RIL Post

Volume 17 Number 8

A monthly staff publication of Royal Interocean Lines

RIL POST

Monthly
Staff Magazine
of
Royal Interocean Lines
(Koninklijke Java — China —
Paketvaart Lijnen N.V.)

A Member of the
Nederlandse Scheepvaart Unie
Group of Companies

VOL. XVII No. 8
AUGUST 1970

P.O. BOX 725, HONG KONG

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From the Editor:—

SEA OR 'C'

It's all in our magazine this month — just **see** for yourself:

SEA MYSTERY

Nearly all Japanese merchantmen bear the name 'maru'. Nobody is quite sure why, but on pages 148/9 we reprint some of the accepted opinions, by kind permission of 'Surveyor', quarterly magazine of the American Bureau of Shipping.

SEA BUILDING

It seems that land and sea are drawing closer together, as we read of *people living for long spells in 'houses' under water, of mining in the* oceans, and of sinking oil wells far out to sea. Shell Magazine have come up with yet another concept, 'Building in the Sea', a fascinating theory which we reproduce with their kind permission on pages 153/6.

SEA VETERAN

Every now and again, one particular vessel will fire the imagination of people far beyond the usual shipping circles. Such a one is the ancient 'Great Britain' — page 150.

STRAAT C-S

On the opposite page are announcements about ships and the shape of our Fleet, including the jumboising of Straat C- vessels. In the latter connection, readers may be interested to see what our sister company, Nedlloyd, is doing to the S-kerks — page 152.

'C' FOR CHARTER

On page 151 are pictures of one of this year's extensive crop of charter ships — a best-selling variety.

'C' FOR CONTACT

Human contacts, the most valued and treasured of human experiences, have produced the appropriate name 'Contact-Day' for the annual excursion in Holland, when all those steadfast wives can meet and enjoy a well-organized day — page 160.

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

MARITIME ENCYCLOPEDIA

HRH, Princess Margriet of the Netherlands, who was born in Canada during the difficult days of World War II, is the god-child of the Netherlands Merchant Navy. It was fitting, therefore, that she should receive the first copy of a new Maritime Encyclopaedia when this was launched by the publishers, C. de Boer.

The ceremony took place in "Het Havengebouw" on 25th May when the first section (there are five more to come) was presented by a Member of the Board of Directors, Mr C.A.J. van Dishoeck. On the left is the Commander-in-Chief of the Royal Netherlands Navy, Rear Admiral J.B.J.M. Maas, who received the second copy.

FLEET FACTS

STRAAT T-

Two open-type sister vessels, *Ocean Prima* and *Pipat Samut* have been purchased. They were both built in 1967 by Mitsubishi Heavy Industries, Ltd. (Shimonoseki) and are each 14,700 SDW tons. They are fitted with two decks, five holds and nine hatches (4 twin- and 1 single) and have balespaces of 681,433 cu. ft.

The ships will be renamed:—

STRAAT TALBOT STRAAT TAURANGA

and will be allocated to the Australia-Singapore-Thailand Service (ASTS) in place of **Straat Banka** and **Tjinegara** which will then enter the Far East-East Africa Service (EAFS).

The two Straat T- vessels are likely to be delivered between early September and mid-November.

STRAAT N-

The names of the four new ships (hitherto known as Straat P- for planning) which are expected to be delivered in 1971 and 1972 will be:—

STRAAT NAGASAKI STRAAT NASSAU

STRAAT NAGOYA STRAAT NAPIER

STRAAT C-

Between November this year and July, 1971, five Straat C- ships will be lengthened from 126 metres to 145 metres, the work being carried out by NKK in Japan. STRAAT CUMBERLAND will be the first into the dockyard, followed by CLARENCE, COLOMBO, CLEMENT and CHATHAM in that order.

Balespace (excluding reefers) will be increased from 380,637 to 514,050 cu. ft. and reefer-space will be reduced from 42,621 to 40,900 cu. ft. (Straat Colombo from 56,499 to approx. 53,000), giving a total increase in each ship of 131,692 cu. ft. The summer deadweight tonnage will be increased from 9,900 to 11,725.

Present plans are for four of these ships to enter the New Zealand-East Asia Service (NZEAS).

The Liberian vessel **Despina R** (11,400 SDW tons) has been time-chartered to assist in the Far East-Africa-South America Service (ASAS). The vessel was delivered on passing Dover on 1st July and loaded in Brazil, after calling at Las Palmas for bunkers. She will be redelivered either in Japan towards the end of September or in South America at the end of November.

The British ship **Teakbank** (12,160 SDW tons) has been time-chartered for a single voyage from Australia to East Africa in the AANZS. She will be delivered at New Zealand in the second half of August and will leave Australia in mid-September.

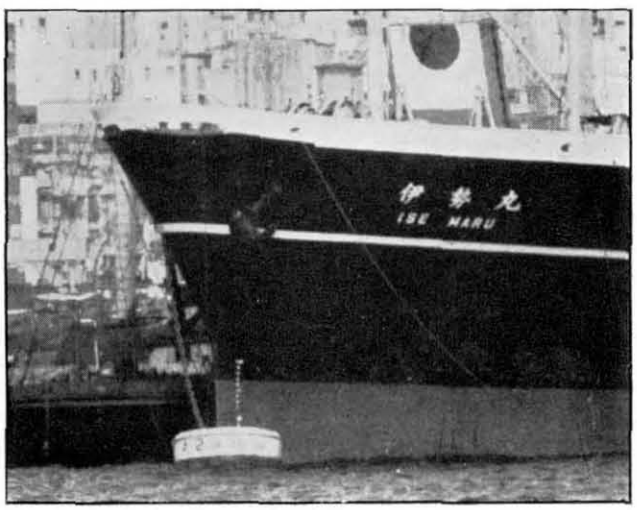
THE MARU

HUNDREDS OF JAPANESE SHIPS, from Aizu Maru and Bridgestone Maru to Zao Maru and Zuiyo Maru, ply the world's oceans, proudly bearing the word "maru" on their bows and sterns.

When asked why "maru" is used on Japanese merchantmen, men in the shipping industry will proffer many explanations. "It means ship in Japanese." "It's a sacred word that has always been part of the name of Japanese ships." "They put it on for good luck; the word doesn't really mean anything itself." "It refers to castles because ancient Japanese ships use to resemble fortresses."

Japanese shipbuilders and shipowners concur in saying: "Using 'maru' in the name of a Japanese ship is an ancient tradition. How the tradition arose is shrouded in the past."

So, the only certainty is the diversity of opinion existing about what the word "maru" means and where it originated. It is likely that in some measure all these opinions are correct, as well as many others.



丸

Literally, the modern Japanese character "maru" 丸 means small ball, sphere, or circle. Taking the last meaning, it is suggested that traditionally "maru" is attached to ship names because the ship embarks on a voyage to distant ports and returns, her trade route forming a circle. Following this line of reasoning, use of a word meaning "circle" in a ship's name will bring good luck to the ship, since it implies that the ship must return to her home port to complete the circle and justify her name.

A related explanation, focusing on "maru" meaning "circle," points out that a container or article in a circular or spheroid shape is sacred in oriental religions, symbolizing the unity of heaven and earth. And since feudal ship hulls were roughly spheroid, ships were associated with this concept, leading to the use of "maru" in ship names.

But citing religious philosophy as an explanation for the word's origin also raises a three-part supposition linked to the fact that in Japan ships are referred to in the male gender rather than the feminine, as is the practice in Western countries. Thus, the Japanese describe ships in terms of masculine characteristics.

The three-part supposition states that in the past, it was customary to call a boy "——Maru" or "——Maro" for three reasons. First, "maru" was easy to pronounce, the sound was smooth and suggested a feeling of warmth. Secondly, "maru" means a form without corners or edges, suggesting a sense of beauty and simplicity. Thirdly, "maru" has another meaning, perfection, and applied to a boy was meant to serve as inspiration and encouragement to help him develop and live an exemplary life as a man facing temptation and vicissitudes. These three connotations are thought to be applicable to a ship when "maru" is included in its name; it is pleasant to hear, it implies warmth, and the strength needed to survive the rigors of ocean voyages.

Another hypothesis with a religious overtone is that "maru" was first used in China. According to legend, during the reign of Emperor Ko (3,000 B.C.) a man named Hakudo Maru descended from heaven and taught men to build ships. It then became common practice to include his name in the name of ships. Though "maru" has the same literal meaning in Chinese as Japanese, the Chinese do not use the word in any way associated with ships. In addition, Japanese historical records show that when Emperor Ojin (370 A.D.) ordered a ship built

MYSTERY

丸

it was named Karinu. In 760 A.D. Emperor Junjin named two vessels for transporting government emissaries between China and Japan Harima and Hayatori. So it seems that the introduction of the word came later in Japanese history.

Another explanation centres on the feudal practice that forbade Japanese merchants to use surnames. It therefore became customary to call men by the names of their shops for identification. "Maru" was alternatively a name applied to a shop or a family; for example, a shop might be "Fushimi-ya" or "Fushimi Maru" and the owner similarly identified. This name would also be applied to a ship owned by the same family. Later, the name of the family, shop or business was not necessarily used but the term "maru" remained as the second part of a vessel's name. The first part of the ship's name continued to follow the practice of being called after a person, place or thing.

