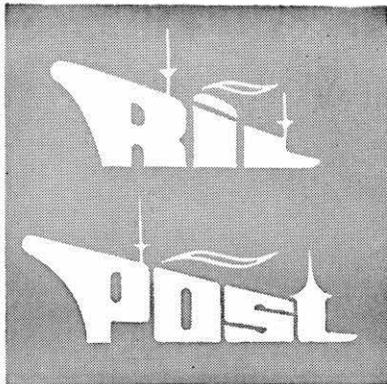


R I L Post

Volume 18 Number 3

A monthly staff publication of Royal InterOcean Lines





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

A Member of the
Netherlands Shipping Union
Group of Companies

VOL. XVIII No. 3
MARCH 1971

P.O. Box 725, HONG KONG

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SINGAPORE — J. Tan Swee Ann

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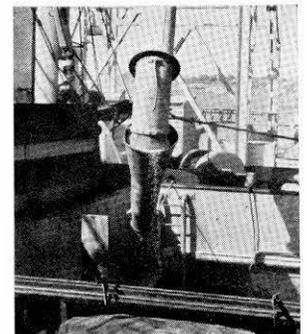
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There is a nice mixture this month — just as *Straat Clarence* loaded on her way to Japan for lengthening (pages 50/51). We are indebted both to Captain Adamse and Acting Third Officer Groenendijk for the pictures.

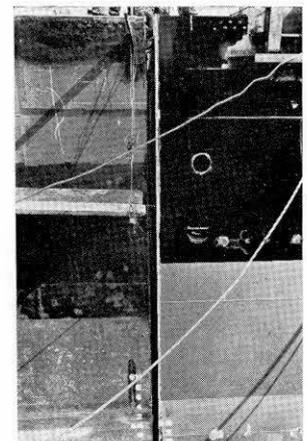
Companies Anniversaries continue to be in the forefront (pages 48/9 and 52/3) but there will be a slowing down during 1971. 1972, however, will see the numbers rising again, and the following two years will produce really bumper crops.

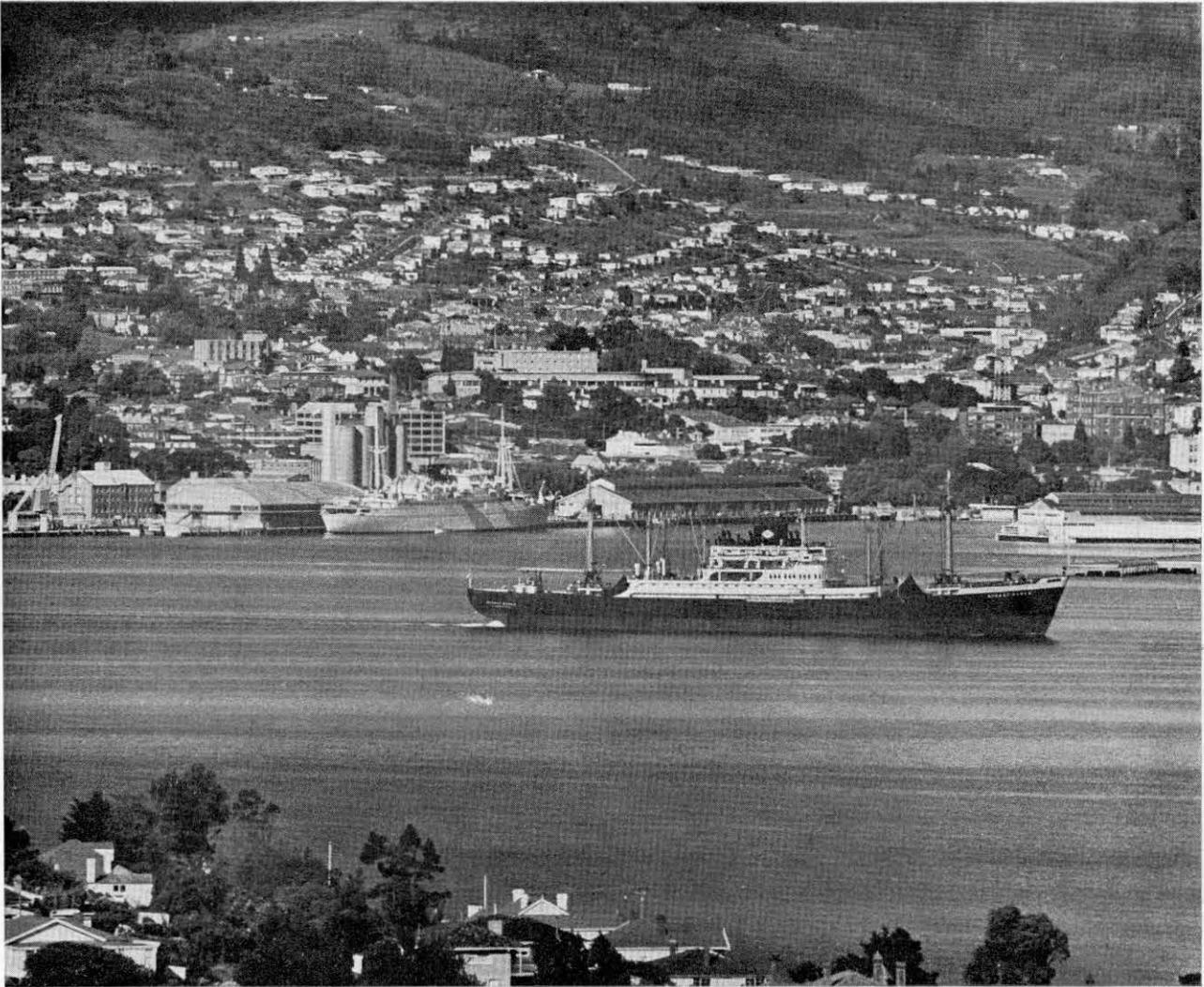
New ships need new training techniques. Pages 46/7 contain a most interesting description of the navigational simulator in Holland.

For the rest, honours are even between staff and ships — a well-trimmed ship in fact.



A spout poured oats into *Straat Clarence's* hold No. 5 at Geelong before she sailed for Japan. (below) The jumboizing is a very exact operation.





As Tjiluwah laid at the foot of Mount Wellington in Hobart, Straat Banka passed on her way to load zinc at Risdon. We are indebted to Don Stephens of Hobart for permission to reproduce this photograph.

FLEET FACTS

The charter ship **Jelunga** was re-delivered to owners in mid-February.

The three Nedlloyd vessels which will be transferred to RIL during 1971 will be re-named as follows:—

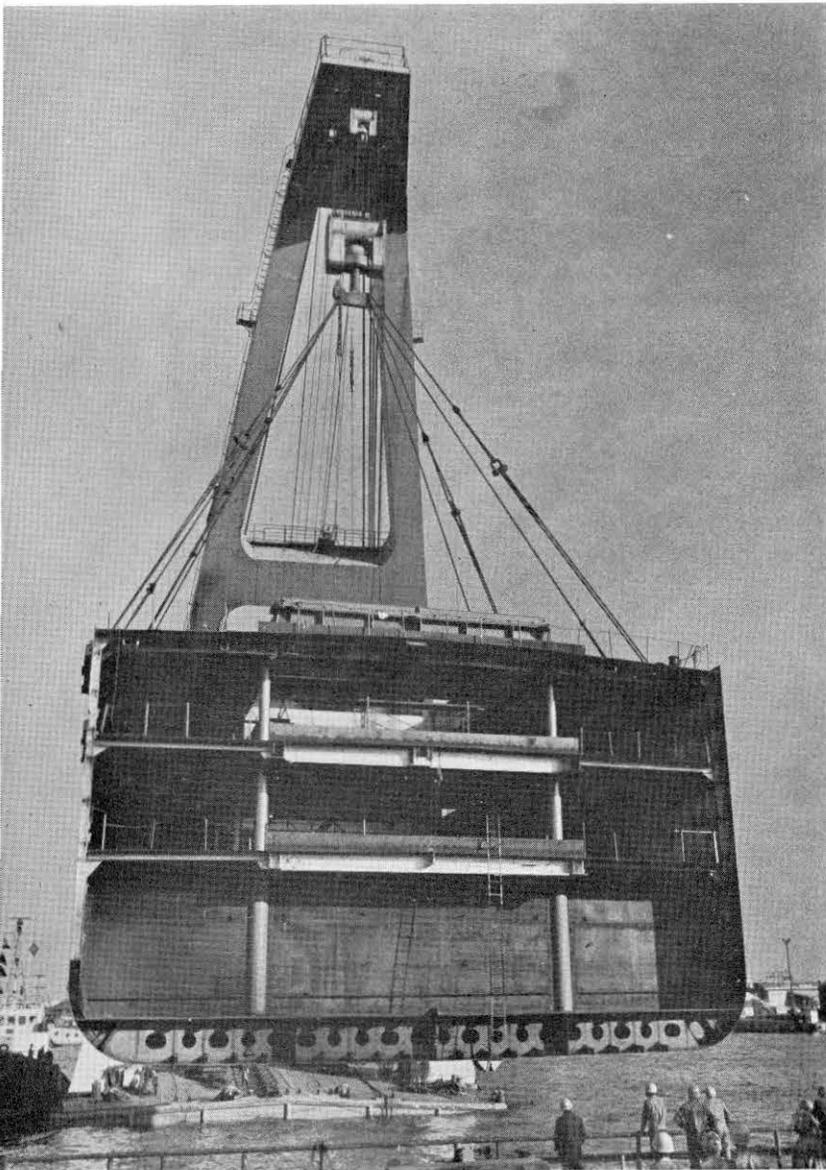
Randfontein	—	Nieuw Holland
Kloosterkerk	—	Straat Korea
Koudekerk	—	Straat Kobe

