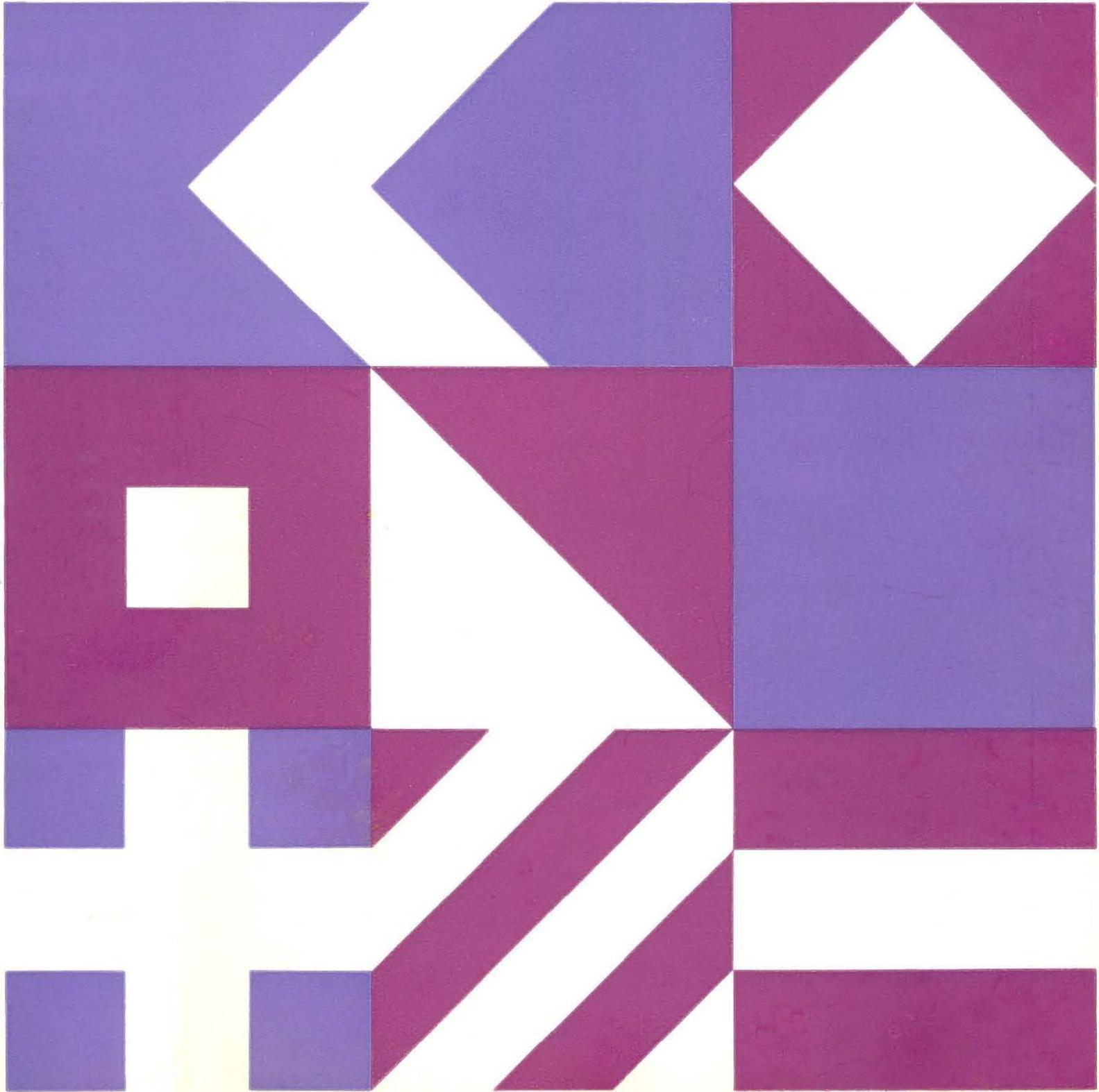


RIL Post

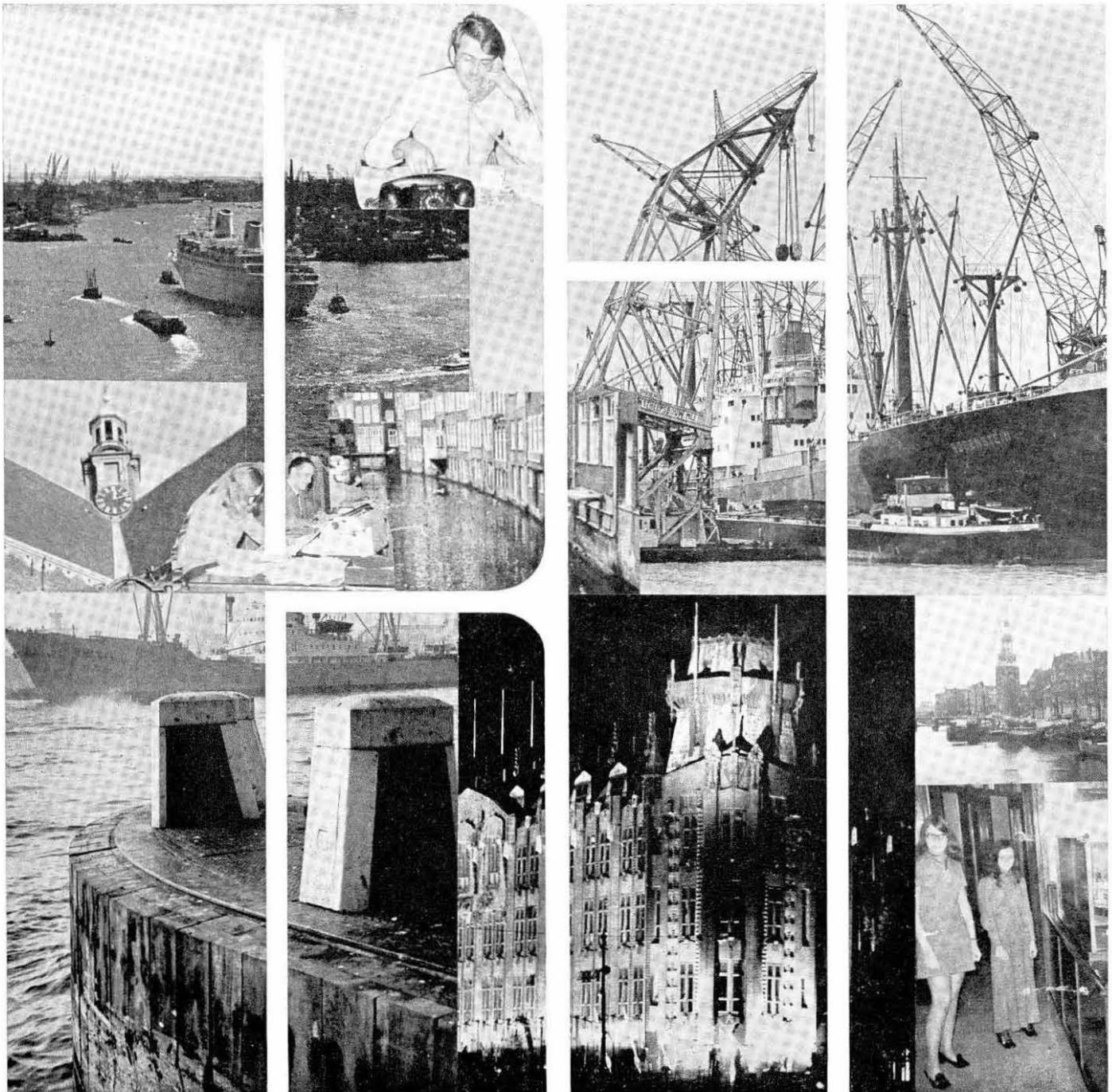
Volume 18 Number 4

A monthly staff publication of Royal InterOcean Lines



focus

Amsterdam, lovely capital of the Netherlands, a port of international stature, and home of our Head Office in 'Het Scheepvaarthuis'. Inside the distinctive building (illuminated in summer), the shipping business goes on. Outside, unique 17th century architecture, tranquil waterways and traffic-choked roads add up to a mixture which attracts millions of tourists every year.



FLEET FACTS

TWICE DOUBLE-BANKED

Last month we showed *Straat Agulhas*, time-pressed at Santos, discharging some of her cargo to *Straat Hobart*. On her eastward run, the ship found berthing delays in Port Elizabeth and East London. So here she is again, double-banked at Durban with *Straat Hong Kong* and transferring the cargo destined for the two crowded ports.

In Santos, it was 'eyes front'. Here we look back to where *Straat Agulhas*' transom stern makes a nice contrast with the roundness of the eighteen-month older *Straat Hong Kong*.