Another theory is that "maru" derives from an earlier word "maro", thought to be a personal pronoun for "I", which changed usage. Eventually "maro" was placed after a personal name. As an example, emperors used it in their names as "Kakinomotonohito Maro" (about 690 A.D.) and "Sakanoueno Tamura Maro" (about 800 A.D.). Later this custom was extended to the names of pets or prized objects but using the word "maru" as a dog, "Kisaki Maru," and a sword, "Hiza Maru." However, a person retained the form "maro" in his name. Gradually "maru" became popular in the names of ships. As fleets grew in number, use of "maru" became habitual, as noted in the names of ships built during the Toyotomi Era (1582-1615 A.D.) and Tokugawa Era (1616-1867 A.D.). Examples were Nippon Maru and Ataka Maru. This practice continued to modern times.

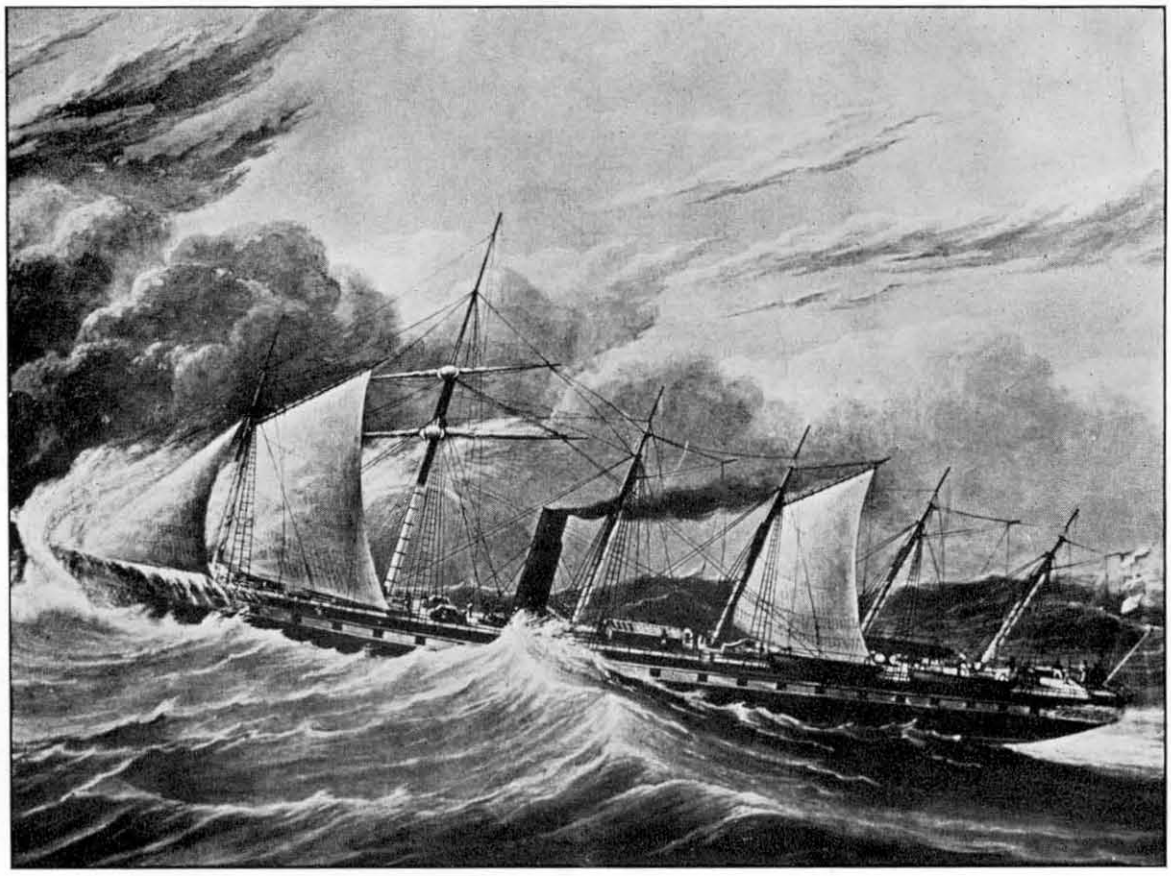
A corollary to this explanation is the idea that "maru" came into popular usage because it functioned as a definite article, in the sense that Nippon Maru is the Nippon.

As a kind of 16th-century dreadnought, the Nippon Maru may have been a turning point in the popular use of the word. This ship was 100 × 31 × 10 ft, and powered by sail and 100 oars manned by a crew of 180. An Atake-class warship, she was fitted with three or more cannons and many scatter-shot guns and her principal hull parts were covered by iron plates. Nippon Maru was the flagship of the fleet, made up of 700 warships and several thousand supply ships, which unsuccessfully attacked Chosen (now Korea). It is suggested that since this ship was a marvel of her time successive ships initially were named "maru" out of respect to her, and that gradually the word became traditional.

However, a more popular theory centres on 16th-century ships, including the Nippon Maru, which looked like fortified castles, and the actual character 丸 which in old Japanese means castle, or more precisely, inner fortress of the castle. So, the theory suggests, "maru", meaning "castle," was applied to ships that resembled castles. Though ships gradually lost that resemblance, "maru" became traditional in ship names from the 16th century to the present. Ironically, "maru" is not used for modern warships.

These explanations, from Japanese and Western scholars and shipping men, represent only some of the prevalent suggestions of the meaning and origin of "maru." It almost seems that for each person asked, there is a different explanation. And it seems unlikely that the one correct meaning — if indeed there is one — will be found soon.

A FAMOUS SHIP ARRIVES HOME



S.S. GREAT BRITAIN under sail and steam

Just 120 years ago, when the majestic graceful windjammers — unchallenged rulers of the seas — were at the peak of their performance, the famous English engineer Brunel produced his **Great Britain** and dealt the first crippling blow in the comparatively short-lived sail-versus-steam battle. Steam-engined and screw propelled, she averaged 14½ knots on her maiden voyage from Liverpool to New York in 1845; and, almost overnight, shipping was transformed from a practical procedure, largely dependent on the wiles of nature, to a complicated business involved with the paraphernalia of mechanics and electronics.

This remarkable ship was the first large iron steamship, the largest ship afloat at that time, and the first large ship in which the screw-propellor was used. Her displacement was 3,600 tons, length o.a. 322 feet, and her beam was 51 feet. After her launching at Bristol in 1843, it was discovered that the ship was too large to get through the lock from the docks into the River Avon, and eventually a pontoon had to be used to float her high to get through the lock gates. A queer quirk of fate has now seen Great Britain again standing on a pontoon, this time to make a hazardous 9,000 mile crossing from the Falkland Islands under tow.

Great Britain was given the accolade of a Royal launching but (perhaps as an augury of her fluctuating fortunes) when the Prince Consort threw the traditional bottle of champagne at her bows, he missed. Quickly he threw another bottle — and succeeded in hitting a group of dock workers.

The prestige liner steamed across the Atlantic route to the applause of all who saw her as revolutionary forerunner of vessels to come. Three years later she went aground off Ireland, and after she was floated off she was sold to enter the Australian emigrant trade plus some voyages to the West Indies. Altogether Great Britain had an active life of 41 years, sailing first as a full-powered ship, then as an auxiliary screw ship, and finally under sail. Originally fitted with two funnels, one was removed, and she had two alterations to her rig: her masts were reduced from six to four, and then to three.

(continued opposite)

MASS

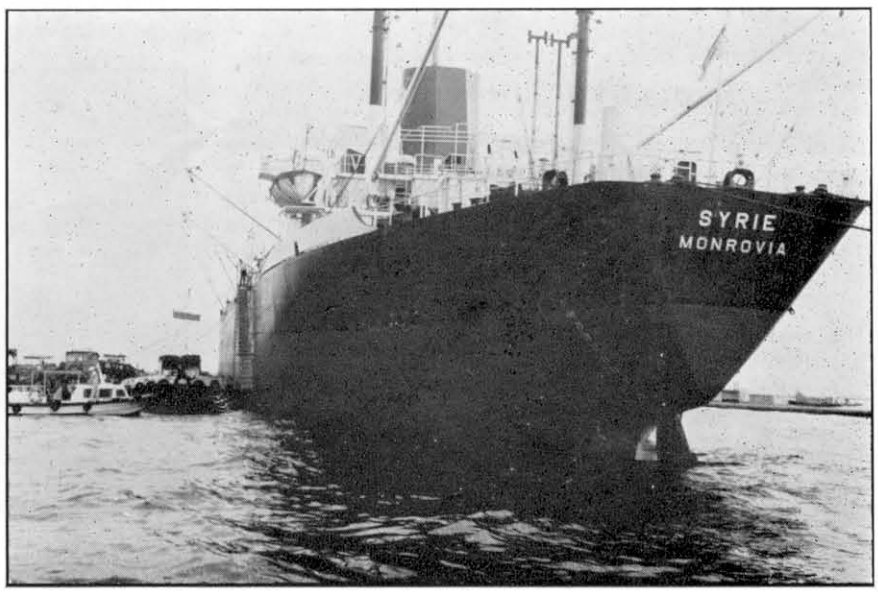
PRODUCED

The Liberian vessel SYRIE was time-chartered recently by RIL to make a single west-bound voyage in the Far East-East Africa Service (EAFS). She left Kobe on 7th June, and will be re-delivered in mid-July.