s.s. **Tjipondok** has been sold to Li Chong Steel & Iron Works Co. Ltd., Taiwan, and will be delivered to purchasers at Kaohsiung in mid-March.

RIL Post gets its first glimpse of the New Zealand port of Tauranga from Chief Officer H.H.A.E. Kwaad (Straat Cumberland) who was flying in a Piper Cub up to Auckland with Captain J.L. van Schoondrager when the latter went on leave. Straat Cumberland was loading milk powder on her northbound voyage in the New Zealand-East Asia Service.



IN JAPANESE



The massive crane in NKK's Asano Dockyard at Yokohama lifts a new 19.5 metre section to fit forward of the superstructure on a Straat C-ship, and the whole slides very smoothly into place amidships.

The jumboizing of Straat Clarence was finished on 22nd February and Straat Chatham followed at the end of the month for her four-week conversion programme.

DOUBLE PARKING

When Straat Hobart arrived at Santos on 13th December, port congestion held her in the stream to await a berth. Straat Agulhas arrived the following night, timepressed on her west-bound voyage. The two ships were successfully double-banked during a dark night, and by daybreak of the 15th, 500 tons had been discharged to Straat Hobart. Straat Agulhas then had a berth awaiting her, but this picture was taken in the early morning light before she moved up.



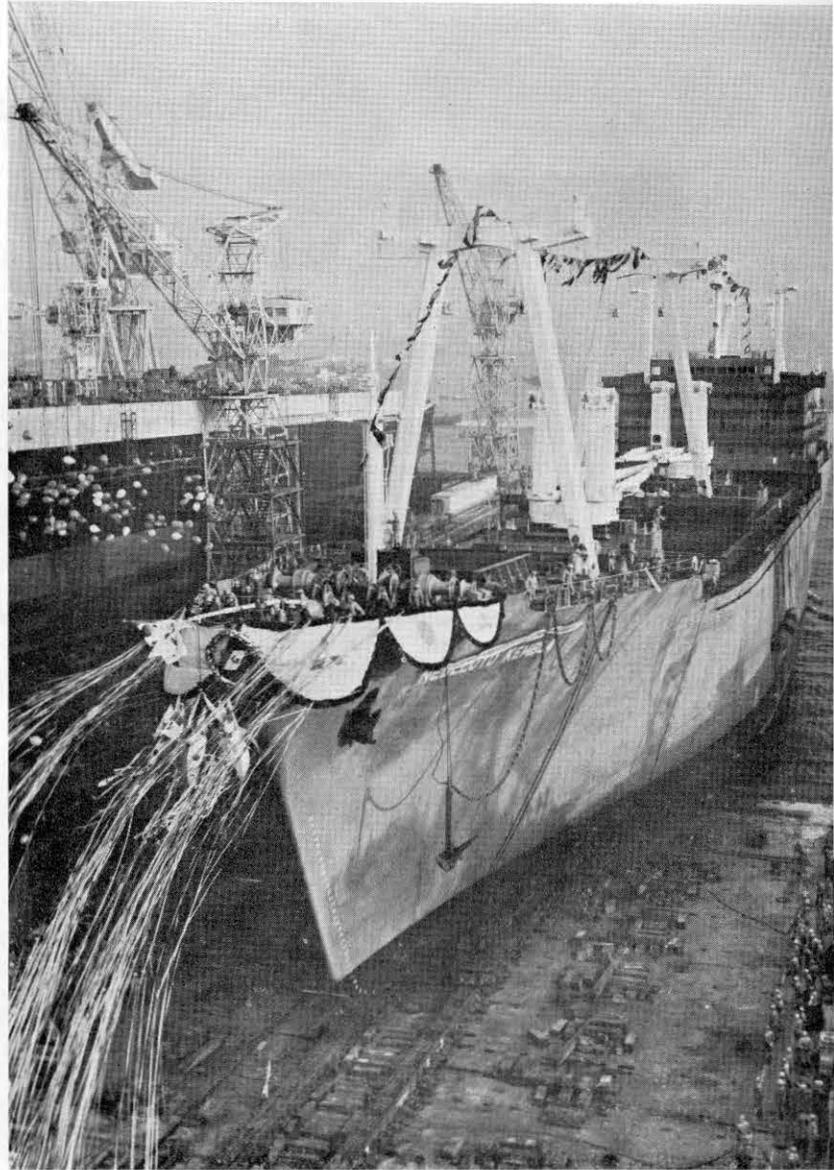
HEAVY

DOCKYARDS



The third of Nedlloyd's five 'K' vessels, Nedlloyd Kembla, was launched on 12th January by Mrs E.M. van Rhoon, wife of RIL's Manager for Japan. The ship was constructed at the Kobe Shipyard & Engine Works of Mitsubishi Heavy Industries Ltd.

The name of the fifth ship in this series will be Nedlloyd Katwijk, and not 'Kampen' as previously announced.



TRAFFIC



CROSSROADS?

The photographer had some difficulty in crossing to the middle of the busy Shaukiwan Road, but when the traffic cleared suddenly, there — looking rather larger than life — was the funnel of Tjitarum. It was something of a surprise to find the vessel apparently on a collision course. She was undergoing DMO in Taikoo Dockyard, Hong Kong, and a curving sweep of the road produced the illusion.

T.S. 'SIMULATOR'



A perfectly designed and familiar bridge.

NSU's new containership, ABEL TASMAN, like others of her vast size, will present certain manoeuvring problems to her Master and officers. They are not unprepared, however, for they have been getting ready for the job without ever having been at sea with the ship, thanks to the 'ship's simulator'.

This comprehensive simulator, the latest development of earlier experimental models, came into being in March, 1970 and is the only one of its kind in the world. It was constructed by the Dutch Organization for Applied Physical Research, together with the Technical University at Delft. In combination with an analogue computer, slide projector and a registration apparatus, the new simulator gives officers ashore an opportunity to study the movements of a ship in all weather, sea and coastal conditions.

In 1969, the Board of Directors of VNS, who had been following developments with interest, decided to have ABEL TASMAN put on the simulator. So it was possible for some Nedlloyd Masters and Chief Officers to make 'trial runs'.

It was a five-day course during which they were 'berthed' on the fourth floor of a large building in Delft. Inside was a complete replica of a wheelhouse, equipped with every modern navigational aid except radar. Decca charts were used, and particularly useful was the instrument indicating the vessel's turning speed.

The view from the wheelhouse, over the foreship, of the horizon, sea, coast or harbour entrance (see photographs) is obtained by projecting a number of slides on to a curved screen. The relative movements of the coastline as the ship 'approaches' are very realistic and true to life.

A computer has been fed with all the relevant details of the ABEL TASMAN, measurements, characteristics of steering and propulsion, and synchronizes these with rudder and engine manoeuvres to cause the appropriate picture to be projected on to the screen and to give the bridge instruments exact information. The unobstructed view covers an arc of 120°, 60° to each side.

In order to be able to study the novices' efforts afterwards, the results of the manoeuvres are automatically recorded.

The simulator has a wide range of possibilities, both in regard to a ship and her characteristics and also in connection with outside influences.

Speed can be altered by increasing or decreasing engine revolutions, stopping and/or reversing. The corresponding changes, as well as the drift caused by the propeller, are brought into the calculations. Course alterations in open sea are unrestricted, but near a coastline, maximum alterations are 90° to starboard and 60° to port.