Straat N-

Progress is being made in the building of Straat Nagoya, seen here in the yard of Van der Giessen-De Noord. The keel was laid in September, 1970 and the vessel is expected to be launched next June.

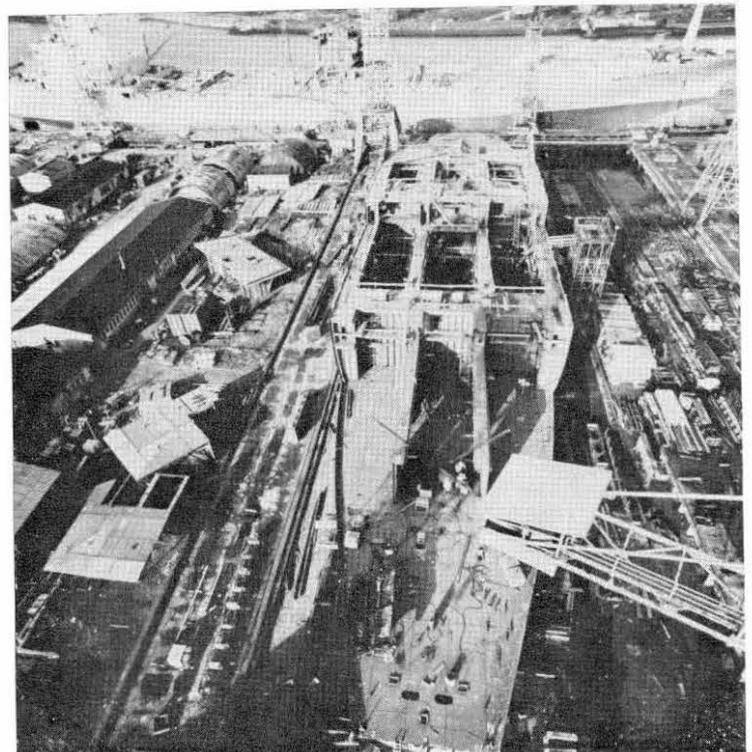


The charter ship *Despina R* was redelivered to owners at the end of March.

Whilst m.v. *Tjiwangi* was lying at Circular Quay in Sydney on 7th March, a fire broke out on D-deck between holds Nos. 3 and 5, on the starboard side. It was detected at 1225 and completely extinguished the same afternoon. The ship sailed at her scheduled time.

FOCUS (opposite)

Thanks to Correspondent Keller and Cameraman J. de Groot (seen at his desk), we are able to start off a new series which will **Focus** our attention on the Company and its interests. In Amsterdam HO are Mr Heltzel and Miss Schouten compiling the monthly 'Verloflijt Vlootpersoneel', and the two 'juniors' admire the model of *Tjinegara* in the reception area. The lens lights on the tower of a tiny church in the 'Jordaan', the famous 'Montelbaans-tower' on the banks of the Oude Waal and the curved sweep of the 'Oudezijds kolk', known to hurried staff who take the shortcut to shop at Damrak. Though the IJ-tunnel now takes the fast traffic, yet pedestrians and cyclists must still use the old jetties of the IJ-ferry, where from the north side can be seen the spire of St. Nicolaas' Church and the roof of Central Station.



Auckland Centennial

1871 — 1971

by

Jeff Geddes

(Auckland City Council)

Before our city was founded, the harbour was here. It is the heart of Auckland and it is here that the story of all of Auckland begins.

About the year 925 A.D. a Polynesian named Nupe visited us and sailed round the two islands. Abel Tasman was the first man to cross that stretch of water which fittingly bears his name the Tasman Sea; this was in the year 1642.

On Monday, 9th October, 1769 Captain Cook first landed in New Zealand. It is strange that Auckland's very first immigrants made harbour on October 9th 1842 in two little vessels, the "Duchess of Argyle" and the "Jane Gifford". They were mostly of Scottish origin and were dropped on the mud flats to find their way ashore as best they could. The conditions of the young city of Auckland during the first years of existence were not enviable.

Captain Robson purchased Auckland for fifty-six pounds in cash! A bag of sugar, a bag of flour, some hatchets, pipes, shirts, caps, trousers, waist-

coats, and tobacco. The deed of purchase is dated 29th July 1840. On the 18th of September, 1840 the founding of the city of Auckland took place.

The most fundamental aspect of life in early Auckland was the link between land and sea. Water was the easiest means of transport. Across the sea came the settlers, news, and supplies.

Those were the "Tops'l days! Sheets and halyards were bar taut, and the rattle of the headsails, and thrashing of canvas made sweet music for any yachtsman's ear."

The first Auckland Regatta was held in January 1880; the first race was for a prize of £100 and a master's prize of a sextant, and this drew the finest fleet of schooners ever witnessed at an Auckland Regatta.

We must thank yet another ship for providing a crew to play the very first game of Rugby recorded in New Zealand. It was in Auckland, the ship was the H.M.S. "Rosario" and the date — 11th June, 1870.

It can be seen then, that SHIPS played the greatest part in the development of Auckland and the country. April 24th 1971 marks the centenary of the Auckland City Council. The local ship of state sails into its 100th year. Auckland was constituted a City on that date and the City then covered 623 acres.

That Auckland has grown to such dimensions and prospered exceedingly is due largely to the spirit of those pioneer settlers.

The birth and early rigours of Auckland was brought about by these people who had been willing to sail thousands of miles to find opportunity.

Today as you look out over the harbour you can see boats of all shapes and sizes; freighters, ocean liners, ferries, pleasure boats, and naval gun-boats.

Yes, the harbour is the focal point of our city, and the best way to see it is, naturally enough, by boat.



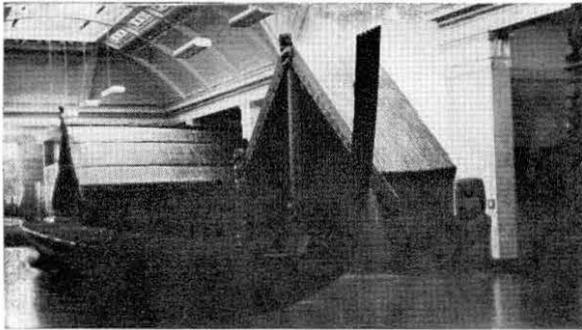


Photo:
Wong
Siu Chan

Thanks to the good offices of Mr M. Joughin, Shipping Manager of Messrs. Russell & Somers in Auckland, we are able to publish something about that city's centenary. Ancient canoes and stone houses are seen now only in museums (above). Sailing ships are also gone, as well as the horses and carts which came to meet them (left). To-day's harbour is a busy place, and in the picture below, both Straat Le Maire and Straat Singapore can be seen in the mid-distance. The former sailed to Africa and the latter to Asia.

TEN YEARS AGO

RIL Post, 1st April, 1961

NO ROOM TO SWING A CAT?



"Since the War, only a few RIL ships have called at Pointe de Galets, Reunion.

On December 15th last, m.v. Tjimenteng called at this port which, as the photograph shows, does not leave much room for manoeuvring.



Photos:
Auckland
Star

MOUNTAINS HIGH!

Every winter, without exception, one or other of the great ocean liners arrives in port with broken windows, smashed life-boats, as the result of terrific encounters with the giant waves of the winter gales. Even our modern floating monuments to man's ingenuity and labour are not immune from the forces of nature that took such heavy toll of the mariners of old.

Yet storms that have battered a great 900-foot leviathan may have left a 40-foot fish-boat without damage. It is not always size that saves a ship from the fury of the elements. In fact it is their very size and weight that render liners liable to damage from the battalions of Father Neptune when the smaller ships come through unscathed. Where the trawler rises above each wave, the mighty liner, disdainful of the forces opposed to her, smashes her way through and, thus, occasionally receives a tremendous blow causing great damage.

Scientists all over the world are studying the phenomena of ocean waves, and are now agreed that even in the heaviest storms, waves seldom reach a height of more than 50 feet.

The height of waves can usually be calculated in feet at about half the number of miles per hour that the wind is blowing. Thus, a 60-mile breeze will raise a 30-foot wave, while a 100-mile-an-hour hurricane will raise a 50-foot wave. There have been instances of waves running to 100 feet in height but these were probably of a tidal nature caused by some great submarine upheaval or earthquake under the ocean bed.

In the Pacific, where there is a great expanse of open sea, and where the water is very deep, great waves often rise during cyclonic gales up to 70 feet in height. Gigantic seas have also been encountered south of Cape Horn and the Cape of Good Hope, where there is an uninterrupted stretch of water for many hundreds of miles. In this notoriously stormy region great rollers over 1000 feet in length have been noted.