Mr Y. Kumoto of RIL's Kobe office took these photographs of the Syrie, *which was moored at the Maya Pier. The vessel sailed with a total quantity of 111 tons of cargo for Way ports and 6203 tons for main trades, including 99 motorcars.*

Syrie *is one of a standard design ship created at the yard of Austin & Pickersgill in northeast England. This 'SD 14' was designed for volume production as a replacement for the aging wartime fleet of 'Liberty' ships, and has been highly successful: since the first one came off the stocks in 1968, another 71 orders have been placed in Sunderland.* Corfu Island, *which was chartered last year by RIL, was also an SD 14.*

Syrie *is 9083 GRT, with a length of 463' and breadth of 67'; her bale-space is 699,000 cu.ft. and she is powered by a 5-cylinder Hawthorne-Sulzer engine, giving a speed of 14 knots.*



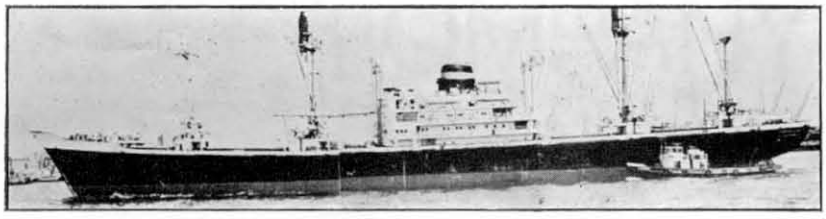
GREAT BRITAIN

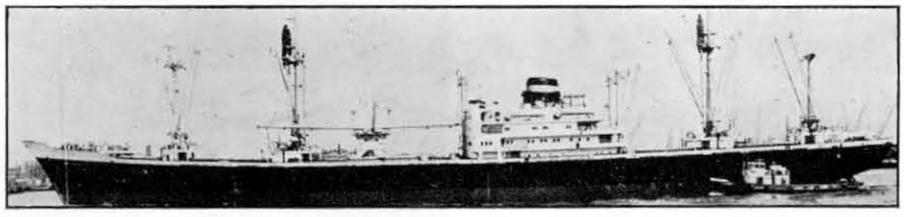
(continued from opposite)

In 1886, the old ship was crippled by a gale off Cape Horn. This ended her sailing days, and for the next forty-seven years she was used by the Falklands Islands Company for storing wool and coal. Finally in 1937 she was retired to desolate Sparrow Cove, a forlorn derelict, until ship enthusiasts planned to bring her back to England where she will be restored and used as a museum.

When the historic ship reached Port Stanley in the Falkland Islands on the first stage of her last voyage, the cathedral bells pealed out and dozens of cars braved rain and snow to line the shores, honking their horns in welcome. Her arrival at Avonmouth, downriver from Bristol, on 24th June brought thousands of people from the city to watch her return. Some quick repairs to her hull will prepare her for a triumphant trip up the River Avon, and it is hoped that she will arrive at Wapping Dock in Bristol on 19th July, anniversary of the day the famous iron ship was launched.

STRETCHING THE S-KERKS





An odd-looking foreship is shepherded by tugs . . .

. . . to where a new mid-section has been welded on to the stern of an S-kerk ship, just half-way along No. 3 hatch.

NEDLLOYD JUMBOISING

Nedlloyd's S-kerk ships now have a new look: they have been lengthened by the interpolation of a 19.20 metre section halfway along Hatch No. 3. The result is that balespace has been increased from 603,660 cu. ft. to 745,726 and reefer-space has been reduced from 26,430 to 14,590 cu. ft.

The new lengthened hold has been divided into three parts, the middle one of which can carry forty-eight 20' containers. On the upper deck above, fifty containers can be carried in two tiers, and an electric twin-crane (2 × 11.5 tons capacity) has been fitted to handle them.

Several 'tween-deck hatchways of the other holds have been made flush and provided with mechanically operated steel folding hatches for loading and unloading with forklift trucks.

The three sections join to make a ship which is 19.20 metres longer than before.

A great many of the smaller countries of the world do not have a lot of space to spare. Nevertheless procreation remains popular and the question is where to put the people and the things they need, particularly airports. Now a new proposal sponsored by a Shell company suggests

Building in the Sea

Fundamentally, there seem to be two choices — either build upwards, or build outwards. Airports by their very nature can hardly be built upwards, although one inventive genius proposed building a bowl-shaped airport in which the landing aircraft would be slowed down by running up hill. How they were to take off he didn't specify. On the other hand, since building outwards on land simply uses up more space, the planners are turning their attention more and more to the sea coasts.

If you decide to build outwards into the sea there are various possibilities. An unwanted piece of land can be filled in to make a major conventional airport as was the case with both La Guardia and Idlewild (now known as John F. Kennedy Airport) in New York where, after World War II, a stretch of marshland was filled in to provide the foundation for the airport. Alternatively, you can adopt the somewhat unconventional methods developed by the American Seabees in World War II when they bulldozed lumpy islands of coral into the Pacific to make runways which often projected straight out into the water. Something similar has been done for Hong Kong Airport and also at Gibraltar. Or you can do as the Dutch do. They say "God made the world and the Dutch made the Netherlands" and they do it by building dykes around sections of shallow sea, draining the water and thus providing new land. Schiphol airport on a long established polder near Amsterdam, so called because it's built in the former 'ship hole' where many ships have sunk in the past, is now well inland but is nevertheless 13 feet below sea level, and provides the arriving passenger with the surprising spectacle of barges passing on a canal that is considerably higher than he is as he sits in his bus at the terminal.

Another method that has always had considerable appeal to the romantic is the floating airport. In the past this was thought to be needed because the range of early aircraft was so short. Now it has the obvious advantage of not using any land at all. The idea is not by any means new. There have in fact been floating runways in use since World War I. They are operated by sailors and are known as aircraft carriers. However, they can operate only by using a catapult to give the aeroplane its starting impetus and by steaming into wind as fast as possible to give the aeroplane a little more lift on take-off and to provide a little more air resistance during landing. And even the biggest of them today are limited to aircraft which are tiny by comparison with any air liner.

An airport in the sea, as opposed to a runway, was conceived by a film director who was ahead of his time in the 1930s. It appeared in an exciting picture known as 'Floating Platform Number I' in which the star was Conrad Veidt. The platform was moored, theoretically, in the middle of the Atlantic in the days when it was still a major struggle to get an aeroplane across in either direction. The use of a floating platform had various dramatic possibilities — the characters were isolated from the rest of the world and could chase one another around with guns to their heart's content but the question of just how the platform floated, how it was anchored, what size runways were needed, and how pilots would find it in bad weather, or even whether it would stand up to bad weather, were somewhat glossed over. Someone who may have seen this picture, or perhaps had let his imagination roam around the idea of anchored aircraft carriers, produced, during World War II, the Habbakuk Project. This was to be made of a mixture of water and sawdust, which would be frozen together into a kind of iceberg, but in practice it came to nothing.

Now the problem of where to put the airports is pressing again. The aeroplane seems to have come to stay, and a great many of the world's major airports are not big enough to carry the traffic that is scheduled into and out of them. Just over the horizon, too, is the jumbo jet, * the Boeing 747, which is three-quarters as long as a football field; an American football field, that is, and sports fans will no doubt know what that means in yards or metres. The top of its tail stands as high as a six-storey building and the aeroplane will carry up to 490 passengers at over 600 miles an hour for nearly 7,000 miles. Orville Wright's first powered flight was only about half as long as the 747's fuselage and Wright never flew above the height a 747 reaches when it is sitting still on the ground. This is a big aeroplane and a Munich Airport official is supposed to have said, when asked what he would do if a 747 arrived at his airfield, "I would shoot myself". Someone has calculated that Nairobi Airport in Kenya would take 24 hours with its existing facilities merely to unload the baggage from a 747 and process passengers through the customs. Near Tokyo the Japanese Government is intending to build a new

international airport at Narita but violent protest demonstrations by farmers and students have led to scenes like medieval battles.

These are random examples but they help to explain the revived interest in coastal or offshore airports. Are they in fact a practicable proposition? And could they be big enough and reliable enough to handle aeroplanes as big as the 747? A.J. Harris of Harris and Sutherland, a firm of chartered civil engineers in London, says they are and they can.

