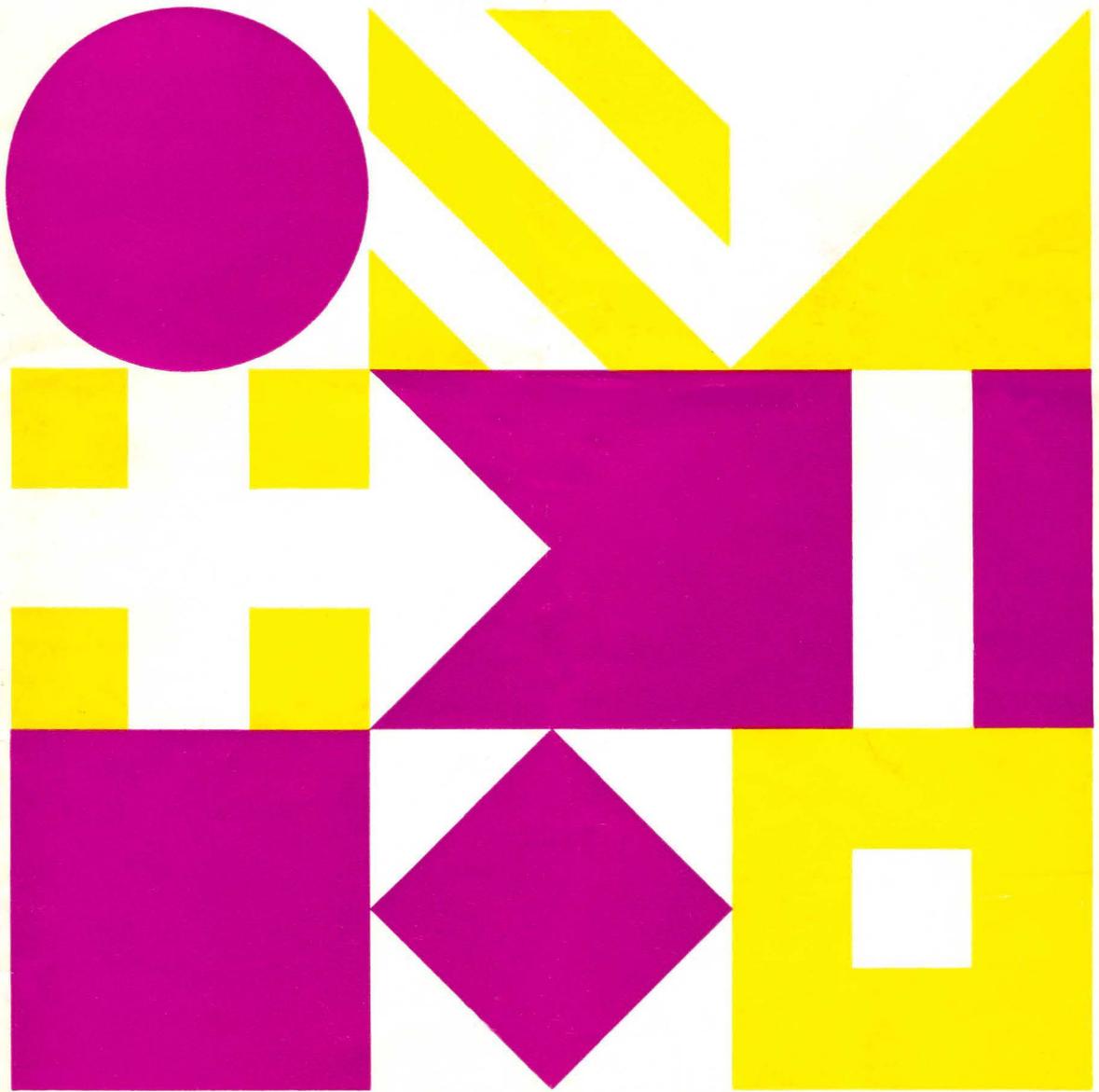


R I L Post

Volume 19 Number 4

A monthly staff publication of Royal InterOcean Lines



BIGGER AND BETTER



Each new class of RIL ship shows developments to fit the demands of changing times. On the sophisticated Straat N-vessels, two sets of gemini-cranes (2 x 12 tons) will be able to lift 20' containers (see centre pages for full details).

