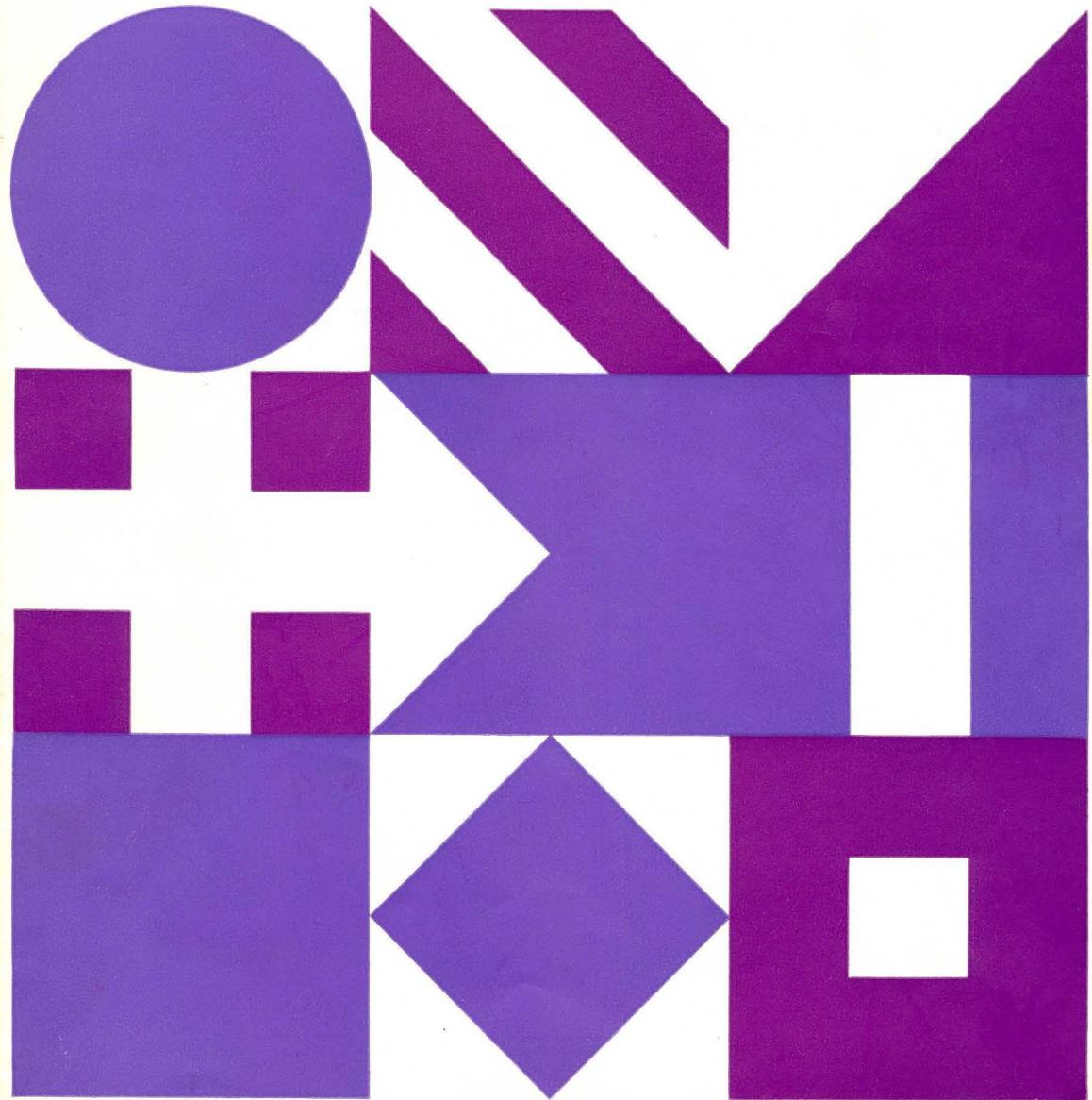
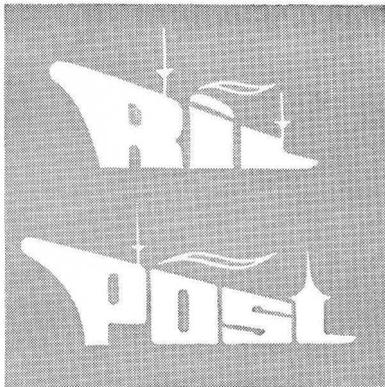


RIL Post

Volume 17 Number 4

A monthly staff publication of Royal InterOcean Lines





A MONTHLY MAGAZINE
FOR ALL PERSONNEL OF THE

Royal Interocean Lines
(Koninklijke Java — China —
Paketsvaart Lijnen N.V.)

**N.V. Nederlandse Tank- en
Paketsvaart Maatschappij**

**Hollandse Vrachtsvaart
Maatschappij N.V.**

VOL. XVII No. 4
APRIL 1970

P.O. BOX 725, HONG KONG

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Mrs L.M. Petty

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S. AMERICA — P. van Schaardenburg
SINGAPORE — J. Tan Swee Ann

From the Editor:—

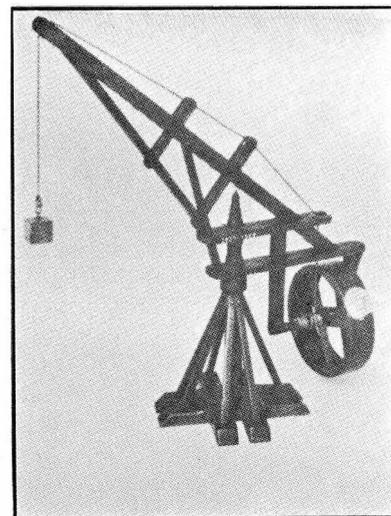
Within our sphere of carrying goods across the seas (and we are not sure that we like a recent definition of 'seafarers and teafarers' for our seagoing and shore staffs!), there are always new problems and new ways to solve them.

On the opposite page is the first of an experiment with refrigerated cargo, and page 73 shows a well-designed and comprehensive unit-load.

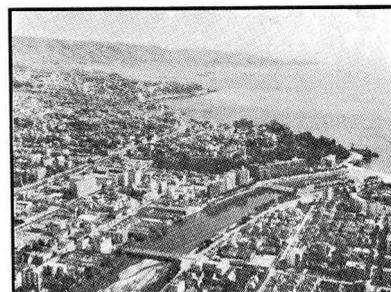
Special cargo receives special care and on page 70 are some vintage items.

Our fore-fathers too solved their problems in different ways, and Mr Bates' fascinating article (pages 71-73) throws some light on an earlier English scene.

Whatever the problem, it seems that RIL'ers are cheerful over their difficulties — page 68.