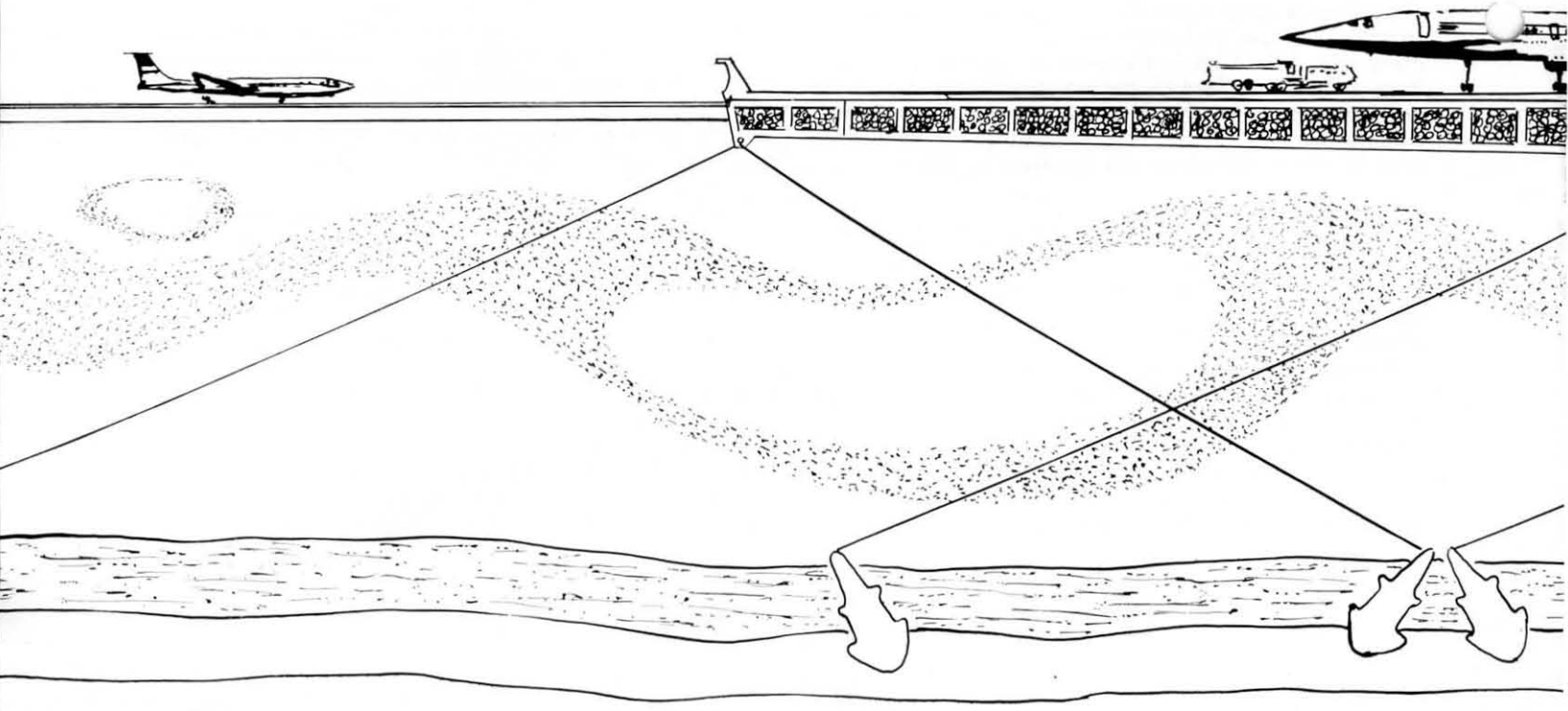
Mr Harris worked on the Mulberry project during World War II when concrete caissons were floated across the English Channel to be sunk on the Normandy coast as the basis of an artificial harbour. He suggests a floating concrete runway, linked to terminal facilities on a nearby shore. A layman might think that a floating concrete runway would be a somewhat fragile structure liable to disappear beneath the surface of the water when hit by a 350-ton aeroplane landing at around 100 miles per hour. Not so, says Mr Harris. Water has, in fact, certain advantages overland as a sub-surface. For instance, concrete laid on the ground needs to be about a foot thick and it is tending always to expand and contract. These movements are restricted by the earth underneath and when the concrete cannot expand it buckles; when it cannot contract it cracks. This can be overcome but the method involves cutting the runway up into sections with expansion joints and is expensive. On the other hand a slab of concrete which rests on water suffers no such restraint; it is completely free to expand and contract and therefore it can be of any size that is required.

A second point of technical interest is that on a given piece of land the ground may vary in nature and strength, but throughout a given area of water the characteristics of the water are identical at every point. Finally, the water lies flat so that there is no necessity for extensive earth-moving operations to shift hills and fill holes.

BUILDING IN THE SEA

(continued)

Artist's impression of a floating airport



Mr Harris therefore proposes a floating slab of indefinite extent, made from separate elements, which are precast on the shore. According to Mr Harris, a number of buoyant hollow slabs of concrete each 100 feet square can be tensioned by high-strength wires fed through, say, 10 of them to provide a strip 1,000 feet long by 100 feet across. The slabs are then held together in much the way that a shelf of books is held together when one presses on both ends and lifts them all together as one unit. The slabs themselves would be rather like egg-boxes with a top and bottom slab and concrete partitions running in two directions parallel to the sides. Such boxes will float provided that water is kept out of the voids, and this can be achieved by filling them with expanded polystyrene, a very light foamed material formed of a vast number of tiny closed cells of plastic that will permanently exclude water. In addition, the polystyrene can be fabricated beforehand to the exact shape of the holes and can in fact be used as formwork for the concrete. A raft of this nature could easily be 14,000 feet long by 1,000 feet wide and the support that is given to a slab of this kind by the water underneath can be precisely predicted by making use of Archimedes' principle to the effect that the upthrust on a floating body is equal to the weight of water displaced — the basic principle that governs the design and construction of every big ship.

All this presupposes the ability to shelter the structure from rough seas in bad weather, which might make the structure unusable. Clearly one would not site a floating runway out in the open sea when the main reason for having it in the sea is merely shortage of land. This would multiply the problem of access unnecessarily. A sheltered bay would be much more satisfactory and this raises the question whether a polder or some other infilling technique might not be better. If it is not and the structure has to float, then in many sheltered areas it will be enough protection, says Mr Harris, to thicken the edges of the slab or add a wave wall.

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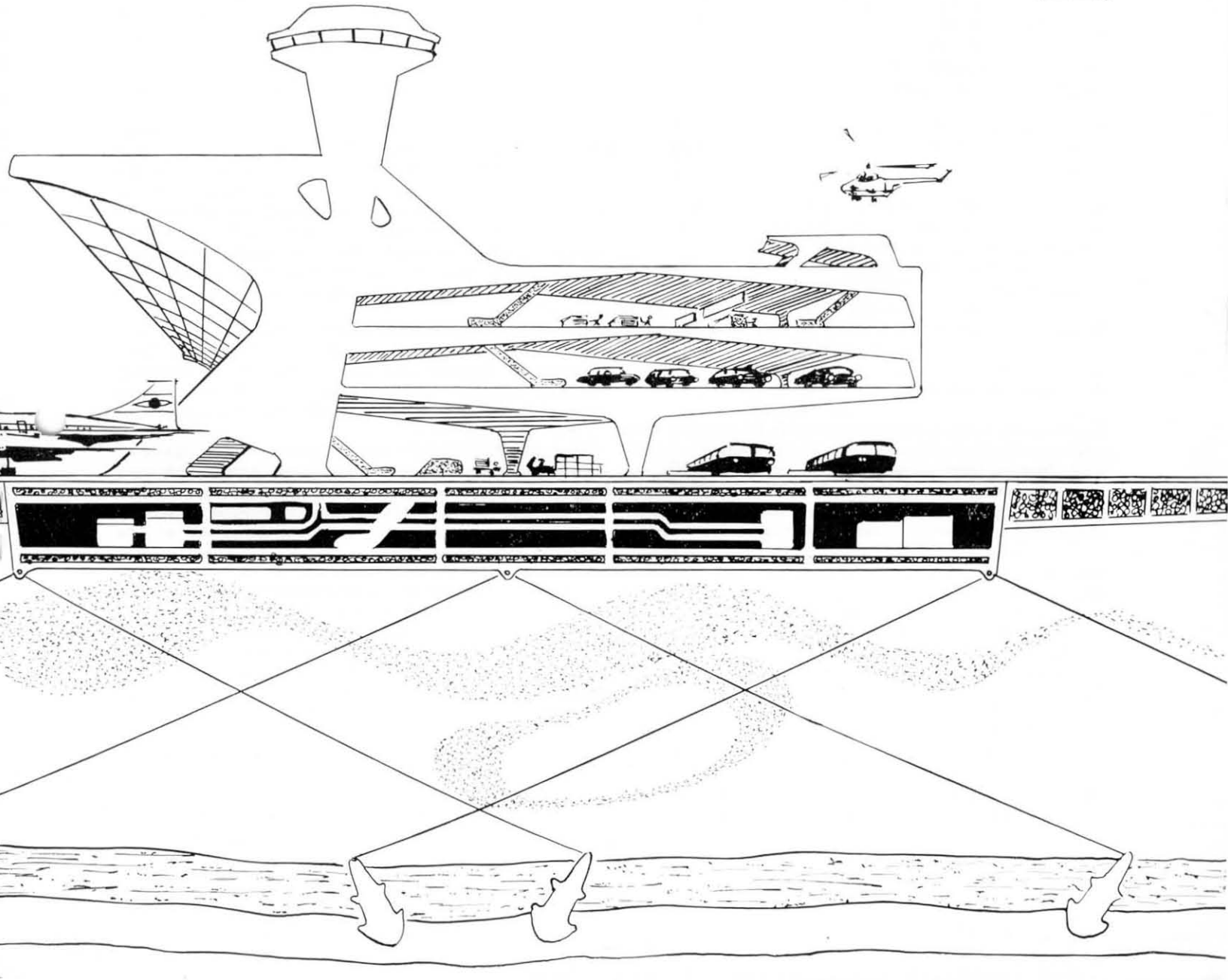


BUILDING IN THE SEA *(continued)*

If the open sea has to be used then an adequate break-water is essential, but not the normal kind of vertical barrier. What is needed, says Mr Harris, is a horizontal barrier on which the waves break as if on a beach.

Much research work has been done in various parts of the world on floating break-waters. It has also been tested in small-scale models of actual harbour installations. These experiments show that a floating raft of sufficient dimensions and mass in relation to the wave conditions of its particular location will absorb all but the very largest waves with only the slightest motion. If, in addition, a floating breakwater of appropriate size and design is provided, the problem can be solved without too much difficulty.

The floating breakwater is essentially a wide, horizontal plate floating on the sea and moored to the sea bed. It consists of a series of ribs linked structurally together in an enormous zig-zag 3,500 feet long and 350 feet wide. The slots between the zig-zags are so designed that waves coming from any direction will enter them and break gradually. An eight-foot wave would be reduced to two feet, which would be entirely acceptable.

With this design, the maximum vertical motion of the runway would be four inches, well within acceptable limits.