FOCUS

Dignified buildings in the main streets, blocks of holiday flats, a multi-million passenger terminal, carefree shores warmed by the Mozambique current, and a crowded port give Durban its twin aspects of holiday resort and commercial centre. From RIL's busy office in Albany House, the Victoria Embankment winds westwards towards Maydon Wharf, passing the Point Yacht Club on the way.

FLEET FACTS

Tjimanuk was sold for continued trading and was delivered at Hong Kong on 10th March.

Straat Lagos was withdrawn from the East Africa-Australia Service (EAAS) in March. The ship will sail from New Zealand early in April to make an extra voyage via Indonesia and Singapore to South Africa.

The charter ship **Sklerion** was re-delivered to owners at Beira at the end of March.

Straat Kobe and **Straat Korea** will be switched to the Far East-East Africa Service (EAFS) following their DMO's in Japan, effecting the early-April and early-May sailings respectively.



DELIVERY

M.V. STRAAT

NAGASAKI

On 21st January, at De Schelde's Yard another ceremony took place, that of the delivery of m.v. Straat Nagasaki.

After the flag ceremony, Mr van der Schalk said that, although the yard had delivered the ship rather later than had been expected, owing to some misfortunes, it was indeed very well finished, as he had seen for himself the previous day. It struck him that the spotless engine room looked like a hospital.

Of more importance, however, is that during the trials everything proved to run well and the calculated speed was easily reached.

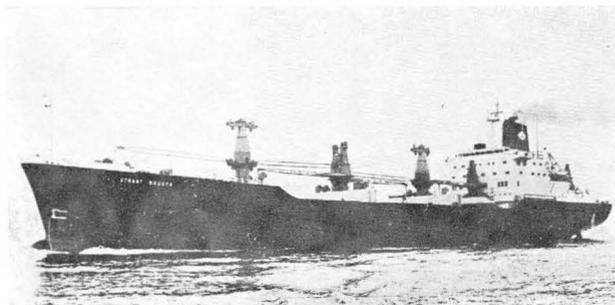
He thanked all parties including captain and ship's officers for their efforts in building this fine vessel.

The last vessel, constructed by De Schelde was m.v. Ruys in 1938 and Mr van der Schalk revealed some interesting details. The Ruys, a larger vessel, but also with accommodation for many hundreds of passengers, was 14,300 tons; the Straat Nagasaki is 12,100 tons. The three engines of the Ruys — 2900 hp each — moved three propellers, compared with the one engine of Straat Nagasaki which has double capacity. But most interesting is the price: the freighter of 1972 costs ten times the price of the passenger-liner of 1938.

After having taken over the vessel, Mr van der Schalk turned over its command to Captain J. de Jong and entrusted the care of the engine room to Chief Engineer J.H.M. van Miltenburg and bade all officers and crew "Godspeed".

Mr Mulock Houwer, Managing Director of Koninklijke Maatschappij De Schelde, in his speech made special mention of the fact, that Straat Nagasaki is the last vessel built by De Schelde for which RIL's naval architect Ir. G.J. Hogewind is responsible. As a token of the yard's appreciation, Mr Mulock Houwer donated Mr Hogewind a special tea-set, each cup having a picture of a different type of ship.

The last to make a speech was the Captain who thanked Managing Directors for entrusting him with the command of this beautiful vessel. The officers of the vessels also wished to express their appreciation to Mr Hogewind by giving him a painting of Straat Nagasaki made by a local artist.