Normal visibility and fog can be simulated. Winds can be given

any direction or force, with variations if required, and the same can be said of currents with their resulting effects on the vessel.

Shallow water can be simulated, but for ABEL TASMAN, only deep water was used.

When simulating the open sea, there is no restriction on the distance to be covered. The maximum distance from a coast is about 10 miles, the coastline itself being about 8 miles long. When approaching a port, a distance of about 3 miles is simulated from ship to breakwater-heads.

The coastline has three leading lines and landmarks for bearings. The port area has one leading line, breakwaters, towers, cranes etc. VHF is installed to allow ship/shore traffic and shore radar control.

The five-day programme for the Nedlloyd officers was as follows:

1st Day: explanation of the simulator. Sailing in leading lines.

2nd Day: sailing in leading lines, combined with anchoring.

3rd Day: bringing the ship into port.

4th Day: repetition of 2nd and 3rd days.

5th Day: man-overboard manoeuvres, Williamson turn, turning circles and stopping distance. Repetition of 'port manoeuvres'.

The following is an impression from one of those who took part:

"... We were surprised to learn that we would take turns as master, navigator and helmsman. A far-reaching democratic proposal — possibly through the influence of the students of this city? The first impression was very pleasant, coffee was excellent and abundant, the catering staff female and a treat to look at. After a short introduction, we were led via the acclimatisation-room (in order to get used to the reduced light intensity), to our working area, the bridge. This was perfectly designed and equipped with all the navigational aids known to us. Everyone felt at home straight away, the more so because here too the chart pencil was missing!

When (in connection with extensions to the building) someone started to work with an air-chisel, we so much imagined ourselves to be at sea that one of our number opened the wheelhouse door and yelled to the bosun to

enquire if it was necessary to chip the deck today.

It was nevertheless a busy voyage, in which sometimes two ports per hour were called at, heavily testing the endurance of the crew. The weather was completely disorganized too: though it was fine outside, we for the most part encountered wind Force 8-9 and fog.

The ports we called at were not up to date, were partly silted up with narrow entrances, which again were obstructed by wrecks. Pilots did board the vessel but they never gave us any advice.

The problems to be solved varied from normal to difficult — if not unsolvable. One exercise (entering a port) topped the list. After a few mishaps, one of the trainees finally succeeded in entering port safely. Instructions were as follows:

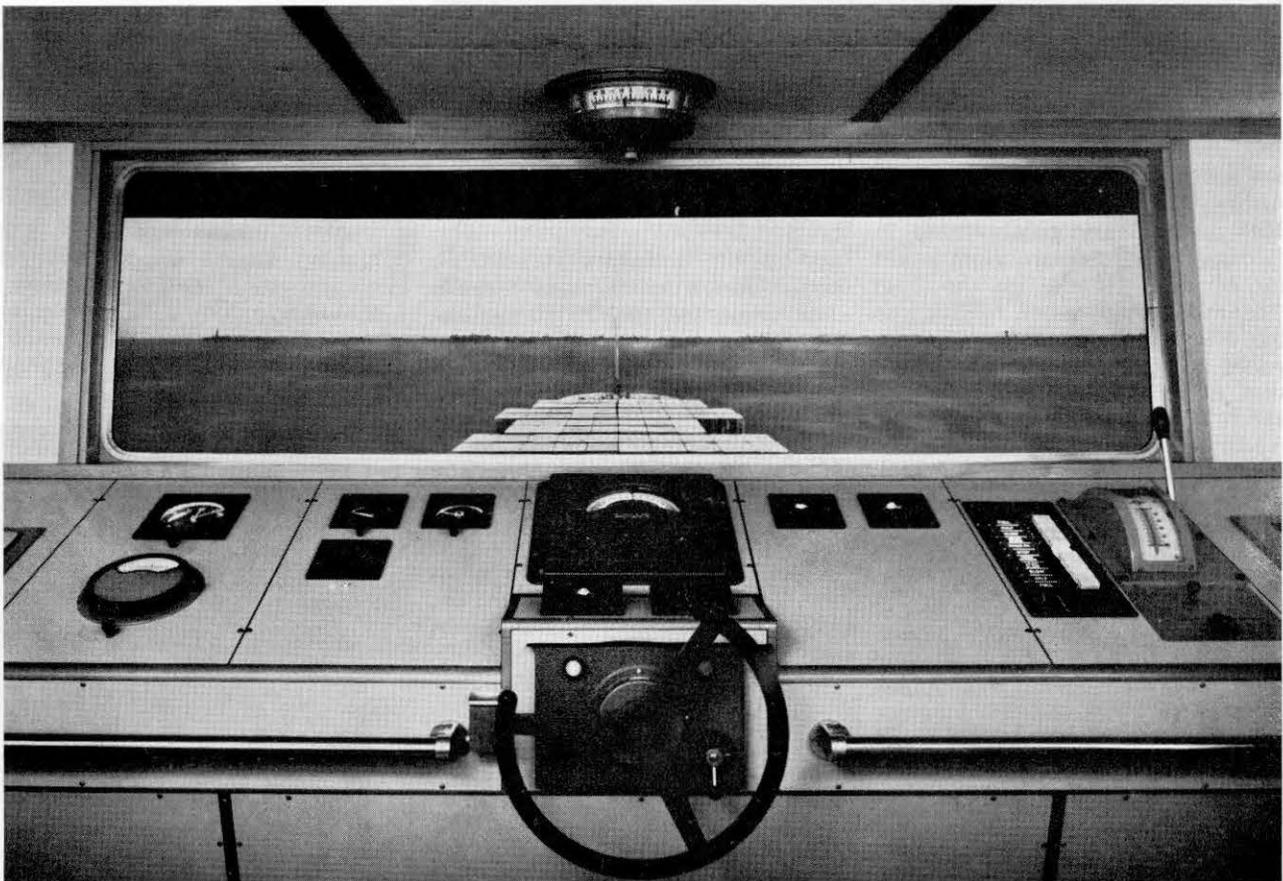
Initial speed 10 knots, wind force 9 abreast from starboard, current 3

knots from starboard and 4 points abaft the beam. The pilot had to be picked up 1500 metres closer in, speed 3 knots again. 1500 metres closer to the port, a wreck obstructing the harbour entrance had to be passed. The entrance itself was then 750 metres away and only 350 metres wide because of silting.

During the course, it so happened that we embarked pilots without making lee, going at a speed of 9 knots, sailed over wrecks, and stranded the vessel without being summoned to a Board of Enquiry!

When we signed off, we had learned what we could do with the vessel, but we also had found out what not to do.

We parted in good spirits, having obtained much experience which will certainly be of value when in the early Spring of 1971 the t.s. Simulator will come to life in ABEL TASMAN."



The view ahead from the wheelhouse gives an accurately simulated coastline of about 8 miles wide. Maximum distance from the coastline is about 10 miles, and as the 'ship' approaches a port, a distance of about 3 miles is simulated from ship to breakwater-heads.

40TH ANNIVERSARY

Mr K.F. Handel



Mr McClintock fastened on the Company's gold medal.

Although there have been other 40th anniversary celebrations in Sydney, it was a proud moment for Mr K.F. Handel on the 29th December, 1970 when he became the first Australian to serve forty years at Sydney since the inception of this office for K.P.M. in 1912. Later of course it became R.I.L. and more recently another name change to Interocean Australia Services.

An impressive array of guests were present, including Mr E.A. Postuma from Singapore, Mr E. van Walree (Amsterdam), Managers from Brisbane, Newcastle and Melbourne—Messrs. J.R. McGaw, J. Moodie, R.S. Hadley, senior Sydney office staff plus several long-standing business associates of Mr Handel.

Captain J. Jacobs was in port with Tjinegara, and his catering staff rose ably to the occasion in attending to the needs of the guests and so contributing to the success of this enjoyable function.

The Acting General Manager of I.A.S., Mr A.F. Hayward, welcomed Mr and Mrs Handel on board and a bouquet of flowers was presented to Mrs Handel by Mrs Hayward.

Mr Hayward in his address pointed out that Mr Handel joined the company during the hard times of the depression and this was followed by the long hours of tedious work necessary in attending to the wartime needs of vessels in the area. These were the years of slow promotion for all and it was only in 1942 that the designation "temporary staff" was replaced by "employee".

He had been promoted to Group 1 or 'procuratie houder' in 1960 and Assistant General Manager (Adj. Chef) in 1965.

All of which, continued Mr Hayward, assisted the development of character including perseverance and determination, and the ability of Mr Handel to give great attention to detail which had proved

a great backstop to the company on many occasions. In a lighter vein Mr Hayward made the point that much time was taken up at other presentations whilst reminiscing regarding the many vessels or places of employment involved in the particular person's career but in the case of Mr Handel, he started at Sydney in 1930 "and he's still here!"