Science explains the action of ocean waves as being caused by the compression of numerous 'particles'. If you placed a quantity of lead-shot in a bottle and pushed your finger down into it you would cause a depression which is equivalent to the trough of the sea caused by wind pressure.

The displaced shot must go somewhere, and being prevented from going downward by the bottom of the bottle, it naturally rises upwards and forms a hump on the surface which represents the crest of a wave.

If the wind is made to take the place of your finger, it is taking the place of part of the water and part of the water is rising into the air. Thus, we have the undulating surface we call waves.



'Waves', however, are only known to landsmen as such. The sailor always calls them 'seas'. In fact, on board most ships you will not hear the word 'wave' mentioned at all, except when officers are giving information to passengers.

The peculiar thing about waves of water is that although they may travel for thousands of miles (the sea wave of Krakatoa went half way round the world) the actual water never moves at all. This is shown most clearly by the refusal of the toy boat to come ashore. It merely rides the incoming waves, keeping consistently out of the owner's reach.

The waves do not move forward until their movement is interrupted by the hull of a ship, a breakwater, an 'iron-bound' coast, or until a shoaling bottom interferes with their motion. Then the force of the particles is diverted from a circular to some other kind of motion. That is why the waves dash and spray when they meet resistance. The energy that has been merely revolving is broken up and expends itself in shooting water upwards.

Normally the more violent the wind the greater the height and speed of the wave. But in some cases, as in a China-type

typhoon, the gusts can be so violent that they blow the sea nearly flat. The speed of waves is usually just a little behind that of the wind driving it, and this in the northern hemisphere is often as much as 100 miles per hour.

All this disturbance is on the surface only. Underneath the water is motionless.

Waves reach out very far from their centres of disturbance, and this is why you often see great waves coming ashore on a windless day. Nothing, however, can be told from their height or speed about how far off, or how severe, is the bad weather causing them. But if their crests are near together, it does mean that the water is shallow. Often, also, on a completely calm day groups of large waves will arrive apparently from nowhere, disturbing an otherwise smooth sea. These are caused by a passing squall, well offshore, which has died away and left just those few waves instead of the steady arrival of great rollers, which are the normal signs of lengthier storms.

The height of waves is calculated from trough to crest, and half the wave is always

beneath the water-level, though this is qualified by the fact that wind sometimes carries the crest higher. Their length is the distance through their base from one trough to another.

Even in mid-Atlantic, where waves have plenty of room to grow to full strength, they rarely exceed 45 feet. But in the winter of 1956, the White Star liner *Olympic* encountered a monster measuring 52 feet from Sea-level to crest and it was preceded by a 52-foot trough.

The height is controlled by several factors. The creation of even medium waves requires plenty of sea-room, and large ones need anything from 600 to 900 miles. Also, the height of deep-sea waves depends entirely on their length or 'base'. Sixty-foot waves would run about three to the mile, so that the casual addition of 20 feet to one's favourite 'bounding billow' takes in a lot of territory.

A wave crashing against something solid will rise to almost incredible heights. Lighthouses, 120 feet high, have frequently had green water go right over them. And altitudes of 150 feet have been reached. But these are splashes, not waves.

A trawler, owing to its lightness, rides the waves like a cork or bottle. It rises with the wave and falls with it, slides up on to the crest of a roller and 'coasts' down its further slope without plunging headlong into it.

The liner is much longer, much heavier, and moves through the sea with a steady, pendulum-like motion, ignoring the state of the surrounding water. This pendulum-like pitch is regular and constant. For instance, a 60,000-ton ship pitches regularly up and down every 10 seconds. The roll is, likewise, regular and constant. Thus, a 60,000-ton ship rolls every 13 seconds.

In certain circumstances the great hull of an ocean liner may span the valley or trough between the crests of two mighty waves, so that the ship's bow is supported by one wave and her stern by the other, leaving all her midship section, which contains her machinery and heaviest weights, not adequately supported. Thus, if her construction has been skimmed, her seams begin to open from the keel upwards.

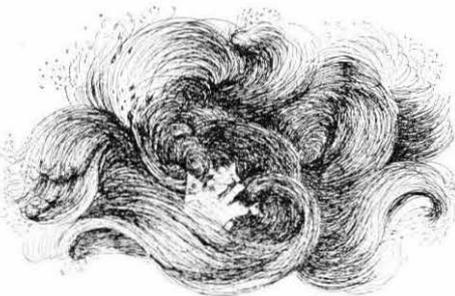
On the other hand, she may poise herself on one mighty crest with troughs ill-supporting her bow and stern, in which may be placed her well-filled cargo holds. Instantly a terrific downward strain is exerted, causing a weak ship to begin to crack from her superstructure downwards.

These two strains, which are known as the 'sagging' and 'hogging' strains are, however, well provided for in all solidly-built ships, and a great factor of safety above any strain she is ever likely to encounter is provided for by the marine architect and builder.

For example, if a ship, 900 feet long, is caught by two waves, say 450 feet in length, one crest supporting the bow and the other the stern, the 'bending strain' is approximately 1,050,000 tons, yet a marine architect will put the factor of safety in every well-found ship at *nearly double* this tremendous pressure.

Passengers in ships that have met heavy weather often state (in addition to the inevitable mention of waves 'mountains high') that the ship 'nearly turned turtle'. Few of these passengers know, however, that the factor of safety over and beyond the maximum roll set by architects is really remarkable.

The architect of one great American steamship company told me that if the mouths of the funnels and the other vents and ports could be adequately closed, any of his firm's fleet could be put right over until half the diameter of the funnel was submerged and even then the ship, when released, would quickly regain an even keel.



The biggest and most destructive waves are caused by disturbances on the seabottom. They sometimes reach heights and speeds which are appalling, and the devastation they work ashore is as great as the earthquake which, usually, precedes them. Where they sweep into a bay or estuary, their height increases, though they lose speed. Some of them are 100 feet high, some even greater. The Krakatoa wave, which is thought to have been about 300 feet when it started, with a speed of 700 miles per hour, was fully 200 feet high when it reached the shores of Java. This wave crossed the Pacific, raising the San Francisco tide gauges by seven inches, while part of it rounded the Horn, passed across the Atlantic, and was still two inches high in the English Channel. It took only 32½ hours to make the 11,000-mile journey.

This type of wave is nearly as good a man-killer as an earthquake, and is even more feared by luckless coastal dwellers. Sometimes the death-roll is anything from 10,000 to 50,000 people or more. The Japanese wave of 1703 is known to have killed over 100,000. Under such onslaughts whole towns are swept away or, on the retreat of the wave, show themselves totally ruined and present the amazing spectacle of a tangled heap of houses and

ships, equally wrecked. In 1692, Port Royal, in the West Indies, was submerged under 30 feet of water, and a British warship had the disconcerting experience of being swept clear over a town of 2500 houses and back to the open sea in safety.

Height bears little relation to the damage waves can do. Observations made off the coast of Argyll, Scotland, showed that those hammering at the Skerrymore Rocks struck with a force of 600 lbs. to the square foot even in summer. During bad weather 2000-pounders were quite common, while one measured wave broke with a force of 6000 lbs. per square foot!

Small wonder then that an incoming sea at Bilbao harbour in Spain overturned a solid stretch of breakwater weighing 1700 tons, and at Wick, Scotland, two stone blocks weighing eight and ten tons were hurled over the breakwater parapet which was 21 feet above high sea-level.

On another occasion the U.S. Navy craft *Wateree* met one wave that lifted it over a railway embankment at Arica, Peru, into a field.

Even ordinary storm waves are frightening in their violence, and some of their freak actions are almost unbelievable. Lighthouses on very exposed coastlines, for instance, stand an occasional chance of having their lights put out through mountainous seas hurling a colossal boulder at them. A piece of rock estimated to weigh 40 tons was hurled at Eddystone in 1928. The rock was lifted 140 feet above sea-level.

A stranger risk that such lighthouses run is of having their doors burst open from within, due to the vacuum created by a huge wave sweeping up the tower.

Sometimes these furious waves seem to be able to bring the sea inland with them, as in the tragic Galveston inundation of 1900 when 5000 people lost their lives. Such a disaster might be caused by the raising of the water-level into a permanent wave by steady wind pressure. It occurs frequently in inland lakes and results in the water at one end of the lake being higher than that at the other, while on the sea coast it means unusually high tides.

But the governing factor in the size of the sea waves is always that of searoom. And that is why in the South Seas, where there is little or no land to interfere, and the winds have nothing to do but blow clean round the end of the world, one could probably find the longest and largest and grandest of waves—45 feet certainly. Possibly even 50. And that is also why even a gale never raises anything on a pond in a park higher than about five inches.