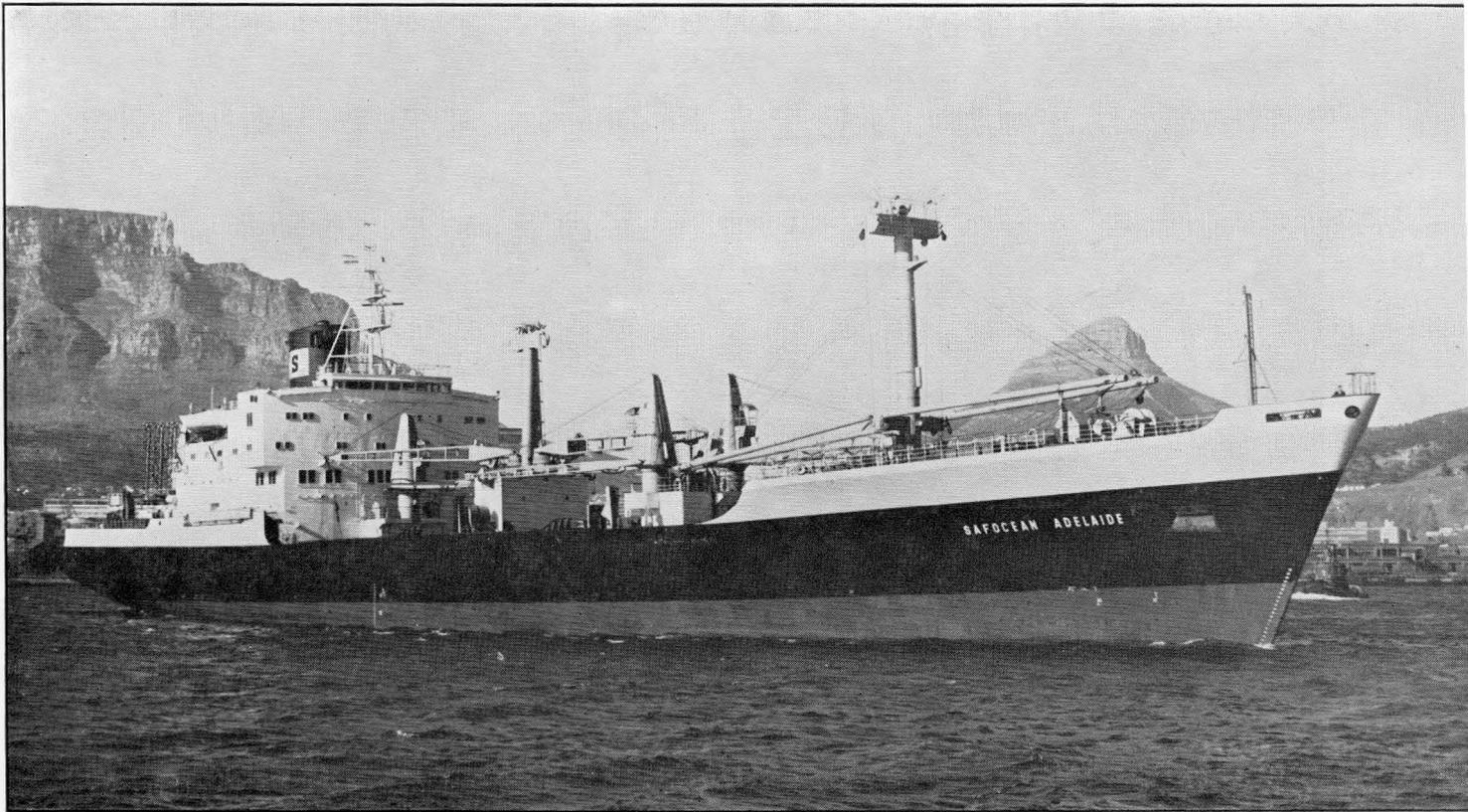
Model of a 'rat's tail' type crane, used in the 18th Century (Photo: Science Museum, London). For more examples of really simple — not to say primitive — cargo-handling, turn to page 71.



Seen in miniature is the seaside resort of Vina del Mar, part of the coastline followed by ships sailing in the Latin America-Caribbean Service. See pages 74/5 for some of "The LACAS Scene."

Contents, with the exception of articles derived from other sources, may be reprinted; acknowledgement of the source, however, would be appreciated.

UNDER TABLE MOUNTAIN



Safocean Adelaide leaves Cape Town in the South Africa-Australia Service (Safocean)

REFRIGERATION EXPERIMENT

Recently, a trial shipment was made of frozen fish from Cape Town to Sydney in a refrigerated container. This has a capacity of 900 cu. ft. and can be used for palletised or loose cargo; when the latter is loaded, special wooden gratings are placed on the floor.



TECHNICAL PROBLEMS

"Lead we not here a jolly life Betwixt the shine and shade . . ."



N.S.U. ORGANIZATION

In the January issue, we gave some particulars of the working companies which would be set up following the merger of RIL, KRL, SMN (and also VNS) within the framework of the Netherlands Shipping Union (NSU). The names of the Supervising Board Members and also of the Board of Directors were given. It has now been decided to set up five working companies, instead of the four previously mentioned, and these will be managed as follows:—

Royal Interocean Lines (with Head Offices at Amsterdam & Hong Kong)

Managing Directors:

H.M. van der Schalk	}	Amsterdam
W.M. de Haan		
Both the above are also Delegate Members of the Board of Directors, NSU.		
F. Terwogt	}	Hong Kong
Jhr. C.L.C. van Kretschmar		
G. Kasteleijn		

* * *

Nedlloyd (the Rotterdam-based liner company)

Senior Managing Directors:

W.M. de Haan	}	Members of the Board of Directors, NSU.
Jhr. M.F. van Lennep		
B.E. Ruys		

Managing Directors:

J. Groenendijk	— Fleet Management
R.J. Marsman	— S. & E. Africa Lines
P. Meeth	— Far East Lines
D. Pot	— America Lines
B. de Vlaming	— New Zealand/Pacific Lines, West Africa Lines
F.K. Wiersum	— Australia/Gulf/Bombay Karachi/Bay of Bengal Lines

Holland Bulk Transport (the Amsterdam-based tramper & tanker company)

Delegate members of the Board:	H.M. van der Schalk Jhr. M.F. van Lennep
President Director:	B.B.G. Lagers
Managing Directors:	J. de Rooy S.W. Oost Lieveense

* * *

Land Activities (based in Rotterdam)

Delegate members of the Board:	B.E. Ruys J.A. Warning
Group Managing Director:	E.A. van Walsum

* * *

Recreational Activities

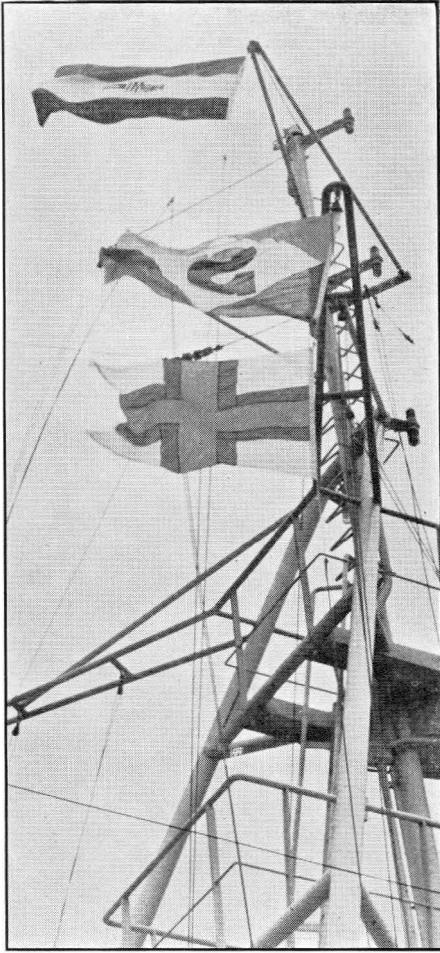
Delegate Member of the Board:	W.M. de Haan
	H. Baron Collot d'Escury is in charge of this field, which includes passenger and tourist activities.