Mr E.P. McClintock (Chairman — Interocean Australia Holdings) addressed the gathering and remarked that although he felt very new to the company with only eighteen months as against forty years, this had still been time enough to assess Mr Handel's great fortitude and perseverance in making such remarkable improvement since his recent illness.

In reply, Mr Handel recalled his commencing salary of \$2 per week followed by an interview with the General Manager in 1932 when he was told he was doing a good job, but in view of the "hard times", it had been decided to reduce his salary by 10%. Mr Handel continued his speech in a more formal vein and in the closing stages expressed appreciation to those responsible in arranging such an enjoyable function, enabling the attendance of so many friends and contemporaries.



25TH ANNIVERSARY

Mr E.M. van Rhoon



Mr Weissink made the presentation to Mr van Rhoon, watched by Mrs van Rhoon.

A very important occasion was celebrated in the Tokyo Management office on 6th January, the anniversary of 25 years of service to RIL by Mr E.M. van Rhoon, Manager for Japan. Mrs van Rhoon and their daughter were present, as well as Managers from the Japan coastal offices and shore staff from Tokyo and Yokohama.

Mr van Rhoon left Holland aboard the NIEUW AMSTERDAM in October 1945 and arrived at Djakarta from Penang by TEGELBERG exactly on 6th January, 1946. Indonesia then claimed him for most of the next eight years: in the early stages he worked not only for JCJL but also for 'NICA' (Netherlands Indonesian Civil Administration), 'NISO' (N.I. Shipping Organization) and 'NIHE' (N.I. Harbour Establishments) in plans for rebuilding and reconstruction after the holocaust of war.

A very much understaffed Shanghai office saw Mr van Rhoon for nearly three turbulent years between '47 and '50; otherwise, it

was Tg. Priok, Tg. Perak, Djakarta and Makassar until 1954 whereafter he worked alternately in HK HO and HK MH. 1959 saw him back in Djakarta as General Manager for Indonesia for just a year and then he was posted to Hong Kong as Manager of the Freight Department, becoming 'Chef van Dienst' in 1961. Mr van Rhoon has been Manager for Japan since March, 1963, with the exception of three months in 1966 when he was Manager for Hong Kong & China.

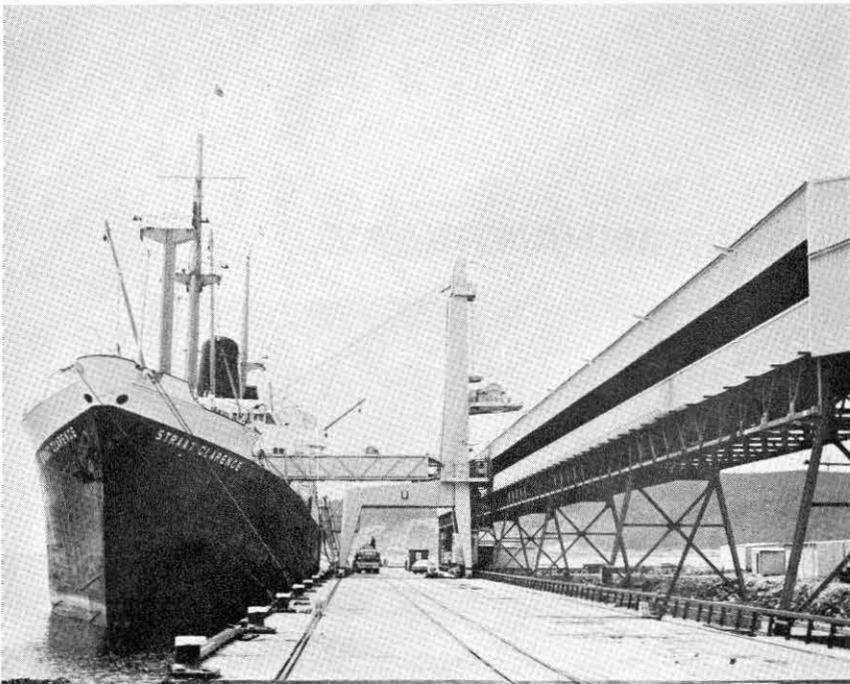
Throughout all these years, Mr and Mrs van Rhoon have built up a wide circle of friends, not only ashore but also amongst seagoing staff, as a result of their generous hospitality.

Mr J. W. H. Weissink (Tokyo Man.), on behalf of Managing Directors, presented Mr van Rhoon with a miniature Japanese garden lantern, representing the original (weighing one ton!) which will be installed in the garden of his house in South Africa. A movie camera from all RIL staff

in Japan was also presented, and an unusual 'extra' was a framed caricature which appeared in a local paper a little earlier (see page 54). A bouquet of roses was presented to Mrs van Rhoon.

Telegrams from practically all parts of the world were read out, including one from the National Health Insurance of Japan (!!).

In his reply, Mr van Rhoon recalled the past 25 years. He paid tribute to his wife for her unflinching support and thanked all RIL staff, especially those in Japan, adding that we are now part of a Company which has become very big, having a fleet of more than 150 vessels (including newbuilding) against the five which formed the JCJL fleet when he arrived in Djakarta. As to Japan, it was neither European nor Oriental: Japan was Japan itself, with many differences which added to the interest of the country. He concluded with a toast to the future of the Company.



Burnie
Bulk
Cargo
Wharf

STRAAT CLARENCE— BULKCARRIER

"As your loading programme is somewhat out of the ordinary, would it be possible for you to arrange a contribution for the RIL post?" wrote Area Correspondent Bruce Polain in Sydney. Well for

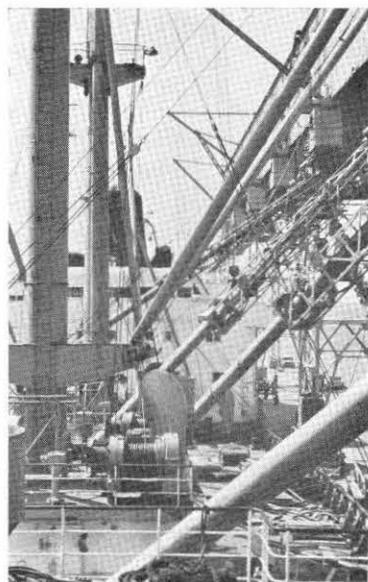
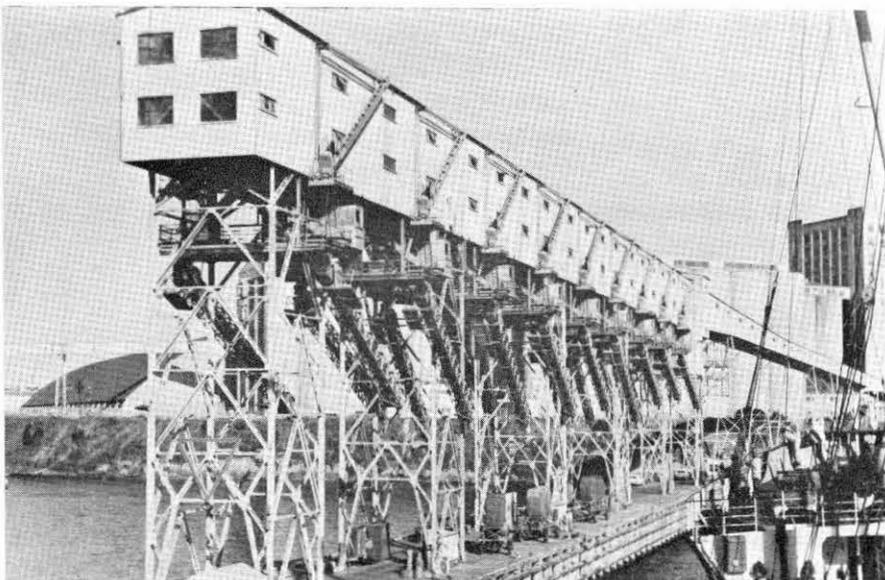
an "old teaship" it certainly was out of the ordinary. Just to mention: from Sydney, pallets carbon-black; from Burnie, 2000 tons lead concentrates in bulk, plus one tank tallow; from Risdon, 700 tons zinc; from Melbourne, 1450 tons aluminium and about 3000 bales of wool; and last, but certainly not least, 4000 tons of oats in bulk from Geelong.