Mooring is a second major problem. Wind and water are the two forces that act to move the floating runway. Drag forces can be calculated for each. In a 60-miles-per-hour wind and a three-knot current there would be a longitudinal force of 2,000 tons and a transverse force of 500 tons. Mooring would have to cope with these forces with a sufficient margin of safety. The nature of the load, however, and the mass of the floating body would ensure that changes in the incidence of these forces would be slow and steady.

The mooring scheme suggested consists of stainless steel cables attached to the underside of the platform, accessible through hatches, and to piles driven into the sea bed. At each mooring point along the length of the runway two piles would be driven under the centre of the platform site before assembly of the platform began.

From each pile one 5/8 inch-diameter rope, 150 feet long, would run outwards and upwards to the attachment point near the outer edge of the platform. Mooring is thus by a series of underwater V's along the length of the platform. Precisely how many mooring points would be required at each location is a matter for calculation.

Under this system there will be both longitudinal and lateral movement of the platform with the rise and fall of the tide. If the normal tide range were 10 to 12 feet (springs and neaps) movement of the platform could be up to two feet in either direction. The rate of change would be exceedingly slow and would have no perceptible effect on aircraft operations.

To ensure that lateral movement does not cause a floating runway to come into contact with fixed installations there would be a 'moat' of clear space some feet wide between the two.

Technically, then there are no major problems that cannot be fairly readily over-come. Where could such runways be useful?

The consulting engineers, in a report sponsored by Shell UK Limited, whose interest is primarily in the demand for polystyrene, have made preliminary studies of a number of locations where the technique outlined here might be applicable.

In Japan they suggest a site between Funabashi and Chiba in the north-east extremity of Tokyo Bay. Here, fixed terminal buildings would connect with two floating runways and aprons. This site they say would seem not to require a floating breakwater.

In the USA floating airport facilities could well be a useful means of extending airport capacity at New York-as already mentioned, both La Guardia and Kennedy Airports were built on land reclaimed from the sea and Newark, which was built on marshland reclaimed by raising the level six feet, is currently undergoing major extensions. One possible site would be offshore at Staten Island, facing Lower Bay. Here, a floating breakwater would be needed. Another possibility is Long Island Sound, towards the north-west shore, where a floating breakwater would probably not be needed.

In Venezuela a possibility would be between La Guaira and Mamto, where the sea shelves steeply and fixed terminal construction would be very expensive. A totally floating airport might be appropriate here where a floating breakwater would probably be necessary.

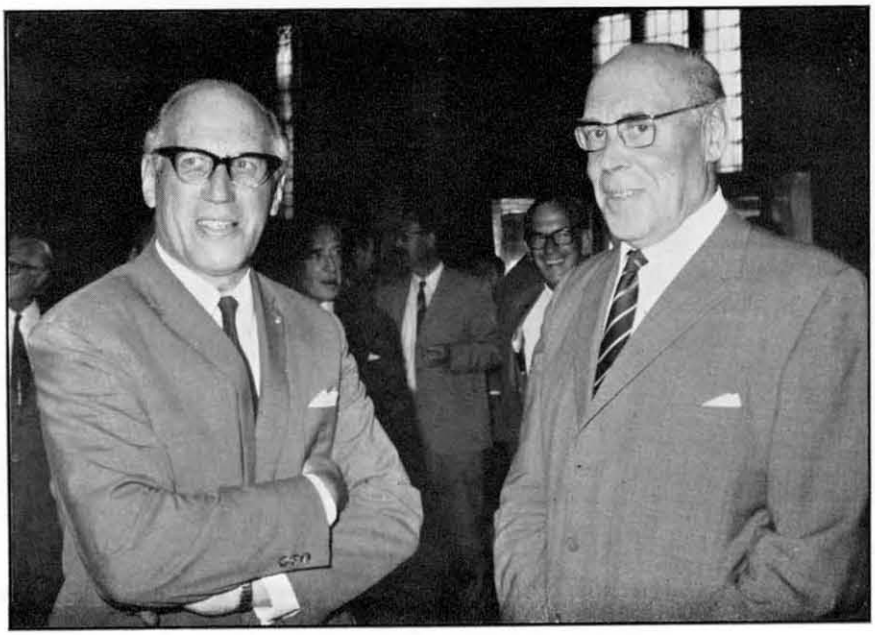
Other possibilities have been studied in the Straits of Dover between the Varne and Ridge Banks, at Monaco where there is virtually no land for airfield construction, at Chicago where a site on Lake Michigan is already engaging the interest of the authorities, and at Los Angeles and San Francisco.

Whether these are sound proposals, economically, or politically, is not for us to say. The engineers and the local authorities must fight that out between them, but one thing we would bet money on — that the man who developed polystyrene never in his wildest dreams saw it as an essential element in the building of airports on the sea.

(We are most grateful to the "Shell Magazine" for permission to reproduce this interesting article)

* Now, of course in service. (Ed.)

FAREWELL MR VAN WALREE



Mr van Walree (right) with Mr van der Schalk.

On the sunny 10th June in Holland, under the same tropical conditions that were familiar to him when he was in the Far East, the Company said Goodbye to a servant who had risen from the ranks to Onderdirecteur — Mr E. van Walree.

The 'Grote Vergaderzaal' in 'Het Scheepvaarthuis' was buzzing with the voices of Amsterdam staff, some Home Staff on leave, retired former colleagues, and British business associates when Mr van Walree was ushered in by Mr van der Schalk, who opened the proceedings by outlining a long, interesting and successful career.

It started during the lowest point of the economic depression of the Thirties at the Tg. Perak office of JCJL where Mr van Walree had arrived from Holland on board m.v. Tjisadane, then on her maiden voyage. Many postings followed until the outbreak of war in the Far East, when he joined the Hong Kong Volunteer Corps as a gunner; this was followed by captivity.

In the pre-war days, Mr van Walree's special capacities had already become evident, and when after the war some considerable re-establishment had to be done, Mr van Walree was obviously the proper person to re-open the offices at Canton (where he had previously served) and Swatow. This was done with great success, thanks to his excellent relationship with UNRA authorities.

His star was still rising in the Far East when he was appointed consecutively as Deputy Representative at Sydney, Representative at Manila, Representative, Japan at Tokyo and finally Manager, Freight Department at Hong Kong.

In 1956, Mr van Walree was transferred to the Amsterdam office and was appointed Onderdirecteur on 1st January, 1958. Staff in Holland can bear witness to his enormous energy, iron constitution, commercial gifts, sound insight, popularity with business associates, and to his honesty.

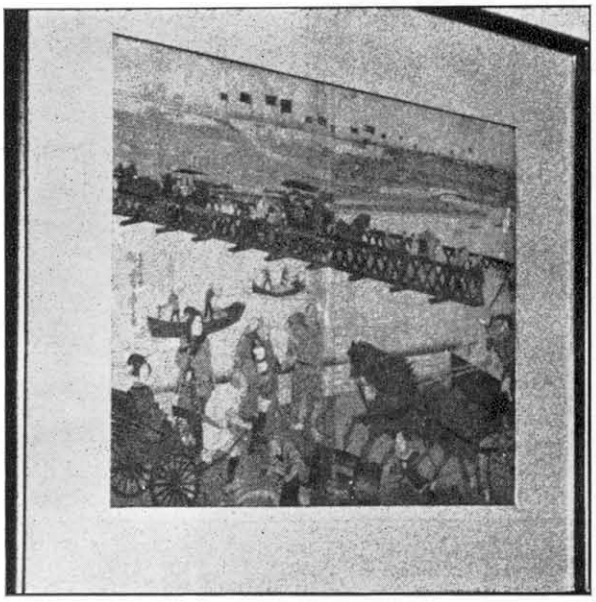
Mr van der Schalk ended by wishing Mr and Mrs van Walree the best for many years to come, especially during their forthcoming farewell trip to the Far East, and presented as a farewell present, a dia-projector.

Mr K. Groeneveld and Mr F.J. van Amesvoord then followed with presentations of gifts from the staff, a film press and film-viewer, and from Mr van Walree's co-workers in the Freight Department, a king-size electric lighter for his new car, especially for lighting cigars.

Finally, Mr van Walree thanked all those present and far away for the fine cooperation he had always had. He could not suppress the fact that there was some sadness in saying goodbye to all that had filled his life for nearly 40 years.

In the evening, a dinner-party was held in his honour, at which he was presented with an album/scrapbook containing a history of his career.

COMPANY



WOODBLOCK PRINT

Although not very sharp, this picture gives some idea of the lively quality of the woodblock print presented by Mrs E.M. van Rhoon to the new bulk carrier, Hollands Brink. The scene is Yokohama in 1866, showing the road along the O-okagawa River, with the bridge spanning both sides. In the distance are the flags of all the ships lying in harbour.

PERSONALITIES

Jhr. C.L.C. van Kretschmar (Managing Director) left Hong Kong on 23rd July for a three-week business trip to South America.

Mr R.S. Hadley took over as Manager of the Melbourne office on 1st July in place of Mr O.M. Crawford who has retired.

Mr A.L. de Jong was named General Representative Far East, Nedlloyd (Europe-Far East Services) on 1st July, with an operational office in Interocean House, Hong Kong.

Mr E.A. Postuma (Manager for Singapore and the Federation of Malaysia) made a brief business visit to Hong Kong in mid-July, prior to visiting India and Ceylon.

SHIPS OF THE WEEK

Officers on Straat Agulhas, Straat Cumberland and Straat Holland received broadcast messages from their relatives in Holland on 20th July. These were recorded by Radio Nederland at Hilversum on 15th July.