FLEET FACTS

Following the sale of Tjikampek and as a result of recent serious delays in Lagos/Apapa, some tonnage switches in the China-West Africa Service (CHIWAS) and the Far East-East Africa Service (EAFS) will be made, and further ships will be chartered. The position for the next few months will be as follows:—

EAFS	Dep. Japan
Santa Cruz	5th April
Tjibantjet	5th May
Charter ship	5th June
Tjipondok	5th July

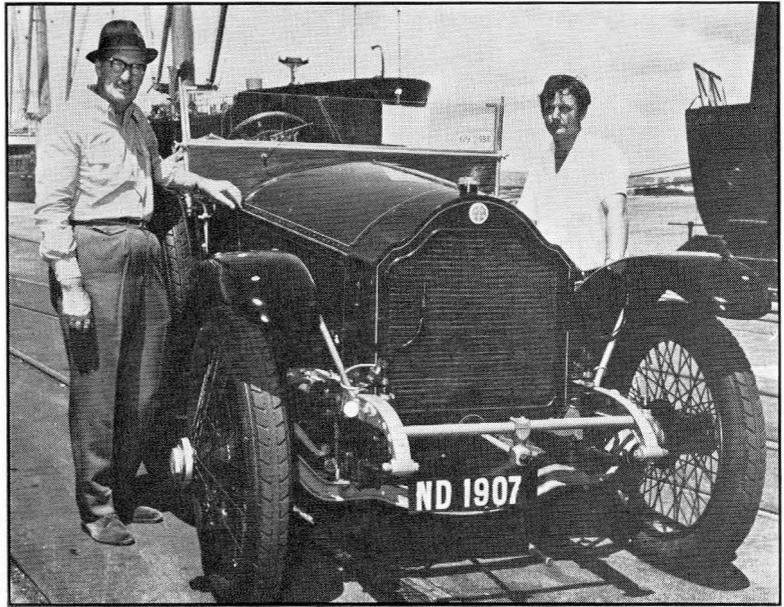
CHIWAS	Dep. Hong Kong
Straat Bali	early April
Straat van Diemen	.. May
Straat Towa (ex EAFS)	.. June
Charter (rd. trip)	.. July



The first car—a 1911 French Lorraine Dietrich — was bought by Mr G.A. Huddleston ten years ago, and forms part of the collection of vintage cars which he has built up over the last fifteen years. Readers may remember his yellow Rolls Royce which RIL carried to New Zealand and back in 1965. Mr Huddleston was going to fly to Sydney at the end of February to meet his New Zealand navigator.

The other car was a 1909 Maxwell, manned by the Clark family: Mother drives, Father navigates and son Peter is the mechanic. He sits in the "Mother-in-law" seat at the back of the car.

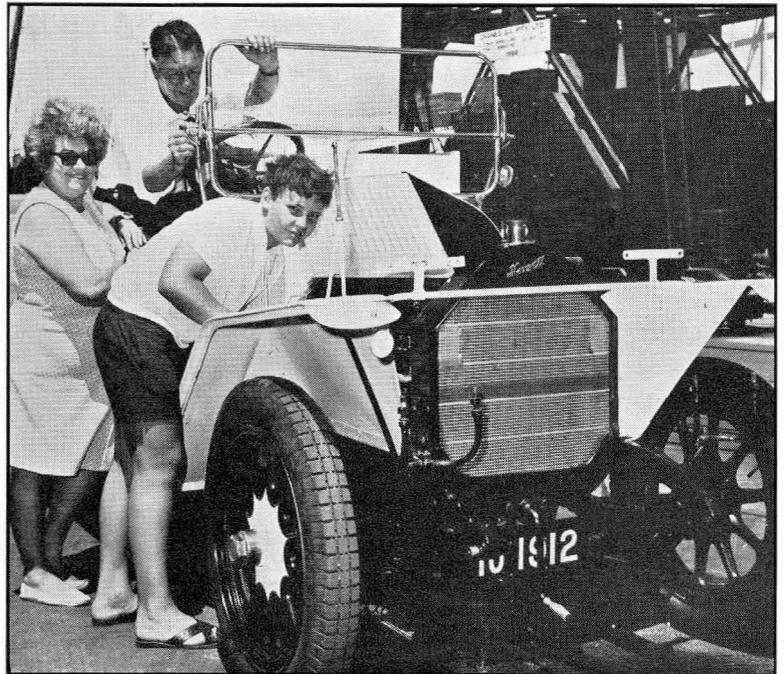
We are indebted to the Natal Mercury for permission to reproduce these pictures.



1911 French Lorraine Dietrich.

VINTAGE CARGO

When *Safocan Auckland* sailed forth from South Africa in February for the first time under her new colours, she carried two very special items of cargo: veteran cars for the International Rally to be held in Australia from Sydney to Melbourne.



1909 Maxwell.

CARGO HANDLING THROUGH THE CENTURIES

From Byzantium to the present day

By L.M. Bates

(Originally published in the P.L.A. (Port of London Authority) Monthly, this article will be of interest to all those who load goods into ships).

The mercantile skills and knowledge of the ancients inherited by Rome were not lost when her decline began in the fourth century. Although the colonies started to slip away one by one, something of trade organization brought by the Legions remained. For instance, a primitive cross-Channel export of metals, mainly tin, carried on by British tribes before the Roman occupation, subsequently developed into important shipments of copper, lead, tin, and some gold. By the third century, blocks of pewter, bearing the official stamp of Battersea, were shipped from the Thames; and as late as the sixth century a Byzantine ship bartered corn for tin at Exeter.

Man's inventiveness, though, began to wither in the long twilight that followed and darkened the civilized world. Even Rome's brilliant afterglow — Constantinople and the Eastern Roman Empire — that for a time became the centre of world commerce — lapsed into decadence. From the eighth century, when the Islamic Empire stretched over North Africa to Spain, Europe's seaborne trade dwindled to a trickle. We look in vain for the progress both in ship design and cargo handling techniques which the genius of Imperial Rome seemed to promise.

Plenty of evidence is on hand to prove that long-distance commerce did not die altogether, even in countries far removed from the Mediterranean. Excavations of Scandinavian burial grounds revealed traces of patterned silk from the ninth century. These were so fine that it is probable that they came from China — involving a fearful journey by sea and land. And a Viking burial ship of about the same period proved that even among those barbaric communities, containers were becoming more sophisticated, that goods were transported in chests, barrels, and tubs.

In late Anglo-Saxon times, the need for more exports was recognized in a sort of Honours list. A merchant who crossed the sea three times was allowed to assume the rank of Thane. Several records are available detailing the extent of Anglo-Saxon oversea trade. But their vessels were still small and the strong arms of their serfs provided most of the power. Once at sea, violence was the rule. For example, when the Port Reeve of Dorchester, in the eighth century, rode out to collect port rates from a foreign fleet, the crews refused to pay and clinched the matter by killing him with no further ado.

Even that early pictorial war record — the Bayeux Tapestry — does not show any advances in cargo handling. In one of the pictures is a handcart, laden with hogsheads of wine and munitions, drawn by discouraged looking menials, while the heads of apprehensive horses peer over the gunwales of the ships. But we know these vessels were small and specially built for the invasion. William the Conqueror, with his profound knowledge of war and siege engine construction, would undoubtedly have improvised loading equipment had it been necessary.

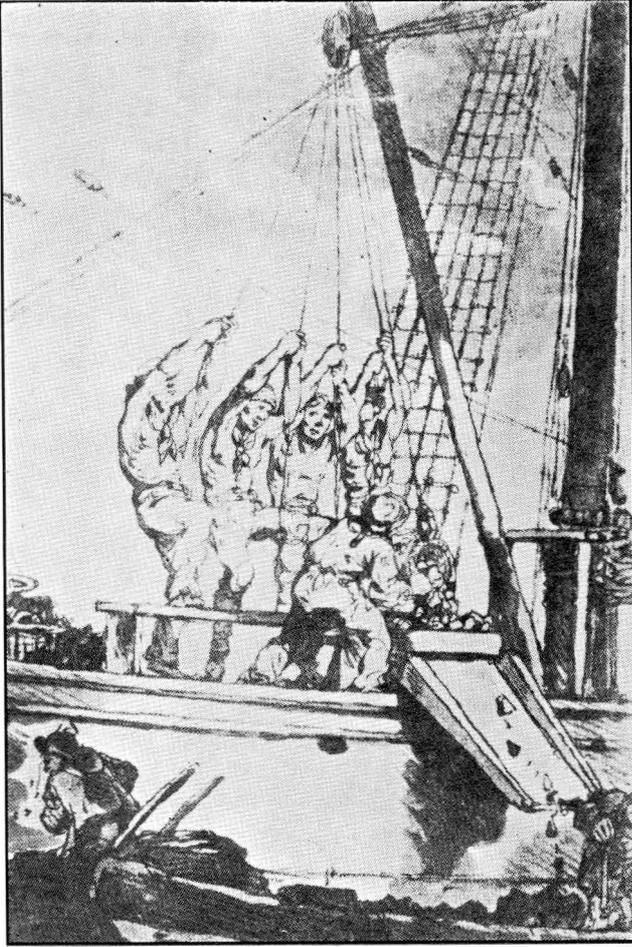
The Crusaders showed us something about carrying horses on longer voyages. When the Seventh Crusade embarked at Marseilles in 1248, the Lord of Joinville recorded, "the door in the side of the ship was opened so that all the horses we wanted to take with us oversea could be put into the hold. As soon as they were inside, the door was closed and carefully caulked . . . because, once the ship is on the high seas, that door is completely submerged." One can almost feel the shudders of today's more conservative master mariners, who regard hull doors for loading wheeled transport as a serious impairment of seaworthiness.