To get this all in during a single coastal voyage was not so simple. Said Chief officer Edsen "if all my hairs do not turn grey this time, they probably never will". Still we could cope with the technical problems somehow, be it that detailed instructions from ND regarding the fitting out of the vessel had to be observed.

The loading of the 2000 tons lead concentrates in Burnie on 12th December went rather smoothly. The modern conveyorbelt bulk-loader can do about 1000 tons per hour, but since we required proper trimming by means of the — "for the first time tried out" trimming machine, loading took the best part of the day. After loading the zinc at Risdon the following night, we bade farewell to Tasmania and hurried back to the mainland where another busy programme was waiting in Melbourne.

In view of the approaching date for jumboizing in Japan, the ship was very time-pressed and every effort had to be made to sail before Christmas. Soon the noise of carpenters hammering away at shifting boards made it obvious that with respect to the oats in bulk "the die had been cast". Still it was far from a gamble. Endless conferences with Office staff, Cargo Inspector, ND, Health Dept. Surveyors, Stevedores and Contractors about how it could and should be done. Everybody had something to say and we were already yearning for the wide open sea and to be one's self again.

It must be said though that there were quite a few stowage problems. For example it was agreed in



Geelong —
approaching
the silo
berth and
(r) spouts
in position
over the
hatches

principle that the hatch-coamings should function as feeders but in the case of No. 1 hold the coaming was too small to contain at least the minimum 2% of the oats in that hold. To oblige, it was necessary to reduce the space in the hold by other cargo, which understandably had to be well covered and protected.

To discharge and to load general cargo such as wool and aluminium, and to fit out for grain at the same time, required continuous supervision by the Chief Officer. It looked as if we could just make it before the holidays but then a few bugs found under the fixed ceiling of No. 11 hold by the Health inspector put a rod in the wheel. Faraway Canberra said "Methyl Bromide" and that was it. Could the vessel afford to stay over the Christmas days in order to have No. 11 hold fumigated? Head Office confirmed that it could and definite arrangements were then made for this operation in Geelong.

Methyl bromide, which is heavier than air and thus needs long airing by means of forceful blowers, meant that everybody had to leave the ship for two days. To find accommodation during the Christmas season for about 60 people at the drop of a hat is not easy, but tall Mr Robert Purnell, our Geelong Agent, managed somehow. The officers went to the Carlton Hotel, the Malayan deck-crew and the Chinese engineer room department, looking rather bewildered, shared the Grand Central Hotel opposite, and the Catering department disappeared into the White Hart Hotel, a block further away.

Soon we got used to hearing the same Christmas carols in the diningroom at breakfast time, lunch time and dinner time and although the hotel staff perhaps considered us strange birds, we found the atmosphere typically congenial Australian. Less satisfied with the Australian diet were the crewmembers across the street, but fortunately there happened to be a Chinese restaurant next door which helped.

In the meantime Straat Clarence, lonely along Cunningham Pier with flags V E (ship being fumigated) flying, was kept under close surveillance by the Health officials and our two duty officers who had set up quarters in the gatekeeper's shed. Because of the deadly nature of the gas, the wharf was declared out of bounds through impressive skull-and-crossbones notices.

On Christmas day we all trooped back to the ship after lunch and truly everybody was happy to be home again.

The next morning Straat Clarence moved to the silo berth where a set of spouts was lowered into the hatches. From some distance it looked as if a huge hand had placed its fingers on the decks.

The speed of loading was tremendous. So was the accumulation of chaff dust around us which caused itching as if suddenly an outbreak of prickly heat had taken place. When Straat Clarence sailed for Japan late on Sunday night of 27th December she was full and down. Her decks were still covered with an inch thick layer of chaff when the tugboats pulled her off, but this was soon washed away and we were happy to be moving once more.

M.M. Adamse.



1.

1. Chief Officer R. Edsen & Actg. 3/O J.M. Groenendijk supervising loading of oats.

2. Enjoying their Christmas dinner are (l. to r.) 4/E R. den Hartoog, Actg. 3/O Groenendijk, Actg. 3/E D.W. Bras, 4/E J.L.M. Geuskens.

3. Pushing through the Pacific on the way to Japan.



2.



3.



Chief Engineer F.M.H. Beckers

Once again TJILUWAH was the scene of the celebration of a 25-year anniversary, this time on 19th January for Chief Engineer Beckers. Mrs Beckers and their two children were there, as well as quite a number of wives. As Mr Terwogt said, this gave a very pleasant and homely air to the occasion.

Mr Beckers started his career with the KPM in 1945 and sailed — like so many others — on board Rangitiki for Australia, where his first posting as Fifth Engineer was to the Merak.

During his career, the Chief Engineer had seen some excitement: in 1947, a fire broke out on board s.s. SWARTENHONDT, and for the part he played in helping to extinguish it, Fifth Engineer Beckers received a silver cigarette case from Managing Directors of the KPM. Later, in June 1948, fires broke out simultaneously in hatches Nos. I and VI of m.v. RUYSS, and in recognition of his actions on that occasion, Acting Fourth Engineer Beckers received a gold watch from Managing Directors of the KJCPL.

Mr Beckers was promoted to Chief Engineer in 1959 and a considerable part of his service has been on board passenger ships. He is known for his devotion to duty — a quality he has always displayed — and his high standards are much appreciated by the Company.

So saying, Mr Terwogt pointed out that a second watch would not be appropriate and presented the Chief Engineer with a Cine Camera instead on behalf of the Board of Directors and his colleagues, adding that he hoped that there would be many more years to come.

Captain J. Maan then presented a cine projector from the officers (the entire engineroom crew had earlier given Mr Beckers an engraved silver cup) and flowers were given to Mrs Beckers, with small tokens for Robert and Ernestine.

Chief Engineer Beckers made a short speech of thanks and concluded with a toast for the future of RIL — "bigger and better."

Captain Tj. van der Molen

On 28th December, 1945, Apprentice Officer Tj. van der Molen signed a contract of employment with Messrs. KPM in London. Unlike other recent 25th Anniversaries, this happy event was celebrated on the exact date.



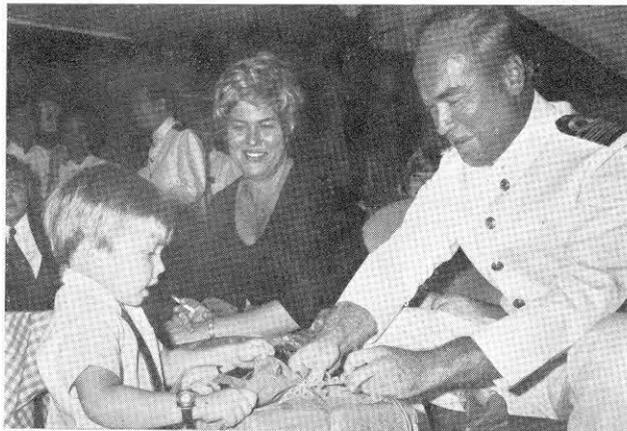
In the Scheepvaarthuis, some of the Amsterdam staff and officers on leave gathered to meet Captain and Mrs van der Molen, and a bouquet of flowers was presented to the latter.

Mr van der Schalk, in his address, said that this was the first time he had had the pleasure of doing so in connection with a 'floating' anniversary. He recalled Captain van der Molen's long service, of which nearly ten years had been in the rank of Captain, and presented him with the Company's token of appreciation, an engraved gold-watch. He concluded by wishing the Captain many years of good health and hoping that he would continue with his usual cheerfulness to give his energy to the Company's business.

After the reading of the congratulatory telegrams, Captain van der Molen thanked everyone, and the gathering relaxed into a friendly and animated party.

VERSARIES

Captain W.H. Schroder



Although falling due on 27th December 1970, Captain W.H. Schroder celebrated his jubilee at Sydney, his home port, on 18th January, 1971. This friendly relaxed gathering on board "STRAAT BANKA" was attended by Mrs Schroder and children, together with Captain Schroder's parents-in-law (Mr and Mrs Witsenburg), also Captain Legemaate ("SAFOCEAN AUCKLAND") plus those lucky personnel on leave, Captains Proper and van Dijk and Chief Engineer den Boogert.

Mrs J.C.P. van Diepen presented a bouquet to Mrs Schroder and after relaying Managing Director's complimentary observations as to his seamanship

and character, the Acting Managing Director of Interocean Australia, Mr A.F. Hayward, presented Captain Schroder with the Company's gift — a pair of Zeiss binoculars.

There followed further gifts from the officers on board, champagne and a portable television — a nice combination — plus a suitably inscribed painting from the Chinese crew by shipboard artist, Steward Chan Po Wai.

