stougaard Hansen,
24, Marion Avenue,
4001, Durban-Glenashley,
South Africa.
3. december.

70 år
Kaptajn Johan Ernst Poulsen,
Nordre Strandvej 48 B,
3000 Helsingør.
17. november.

Kaptajn Carl Edm. Christensen,
Langsti 4, 6720 Nordby, Fanø.
19. december.

65 år
Villy V. Weischer.
19. november.
Svend Aage Møller,
Liliendal, 4735 Mern.
24. december.

60 år
Formand Harry E. Nielsen,
Frihavnen.
3. november.

Hovmester Ebbe Hansen,
Hovmesterinspektionen.
14. december.

Formand Harry E. Andersen,
Frihavnen.
17. december.
Direktør Gunnar Rixen,
Alfragt A/S.
19. december.

50 år
Filialbestyrer Jan Bie Andresen,
Paris.
3. november.

Jens E. Lading Sørensen,
Telegrafkontoret.
18. november.

Pakhusformand
Bent Ginnerup Christiansen,
Frihavnen.
5. december.

Filialbestyrer Jørgen Reinholdt,
Genoa.
13. december.

Maskinchef Vagn Bruno Jørgensen.
18. december.

Kontorchef
Erling Haugaard Christensen,
Inter Office.
25. december.

Dødsfald . Obituaries

Pensioneret inspektør Chr. Gunnar Caspersen er afgået ved døden den 5. juli, 74 år gammel.

C. G. Caspersen blev ansat i Kompagniet som maskinassistent i 1928 og overgik i 1934 til tjeneste i Siam Steam Navigation Co.

Fra 1936-42 var C. G. Caspersen tilknyttet Oriental Machinery Stores, Bangkok, og arbejdede senere i andre af Kompagniets virksomheder i Thailand.

I 1962 blev C. G. Caspersen overflyttet til tjeneste i København og gjorde indtil sin pensionering i 1970 tjeneste i Maskininspektionen.

Fru Gurli Margith Møller, leder af køkkenet i Frihavnen, er i en alder af kun 57 år afgået ved døden den 29. juli.

Fru Gurli Møller blev ansat i køkkenet ved Hovedkontoret den 1. marts 1972 og overtog den 1. januar 1979 ledelsen af køkkenet i Frihavnen.

Fhv. prokurist i Eksportafdelingen, Willy T. F. Holmgaard, er i en alder af 69 år afgået ved døden den 14. august.

W. Holmgaard blev ansat som elev i Kompagniets Træafdeling den 1. september 1928 og blev i oktober 1933 udsendt til oversøisk tjeneste ved filialen i Madras. Her gjorde han tjeneste indtil august 1935, hvor han blev forflyttet til Calcutta.

Den 1. december 1954 blev W. Holmgaard overflyttet til tjeneste ved Hovedkontorets Importafdeling og fik special

fuldmagt den 27. maj 1955. I 1957 blev W. Holmgaard overflyttet til Eksportafdelingen, hvor han den 1. januar 1963 blev udnævnt til prokurist.

Den 1. januar 1974 overgik W. Holmgaard på pension.

Advokat Christian Lausen, Skibsafdelingen, døde den 19. august efter kort tids sygdom i en alder af kun 39 år.

Advokat Christian Lausen blev ansat i Kompagniet den 1. marts 1969 i Juridisk Afdeling som advokatfuldmægtig umiddelbart efter bestået embedseksamen. Advokat Lausen opnåede sin advokatbestalling i august 1972 og møderet for Landsretten i 1977. I januar 1973 rejste han på et 6 måneders studieophold hos Kompagniets advokatforbindelse i USA, Haight, Gardner, Poor & Havens, New York, og fortsatte efter opholdet atter i Juridisk Afdeling.

Den 1. marts 1979 blev advokat Christian Lausen overflyttet til Skibsafdelingens Transport Projects Division.

Pensioneret kaptajn Knud A. O. Svendsen er efter længere tids sygdom afgået ved døden den 20. august, 60 år gammel.