PAUL BROCK

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of *The Nautical Magazine*

“WHITE SAILS



Photo: The Cape Times

Cape Town — Rio de Janeiro

Fifty-eight yachts from fifteen different countries made an impressive sight as they crossed the starting line at Cape Town on 18th January for the longest ocean race ever held. A sparkling day with an ideal 25-35 knot southeaster blowing made perfect sailing conditions. As the armada swept towards the horizon, the Argentinian Navy yawl, 'Fortuna', which RIL carried aboard Straat Fiji, was lying fourth, just behind the Dutch entry, 'Stormy'.

“Rolling down to Rio”



Photo: The Argus

Cape Town turned out in full force to see the start of the 5,000 kilometre transatlantic race. A huge crowd gathered to watch the start. They lined the shores, and all main roads leading from Sea Point to Cape Town were clogged with traffic as motorists stopped to watch the leading yachts.

From about mid-day people began to settle on the roofs of the flats, and beachfront balconies filled with people. They perched on the roofs of the houses behind and clambered on to stepladders and up trees.

Sea Point police, who received numerous complaints of trespassing, spent the afternoon moving from rooftop to rooftop keeping people from the edge and removing those who were there illegally.

Beaches, breakwaters and rocks were packed with spectators, some of whom even waded into the water to get a better view. It was worth seeing. Under a clear sky, the billowing sails of the craft, flying pennants from fifteen different nations, made an impressive sight as they headed westward.

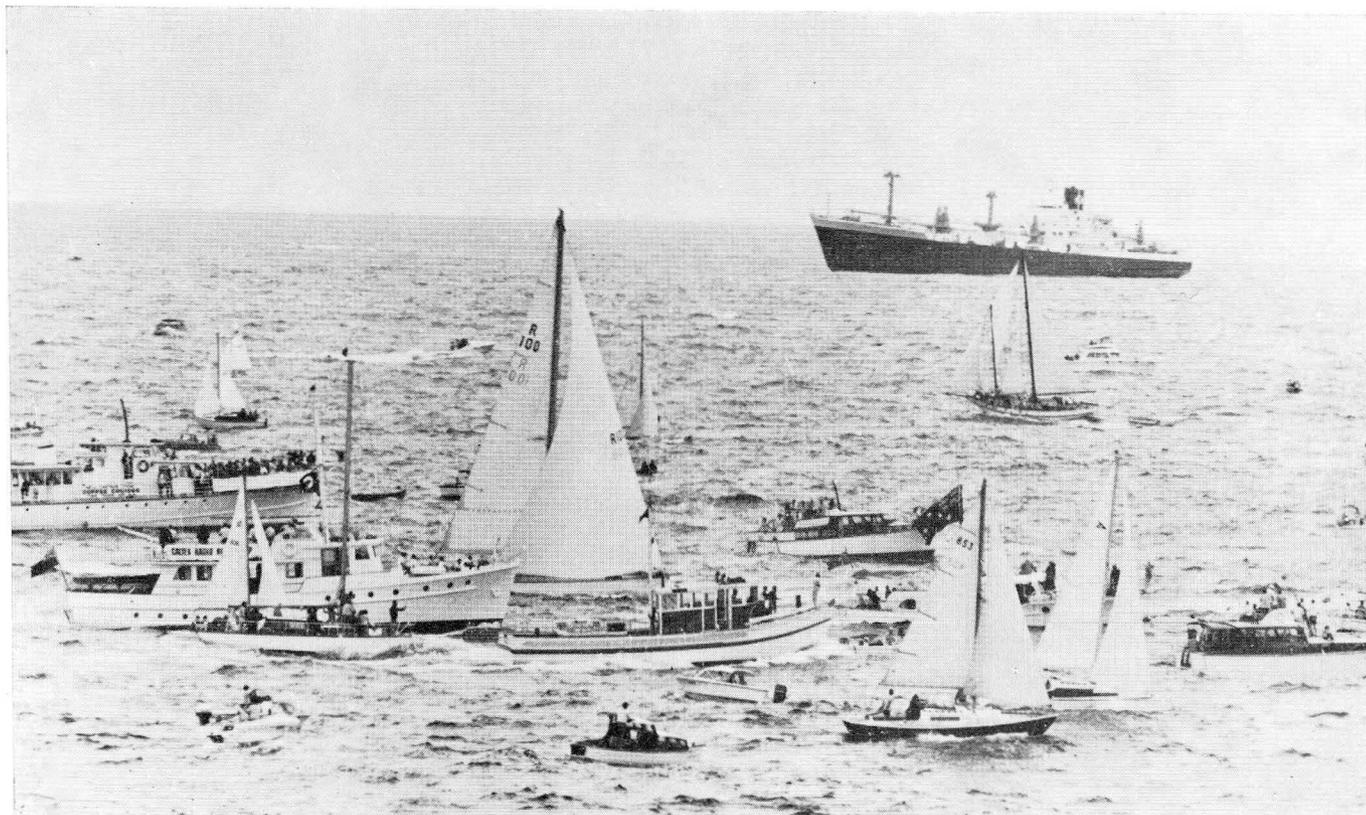


Photo: Sun-Herald

Sydney — Hobart

The annual Australian yacht classic starts from Sydney each year on Boxing Day. At the start, the harbour is heavily congested with competitors and spectator craft, and during this period the port is closed to commercial shipping. Last December, the leading yacht 'Apollo' (Sail No. R.100) was seen clearing Sydney Heads, surrounded by a multitude of spectators, while Safocan Amsterdam laid in the roads awaiting entry.

"The little guys took the brunt. . ."

In a masterly report on the race, the Australian magazine 'Seacraft' described the tribulations of the fourteen boats which did not finish. In fact *Apollo* (seen above), the second largest boat in the race, was the first to withdraw with a snapped rudder and a broken boom.

"In its predictably unpredictable manner, the Tasman Sea ate up a record number of entrants in this year's Sydney to Hobart race, which happened to be the final selection race for the 1971 Admiral's Cup team.

Judging from the results one would have to surmise that the big boats were favoured

by the weather this year, as they took the first six places on handicap. No one yacht under 40 feet took any of the major placings. The only thing the little guys really took was the brunt of a south easterly gale which no boat escaped completely. Only the spar makers will remember this race with fond memories."

Broken spars, broken rudders, lost masts — these were the stories as the boats battled against 40-50 knot headwinds. Many were forced to heave to. One boat, having lost its mast, drifted for three nervous days off Flinders Island before finally putting out a Mayday call. The 43-foot

Rum Runner turned turtle in heavy seas; when she righted herself, her sails were only shreds of cloth.

So it went on. Every entry had its own story of vicious seas and earsplitting, terrifying crashes as the boats rolled off 12-foot waves. All credit to *Pacha* who, with one of the most experienced crews, was overall winner.

Seacraft concludes:

"How, then, did the crews of the smaller yachts make out? They must have taken a terrible hiding — and they are the real heroes of the epic."

THE LAST 'WORKHORSE' LEAVES

ss. TJIPONDOK sold for breaking



Tjipondok's American origin is indicated by this notice, one of many, which certifies the wheelhouse, according to regulations in the United States.

This photograph hung in the officers' messroom on board Tjipondok for 26 years.



Named by the United States Maritime Commission in tribute to Hillsdale College, located at Hillsdale, Michigan, the s.s. "Hillsdale Victory", six hundred and forty-eighth ship built by the men and women of The Permanente Metals Corporation, Richmond, California, was launched from Yard One at 11.30 p.m. on Saturday, June 23, 1945.

Sponsor

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Mrs. CHRISTIAN PHILLIPS
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Speaker

Dr. LEON B. REYNOLDS
Hillsdale, Class of 1906
Professor of Engineering, Stanford University

Invocation

Chaplain H.P. McNALLY
Commander U.S.N.R.