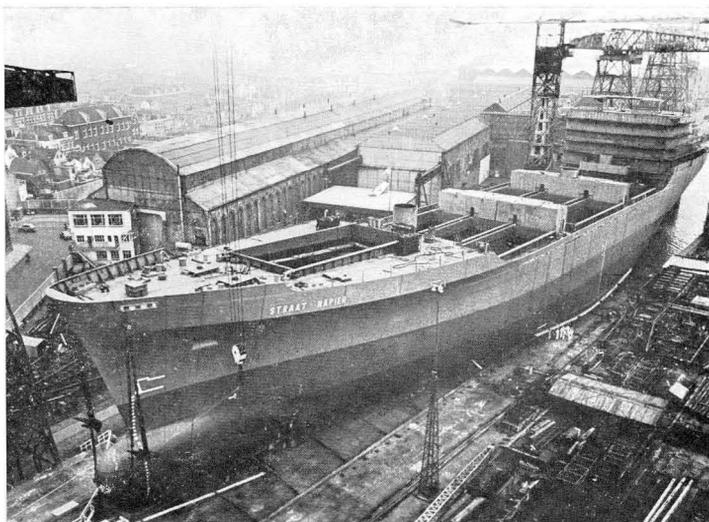
Straat Nagoya is now on her maiden voyage in the ASAS.

Straat Nagasaki, on her way to the Far East, loaded a full parcel of bulk maize at East London for Japan where she entered the South Africa-Far East Service (SAFS-E). She will give two sailings in this service before entering the Far East-Africa-South America Service (ASAS) in early October.

LAUNCHING

M.V.

STRAAT NAPIER



On January 8th, 1972 the last of the four Straat N-vessels, the Straat Napier, took to the water at the yard of De Schelde at Flushing.

It was a cold and misty day, when Mrs M.J. Janssen-Ferwerda, wife of the Director-General of the Shipping Section of the Ministry of Traffic and Waterways, was invited by the Yard's Managing Director Mr J. Bout to perform the launching ceremony. At 11 o'clock sharp the bottle of champagne was broken against the bow of the vessel and a few moments later Mrs Janssen, by cutting the rope with a hatchet, removed the last

obstacle and the vessel slid gracefully off the slipway.

In the reception-hall Mr H.M. van der Schalk pointed out among other things that in the Straat N-series the greatest ingenuity has been used to produce a vessel of such efficiency. These ships are fitted with labour-saving devices for faster loading and unloading and actually these particular provisions should reduce costs, although increasing costs always follow close upon our heels. Further cuts in investment are hardly possible and inevitably rising costs will be reflected in the freight rates.

After Mr van der Schalk, Mr Bout made a speech in which he elaborated on the fine qualities of the ship and the very good cooperation between the yard and owners.

Mrs Janssen in her speech, in which she wished the vessel and all who will sail on her the best of luck, gave a very interesting summary of the history of the port of Napier and its present position in the economy of New Zealand.

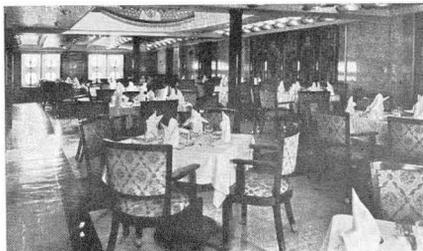
As is usual with a launching in Flushing, all guests attended a cold buffet with attractive entertainment which was enjoyed by all.

TEN YEARS AGO

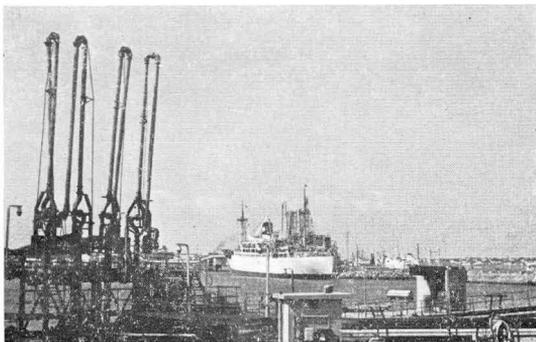
From RIL Post, 1st April, 1962

"The latest vessel to be completed in RIL's conversion programme—now over a year old—is m.v. Tjitjalengka. The first-class quarters have been air-conditioned and a new bar constructed. The two new doors leading to the verandah and the abolition of the old bar give a pleasant sense of space to this cool comfortable room."