R.I.L. COMMODORE!

Captain J.C.G. de Graaff (retired) writes to point out an error in the May issue of R.I.L. Post: on page 101 was an account of the presentation of a joss flag to the late Captain P. Hofman, who served from 1906 to 1933. This should have read Hopman, and we send our apologies to his family.

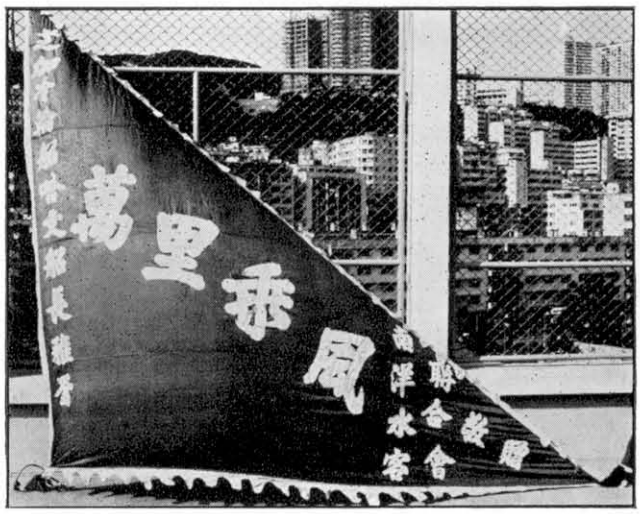
Secondly, he was not Captain, but Commodore, the first, the last and the only one in the old Java-China-Japan Lijn!

Here is the story:—

" Captain Hopman sailed with a full complement of passengers, and one day he gave a party. Of course, people wanted to know why, but Captain Hopman chose his own time and kept them guessing.

At dinner, Captain Hopman (who could be very sarcastic) made a speech and told his passengers that it was the day of his Twenty-fifth anniversary in the Company. The first, and nobody had thought of it! Among the passengers was the Head-agent of the Company of those days, and you will understand how he felt.

Amsterdam office received a radioed proposal, and the answer was "Yes". Mrs Head-agent sewed a beautiful white star in the red inside corner of the old JCJL house-flag. Next morning, Captain Hopman was made Commodore of the Fleet and received his own flag which was always hoisted on the foremast."



This is the original red silk joss flag presented to Captain Hopman.

LOG BOOK

FAMILY NEWS

Weddings

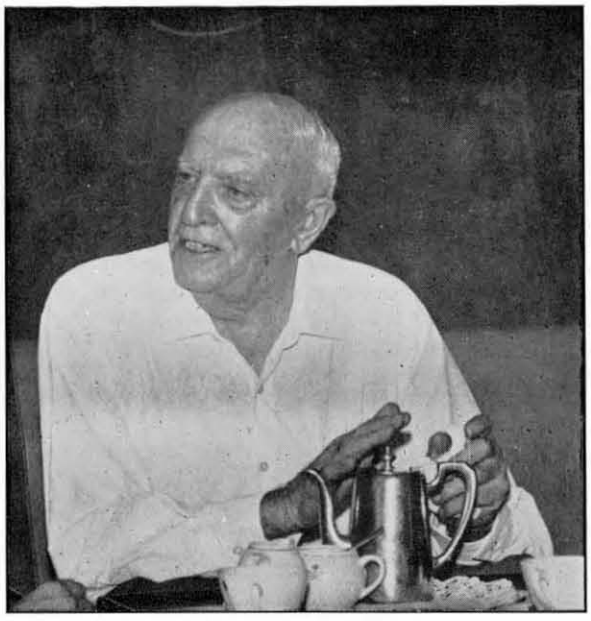
Miss Salawathie Ranasinghe (Singapore) to Mr Ganesh Kanapathy on 6th June.
4th Engineer J. van der Kooij (leave) to Miss A.M.Th. Leenes on 12th June at Groningen.
Miss Ng Lee Ngo (Singapore) to Mr Allan Ng on 20th June.
2nd Officer B.W. Janse (Straat Lagos) to Miss D.J.C. Kuhn on 22nd June at Auckland.
3rd Engineer T. Veenstra (leave) to Miss S.L. Bennett on 24th June at Darwin.
3rd Officer A.C. Ekelschot (leave) to Miss C. van Woerkom on 3rd July at Velsen.

New Arrivals

3rd Engineer J. Pleizier (leave): a son, Arend Jan, on 29th May.
Captain J. Verburg (leave): a daughter, Marijke Alexandra, on 3rd June.
Mr Lim Hong Kim (Singapore): a son, Lim Yeow Wai, on 6th June.
3rd Engineer F.A. Spoor (leave): a son, Marc Adriën, on 7th June.
Mr Leo Tjon Sun Kee (HK MH): a daughter, Cheng Kit Yee, on 8th June.
Mr Cheng Ching Wan (HK MH): a son, Cheng Wing Kin, on 8th June.
2nd Officer K. Beekes (Safocean Amsterdam): a son, Martin Stephan, on 11th June.
Mr J.A. Vermeulen (Singapore): a daughter, Marieke Catharina, on 12th June.
Mr Y. Azuma (Osaka): a daughter, Mari, on 13th June.
3rd Engineer A.J. Smits (Safocean Amsterdam): a daughter, Manon Nicolette, on 13th June.
5th Engineer H. van Twillert (leave): a son, Harmen Marcel Roland, on 15th June.
2nd Engineer J.J.A. Guitoneau (leave): a son, Johannes Jacobus Andreas, on 24th June.
4th Officer J.P. van der Meulen (leave): a son, Rudolph Wilhelmus Antonius, on 24th June.
Mr Simon Thevesagayam (Singapore): a daughter, Christina Simon, on 24th June.
Mr J. Frieszo (HK HO): a daughter, Angélique, on 9th July.

FAREWELL PARTY

Seen on board Tjiwangi on 11th June at Melbourne was a crowd of friends to say goodbye to Mr O.M. Crawford (centre), who has just retired as Manager of the Melbourne office.



SAILING AGAIN WITH RIL

It is always good to see again someone who has served the Company in the past, but it is not often that we meet a Captain who started his sea career under sail! This was the case with Captain D. Kuipers, who made the round-trip with his wife on board Tjiluwah recently.

On seeing Captain Kuipers' cheerful face, it is hard to believe that he first entered the service of the KPM (following his days under sail) right back in 1908 when he joined the 300-ton Menggala for her maiden voyage out to the Far East via the Suez Canal. With no air-conditioning in those times, he has a vivid memory of the live goats which were loaded at Port Said as part of the food stores.

The Captain's last ship was the Tomohon (983 tons) from which he retired in 1932 at the then customary age of 45. Since that date he has been farming and dealing in property in Tasmania. We wish him many more happy years there in his home at Launceston.

SEAWOMAN

"For the first time in history a girl is studying for her master's degree at the Amsterdam Nautical College. Recently Miss Tineke Biemold, aged 19, had her first practical experience on board the school ship *Prinses Margriet*, travelling through Dutch canals and through the Amsterdam port area. Mooring a coaster at the quayside holds no secrets for the first Dutch female navigating officer."

Fairplay 26th March, 1970

"Holland-America Line is considering the employment of female cadets and deck officers."

Nautical Magazine

CONTACT DAY

Once again in Holland an all-day excursion was arranged for wives of officers, and officers on leave. The following is an account by Mr J.J. Leurs (Manager, PZ Officers) of this — as always — very enjoyable day:—

Op dinsdag, 16 juni embarkeerden te Rotterdam onder een stralende hemel een honderdtal tot in de puntjes verzorgde, vrolijke en charmante vrouwen van Gezagvoerders en Officieren de "Erasmus" voor het nu haast wel "traditioneel" geworden rondreisje over de Nieuwe Waterweg naar Hoek van Holland/Europoort.

Bij het kopje koffie, dat onmiddellijk na het vertrek van de Boompjeskade werd geserveerd zat de stemming er reeds in.

Three groups of attractive wives . . .

. . . a credit to their husbands . . .

Vriendinnen zochten elkaar op, vele nieuwe kennismakingen vonden plaats en de verhalen lieten dan ook niet lang op zich wachten.

Ook de enkele gelukkige met verlof zijnde gezagvoerders en officieren, die bij deze gelegenheid hun vrouwen konden vergezellen, voelden zich kennelijk zeer op hun gemak in dit fleurige gezelschap.

De gezellige drukte in de ruime salon was van dien aard, dat niemand tijd had om te luisteren naar de kapitein van de "Erasmus", die over de luidspreker steeds weer tevergeefs trachtte de aandacht van zijn publiek te vestigen op de bezienswaardigheden van de Rotterdamse havens.

Eerst nadat een ieder zich het aperitief en het uitgebreide en uitstekende koud buffet had doen smaken werd door velen het zonnetje opgezocht, juist tegen de tijd dat even buiten de pieren van Hoek van Holland werd gedraaid om de terugtocht naar Rotterdam te beginnen.