Captain Schroder replied suitably, and those present joined in toasting good health and prosperity to all concerned.

Captain H. Muys

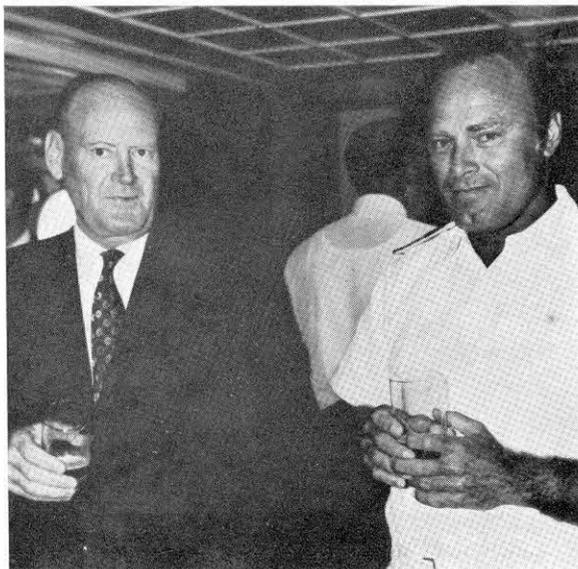
On 11th January, the 25 years' Service Anniversary of Captain H. Muys was celebrated at a luncheon held on board the STRAAT TAURANGA in Sydney.

The Acting Managing Director of Interocean Australia Services Pty. Limited, Mr A.F. Hayward, on behalf of Managing Directors presented Captain Muys with a gold wristlet watch, and thanked him for all he had done for the Company in the past 25 years. During his presentation speech, Mr Hayward mentioned that the records showed that Captain Muys had originally joined the m.v. "TASMAN" and up to his present command had had some 63 postings — of which 50 occurred during the 16 years before his promotion to Master. (He was not sure that this indicated that Captain Muys at that time had been good or bad, but it must surely set some sort of a record!)

Captain Muys ably responded and mentioned how glad he was to have his daughter among the thirty-eight guests on board.

Apprentice Officer L.W. van Kempen then presented Captain Muys with a gift of a Parker set of pen and pencil on behalf of the personnel of the STRAAT

TAURANGA and the accompanying speech well nigh brought the house down!! A very happy time was enjoyed by all on this special day for Captain Muys.



COMPANY

FAMILY NEWS

Weddings

4th Engineer G.V. Nijdam (Straat Luanda) to Miss C.T.M. Daly on 29th December at Christchurch, New Zealand.

5th Engineer G.H. Meijerhof (leave) to Miss P.M.C. Spoelstra on 28th January at Velsen.

New Arrivals

Mr M. Ohgata (Yokohama, Man.): a daughter, Keiko, on 28th December.

3rd Engineer J. van der Kooy (Straat Luanda): a daughter, Carola Nicolette, on 8th January.

3rd Engineer G.J. Nijland (leave): a son, Michael Geoffrey, on 22nd January.

Chief Officer P. Cox (leave): a daughter, Alma Henriette, on 25th January.

Mr H.J. Seebregts (HK HO VZ): a son, Andre Mathias, on 2nd February.

Chief Officer B.G. Coops (leave): a daughter, Marriette Alexandra, on 4th February.

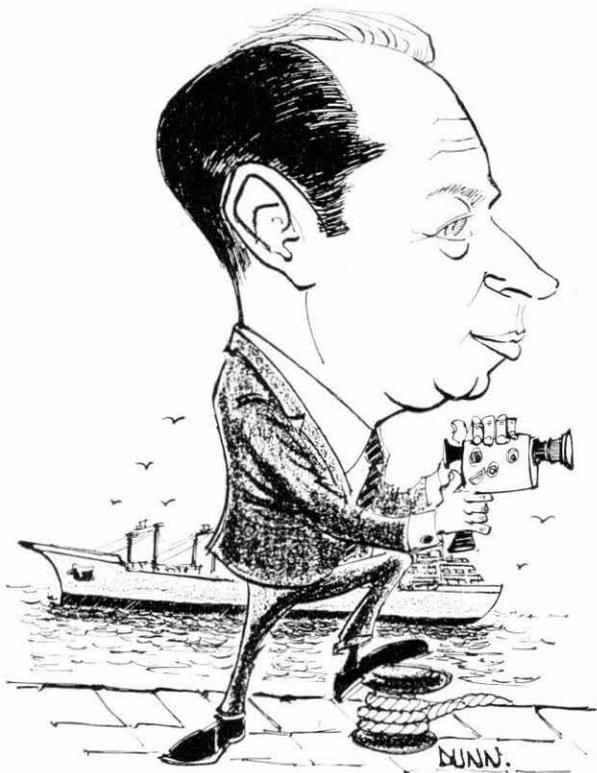
KIWI FAREWELL

Last month, in his description of Tjiluwah's cruise to New Zealand, Captain Maan described a 'lone piper in full Scottish regalia' who played his bagpipes standing on a 20' high platform off Goat Island as the ship left Dunedin.

This lonely last farewell caused something of a sensation to passengers, amongst whom was Mr W. Abadee (Sydney). He took this photograph in the evening light, and sharp eyes can just see the piper standing near the light beacon.



"Will ye no' come back again?"



GUESS WHO!

The clever pen of Napier Dunn in the *Mainichi Daily News* recently caught this 'profile' — easily recognizable as that of Mr E.M. van Rhoon, RIL's Manager for Japan who has just celebrated 25 years of service (see page 49). We understand that he was presented with the framed original drawing on 6th January.

IT'S A CRIME!

RIL everywhere around the world, and also in the underworld. . . .



(From a report on Hong Kong crime, *Hong Kong Standard*)

LOG BOOK

PERSONALITIES

Mr F. Terwogt (Managing Director) left Hong Kong on 18th February for consultations in Japan and the Netherlands. He is expected back in Hong Kong on 7th March.

Jhr. C.L.C. van Kretschmar (Managing Director) returned to HK HO from leave on 15th February.

Mr H. Wever (General Manager for Australia & New Zealand) called at Hong Kong for discussions early in February, on his way back from leave.

Mr N.L. Padt took over as Representative, West Coast of South America on 1st February and Mr F. Braches went on leave.

Mr G.H.J. van Echten (Manager, Catering and Purchasing & Stores Dept.) made a week's business trip to Japan in mid-February.

Mr W.A. Mulock Houwer (Manager, Planning) made a short business trip to Japan towards the end of February.

Mr A. Jason (Manager, RILAIR, Singapore) made a business trip to Hong Kong early in February.

Mr D. Ma (Manager, RILAIR, Hong Kong) left Hong Kong on 23rd February for a three-week business trip to Western Europe.



METEOROLOGICAL AWARD

Second Officer J.Th. Mors on board *Safocan Albany* was presented with a barometer on behalf of the Royal Netherlands Meteorological Institute (see December issue) by Mr J.J. van Steenberg, Deputy General Manager for Africa.

BRAZIL REPRESENTATION

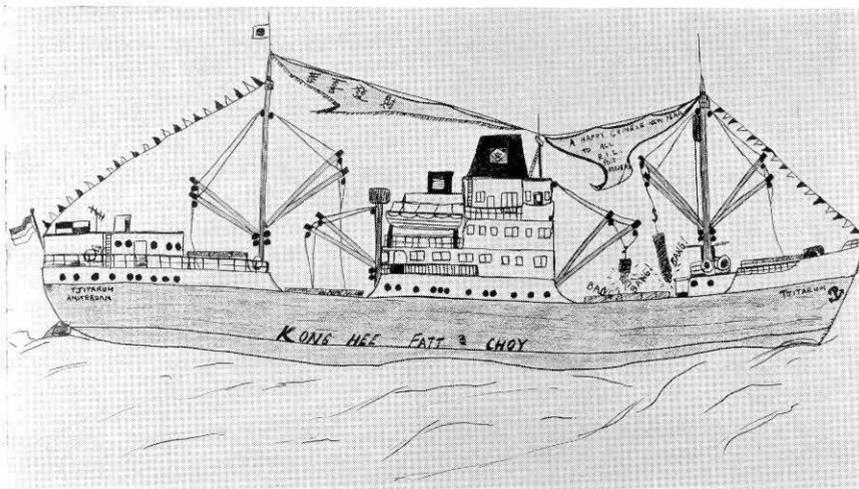
As from 1st January, the office of RIL's Representative in Brazil has become

'Royal Interocean do Brasil Navegacao Ltda' and the Sao Paulo office now has a separate legal identity.