Triggerman

His Exc. JOAQUIN FERNANDEZ
Minister of Foreign Affairs, Chile

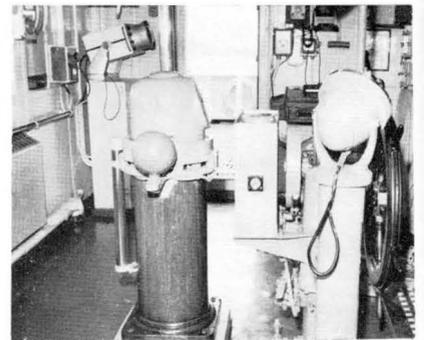
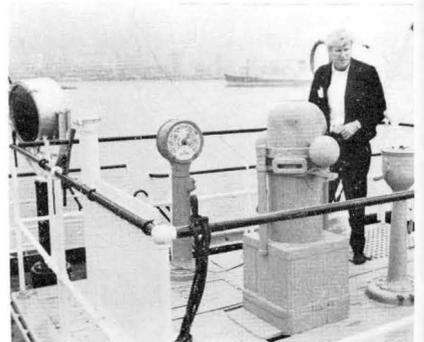
*"Peace hath her victories
No less renowned than war."*

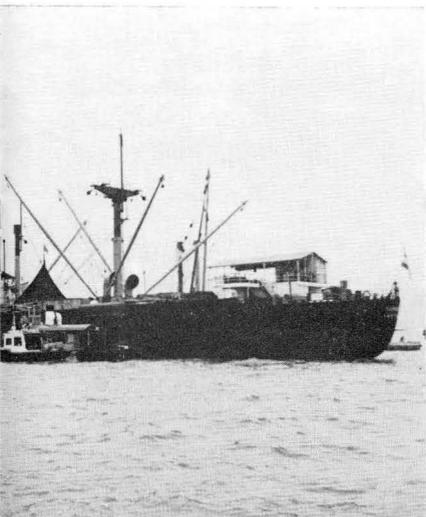
The two ships which the old Javaline named TJIPONDOK had two things in common; they were both steamships and they were both purchased 'ready-made'. The first vessel was SMN's 'Banka', bought in 1927 and sold for breaking in 1934. The second, bought from the Netherlands Government on 30th October, 1946, was 'Hillsdale Victory', built in 1945 by the Permanente Metals Corporation, Richmond, California, and subsequently chartered to the De La Rama steamship Co. of San Francisco before the Netherlands Government bought her.

Now the time has come for the second Tjipondok to go, and with her goes not only the name but also the last of the Javaline steamships. She has had a good run.

After Tjipondok was delivered to the JCJL at San Francisco, the ship sailed for Europe via the West Indies, in time-charter to the KNSM. On arrival at Amsterdam, some repairs and alterations were carried out to make the ship more suitable for service in the tropics. She left for Indonesia in February, 1947, carrying four tugboats on deck, Army and Red Cross cars in the holds, as well as general cargo. For this outward voyage she had been chartered by the 'Nederland' Company. On her way to Genoa, the vessel encountered stormy weather in the Atlantic and finally arrived with a leak in her fore-peak which resulted in a seven-day delay for temporary repairs. She left Genoa on February 20th and reached Indonesia without further incident.

During the remainder of 1947, Tjipondok was employed in the Japan-Indonesia Service (JIS), and from January to May, 1948, she was chartered by the KPM for the carriage of flour and sugar, calling occasionally at Mauritius. From June 1948, the ship was employed in the Malaya-Indonesia-Australia Service (MIAS)—afterwards called the East Australia Service (EAUS)—in which she gave more or less regular services until May, 1949. The Far East-Africa-South America Service (ASAS) then saw Tjipondok for a year and a half until December, 1950 when she was placed in the Japan-Indonesia-Ser-





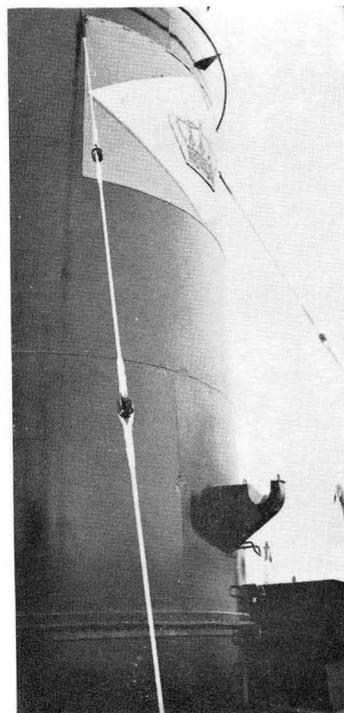
vice (JIS), which in 1959 extended to include Hong Kong. There was a short 'excursion' in 1959 to West Africa, and then in 1960, Tjipondok entered the Far East-East Africa Service (EAFS) where, with her sisterships, Tjibodas and Tjikampek, she became a familiar sight for the next decade.

By present-day standards, Tjipondok was 'plain and simple' but there was a spaciousness in her decks which led to informal gatherings outside at all hours. This informality may have been the reason for the cheerful atmosphere which was always apparent on the steamship. Like her sisters, she carried refrigerated containers on her deck, and from time to time also was crowded with cages as wild animals travelled to Asia from East Africa.

Her builders were still prepared for war in 1945, and Tjipondok's strong lines incorporate steel platforms for the gun turrets which might have been installed. We hear that they have come in handy nowadays for the boxing and judo which has been part of the officers' daily workout. There is also a wartime flying bridge on her top deck, with two enormous searchlights close by. A derrick-rest fitted on her funnel seems to indicate a possible handling of ammunition to the Oerlikons, and in the wheelhouse is a special switchboard for wartime half-voltage illumination. The radar in the corner is the smallest in the RIL fleet.

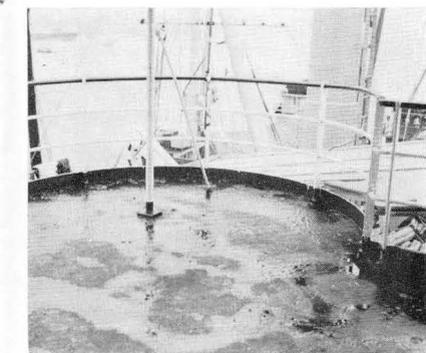
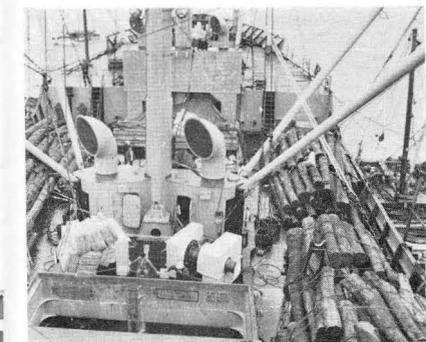
Happily, it has been twenty-six years of peaceful sailing and many full cargoes. Even on her last call at Hong Kong, there was the usual tight crowd of junks waiting to offload tobacco, asbestos, cotton, soda ash and coffee in between rain showers, and the decks were full of blackwood for Japan.

Staff in Interocean House at North Point ran to the windows on 27th February as a long, mournful siren sounded; it was Tjipondok's farewell. We hope that Captain Brons and everyone on board could see the handkerchiefs as HK HO waved Goodbye to a ship which has served the Company well.

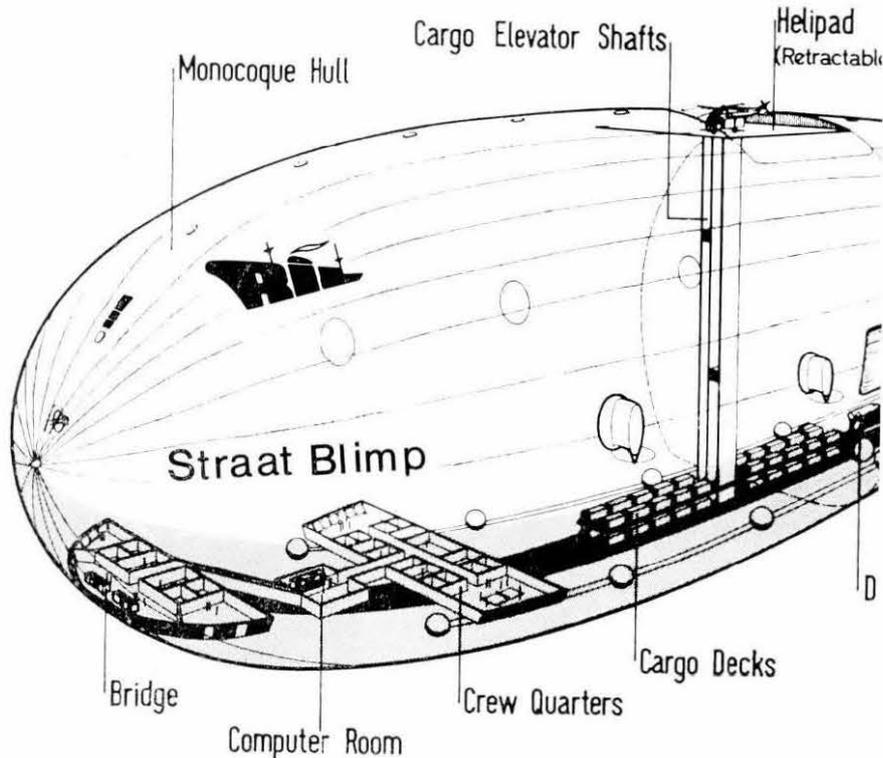


As the old steamship laid at the buoy in Hong Kong on her last voyage, the RIL Post camera roamed round her decks. Up on the flying bridge, Second Officer A.C. Hartman demonstrated her wartime use, including the two big searchlights, one of which is seen on the left. The round gun platform and the empty derrick-rest on the funnel are also reminders of the past. Down below, in the wheelhouse is "the smallest radar in the Fleet".