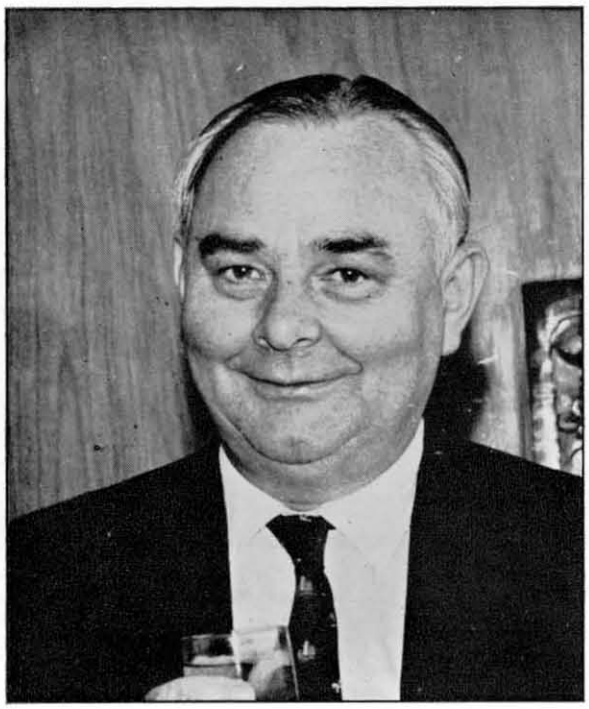
Een woord van dank aan de Direktie te Amsterdam voor dit zeer verzorgde uitstapje, dat vooral ook door de goede zorgen aan boord van Mevr. Ineke-de Vos en Mej. Tjepkema, de heren Heltzel, van der Meent en de Groot van het Amsterdam kantoor, weer opnieuw zo'n succes is geworden.

Tot volgend jaar!

. . . and an asset to the company.

HONG KONG SAYS FAREWELL

Mr N. Stijve



Luckily, it is not farewell to the Company, for Mr N. Stijve will join the TD-TIAC staff in Amsterdam after a short leave. Managing Directors and Colleagues gathered together on 18th June for a farewell luncheon party at Interocean House, Hong Kong in his honour.

Mr Stijve first came to the Far East with the motorship Johan de Wit in 1939 and joined the KPM as a Fifth Engineer. Even at that young age he was always attracted by the 'why' of things and he had a philosophical approach to problems.

When war broke out in the Pacific, Mr Stijve was posted to s.s. Op Ten Noort, then a hospital ship, which was despatched to take on board survivors of the Battle of the Java Sea in March, 1942. After the rescue, the ship sailed to Makassar where she remained as a hospital for prisoners-of-war until December. During those six months, the ship ran out of diesel oil, and in order to keep the auxiliary engines running, a way had to be found to use heavy fuel. Using heavy blankets as filters, success was achieved. Needless to say, young Stijve was one of the keenest engineers to carry out this process.

The rest of the war was spent by Mr Stijve in prison camp, and he completed further studies in Holland before returning to the Far East in 1946 to join the Nieuw Holland. Amongst the ships in which he subsequently served was Van Heutsz, and he was on board that ship when pirates took her over in the South China Sea.

There was more opportunity ashore than at sea for Mr Stijve's keen interest in research, and a permanent posting to Hong Kong took place in 1953. When thanking him for his excellent service, Mr Terwogt finished by saying that he was convinced that this would be continued when he joined TD-TIAC in Amsterdam.

In his reply, Mr Stijve referred again to fuel problems and said that after the war, RIL was one of the first companies to switch over to heavy fuel. He hoped that the Company would stay up with the leaders when the time came for still newer ways to be found.

NSU ORGANIZATION

In the April issue, some details of the five working companies of the NSU group were announced. The names of two of them have now been announced: 'Land Activities' is **Ruys Transport Groep N.V.** (based in Rotterdam), and 'Recreational Activities' is **Scheepvaart Unie Reis- en Toerismegroep N.V.** (based at The Hague).

In the Nederlandsche Scheepvaart Unie itself at Rijswijk, there are ten staff department, and these will be managed as follows:—

Internal Audit
R. Ponsen

Concern Administration
J.G. Baak

Finance
A.H. Polder

Taxes
A.M. Roeterink

Insurance
K. Vis

Pension Funds Coordination
H.J.P.A. Geijsen

Secretariat & Legal
Dr. C.G. Burgersdijk

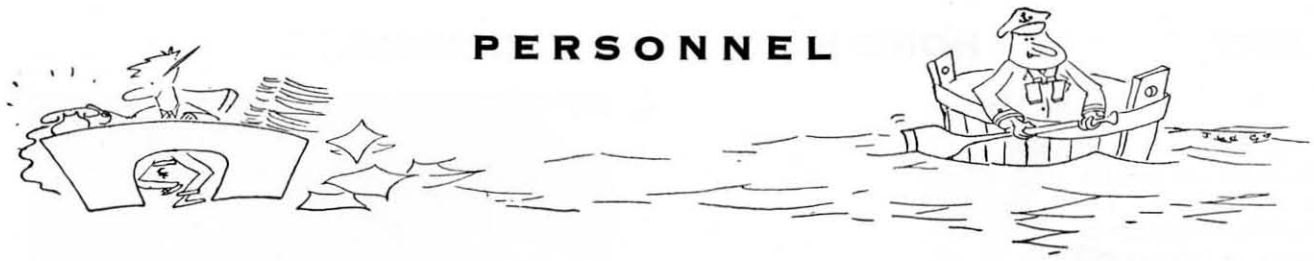
Public Relations
M.A. Beels

Social Affairs
J.H.W. Habermehl

Management Development
Drs. G. van Weelden

Management Information & Longterm Planning
Dr. A. van Putten

Participation & Real Estate
F.H. Lageman



PERSONNEL

NEW PERSONNEL

A hearty welcome is extended to 4th Officer van der Wilt who recently took up employment with R.I.L.

SUCCESSFUL EXAMINATIONS

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

Mr	J.L. Bakels	2nd Officer	I	16-6-70
,,	J.A. van Es	,, ,,	Th.I	5-6-70
,,	A. Krüger	,, ,,	I	24-6-70
,,	L.H. Regtop	,, ,,	I	24-6-70
,,	R. van Willigenburg	,, ,,	Th.I	1-7-70
,,	D.F. van Woerdekom	,, ,,	Th.I	17-6-70
,,	W. de Best	3rd ,,	Th.I	25-6-70
,,	M.H. de Graaff	,, ,,	Th.II	18-6-70
,,	R.A. Groenendijk	,, ,,	I	17-6-70
,,	J.A. Tazelaar	,, ,,	Th.I	8-5-70
,,	E.E. Kip	4th ,,	II	2-7-70
,,	L.P. Zijlstra	,, ,,	Th.II	19-6-70
,,	A.M.P. van der Avert	2nd Engineer	Th.C	3-6-70
,,	U.C. van Baal	3rd ,,	B	15-6-70
,,	E.P.D.R. de Graaff	,, ,,	B	10-6-70
,,	H.C. Versluis	,, ,,	B	29-6-70
,,	N. Poort	4th ,,	B	26-6-70
,,	B. Pleizier	,, ,,	Th.B	26-5-70
,,	M.C. Uijl	,, ,,	Th.B	10-6-70
,,	A.H.J. Büchner	5th ,,	A	16-6-70
,,	A.P. van der Hoeven	,, ,,	A	19-6-70
,,	A.G. Kamperman	,, ,,	A	23-6-70
,,	F.R.M. Kousbroek	,, ,,	A	30-6-70
,,	A.C.R. Schreuders	,, ,,	A	4-6-70
,,	W.F.J. Smit	,, ,,	A	11-6-70
,,	H. van Twillert	,, ,,	A	17-6-70
,,	A.J.W.J. Wouters	,, ,,	A	30-6-70

PROMOTIONS

Our congratulations go to the following officers who were promoted as from 1st July, 1970:—

To Second Officer

A.F. Kuiper
J.Th. Mors

To Third Officer

M. Bijker
U.C.J. Brand

To Second Engineer

U.C. van Baal

To Third Engineer

B.G. Hoogakker
H.J. Nieuwland
J.H.W.M. van Oostveen
N. Poort

To Fourth Engineer

J.W. Boidin
W.F. van Heel
J.S. Hooglander
J. Kools
R. Koot
C.V. Nijdam
A. Sattler
W.P. Vijfwinkel
D. van de Vlies
K.B. van der Wielen
R.J. Wolters

LEAVE

The following personnel went on leave:

Mr	J.A. van Beurden	Chief Officer
,,	F.J. Broersma	,, ,,
,,	N. Dijns	,, ,,
,,	H.K. Kruk	,, ,,
,,	H.H.A.E. Kwaad	,, ,,
,,	H.K. Labrie	,, ,,
,,	P.D. Algra	2nd ,,
,,	E.P. van der Bijl	,, ,,
,,	J.F. van Santen	,, ,,
,,	J.S. Versteeg	,, ,,
,,	W. Wijgerse	,, ,,
,,	W.H.C. Wijnhorst	,, ,,
,,	G.B.D. de Jong	3rd ,,
,,	J.W.J. Soenveld	,, ,,
,,	J.A. Thijsse	4th ,,
,,	R.G. Koopmans	2nd Engineer
,,	J.J.A. Marttin	,, ,,
,,	L.E. van den Berg	3rd ,,
,,	W. Best	,, ,,
,,	F.J. de Gram	,, ,,
,,	J. de Jonge	,, ,,
,,	J.P.K. de Korver	,, ,,
,,	P.L.C. de Kunder	,, ,,
,,	J.R.W. Mouthaan	,, ,,
,,	C. Rog	,, ,,
,,	E.B. Saalmink	,, ,,
,,	C. van der Vring	,, ,,
,,	G.J. Leuning	4th ,,
,,	P.N. Meeuwsen	,, ,,
,,	J.G. de Rooy	,, ,,