The electric punkah which originally was over the dining-room looks really old-fashioned nowadays.

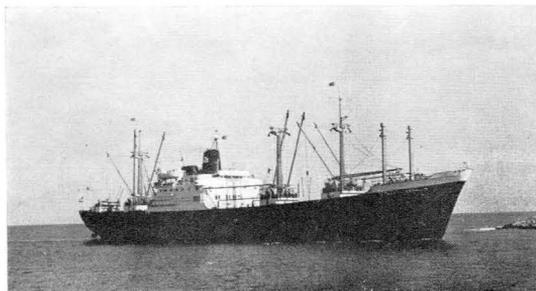


AROUND



GHANA CALL

On her way to the Far East, Nieuw Holland loaded in West Africa and here she is seen loading aluminium alongside the berth of the Volta Aluminium Company (VALCO) in Tema. Only thirty minutes after she left, Straat Franklin sailed in to load another parcel of aluminium.



Hong Kong Tour

On January 19, passengers transferred from Tjiluwah to Nieuw Holland. During the day they made an enjoyable tour of the New Territories, organised by HK MH. Our thanks to Mr K.W. Draaijer of HK MH Travel Department for these photographs taken at Shatin. The first one shows the elaborate floating restaurant, always a popular tourist attraction. In the pavilion at the entrance to the restaurant is a board welcoming RIL passengers. The second photograph shows the passengers getting a good look at what they are about to eat for lunch. The live fish in tanks, waiting to be selected, seem to be a great hit with the camera enthusiast, much to the amusement of the kitchen staff no doubt.



THE FLEET

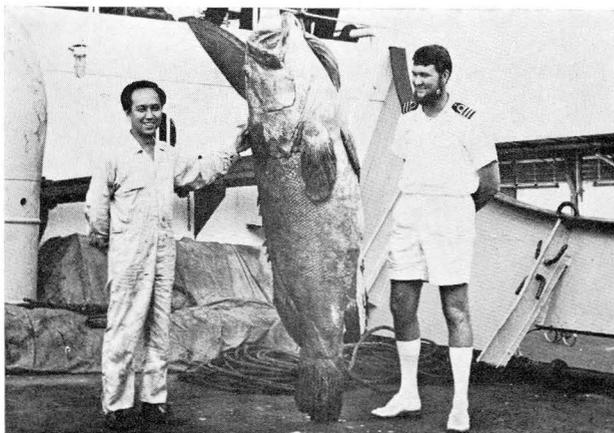
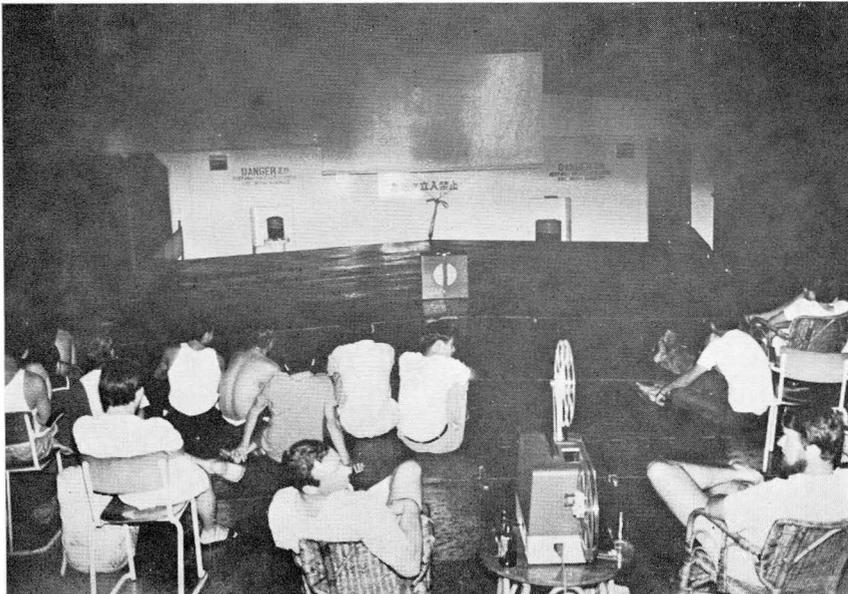
RILAX