Tjipondok's decks were crowded with logs of blackwood for Japan, and the attendant craft show her still busy up to the last moment.



CARGO AIRSHIPS



A new class of ships for RIL, Straat B's — Blimp, Balloon, Bombast. . . . Is this so much hot air, or is it possible that an airship could be the transport of the future?

The reputable 'Nautical Magazine' says: "Airships — this time cargo-carrying ones — are again being contemplated by responsible authorities in U.K."

Indications are that there is a growing number of scientists and business experts who are planning a new revolution in world transport, a system of cargo distribution that would greatly reduce cargo-handling costs.

The drawbacks of the old 'Zeppelin' concept were the prohibitive cost of the heavy skeleton structure of ring frames and girders, and the combustible nature of hydrogen gas as lifting power. Now modern materials, new construction techniques (including computer calculation), and the availability of helium at a greatly reduced cost have made it possible to consider the airship as a practical means of carrying and distributing cargo in the 1980's.

One company, Cargo Airlines Ltd., has actually been formed in the U.K., and their drawing — not an exact blueprint — serves as a guide to indicate some of the features

that could be incorporated in the design. Mr Max Rynish, the Managing Director of the company, is carrying out a feasibility study of the economics of airship operation in the cargo-carrying sphere. We are indebted to the International Shipping Journal 'Fairplay', for the drawing (with a few additions of our own!) and for many of the details.

Such an airship would be 1200' in length and 250' wide. To-day's airship would have a monocoque hull i.e. its strength would be in a stiff outer shell made from lightweight alloys or composites. This would be not only stronger and more streamlined — thereby producing savings on engine power and fuel — but would also allow a great proportion of the airship's gross lift to be utilised for its payload. The monocoque hull would need less manual labour for construction and would lend itself easily to mass-production techniques.

Whilst the power initially would be diesel-electric, eventually the airships could be nuclear-powered, and atomic engines would give them unlimited range. The prospect of a virtually silent aircraft which could stay airborne for six to seven years is a fascinating one.

Cargo would be in standard 20' I.S.O. containers, carried to and from the airship

by straddle helicopters as it hovered in the air above a factory or container base. The airship illustrated has a payload of 500 tons carried in 40 containers, and has a speed of 100 m.p.h. An airship with nuclear power could have a speed of over 200 m.p.h. These figures make an interesting comparison with the jumbo jet's payload of 50 tons.

The use of airships could mean a dramatic change in cargo-carrying. With a totally flexible system of distribution, containerised cargo could be ferried from the carrier to any surface in the world, operating independently of existing surface systems. The pressure on overcrowded roads of developed countries could be eased. Underdeveloped countries would not need to depend on the building of expensive roads or airfields in order to progress with industry. It is an interesting thought.

Just as the age of ships gave rise to coastal trading centres, and the age of railways opened huge inland industrial towns, the age of the airship with containerised freight and computer control, could bring new towns centred on light industry and huge container bases. Mere speculation? Perhaps, but as one writer has said: "If the global village is now in many ways a reality, the global warehouse cannot be too far off."

ANNIVERSARIES

GOLD and . . .



Mr K. Lammerse

"Fifty years of service is an exceptional celebration, which does not often occur in a company's history, especially when most of those years have been served overseas." With these words, Mr van der Schalk opened the proceedings in Amsterdam to celebrate Mr K. Lammerse's jubilee on 8th February.

At the age of 16, Master Lammerse applied for admission to the KPM training school at Flushing, beginning

a career that would last for fifty years. In 1920, he was sent out as a Fifth Engineer by s.s. Rindjani (how many readers recall that name?). Promotion was very quick in those days: within seven years he was promoted to Second Engineer. Ten years later, in 1937, he became a Chief Engineer and served the KPM in this capacity for fifteen years.

After his vessel was bombed at Padang, Mr Lammerse spent the war years as a prisoner-of-war until his liberation in Singapore, when he was posted on board s.s. Sidajoe — still occupied by the Japanese — and made the first post-war tobacco trip from Belawan Deli to Singapore.

Plancius was Mr Lammerse's last vessel as Chief Engineer, and he left it to join the KPM's Home Staff at Djakarta. Here he took part in the reorganization of the Purchasing and

Stores Department, setting up a new coding-system designed by himself. Finally he said Farewell to the Far East in 1954, but the 'well deserved rest' was not to last for long: three months later he joined the KPM Machine-building Department to code for the KPM/RIL new buildings. In 1956 he took charge of the technical purchases for KPM and NTPM, and following the KPM/RIL merger, he was transferred to TD/TIAC. For various reasons, his resignation at the age of 65 was postponed, but now on 1st April, aged 68, his task will definitely come to an end.

Mr Lammerse will be remembered — as Mr van der Schalk said — as a devoted fellow worker, serious in the carrying out of his tasks, helpful and aimable to his colleagues, and always full of sparkling humour. As he handed the Company's present of a contribution towards the purchase of a new car (represented by a model!), Mr van der Schalk thanked him again for all he had done in his long and outstanding career.

Mr R.J. de Vries, Manager TD/TIAC presented an electric grill from all the Amsterdam staff, and then Mr Lammerse himself thanked everyone for all the good he had received in the fifty years. It was hard to say Goodbye.

. . . SILVER

On 1st February, Miss M. Mooiweer, secretary to Mr van der Schalk, celebrated her silver jubilee. She began 25 years ago as No. 3 of the post-war staff in the Accounts Department.

Three years later, Miss Mooiweer became secretary to Mr Dijkshoorn for part of her time.

In her position as secretary to the Managing Director, Miss Mooiweer has proved to be of great value in her competent handling of all the

(continued on next page)

Miss M. Mooiweer



Mr Dirkwager congratulates Miss Mooiweer, whose sister is on her right.

ANNIVERSARIES — MISS MOOIWEER

(continued from previous page)

details and in her 'cast iron memory' of things that are not recorded. These qualities have also been appreciated by the Board. When presenting the Jubilee watch, Mr van der Schalk added his own personal gratitude to that of the Company.

Mr Poesiat then took the floor, and after having read the telegrams of congratulation, he presented Miss Mooiweer with a Spanish cupboard, which — much to her surprise on opening the door — contained a fondue set from the staff.

In her speech, Miss Mooiweer expressed her thanks, not only for the presents, but also for the understanding, the satisfaction and the cooperation she had always encountered in working for RIL.



PERSONALITIES

Drs. G. van Weelden (NSU — Management Development) flew to Hong Kong in mid-March for discussions.

Mr G. Kasteleijn (Managing Director) left Hong Kong on 11th March for discussions in Singapore, Australia and New Zealand, and will thereafter fly to Holland via the United States on leave.

Jhr. C.L.C. van Kretschmar (Managing Director), accompanied by **Mr H.F. Veugelers** (Manager, CTA) flew to Tokyo from Hong Kong at the beginning of March for the three-day Principals' Meeting of ANZESC/ANSCON (Australia-New Zealand/Eastern Shipping Conference, Australia/Northbound Shipping Conference).

Mr B.A. Hinwood (Sydney) also attended this conference, and called at Hong Kong for discussions on his way back to Sydney.

Drs. R.B. Lenterman (Manager, Audit & Control) and **Mr W.A. Mulock Houwer** (Manager, Planning) left Hong Kong on 4th March for a business trip to South America.

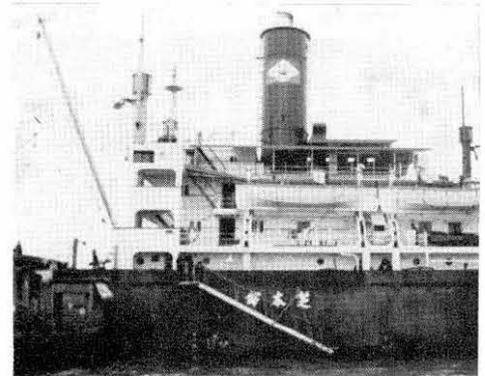
Mr Soong Kuang I (HK HO CD) made a short business trip to Japan at the end of February.

Mr E.A. Postuma (Manager, Inter-ocean Lines (SEA) Pte. Ltd), together with **Mr P. Meeth** (Nedlloyd) and **Mr H. Rootliep** (Nedlloyd) flew to Hong Kong from Singapore in mid-March for a business discussion.

Mr H.C. Wu (Asst. Manager, RILAIR, Hong Kong) made a business trip to the United States between 13th and 24th March.

Mr P. Hulleman (General Superintendent) left Hong Kong on 18th March for a two-week business trip to Africa.