As early as the Roman occupation, Bordeaux sent wines to London. The importance of this trade is documented in the medieval Rule of Oléron, foundation of much of our international sea transport laws. It quotes cargoes of wine in its legal hypotheses. The older Lex Rhodia cites slaves, linen, silk, and other ancient Mediterranean goods traffic.

When the Plantagenets ruled much of France, the annual wine fleet used to leave the Thames with woollens and other goods for the merchants, and munitions for the English forces. The ships returned with the tuns of wine, source of the modern shipboard measurement term ton. It was these cargoes that probably helped create the need for larger ships, for the tun was a very big cask, holding 252 gallons. There is little doubt that by this time ship's tackle, if not shore-based equipment, was provided for the loading, and we can be equally sure that something like the "beds and quoins" of the modern wine trade were used in stowage to prevent movement during the sea passage.

We know a little more about the discharge of these tuns, for Stow records that in the reign of Edward I the Thames-side merchants "of Burdeaux craned their wines out of lighters and other vessels" and that "three strong cranes of timber" stood on the Vintry Wharf, better remembered as Three Cranes Wharf. These cranes were presumably simple steering cranes; the Science Museum has an illustration of one dated 1430.

A similar wine trade existed with Genoa, Stow also tells us that in Mincheon Lane (Mincing Lane) "of old time dwelt divers strangers born of Genoa . . . commonly called galley men" who landed their wines at Galley Quay in the Upper Pool. This area is now hidden by the head offices of the General Steam



"Jumping" cargo was an early method of discharging coal—used well into the twentieth century. By leaping off a stage, the men used their combined weight to hoist the coal from the hold below (Photo, National Maritime Museum, Greenwich).

Navigation Company, whose ships carry on so much of the ancient wine trade with the Continent. These galley men probably caused the ruffle about foreign exchange in the reigns of Henry IV and Henry V. Genoese coins known as "galley halfpence" were forbidden—"any person bringing into this realm halfpence, suskings or dodkins shall be punished as a thief."

In the reign of Edward IV two statutes were enacted that had a profound effect on cargo handling in the Port of London. They played an important part in promoting the entrepot trade, foundation of London's commercial might. The first gave the City of London Corporation the right to weigh, measure, and warehouse all wool coming into London either for transshipment or manufacture. The

second conferred on the corporation certain rights that included packing cargo, examining imports, portage between the Thames and certain warehouses, and the garbling (a term still used in P.L.A. warehouses in its original sense of separating sound from unsound) of spices. Some of these rights were inherited by the monopolistic private dock companies and, although no longer a monopoly, linger on today in the unique processing services that the P.L.A. provide for merchants and importers.

The history of the important timber trade ought to yield more information about cargo handling than I have been able to discover. One choice tidbit is that masters of fifteenth century Bergen timber ships were absolved of responsibility for cargo damage caused by rats if they

could prove they had signed on a cat. And England's demand for suitable North American mast timbers during the eighteenth century inspired the dangerous practice of cutting special loading ports at bow or stern of the little vessels in this trade.

From the time ships began growing too big for safe beaching, lighters were commonly used for discharge. Much came out of the holds by hand, with the larger pieces handled by manually worked ship's gear. Joinville, writing about disembarkation of the Seventh Crusade says: "The great ships could not get sufficiently close to the shore" (Egypt) and goes on to tell how men, munitions, and, presumably, horses were landed in small galleys. In the Thames, as it grew more and more congested during the Elizabethan trade explosion, overside discharge grew quite common, laying the foundations of London's enormous present-day lighterage traffic.

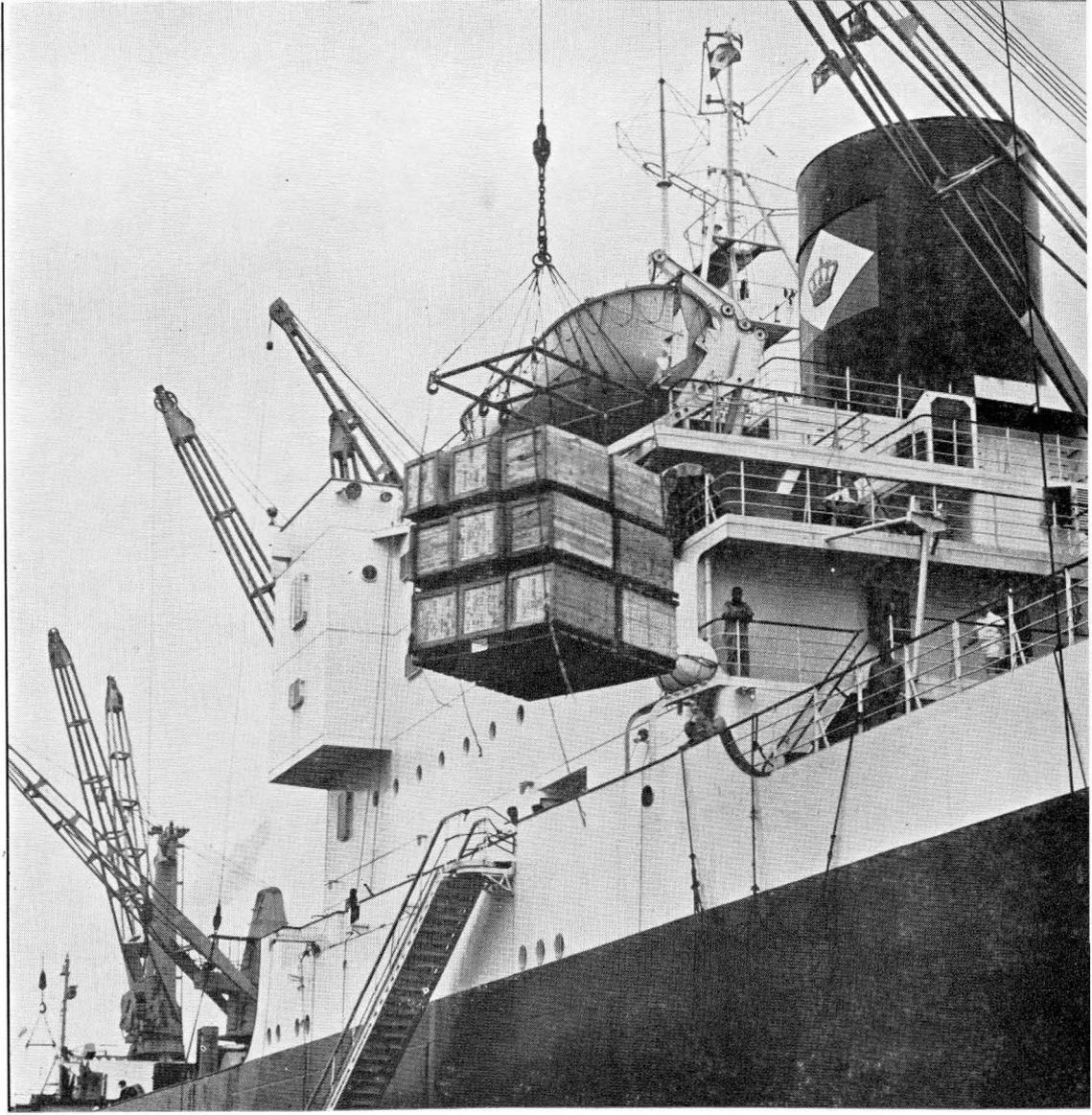
This is perhaps the moment to mention a novel form of collier discharge. It persisted up to the beginning of the first world war and was known as "jumping cargo".