Entertainment at sea is not always an easy matter. We were happy to hear from Mr J.K. Bakels, Chief Officer Straat Bali, that RIL has signed a contract for ships on FEWAS and CHIWAS. This involves the hire of a projector and about three films for every six weeks. Everyone on board greatly appreciates this, as can well be imagined. When a show takes place, almost everybody who is not actually on duty attends it. Cargo Clerk S.G. Ng Min Hang took all three photographs on this page. The

one above shows officers and crew relaxing in style during a film show whilst at anchor on the roads of Lagos, waiting for a berth. The improvised cinema has been constructed over Hatch No. 4.

Straat Bali's entertainment is not restricted to films, however, as the two remaining photographs prove. This gigantic fish weighed about 300 lbs. Boatswain Tang Kit Chee and Chief Officer J.L. Bakels show it off to great advantage. Apparently it took four experienced sailors half a

day to clean it and cut it into pieces. The whole ship ate for a week from the fish and Mr Bakels assures us that it tasted delicious. The happy faces captured by Mr Ng's camera show what was anticipated of the fish. Sailor Tam Ling (Chiquito), holding the chopper, proved to be a fantastic cook by preparing about 10 different dishes, all of superior taste. Watching Chiquito, from left to right are: Sailors Wong Tong and Chan Ting Tim, Crew Cook Wong Yuen Fong and Sailor Tam Ling.



FAREWELLS IN AMSTERDAM

There were some regretful farewells in the Amsterdam office during February this year: on the 7th, 9th and 28th respectively, goodbyes were said to Messrs. A.A. Nagelkerke (Machinery), H. Grillis (Shipbuilding) and D. Hendriks (Machinery).

Mr & Mrs Nagelkerke



(from l. to r.) Messrs. B. Roeterink, W.M. de Haan, G.J. Hogewind, Mr & Mrs Grillis.



Mr A.A. Nagelkerke

After 18 years of varied and useful experience with 'De Schelde' at Flushing, Mr Nagelkerke began his KPM service on 15th November, 1937 as a designer in the Machinery Department. He was promoted to Hoofd-employé in 1953 and to Superintendent in 1956. He made a four-month orientation trip to Indonesia and Hong Kong in 1954, and between 1964 and 1967 made several business trips to Japan.

Mr Nagelkerke is a 'pur sang' constructor—it is in his blood; he has the indispensable gift of being able to produce original ideas and to weigh up their pros and cons, and this quality has given him great influence with his colleagues and has been an inspiration to youngsters. His motto has always been to keep what is good but to keep an eye open for new developments.

In not a few of the Company's new developments—running main engines on heavy fuel, supercharging of main engines, automatic refrigerating installations, the application of modern, labour-saving materials and modern deck equipment—Mr Nagelkerke has played an active part and proved to be a highly skilled specialist.

Mr H. Grillis

After completing his training in the shipbuilding side of a secondary technical school, Mr Grillis served one year with Messrs. KNSM and one year in Van der Giessen's yard before entering KPM service on 1st August, 1937. In the shipbuilding department there, he was given the task of the hydrostatical calculation of the 'BRT's', Straat Soenda and Straat Malakka (little knowing that these vessels would eventually fly the RIL flag) and the preliminary draft of the so-called 'Sneldienst 1939'.

After the war, Mr Grillis started on the construction of the 'Reyniersz' class, followed by the linings and furnishings of Straat Bali, Straat Mozambique, Tjiwangi and Tjiluwah, and thereafter the draft of Lorentz, Nieuw Holland, Straat Singapore and Hollands Dreef. His last job was the lengthening of the Straat C's. He also made the calculations of several vessels for the so-called 'taxatie-commissie' of the Netherlands Merchant Marine.