Knud Svendsen startede til søs i 1934 og sejlede ved krigens udbrud som matros i udenrigsfart. I 1942 bestod han styrmandseksamen i England og gjorde derefter tjeneste som styrmand i de allieredes tjeneste til 1945.

I 1947 tog K. A. O. Svendsen styrmands- og skibsførereksamen på Københavns Navigationsskole, hvorefter han

blev ansat i Kompagniet som 3. styrmand.

Knud Svendsen blev udnævnt til overstyrmand i 1954 og i 1961 til kaptajn.

Som kaptajn har Svendsen ført Kompagniets limeskibe på de fleste ruter, men måtte på grund af sygdom fratræde aktiv tjeneste i juni 1979.

Freddy Nielsen, Personaleinspektionen, er pludselig afgået ved døden den 21. august, 45 år gammel.

F. Nielsen blev ansat i Kompagniet som radiotelegrafist i 1956 og sejlede indtil 1967 på langfart.

I 1967 overgik Freddy Nielsen til tjeneste i land og blev tilknyttet Kompagniets forhyringskontor. Siden 1971 har Nielsen gjort tjeneste i Personaleinspektionen, og varetaget personaleadministrative opgaver samt EDB-coordinationen i afdelingen.

Direktør M. C. Plinius, Lugano, Schweiz, afgik den 26. august ved døden, i en alder af 85 år.

Efter realeksamen blev M. C. Plinius i 1910 ansat i Kompagniet. Han blev udsendt til kontoret i Bangkok i 1916, og i perioden 1920-30 gjorde han tjeneste i Singapore, Libau, Riga og Warszawa. Fra Gdynia Amerika Liniens start i 1930 blev han udnævnt til direktør i dette selskab. I 1939 blev han forfremmet til adm. direktør og senere til formand for bestyrelsen indtil 1949. Derefter blev han i 1950 forflyttet til London som direktør for United Baltic Corporation, indtil han i 1961 blev pensioneret.

SPORT

Roning

Lørdag den 1. september afholdt Roklubben sin årlige kanindåb, hvor 15 nye roere (kaniner) gennemgik det traditionelle ritual, hårdhændet ledet af Kong Neptun og hans raske svende. Denne oplevelse følges altid med megen interesse af både indbudte og tilfældige tilskuere, som ofte løber en ikke ringe risiko for at blive aktivt engageret i løjerne. Efter kaninernes grusomme hævn over Kong Neptun og følge, blev der holdt en reception for deltagere og Klubbens gæster. Om aftenen sluttede arrangementet med den sædvanlige fest for roerne, hvortil vore naboklubber var indbudt. I år kunne der noteres særlig stor tilslutning hertil.

Der har glædeligvis været megen aktivitet i Roklubben i denne sæson, med særlig interesse omkring single scullerne. Det teg-

ner til at blive et år med mange individuelle rekorder for antal roede kilometer. Der har også været tilfredsstillende tilslutning til Roklubbens ture.

Lurmarch 1979

Traditionen tro deltog ØKB også i år med et stort hold i denne march, som afholdes i engen omkring Egtved og Brørup. For 5. år i træk gjorde vi i weekenden 11.-12. august et ihærdigt forsøg på at erobre stævnets vandrepokal - bronzeluren. Luren bliver ejendom, når den er vundet 5 gange. ØKB har hidtil vundet trofæet 3 gange, men som sidste år måtte vi se os slået af Dansk Camping Union, som gennemførte med et hold på 133 deltagere, medens vi kun kunne præstere 81.

Marchen består af 2 etaper, som skal være af samme længde. Deltagerne kan vælge mellem længder på 10 km, 25 km eller 50 km, der altså skal tilbagelægges hver af de to dage. Vort hold vandrede ialt 2.920 km.

Denne march er altid en stor oplevelse for vore deltagere, ikke mindst da ruten går gennem nogle af Jyllands smukkeste egne.



En af Kompagniets unge elever, Oscar Nielsen, på den 9-årige Franco, har placeret sig som sydjysk mester, og som nr. 4 ud af 12 deltagere i Dansk Rideforbund's juniormesterskab i skoleridning.