TJIPONDOK'S LAST VOYAGE



The Chinese characters on Tjipondok's side stood out clearly as the old ship laid at the buoy in Hong Kong for the last time. The name in Javanese means 'Tji' — a river, and 'pondok' (or pendek) meaning a seminary. In other words it could be a short river or one not far from where an institute for students of religion may be located.

SHIPS OF THE WEEK

Straat Bali, Safocean Adelaide and Straat Banka were the fortunate recipients of messages from relatives in Holland on 8th March. Through the good offices of Radio Nederland, the messages were pre-recorded at Hilversum on 3rd March.

TO THE EDITOR

"As I have said farewell to the sea, I herewith want to give my best wishes to all my RIL friends."

BORIS BRUINSMA
ex 3rd Engineer

Good luck for the future Mr Bruinsma

* * *

"On behalf of my wife and myself, I wish to thank all concerned with making my 25th Anniversary celebration such an enjoyable and memorable occasion, and to express my sincere appreciation of the letters and telegrams received."

F.M.H. BECKERS
Chief Engineer

LOG BOOK

METEOROLOGICAL AWARD



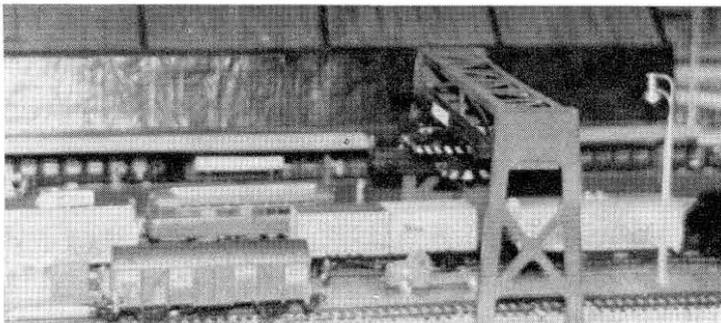
When *Safoccean Adelaide* arrived at Durban early in February, Mr J. van Middelkoop (General Manager for Africa) went on board to present a Silver Medal to Captain Noe on behalf of the Royal Netherlands Meteorological Institute.

Officers and crew on board *Straat Tauranga* can now claim to be real 'Cape Horners'. The ship left Melbourne on 7th February at 1600 hours for Buenos Aires, and the intention was to sail via the Straits of Magellan. However, the weather forecast was so good that the ship ventured right round Cape Horn.

Captain H. Muys writes that although the weather was dull and overcast for most of the time, with occasional

Captain J.J.E.M. Bruyn of *Tjibantjet* sends this photograph of a RIL container in unfamiliar surroundings:

"While on leave some time ago, we observed a goods train entering the *Neukirch*



A RIL container in unfamiliar territory

rain and fog, the ship was fortunate enough to have only a few days with very rough seas during the crossing. "We passed 'Cabo de Hornos' on 25th February at 2100 hours. Strange as it may sound, that day was the best we have had so far during this voyage — clear skies and a calm sea (Pleasant anti-climax after expecting all the time rough weather). The pity was that we passed this well-known Cape after dark, so that we were

Hbf and, behold, on the first wagon behind the engine rode a container, proudly displaying the RIL crest. A few hours later, the container wagon was shunted into the express-goods yard where the container was lifted off on to road transport. Of

not able to take any photos. Officers and crew were of course very disappointed about this, after all having come such a long way to see only the light of Cape Horn."

The Captain (who was preparing to leave the ship at Buenos Aires for leave) finished by wishing another ship more luck in the future. We trust that he referred to the taking of photographs and not to the lack of the notorious huge seas!

course we recorded these events. . . .

To stop our friends in HK HO LB from checking their files and peering over charts of Germany to try and find out how and where one of their pieces of equipment went so far astray, we had better reveal that all this took place in HO-scale on the railway layout of the undersigned. The layout includes *Neukirch* railway station as well as part of the imaginary town of the same name.

It might be of interest to know that it took me seven years to build this scale model during my leave periods. But, alas, all good things must end. At the end of last year I moved to a new address and so everything had to be taken apart. I do not despair. Re-assembling will keep me busy and happy during the leaves to come."

Good shunting Captain Bruyn!

FAMILY NEWS

Weddings

Mr C.F. Smit (Durban) to Miss L. den Ouden on 19th December at Alblasserdam.
Miss Y. Tsunoi (Yokohama Ag.) to Mr Sato on 7th February.
Third Officer W.J. de Wolf (leave) to Miss B. Blaauboer on 1st March at Amsterdam.
Fourth Engineer R. Koot (leave) to Miss I. de Groot on 5th March at Leeuwarden.

New Arrivals

Mr L. Smorenburg (Durban): a son, Carl, on 19th January.
Mr Leung Man Hin (HK MH): a daughter, Leung Kim Mei, on 20th January.
3rd Engineer G.J. Nijland (leave): a son, Michael Geoffrey, on 22nd January.
Chief Officer B.G. Coops (*Straat Franklin*): a daughter, Mariette Alexandra, on 4th February.
Mr J. Eikelenboom (Amsterdam): a daughter, Kristel Arjenne Sigrid, on 15th February.
Mr Fong Bun (HK HO Stores): a son, Fong Yeuk Ling, on 20th February.
Mr N.R. Pearce-Smith (Port Swettenham): a son, Julian Roger, on 23rd February.

ROUND THE HORN

ITS A SMALL WORLD!

PERSONNEL

LEAVE

Mr H.K. Kruk	Chief Officer
" H.H.A.E. Kwaad	" "
" J.L. Nobels	" "
" J.W. Swaving	" "
" W.R.M. van der Veld	" "
" P.D. Algra	2nd "
" A.C. Hartman	" "
" C.N. Hoppenbrouwers	" "
" J.J. Kol	" "
" H.W. Lijding	" "
" Wiebe Verbaan	" "
" J.G.J. Alblas	3rd "
" P. Bootsman	" "
" Ch.J. Hemker	" "
" J. Jonkers	" "
" J.M.W. Schmidt Crans	" "
" G. Koster	4th "
" R.L.N. Olierooek	" "
" W.C. Geistdorfer	2nd Engineer
" J.H. Saat	" "
" C. van der Vring	" "
" W.F. Ketelaar	3rd "
" W.A. Kok	" "
" K.P.H. Peneder	" "
" J.W. Boidin	4th "
" D.W. Bras	" "
" P. Brommers	" "
" A.G. Kamperman	" "
" J. Kools	" "
" H. van Twillert	" "
" P.J.A. Moereels	5th "
" W.M.H. Romkens	" "

Those who returned are:

Mr T.R. de Groot	Chief Officer
" G.J. van der Heiden	" "
" J.W.F. van Hummel	" "
" J.G. Ormel	" "
" H. Samson	" "
" W. Boot	2nd "
" F.C. Leliard	" "
" J. Meyler	" "
" E.G. van Tellingen	" "
" C.J.G. van den Hurk	3rd "
" C.M. Kuiken	" "
" J. van Aalsburg	4th "
" W.F. Weerman	" "
" C.F.H.G.M. Goorbergh	2nd Engineer
" C.D. Tijsterman	" "
" H.L. Uijl	" "
" W.A.G. Verhulst	" "
" P.A. Alstede	3rd "
" G.J. Leuning	" "
" E.B. Saalmink	" "
" C.H.M. van Bennekum	4th "
" Tj. A. Hiddes	" "
" K.J. Jansma	" "
" H. Knip	" "
" Th.J.I. Rutgers	" "
" A.C.L. van Gameron	5th "
" P.L. Meijering	" "
" L. de Regt	" "
" K.H. Stap	" "

posted to

Straat Lombok
Tjiluwah
Straat Fiji
Ocean Unity
(Supercargo)
Straat Cumberland
Tjiwangi
Straat Mozambique
Straat Holland
Tjiliwong
Straat Freetown
Straat Algoa
Straat Florida
Straat Frazer
Straat Florida
Straat Van Diemen
Safoccean Albany
Straat Lombok
Straat Fiji
Straat Magelhaen
Houtman
Straat Tauranga
Straat Fiji
Straat Banka
Straat Johore
Straat Van Diemen
Straat Tanga
Tjiluwah
Straat Johore
Tjitarum

TRANSFER OF CAPTAINS AND CHIEF ENGINEERS

Captain J. de Jong, Master of STRAAT HOBART went on home leave.

Captain J.Ch. Beynon was posted to STRAAT HOBART following home leave.

Captain S.Tj. Doornbos, Master of STRAAT VAN DIEMEN went on home leave.

Captain G.W.E. Gerritsen was posted to STRAAT VAN DIEMEN following home leave.

Captain D.C.M. van der Kroft, Master of STRAAT FRAZER went on home leave.

Chief Officer R.J. Piso of STRAAT FRAZER was (temporarily) appointed Acting Captain.