The ships, small collier brigs and brigantines, carried crews of five or six men and the master. Two men would work in the hold filling baskets; three men would handle the bell ropes on the hoist; and the mate would tip the laden baskets into barges. The three men hoisting would rush the baskets up by clutching the ropes and leaping off a staging, at first about two feet above the deck but progressively heightened as the level in the hold became lower, until the men would be jumping as much as six to eight feet. They could discharge up to 75 tons a day using this incredible method.

The use of cranes for cargo work probably began in Roman times, but, for various reasons did not seem to develop very quickly. Stow's reference to the Vintry cranes is the earliest relating to the Thames that I have been able to find. At the beginning of the sixteenth century there was a "great crane" at Antwerp, presumably "the" crane, for ships sometimes waited there a

UP TO DATE

Using one of the many electric cranes on board a RIL vessel, cases of tobacco (which were palletised at Durban) are discharged at Sydney, no less than 18 cases in one hoist. A pallet spreader surmounts the six 4' x 8' winged pallets, and two sets of steel bars clip into the wings to form a safe rigid unit.



month to discharge. We can reasonably assume that there were cranes at all the English fitting-out ports since early Tudor times when ships began to carry heavy guns. In the seventeenth century there were certainly cranes at Bristol and Harwich. A contemporary picture of a crane at the London Custom House in 1714 also shows cargo leaving the wharf on a horse-drawn sledge. Late in the eighteenth century there appear to have been at least two types of cranes at both Woolwich and Deptford Dockyards. They were either the simple jib and capstan models or the big treadmill hoists.

These two types were known, respectively, as a gibbet crane and a rat's tail crane. In the former, only the jib moved; in the latter, the whole machine, with its load, turned on its

axis. The modern jib crane obviously takes its name from the gibbet crane which just as obviously derives from the hangman's gibbet. This serves to remind us that the dockers' term, "Greenacre", for a set of cargo falling out of its sling refers to a murderer of that name at whose execution during the last century the rope broke. He and the hangman both disappeared through the trap.

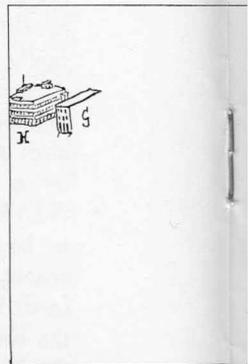
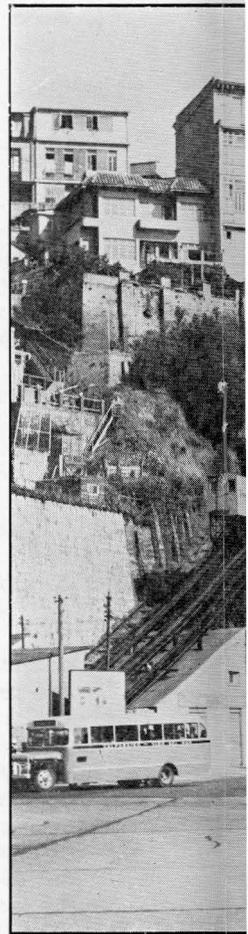
Treadmill cranes were in use at the first docks of the private London companies, and I remember some forty years ago being shown the remains of such a crane on the top floor of a London Dock warehouse now demolished. Mayhew records (1851) that these cranes were worked by six to eight men inside a wheel about 16 feet in diameter. They would lift weights of up to a ton

forty times an hour an average of 27 feet. In effect, there had been little real progress in cargo handling between the days when slaves loaded ships in ancient Tyre and Sidon and the nineteenth century when an unlimited supply of cheap manual labor was equally a brake on progress.

Then, after relying on human muscle to handle cargo for thousands of years, the application of power — hydraulic, steam, oil, electric — changed the whole picture in less than a century. But perhaps I should write "partly changed", since it would seem that the most difficult task of the P.L.A. and other progressive port authorities in this country is to convince the more conservative elements on both sides of this diverse industry that the ghosts of Tyre and Sidon have been laid for ever.



Running north and south between the great chain of the Andes and the Pacific Ocean lies the long narrow country of Chile, with its capital city of Valparaiso. This is the most southerly port of call for vessels sailing in the Latin America and Caribbean Service (LACAS). Though the 'Northern' thunders on to the rugged coast ten miles to the north in the Chilean winter, Valparaiso's trade flourishes within the protecting breakwater.



(right) "The G

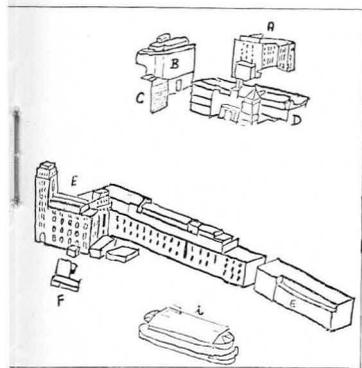
The railway terminal on
Santiago via Vina de
(B) Head office of C
Interoceanica (C) Ge
ernor's palace (E) Ma
gate (G) Agencias U
port agents (H) Banco
Club, now an excellen



(centre) A funicular railway (now becoming obsolete) connects lower and upper Valparaiso.

The port and Customs precincts are usually congested. Berths I to VI run from the foreground backwards, and berths A—D lie around the small pier (Espigon) behind.

THE LACAS SCENE



"Gates of Valparaiso"

on the left connects the city with del Mar. (A) Courts of Justice (B) Cia. Chilena de Navegación (C) General Post Office (D) Gov. Maritime Authorities (E) North Universales S.A. 'Agunsa', our (F) Banco Espanol Chile (G) Life Boat (H) lent restaurant.



DOCKING IN DURBAN



Courtesy: Natal Mercury

The largest ship ever to dock in Durban is the MACTRA (208,560 d.w.t.) which was towed in by three tugs after a disastrous explosion in her boiler room when off the coast of Beira. The deck was ripped open for nearly three-quarters of the tanker's length, and the sides bulged out three feet. The vessel looks enormous as she slides past the Bluff and the Point to enter the harbour. A Straat Madura-class RIL vessel is seen behind.