SHIPS OF THE WEEK

Officers on board *Tjiluwah*, *Straat Fushimi* and *Safocan Amsterdam* received messages from their relatives in Holland on 8th February. The messages were pre-recorded by Radio Nederland at Hilversum.

TJITARUM'S GOOD WISHES



Cargo Clerk Peter M.Y. Lim writes that Tjitarum wishes each and every RIL Post reader a very Happy Chinese New Year. To make his point, he sends this cheerful drawing of a RIL ship with all flags flying.

The Year of the Pig already started on 27th January and we hope that the RIL ships are all sailing in equally as good a mood.

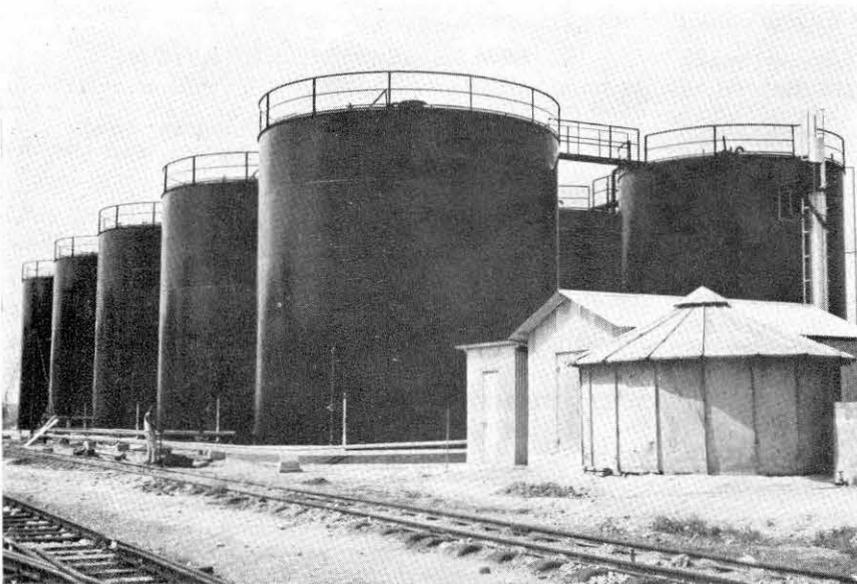
TJITARUM

MAKES

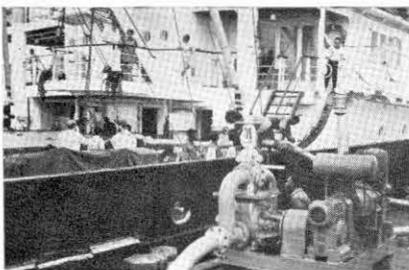
HISTORY



1.



2.



3.

1. *Tjitarum tied up at Shimanzi.*
2. *E.A. Storage Company's new tanks.*
3. *The ship discharged the palm oil to the Company's booster pump.*

History was made at Mombasa last December when Tjitarum discharged the first shipment of palmoil imported in bulk into East Africa. This was the unofficial inauguration of the East African Storage Company's new tanks at Shimanzi (see also page 55). Tjimanuk and Tjibantjet have since followed with further shipments.

Before Tjitarum's arrival, palmoil and tallow were imported in drums. Both these commodities have a viscosity prohibiting bulk handling unless they are maintained at a temperature between 122 and 135 degrees Fahrenheit during shipment, discharge, storage ashore and rail delivery to destination.

The break-through into bulk handling at Mombasa has been made possible by the E.A. Storage Company's new bulk storage facilities adjoining their bulk molasses storage tanks. The Company was a pioneer in the bulk export from East Africa of this commodity. The new installation has steam heating arrangements and a pipeline with an intake at the Shimanzi Oil Terminal in Kilindini Harbour. By cooperation with the East African Railways Corporation, heated tank bogies are being provided for rail delivery up-country.

Tjitarum's own pumps discharged the oil from the heated tanks to the E.A. Storage Company's booster pump for delivery to the new installation on the cliff top behind the port area.

Straat Le Maire used the same facilities in January to make the first delivery of bulk tallow from Australia.

"This is to certify that this poem is a true copy of the one and only original poem made by Mr J. Wildering for Mr G.J.C. Bevelander on occasion of the latter's 25 years service celebration".

Straat Franklin

Zo'n 25 jaar gelede,
ging U, heer Beev, voor 't eerst naar zee.
De oorlog was achter de rug
en U slaakte wel een diepe zucht,
dat U in landen vol zon
toen eindelijk aan 't werk kon.
Het woord "Welvaart" was nog onbekend
en U ging varen voor een cent,
maar vertelde met een trotse stem,
"Ik ben WTK bij de KPM".

Maar toen U Uw eerste schip betrad
en al gauw in de gaten had,
dat je voor je dagelijks eten
je beneden een ongeluk stond te zweten
en wilde je wat mijlen varen
je je rot moest trekken aan de scharen
van een oude triple stoommachine
die z'n 40 jaar stond vol te dienen.
Ja, toen dacht U toch wel even,
"Was ik maar bij moeders thuis gebleven".

Maar U, zoals vele optimisten
liet zich toch niet zomaar kisten
en zo, met ook wel hoopjes lol
kwam een term van 5 jaren vol.
Het verlof werd in Holland gespandeerd
en tevens werd er gestudeerd
en het duurde ook niet lang
of U had een hogere rang.
De koffers werden volgestopt
en U werd weer naar zee geschopt.

was signed by:

H.L. van Dam (Capt.)
J.Ch. Hermans (Ch. Off.)
M.K. Hermans-Bezem (Ch. Off.'s wife)
R. Dasia (2nd Off.)
C.J.G. van den Hurk (3rd Off.)
F.C. Schuchard (Appr. Off.)
J. Vlugter (4th Off.)

En zo verstreken toen de jaren
met voornamelijk bootje varen,
maar Uw huisje aan de wal
kwam te staan in warm Natal,
want liever dan Hollands sneeuw en ijs
hoorde U 't lied "Sarie Marijs"
maar niet alleen door dit kreeg U faam,
want U stond ook bekend als vakkbekwaam.
Maar wat een ieder zeker wist
door Bevelander werd gevist.

Uit alle grote wereldzeen
haalde U Uw jachttrofeen
en op menig schip kwam er bij het diner
gebakken vis kersvers uit zee.
Een meesterstuk van Dutch cuisine
en barstens vol met vitamine.

Van de maatschappij kreeg U volgens traditie
een gouden klok met een inscriptie.
Naar nieuwe mode geven wij
een gouden vishaak nog erbij.
Op de valreep hebben we uit vroeger jaren
nog een oude scheepsklok voor U kunnen vergaren.
Dan stop ik met het volgende te presenteren,
hetgeen U ook wel zult waarderen,
de beste wensen voor U en Uw gezin
van de Kaptein en officieren Straat Franklin.

Hongkong 22-12-70

A. Tilroe (Radio Off.)
J. Wildering (2nd Eng.)
A.M. Zandee (3rd Eng.)
H.C. Visser (4th Eng.)
P.C. Bernaards (5th Eng.)
G.B. Huybens (Appr. Eng.)
W.M. Vogel (Appr. Eng.)

Poem was made by J. Wildering and illustrated by G.B. Huybens.

INAUGURATION PARTY

When Tjitarum discharged the first parcel of bulk palm oil to Shimanzi on 19th December (see opposite), a very successful nasi-goreng luncheon party was held on board. This was attended by E.A. Industries' Nairobi management, overseas dignitaries, plant project engineers, harbour authorities etc.

(from l. to r.): Mr G. Larice (Man. Dir. Steel Construction & Petroleum Eng. Co.), Capt. L.D. Dudley (Marine Supt. Mackenzie Dalgety), Messrs. S.A. Shatry (Port Mgr. E.A.H.C.), J. Mturi (Deputy Port Mgr.), D.B. Waldron (Gen. Mgr. shipping, Dalgety), L. Waithaka (Commercial & Operating Officer, E.A.H.C.), R.H. Bezuijen (RIL).



PERSONNEL



NEW PERSONNEL

A hearty welcome is extended to 5th Engineer F.E. Folkerts who recently took up employment with R.I.L.