Captain W. Ineke, Master of STRAAT FLORIDA went on home leave.

Captain J. Verburg was posted to STRAAT FLORIDA following home leave.

Captain H. Muys, Master of STRAAT TAURANGA went on home leave.

Chief Officer L.J. Eyken, was posted as Acting Captain to STRAAT TAURANGA following home leave.

Captain H. Koch, Master of STRAAT TOWA went on home leave.

Captain J. Bruin was posted to STRAAT TOWA following home leave.

Captain H.J. Brons, Master of TJIPONDOK went on home leave after the delivery of the vessel to her new owners.

Captain R. Severien, Master of STRAAT LE MAIRE went on home leave.

Captain J.L. van Schoondrager was (temporarily) posted to STRAAT LE MAIRE.

Captain J.J. van de Riet, Master of STRAAT LUANDA went on home leave.

Captain M. Peddemors was posted to STRAAT LUANDA following home leave.

Captain H. Buth, Master of STRAAT MADURA went on home leave.

Captain L.P. Weststrate was posted to STRAAT MADURA following home leave.

Chief Engineer D.J.B. Valk of STRAAT BALI went on home leave.

Chief Engineer J. Tamboer was posted to STRAAT BALI following intermediate leave.

Chief Engineer C. Krul of SAFOCEAN AMSTERDAM went on home leave.

Chief Engineer J. Verdonk was posted to SAFOCEAN AMSTERDAM following home leave.

Chief Engineer J.J. Pieterse of STRAAT RIO was transferred to STRAAT FRAZER.

Chief Engineer P. Reuvers of STRAAT FRAZER was transferred to STRAAT RIO.

Acting Chief Engineer R.C.L. Camphorst of STRAAT CLARENCE was transferred to TJIWANGI as 2nd Engineer.

Chief Engineer P. Bakker was posted to STRAAT CLARENCE following intermediate leave.

Chief Engineer G.H. Menses of STRAAT CLEMENT went on home leave.

Chief Engineer C.H.A. den Boogert of SAFOCEAN ALBANY resumed home leave and was subsequently posted to STRAAT CLEMENT.

Chief Engineer J.J. Kalkhoven was posted to SAFOCEAN ALBANY following intermediate leave.

Chief Engineer A.M.I' Herminez of STRAAT COLOMBO went on intermediate leave.

Chief Engineer A.J.G. Strengholt was posted to STRAAT COLOMBO following home leave.

Chief Engineer E.M. van de Ven of STRAAT LE MAIRE went on home leave.

Chief Engineer J.E. Hartzuiker was posted to STRAAT LE MAIRE following home leave.

Chief Engineer H.J. ter Stege of STRAAT TORRES went on home leave.

Chief Engineer F. Huizinga was posted to STRAAT TORRES following intermediate leave.

Chief Engineer W.H. van der Poel relinquished his duties after the sale of TJIPONDOK.

TRANSFER OF SHORE STAFF

Mr J. van der Lijn was transferred from Singapore to HK MH.

Mr N. Koizumi was transferred from Nagoya to Kobe.

Mr Y. Nagashima was transferred from Yokohama (Management) to Yokohama (Agency).

SUCCESSFUL EXAMINATION

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

Mr P.C. Klaassen	2nd Officer	I	6/ 1/71
" J.F. van Santen	" "	Th.I	24/12/70
" C. Oudendijk	3rd "	II	7/ 1/71
" J.C. Vermunt	" "	Th.II	21/ 1/71
" J.N. Sol	3rd Engineer	B	18/ 1/71
" W.J. le Clercq	5th "	A	21/ 1/71
" G.Th. Pauli	" "	A	15/ 1/71
" R.H.G. Scholder	" "	A	19/ 1/71
" H.C. Stam	" "	A	22/ 1/71
" K.H. Stap	" "	A	18/ 1/71
" G. Stijweg	" "	A	18/ 1/71

100 — NOT OUT !

Many congratulations to Mrs von Stein, widow of the late Mr C.L. von Stein, KPM Chief Engineer who died in 1913. She will reach the age of 100 on 18th April.

Mrs von Stein's son, Mr L.F. von Stein (who died in 1967) was employed by the KPM from 1931 to 1958 in the Kalimati docks in Tg. Priok, and *his* son, Mr C.F. von Stein is now a Third Engineer with RIL (just joined Straat Futami from Tjipondok).

We hear that Third Engineer von Stein's mother has travelled from the Netherlands to Australia to commemorate the centenary of her mother-in-law who lives at:—

Hoskin Street,
Sandgate,
Brisbane

It will indeed be a special occasion.

'GOING DUTCH' IN AUSTRALIA

(page 78)

Anyone interested in joining the Society should contact:

Mr J. Brekelmans,
87, Carina Road,
Oyster Bay, 2225
(Tel: 528.8598)

ROYAL BIRTHDAY



Photo: Max Koot

Mother of three daughters, grandmother to six grandsons, and Queen of the Netherlands. . . .

H.M. Queen Juliana
30th April

IN MEMORIAM

We announce with regret the deaths of the following:—

A. Stramrood (retired Captain, KPM) on 7th February at Amstelveen, aged 67.

H. Haak (retired Employee, KPM) on 11th February at Wassenaar, aged 74.

R.P. Schonheer (retired Adj. Chef, KPM) on 20th February at The Hague, aged 69.

J. Beynink (retired Employee, KPM) on 26th February at Amsterdam, aged 75.

H.J. Bouman (retired Captain, KPM) on 3rd March at Groningen, aged 73.

G.J. Boom (retired Employee, KPM) on 3rd March at Amsterdam, aged 65.



It is with much regret that we have to announce the death on 19th February of Mrs Wong-Leu So Nui who had worked as a seamstress in the Linenroom at HK HO since March, 1965 when her husband, Crew Cook Wong Tze Wan, died. She was a very hardworking, sympathetic and kind woman who will be much missed by her many friends. Our deepest sympathy goes to her two children of 11 and 13 years.

'GOING DUTCH' IN AUSTRALIA

In many countries, visitors of a different nationality form groups to protect memories of their homeland. However, in Sydney, a Dutch Carnival Society group called "The Boomerangs" have really become part of the local entertainment scene. Apparently the term 'Carnaval' began many years ago in Holland and it is on record that in 1792, Swedish King Gusto III attended a Carnival Ball. Further records show that in 1880, Franz Liszt, Jacques Offenbach and Richard Wagner attended a Carnival in Vienna, indicating that this form of entertainment was popular in Europe.

In Australia 'The Boomerangs' hold six balls per year, and guests are normally invited on a 50:50 basis, Dutch/Australian content. In doing this, the Boomerangs Executive Committee intends that the enjoyment of 'Carnaval' should be shared amongst the local population rather than retained exclusively for themselves.

At the first ball of the season, the Carnival Prince is chosen, and it is he who presides over each ball for the balance of the season. At the final ball, the Prince 'dies', leaving the way clear for the selection of a new Prince for the following year.

Correspondent Polain, who has kindly gathered all these details, adds:

"The photographs were taken during the final ball of the season at the Marrickville Town Hall, filled to capacity with approximately 800 revellers (tickets at \$2.00 each were sold out some two months ahead) and the entertainment was provided by two dance bands, plus one brass band, together with dancing girls and what have you."

The Boomerangs' own magazine concludes its report on the occasion with:

"What a night it was. What a funeral, what a wake and what a headache next morning."

(Would-be joiners — see page 77)



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P.O. Box 725, Hong Kong

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Africa *C. Moes*

S. America *P. van Schaardenburg*

Singapore *J. Tan Swee Ann*

Contents, with the exception of articles from other sources, may be reprinted; acknowledgement of the source, however, would be appreciated, and the editor would like to receive a copy of the reprint.

1st April — and RIL Post is not fooling when it moves its masthead to the back page. Much quizzing has evinced the fact that many readers turn first to the inside of the back cover. We hope to direct their attention to the contents.

This gives us a chance to put important things first and *FOCUS* attention on various aspects of the Company. Amsterdam leads the way (page 62) and we hope that the many excellent Company photographers will join in and send their own collections of black-and-white photos to put the spotlight on, not only large cities, but also smaller aspects of our RIL life. Any number, shape or size will be welcome.

Readers who are looking for the ever-important Personnel news will find it as easy as before: Tao Ho Design have drawn a new heading for this page, as well as for 'Company Logbook'. Anyone recognize the heading?

Thanks to our good friends in Ye Olde Printerie, RIL Post now has one of the most modern type faces. We hope that you noticed and enjoyed its first appearance last month.

Despite its altered shape, RIL Post still has the same end in view: to bring Company news to the Company. With all your help, it will continue to do so.

Royal Interocean Lines

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