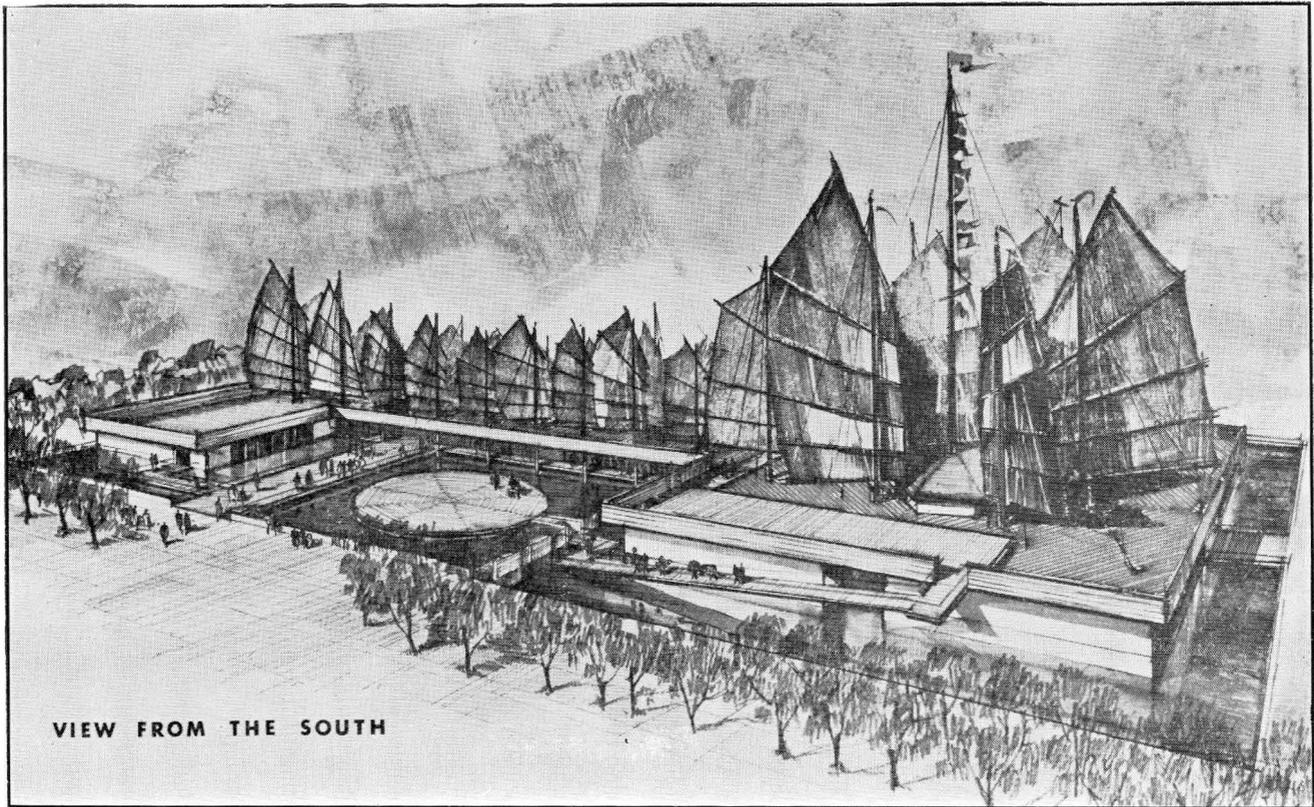
GENERAL

EVERYONE who is concerned with shipping will come across the puzzling words 'general average' at some time or other, especially in connection with insurance claims. For the uninitiated, the following facts about the origin of the phrase may help:

The general average is part of the maritime law of most countries and has evolved out of the age-old principle that every sea voyage is an adventure in which both the ship and cargo owners must share the risks. In early days cargoes were haphazardly loaded on board the ship, often to the point where the ship was nearly sinking.

If a storm blew up, valuable time would be lost as the merchants argued who should jettison their cargo to lighten and save the ship and the other cargoes on board. To avoid this a system was devised whereby all the participants on the voyage would compensate anyone who sacrificed his interest for the common good. They would have to

OUTSTANDING AT OSAKA



Architect's model

Hong Kong's pavilion has become a talking-point at Expo '70 in Osaka. Thirteen authentic junk sails are hoisted each morning by four Hong Kong fishermen to a height of 97 feet. Made by expert H.K. sailmakers, the fleet of orange-red bat-wing sails are properly trimmed, and swing from a cluster of masts sunk through the flat-topped roof to the building's foundations. They dominate the scene until they are lowered at 9 p.m.

AVERAGE

pay to the claimant in relation to the value of goods they had on board, and such a system was in use by the Rhodians in 916 BC.

The principle has been greatly broadened to meet modern needs but is now a part of the law of most countries and in the United States was re-affirmed by the US Carriage

of Goods by Sea Act under which all American flag ships operate.

Under this law these conditions must exist: the rapid approach of a peril common to all the interests, hull, freight and cargo: a voluntary sacrifice reasonably made or an extraordinary expense justifiably incurred to avert the peril or to save the

common interests from the effects of peril; the preservation of part of the venture and freedom from fault on the part of those interested in the venture claiming contribution.

General average has perhaps broader application now than originally, becoming a way of rationalising insurance procedures.

PRESENTATION

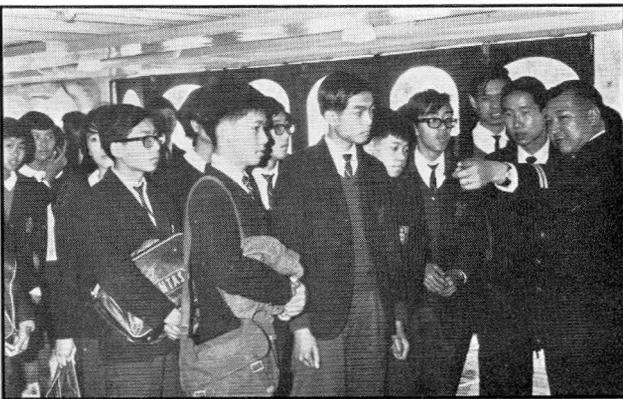


Aboard STRAAT FREETOWN was a very happy Steward at Chinese New Year: this was Mr Lee Tai, who on completion of 25 years service with the Company was presented with an engraved watch by Captain J. Ch. Beynon. Mr Lee first joined the K.P.M. in 1935 as a 'Deck Passengers' Boy' and has been on board STRAAT FREETOWN since 1965. His long service is much appreciated by the Company.

SHIPS OF THE WEEK

Messages from relatives in Holland were relayed on 16th March to officers aboard Straat Accra, Straat Lagos and Straat Fiji.

STUDENTS ABOARD TJILUWAH



Maitre d'Hotel Lo Pok Hang pointed out the amenities of the Passengers' Sports Deck to a group of students on board Tjiluwah in February. Forty girls and boys from the Ming Kei College in Kowloon visited the ship as part of their Economics & Public Affairs programme, and were conducted round by Mr K.L. Wong of the Outdoors Department, HK MH.

COMPANY

PERSONALITIES

Jhr. C.L.C. van Kretschmar (Managing Director) flew to Japan from Hong Kong on 3rd March to take delivery of the Hollands Brink (on behalf of the KPM).

Mr J. Dekker returned to Buenos Aires from Home Leave on 7th March to take over again as Manager for South America.

Mr R.B. Lenterman (Manager, Audit & Control) left Hong Kong on 19th February for an extended business trip to South America.

Ir. E. van't Sant (Superintendent Engineer) went on Home Leave on 5th March.

Mr R.J. Thesen Ender took over as Manager in Johannesburg on 16th March in place of Mr R.W. Schats who was transferred to Durban.

Mr R. Bakker took over as Manager Penang on 8th March in place of Mr T.H. van Marle who went on Home Leave.

Mr K. Groeneveld (Manager PZ, Amsterdam) flew to Hong Kong on 15th March for a ten-day business visit.

IN THE NEWS

We have just read that the Greek-flag motor-vessel *Diamandis* has been sold to Spanish ship-breakers. This was RIL's old *Tjimenteng* (*ex-Van der Helst*, *ex-Empire Sydney*) which was sold in 1963.

WHAT IS CRICKET ?

Cricket is quite simple. You have two sides, ours and theirs, one out in the field and one in. Each man in the side that is in, goes out, and when he's out he comes in, and the next man goes in, until he is out.

Then, when they have all been in, and are all out, the side that has been out in the field comes in, and the side that has been in goes out, and tries to get out those coming in.

Sometimes there are men still in and not out.

Then, when both sides have been in and out, including not outs, that's the end of the game.

It's really very simple, although sometimes it has some people stumped.

LOG BOOK

FAMILY NEWS

Weddings

Miss Teo Lian Neo (Singapore) to Mr Seet Boon Pheng on 27th December.

Miss M. Klerekoper (Amsterdam) to Mr A. van Wel on 25th February.

New Arrivals

2nd Engineer J. van der Neut (Straat Colombo): a son, Ian Anthony, on 19th January.

Mrs J. Sensui (Yokohama, Ag.): a daughter, Chiho, on 14th February.