SUCCESSFUL EXAMINATION

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

Mr W. Th. Broeder	2nd Officer	I	16/12/70
" F.R. Kaleveld	3rd "	Th.II	11/12/70
" J. Teygeler	" "	II	17/12/70
" W. Stortelers	2nd Engineer	Th.C	16/10/70

PROMOTION

Our congratulations go to the following officers who were promoted to 5th engineers:

Mr J.H.M.G. Bolscher	as from	7/ 9/70
" G.Th. Bouwman	" "	29/ 9/70
" G.J. Dekker	" "	18/ 9/70
" J. Havekotte	" "	21/ 9/70
" J.H. Weggen	" "	16/11/70

LEAVE

Mr F. van der Linden	Chief Officer
" J.Ch. Hermans	" "
" A. Treffers	" "
" H.J. van der Wel	" "
" H.L. Brandes	2nd "
" G. Daman	" "
" E.E. Lubach	" "
" J.Th. Mors	" "
" E.G. van Tellingen	" "
" F.L.N. van der Ven	" "
" L.A.J. te Boekhorst	3rd "
" E. Dam	" "
" J. Dolk	" "
" A.E. Okhuijzen Mulder	" "
" R. Rijckaert	" "
" P. Talsma	" "
" W.J. de Wolf	" "
" J.F.E. van Dijk	4th "
" J.M. Hoogesteger	" "
" J. Mennega	" "
" J.F. van Slobbe	" "
" U.C. van Baal	2nd Engineer
" H. Blok	3rd "
" P.A. Kopmels	" "
" W. van der Graaff	4th "
" W.F. van Heel	" "
" P.N. Meeuwssen	" "
" R.J. Wolters	" "
" E.H. Claassen	5th "
" G.J. Dekker	" "
" Th. Dekker	" "
" J.J. Hoedemakers	" "
" G.M. van Koten	" "
" N.P.C. Claus	" "

Those who returned are:

Mr J. de Boer	Chief Officer	Straat Holland
" B.G. Coops	" "	" Franklin
" R.A. Corten	" "	" Talbot
" W. Flach	" "	" Le Maire
" K.P.C.A. Gramberg	" "	Tjibantjet
" H.L. Hessel	" "	Straat Luanda
" J.M. Jansen	" "	" Hong Kong
" F.E. de Nieuwe	" "	" Tanga
" R.F. Backer Dirks	2nd "	" Chatham
" J.P. Duijn	" "	" Freetown
" H.K.Ch.B. Veenhuysen	" "	" Albany
" P.E.D. Beretta	3rd "	" Algoa
" E.E. Kip	" "	Tjitarum
" R.P.A. de Kreek	" "	Straat Luanda
" M.F. Mulder	" "	" Madura
" J.N.M. Smit	" "	" Talbot
" J. Teygeler	" "	" Honshu
" R. Westerhuis	" "	" Van Diemen
" D.P.J. Brugman	2nd Engineer	" Algoa
" N. Filius	" "	" Franklin
" A.J. Koomans	" "	" Colombo
" W. Westerhof	" "	" Futami
" W. Best	3rd "	Tjimanuk
" M.W.M. Huveneers	" "	Straat Cook
" J. van der Kooy	" "	" Luanda
" H.R. de Lange	" "	" Clarence
" J.N. Sol	" "	Safocean Auckland
" C.J.M. Boerma	4th "	Straat Luzon
" A. Bosch	" "	Safocean Adelaide
		(Correction)
" P.A.J.M. Pennings	" "	Tjimanuk
" F.R. Wijkel	" "	Straat Talbot
" W.J. le Clercq	5th "	" Magelhaen

TRANSFER OF SHORE STAFF

Mr F.J.A. Hens was transferred from Wellington and subsequent home leave to Yokohama (Management).
 Mr J.H. van der Wal was transferred from HK HO and subsequent home leave to Singapore.
 Mr J.A. Vermeulen was transferred from Singapore and subsequent home leave to HK HO VZ.
 Mr H.M.R. Banens was transferred from Johannesburg and subsequent home leave to HK HO CTA.
 Mr J. de Rooy was transferred from Yokohama (Management) and subsequent home leave to Durban.
 Mr H. Oike was transferred from Osaka to Yokohama (Management).

TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS

Captain E. Pels Master of STRAAT BALI went on home leave.
 Captain J.G.M. Spijker was posted to STRAAT BALI following home leave.
 Captain E. van de Wetering was posted to STRAAT TORRES following sick leave.
 Captain D.J. Smit, Master of STRAAT TORRES was transferred to STRAAT MOZAMBIQUE.
 Captain J.J. van Nus, Master of STRAAT MOZAMBIQUE was transferred to STRAAT LOMBOK.
 Captain D. van Hekken, Master of STRAAT LOMBOK went on intermediate leave.

Captain G.J. Noe, Master of SAFOCEAN ADELAIDE went on intermediate leave and was subsequently posted to STRAAT ALGOA.
 Captain J.H.W. Voigt was posted to SAFOCEAN ADELAIDE following home leave.
 Captain H. Boeree, Master of STRAAT ALGOA went on home leave.
 Captain W. Mieog, Master of STRAAT COLOMBO went on intermediate leave.
 Captain G.P. Proper was posted to STRAAT COLOMBO following home leave.
 Captain W.C. Bouter, Master of STRAAT SINGAPORE went on home leave.
 Captain J.H. van Dijk was posted to STRAAT SINGAPORE following intermediate leave.
 Acting Captain M.J. Taal, Master of STRAAT TALBOT went on home leave.
 Captain P.L. Eichhorn was (temp.) posted to STRAAT TALBOT following home leave.
 Captain H. Pronk, Master of TJITARUM went on home leave.
 Captain H. de Geest was posted to TJITARUM following home leave.
 Chief Engineer J.J. Kalkhoven of SAFOCEAN ALBANY went on intermediate leave and was subsequently reposted to SAFOCEAN ALBANY.
 Chief Engineer C.H.A. Boogert was temporarily posted to SAFOCEAN ALBANY and subsequently granted the remainder of his home leave.
 Chief Engineer A. Vink of STRAAT FREMANTLE went on home leave.

Chief Engineer H.L. Frenks was posted to STRAAT FREMANTLE following home leave.
 Chief Engineer A.J. Odink of STRAAT FUSHIMI was transferred to STRAAT MADURA.
 Chief Engineer A. Minnesma of STRAAT MADURA went on home leave.
 Chief Engineer H.E. Kattenbroek was posted to STRAAT FUSHIMI following home leave.
 Chief Engineer P. Bakker of STRAAT TOWA went on intermediate leave.
 Chief Engineer Th.J. Bronsvort was posted to STRAAT TOWA following home leave.

IN MEMORIAM

We announce with regret the deaths of the following:

W.J. van den Berg (retired Surgeon, KPM) on 27th December at Lindfield, Australia, aged 73.
 W.F. Scheffer (retired Heademploye, KPM) on 12th January at Amsterdam, aged 66.
 H. den Exter (retired Adj. Chef, KPM) on 12th January at Amstelveen, aged 62.
 J.M. Willemsen (retired Heademploye, KPM) on 13th January at Zwolle, aged 61.
 K.M. van der Vliet (retired Souschef, KPM) on 15th January at Epe, aged 75.
 Miss F.E.V.T. Littman d'Adami Rey (retired employe, KPM) on 25th January at Rijswijk, aged 66.

STAMP COLLECTORS AHOY!

These three stamps were issued by Israel on 8th July 1970 to mark a staging of a World Championship Competition for Class 420 yachts at Tel Aviv. This World Championship rally was the first official one of its kind held in Israel. The event took place a year after the Israelis Carmel Tsefania and Lydia Lazarov earned the title of world champions in the "420" class rally Sandhem.

The International Yachting Association recognises a number of classes, the most popular of which is the "420". To-day about 18,000 of this type of vessel, including 350 in Israel, are listed with the Association.

Made of plastic and fibreglass, the small "420" was designed in 1960 by French naval architect Christian Mauri. Its 4.20-metre length accounts for the name. The boat has two sails with a total sail area of 10 square metres, and also a spinnaker with an 8.5 metre area.

Albert Chiu



TEN YEARS AGO

From RIL Post, 1st March, 1961.

"The wedding of Mr K. Groeneveld and Miss L.W. de Boer v.d. Ley took place in the historic Town Hall in Haarlem on January 21st, 1961. Although the wedding-dress went astray (and was found a fortnight later at the airport in Bangkok!), the bride managed to get another one and looked very sweet and lovely as she held a bouquet of yellow tea-roses to match her dress. The groom smiled happily and everyone present thought of them as a perfect R.I.L. couple.



Their romance started in the Amsterdam office where both worked together for a year; when Miss van der Ley left for Hong Kong, Mr Groeneveld, a quick mover, followed closely. They got engaged in Hong Kong but decided to marry in the Netherlands, as Mr Groeneveld was reposted to the Amsterdam office. Quoting a famous authoress, it cannot be denied that "love is a many-splendoured thing!"

Royal Interocean Lines

(Koninklijke Java-China-Paketaart Lijnen N.V.)