	Those who returned are:		**posted to**
Mr	L.J. Eijken	Chief Officer	Straat Fushimi
,,	R. Hol	,, ,,	Straat Towa
,,	H. Samson	,, ,,	Straat Hong Kong
,,	A. Treffers	,, ,,	Straat Holland
,,	J.L. Bakels	2nd ,,	Straat Rio
,,	G. Daman	,, ,,	Tjiliwong
,,	J.Ch. Hermans	,, ,,	Straat Franklin
,,	H.W. Lijding	,, ,,	Straat Holland
,,	H.J. Minderhoud	,, ,,	Straat Freetown
,,	H. Roorda	,, ,,	Straat Algoa
,,	Willem Verbaan	,, ,,	Straat Fremantle
,,	R. van Willigenburg	,, ,,	Straat Clement
,,	D.B. Kubbe	3rd Officer	Straat Cumberland
,,	Ch.F.J. Lucas	,, ,,	Hollands Brink
,,	R. Rijckaert	,, ,,	Straat Le Maire
,,	R.E. Boom	3rd Engineer	Tjimanuk
,,	K. Venema	,, ,,	Straat Florida
,,	H. Blok	4th ,,	Straat Futami
,,	R.E. Meyer	,, ,,	Straat Cook
,,	G.J. Nijland	,, ,,	Safocean Albany
,,	A. Sattler	,, ,,	Straat Fushimi
,,	R.J. van der Spoel	,, ,,	Houtman
,,	A.W. Brouwer	5th ,,	Straat Banka
,,	W.M. Heus	,, ,,	Straat Clarence
,,	R.J. Keizer	,, ,,	Straat Johore
,,	H. Huiskamp	Appr. ,,	Tjibantjet

TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS

Captain D.C.M. van der Kroft, Master of STRAAT HOLLAND went on home leave.
Captain F. List was posted to STRAAT HOLLAND following home leave.
Captain J.J. van de Riet, Master of STRAAT MAGELHAEN went on home leave.
Captain J.G. ten Bhömer was posted to STRAAT MAGELHAEN following home leave.
Captain G.W.E. Gerritsen, Master of STRAAT FUSHIMI went on home leave.
Captain J. Bruin was posted to STRAAT FUSHIMI following home leave.
Captain E. van de Wetering, Master of TJIPONDOK was transferred to TJIMANUK.
Captain H. de Geest, Master of TJIMANUK was transferred to TJIPONDOK.
Captain P.L. Eichhorn, Master of STRAAT CHATHAM went on home leave.
Captain H. Buth was posted to STRAAT CHATHAM following home leave.
Captain R. Severien, Master of STRAAT JOHORE went on home leave.
Captain R.E.J. van Dijk was posted to STRAAT JOHORE following home leave.
Chief Engineer H.R. Meyjes of SAFOCEAN ALBANY went on intermediate leave.
Chief Engineer J.J. Kalkhoven was posted to SAFOCEAN ALBANY following intermediate leave.
Chief Engineer W. van Dam of STRAAT FUSHIMI went on home leave.
Chief Engineer J.H.M. van Miltenburg was posted to STRAAT FUSHIMI following home leave.
Chief Engineer H.J. ter Stege of STRAAT LOMBOK went on home leave.
Chief Engineer J.C. Meulenberg was posted to STRAAT LOMBOK following home leave.
Chief Engineer W.H. van der Poel of TJITARUM went on home leave.
Chief Engineer J.P. Kalma was posted to TJITARUM following home leave.

TRANSFERS OF SHORE STAFF

Mr Chan Fan Pauw, Executive Staff, was transferred from Hong Kong Head Office to Hong Kong M.H.
Mr R.H. Bezuijen, Employé, was transferred from Durban to Mombasa.
Mr T.H. van Marle was transferred from Penang and subsequent home leave to Hong Kong Head Office.
Mr R.T. Wesselingh was transferred from Hong Kong Head Office and subsequent home leave to Durban.

LEAVING (OR LEFT) SERVICE

Mr A.E. Eckhardt	2nd Officer
,, D.P. Bleyerveld	3rd ,,
,, P.A.R. van Dijk	,, ,,
,, P.L.A. Lucas	,, ,,
,, D.W. van der Bijl	4th ,,
,, J.H. Docters van Leeuwen	,, ,,
,, J. Katsman	,, ,,
,, H.J. Pernards	2nd Engineer
,, P.C.H. Poppelaars	,, ,,
,, R.J. Vermeulen	3rd Engineer
,, W.A.M. Snel	,, ,,
,, J.H. Brouwer	4th Engineer
,, N.C. van der Klis	,, ,,
,, R.P. Wiegman	,, ,,

IN MEMORIAM

We announce with regret the deaths of the following:—

J. van Klaveren (retired Chief Engineer, KJCPL) on 6th June at Alkmaar, aged 68.

E. Kal (retired Adj. Chef, KPM) on 6th June at Den Haag, aged 82.

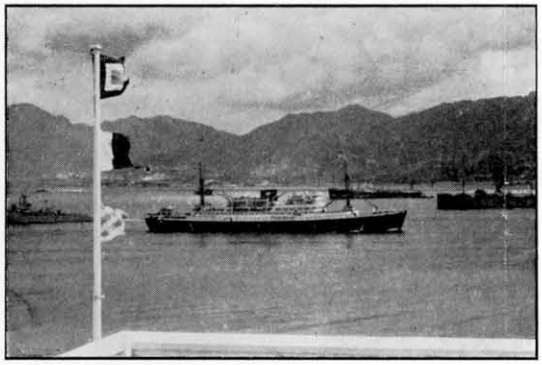
L.E. Schneiders (retired H.Employé, KPM) in May at Keulen, aged 76.

TEN YEARS AGO

From RIL Post, August 1960

"M.V. TJIWANGI

sailed from Hong Kong on July 9th on her "maiden voyage" to Australia to inaugurate RIL's Australia — Japan — Hong Kong — Australia service."



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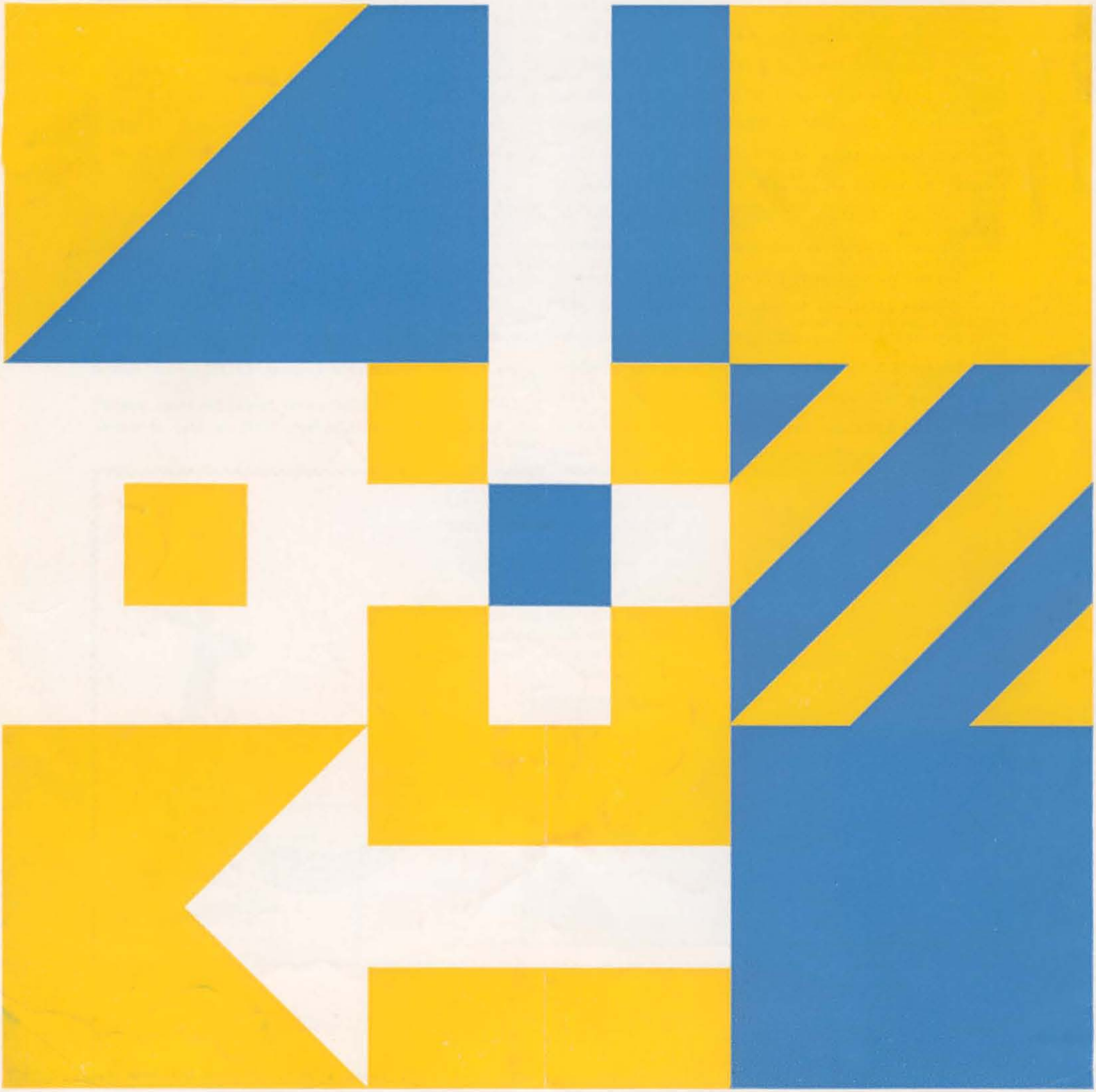
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