2nd Engineer F.H.A. Crooijmans (leave): a son, Marcus Henricus Johannes, on 21st February.

Mr F. Scherjon (Amsterdam): a daughter, Catharina Louise, on 25th February.

WHY IS A SHIP A 'SHE' ?

New twists to an old theme

In the same class as hurricanes and typhoons, ships and women can be temperamental and unpredictable. Both have either nice or bad lines i.e. sleek and trim or fat and dumpy. Ships and women have flare (flair) and their framing can be strong or weak; they both have 'eyebrows'; some have 'false keels'; both have 'knees' and 'shoulders'; both work well under stress and are usually worth every penny spent on them. It must be said, however, that they are expensive to maintain and require more paint to keep them good-looking as they grow older.

GOOD WISHES TO MANILA

RIL has announced that the Manila Office will close at the end of April and that the Company's interests in the Philippines will be entrusted to Messrs. Columbian Philippines Inc., the present Nedlloyd agents. The Philippines will in future come under the jurisdiction of HK MH.

This brings to a close a long and pleasant association with the RIL organization in Manila, and on behalf of the whole Company, RIL Post sends its best wishes for the future to everyone concerned.

A JOINT STAND

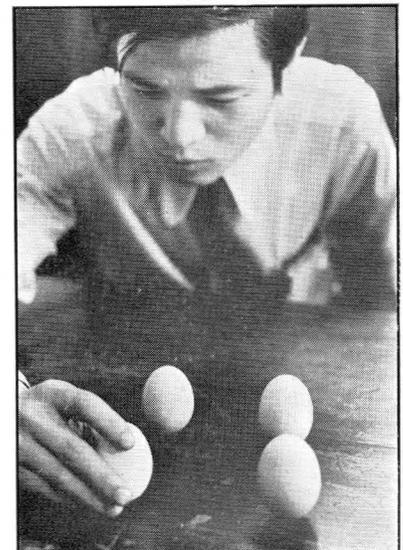


Last month we reported that RIL and HAL between them were mounting an exhibition at the Maritime Exposition in Sydney. Here now is a picture of the stand, which apart from the interesting historical items already reported, showed the latest unit-loading facilities.

CORRECTION

Last month we reported that Mr C.G. Burgersdijk was 'Leaving Service'. We should in fact have said that he was joining the Nederlandse Scheepvaart Unie in Rijswijk as Secretary and Legal Adviser to the Board of Directors.

SEEING IS BELIEVING !



According to the Chinese almanac, 'Lap Chun' or the first day of Spring, is the time when the earth is in such a position with relation to the sun that everything on earth can balance itself.

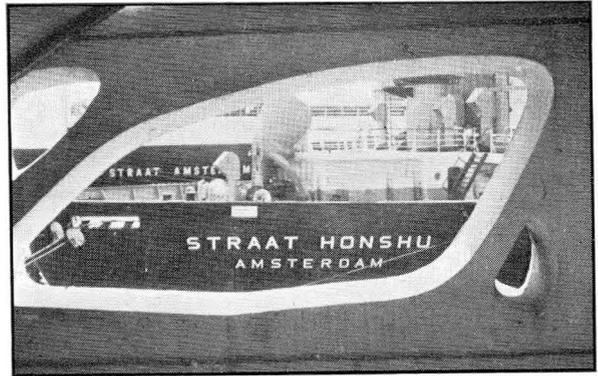
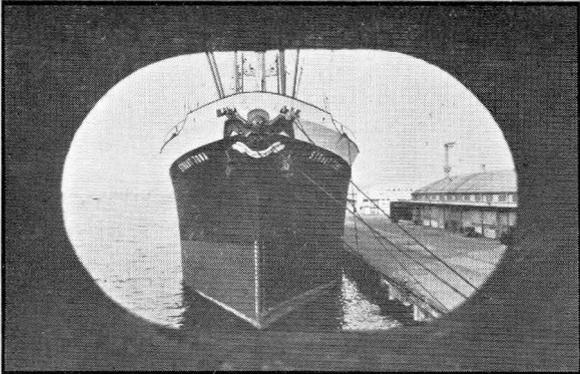
This photograph was taken at 1.30 p.m. on 4th February this year to convince the incredulous.

(Courtesy S.C.M.P.)

PEEPHOLES

Focussing through fissures seems to be high RIL fashion at the moment. Here are two more, and the first of the "Peeping Toms" is:—

Fourth Officer F.R. Kaleveld of *Straat Honshu*, who took his photograph from the Ocean Terminal in Durban last November when his vessel was double-banked with *Straat* (now *Safoccean*) *Amsterdam*...



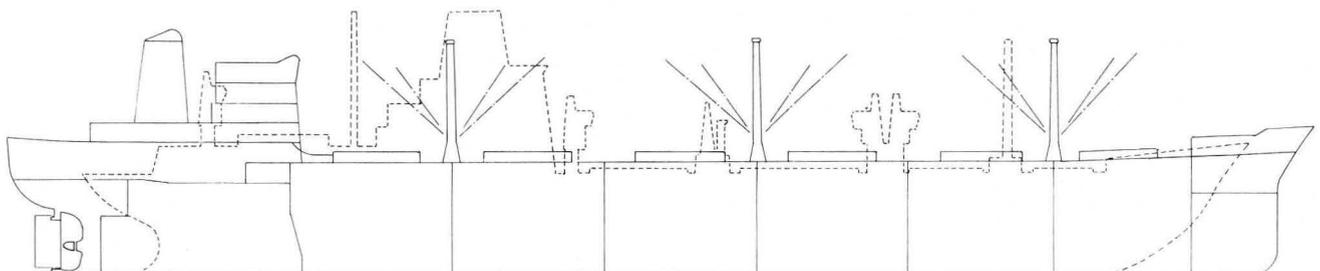
Third Officer L.J.B. Legendijk of *Straat Fiji* looked astern through the stern pipe to see *Straat This Owl Watches Ahead*. Perhaps we might add:—*Family Inspects Joint Interests*...

And talking of Mnemonics: when Mrs E.E. Ruys-Stork was advised that the name of the vessel which she launched — *Straat Accra* — was to be renamed *Safoccean Albany*, she acknowledged the fact with a certain regret, at the same time wishing the vessel all the best in *Safoccean* service with: 'Secure and fast on currents everywhere and neverceasing.'

ON A SMALL SCALE

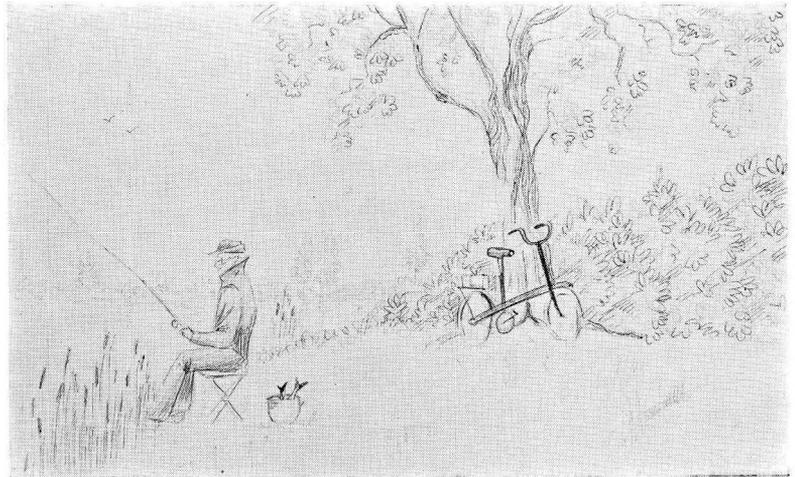
When we read that R.I.L. had chartered its biggest-ever ship (*OLYMPIC PROGRESS* — 27,000 SDW) we were curious to see how this would compare with, say a *Straat* H-type vessel (10,000 tons 530' overall), which was also built in N.K.K.'s yard at Shimizu. Very much to our surprise, the drawing turned out to be no 'mountain and molehill' affair, as we had expected. The greater width of *OLYMPIC PROGRESS*, although a matter only of 3 feet, adds a good deal of space in a 576' overall length vessel. The underwater shape of the R.I.L. ship, streamlined for speed, denies her some of the room in the more bulky and slower charter ship. It will be seen also that the main deck of *OLYMPIC PROGRESS* comes to about the height of the deck-houses on the *Straat* H.

Altogether some instructive time was spent by us in HK HO ND, where the experts spelled out the facts for landlubbers.



FAREWELL

DR. ADAMSE



"a suitable stekkie . . ."

Drawn by Miss H.C. Assendelft (Amsterdam, Filing)

Dr. C.A. Adamse, Medical Adviser to RIL, retired on 1st March, though we are happy to report that he has quite recovered from last year's illness.

At the farewell luncheon party held in his honour in the 'Torenkamer' on 19th February. Mr van der Schalk gave an outline of his long and interesting career, starting in 1940 when Dr. Adamse exchanged the post of municipal physician at Batavia for that of ship's surgeon with the KPM. He served for the greater part of the war on board the Maetsuycker, then a hospital ship. Shortly afterwards the doctor joined the medical staff at Djakarta and in July 1957 was made Manager of KPM's Medical Department. 1957/8 found him on Home Leave, and with then no possibility of a return to Djakarta, he retired on pension.

This, however, was not to be the end of Dr. Adamse's association with the Company: though serving as an army

doctor, in 1961 he was asked to succeed the late Dr. de Priester as Medical Adviser to KPM, RIL, HVM and NTPM, a duty which he carried out until last year's illness.

Dr. Adamse is a very able diagnostician and for this and his keen interest in their personal circumstances, many are indebted to him for early prognosis of their ailments.

Dr. Adamse replied that he really regretted the way things had happened and that he had to leave this interesting work which he had always carried out with zest. However, he could now indulge himself in his hobbies and, though tennis was a thing of the past, his quieter hobby of sea-angling would take its place. In the latter connection, he was grateful for the Company's farewell present of a sea-angling outfit and folding bicycle which would enable him to find a suitable 'stekkie' (fishing place).



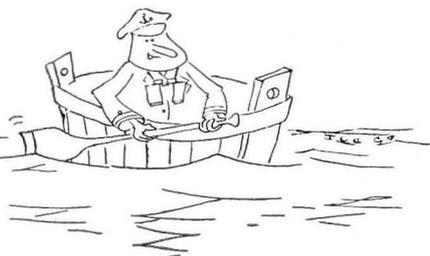
TEN YEARS AGO

From RIL Post, 1st April, 1960

"STRAAT RIO LAUNCHED

On January 23rd, m.v. Straat Rio was successfully launched at Rotterdam. Rio Strait, after which the vessel was named, runs between Graciosa and Lanzarote, two of the Canary Islands. Mrs W.M. de Haan christened the ship and in a speech following the ceremony mentioned that she was reminded of an elegant French yacht often seen in Hong Kong, which was named "La Gracieuse." Mrs de Haan expressed the hope that the Straat Rio would graciously sail the seven seas."

PERSONNEL



NEW PERSONNEL

A hearty welcome is extended to the following new RIL personnel who recently took up employment:

Mr G.J.A. van den Berg	4th Officer
" M. Boomgaard	" "
" L.M. Drewes	" "
" S.L. Schuurman	" "
" P.J.J. Dingemans	Adj. Administrateur

Mr F. Braches, Representative for West Coast South America, from Nedlloyd Lines on 1st March 1970.

PROMOTION

Our congratulations go to Mr L. Poort who was promoted to 5th Engineer as from 9-12-1969.

SUCCESSFUL EXAMINATIONS

Our congratulations go to the following officers, who passed examinations as indicated below:

Mr J.L. Bakels	2nd Officer	Th.I	11- 2-70
" G. Schreuder	" "	Th.I	12- 2-70
" J.Th. Mors	3rd "	Th.I	5- 2-70
" P.H.M. Bosman	4th "	II	2- 2-70
" Ch.J. Hemker	" "	II	16- 2-70
" J. Jonkers	" "	II	13- 2-70
" J. Reitsma	" "	II	29- 1-70
" L. Baljé	2nd Engineer	Th.C	19- 2-70
" C.D. van Lienden	3rd "	B	17- 2-70
" J. Wesselius	" "	B	19- 2-70
" H.J. Nieuwland	4th "	B	17- 2-70
" D.W. Bras	5th "	A	17- 2-70
" R.Ch. Lammerée	" "	A	4- 2-70
" E.V.A. Muller	" "	A	5- 2-70
" H.Y. Sperling	" "	A	5- 2-70
" H.C. Visser	" "	A	4- 2-70
" D. van de Vlies	" "	A	2- 2-70

LEAVING (OR LEFT) SERVICE

Mr C. Nanninga	Chief Officer
" N. Daams	3rd "
" R.G.L. Hubert	" "
" A.S.M. Bos	4th "
" F.A.B. Gottmer	" "
" R. Hartjes	2nd Engineer
" G.W. Mateman	" "
" H. Pesch	" "
" J.W. van den Broek Humphrey	3rd "
" W. Spiering	" "
" G. Prins	4th "
" J. Bruin	5th "
" W. Dijkstra	" "
" H.J.J. Gilbers	" "
" P.J.R. Schlechtriem	" "
" A.F.C. van Eldik	Employé
" Y. Endo	Employé (R.S.)

LEAVE

The following personnel went on leave:

Mr B.G. Coops	Chief Officer
" F.E. de Nieuwe	" "
" A.E. Eckhardt	2nd "
" T.R. de Groot	" "
" E.E. Lubach	" "
" L.H. Regtop	" "
" R.B. de Vries	" "
" D.P. Bleyerveld	3rd "
" E. van Hoek	" "
" F.A. Scheffer	" "
" F.R. Kaleveld	4th "
" N. Filius	2nd Engineer
" R.E. Boom	3rd "
" C.F.H.G.M. van den Goorbergh	" "
" J.W. Renshof	" "
" Tj. Veenstra	" "
" P.J. Castricum	4th "
" Ch.J. Bakker	5th "
" B. de la Combé	" "
" R.G.A.J. Gäbler	" "
" A.C.L. van Gameren	" "
" W. Winter	" "
Miss T.R. Reyenga	Wnd. H. Employé

Those who returned are:

Mr J.J. Duit	Ch. Officer	posted to
" W. Flach	" "	Olympic Progress (Supercargo)
" J. Jonkman	" "	Safoccean Albany
" H.W. Louët Feisser	" "	Straat Fiji
" G. Verkroost	2nd "	Straat Freetown
" Th.J.H. Groeneveld	3rd "	Straat Fremantle
" L.H. Veenbos	" "	Tijpondok
" J. Jonkers	4th "	Straat Lombok
" B.V. Mevius	" "	Straat Algoa
" J. Kommers	2nd Engineer	Straat Lagos
" L. Smit	3rd "	Straat Lombok
" A.J. Smits	" "	Straat Freetown
" J.M. van den Heuvel	4th "	Straat Clement
" U. Jetten	" "	Straat Franklin
" D.W. Bras	5th "	Straat Lombok
" M.H. Brugman	" "	Straat Clement
" M.J. Vermeule	" "	Straat Fushimi
		Straat Madura

TRANSFERS OF SHORE STAFF

Mr H.C.G.L. Ribbink, Adjunct Chef, was transferred from Durban to Amsterdam.

F.O. Baron van Randwyck, Chef van Dienst, was transferred from Durban to HK MH.

Jhr. J.B. van der Wijck, Employé, was transferred from Dar-es-Salaam to HK MH.

Royal Interocean Lines, N.V. Nederlandse Tank-en Paketvaart Maatschappij and Hollandse Vrachtvaart Maatschappij N.V.