Mr Grillis was a serious and exceedingly accurate worker. Unfortunately, 1967 saw the beginning of the illness which finally led to his stopping work in the middle of 1971 and his retirement when reaching the age of 60 on February 7th. Luckily he was able to come to say goodbye personally to the colleagues and friends with whom he had shared the ups and downs of nearly 35 years.

FAREWELL IN JAPAN

Mr E.F. Moen

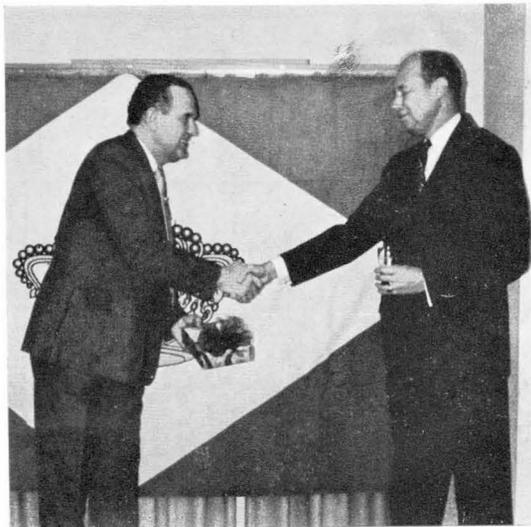
On 3rd February a farewell party was held at Interocean House, Yokohama, for Mr Moen, Technical Superintendent in Yokohama, who retired after thirty-five years of service with the Company. Amongst the party there were many office and seagoing staff, including Mr E.M. van Rhoon, Manager for Japan, who made a speech outlining Mr Moen's career.

Mr Moen started his career with the Company (then J.C.J.L.) on 3rd May 1937 as an Apprentice Engineer in ss. TJLBOET. He continued to serve at sea until 1957, except for a period during the Pacific War when he was interned. On 1st September 1951, he was promoted to Chief Engineer. His last seagoing post was as Chief Engineer on board TJBANTJET, and he was on board when that vessel was driven ashore in Hong Kong during typhoon "Gloria" in 1957.

Subsequently Mr Moen was transferred to the Technical Department in Hong Kong, and in 1962 he moved to Yokohama where he was appointed as the Company's Technical Super-

intendent in Japan. Mr van Rhoon stressed that the continual co-operation of Mr Moen and his staff was greatly appreciated by everyone, especially by those involved in ensuring that vessels were back on the loading berth on time and in good order.

After a most sincere reply by Mr Moen, he was handed a letter of appreciation and farewell from Managing Directors. He also received many farewell presents from his colleagues as well as good luck telegrams from overseas.



*Good wishes from
Mr van Rhoon
(right)*

AMSTERDAM *(continued)*

Mr D. Hendriks

In June last year, RIL Post was happy to publish the details of Mr Hendriks' long 40 years of service, first as a seagoing engineer and from 1960 in the Machinery Department in Amsterdam. Amongst other tasks, he was responsible for the 'Owner's Supply' of ships built in Japan, and he did this so efficiently that even the Japanese yards were surprised that all parts arrived on time.

In the last year of his career, Mr Hendriks was busy with the construction and putting into operation of the main engine of the Straat N-vessels; for this purpose, he spent three months in Switzerland, and Messrs. Sulzer are said to have been impressed by the capable way in which he controlled the construction.

Mr van Haastert says Goodbye to Mr & Mrs Hendriks





NEWCOMER

Two of RIL's new Straat N- class vessels are now sailing; Straat Nagoya and Straat Nagasaki (see page 64). Two more, Straat Nassau and Straat Napier, are expected to be delivered in early-May and mid-June respectively.

Comfortably down in the water with her full load of maize, Straat Nagasaki is seen here off the coast of South Africa. In appearance, generally speaking, not unlike the Straat A's, with a long forecastle, long poop, deckhouse aft and a square stern. However, her fuller hull form is immediately obvious, with three lots of triple hatches emphasising her beam. As she drives through the water, another difference is not seen—the bulbous bow.

Main dimensions are:—

Length overall	541½ ft.
Breadth	79 ft.
Length between p.p.	512½ ft.
Depth to main deck	43½ ft.
Summer draft	32½ ft.
S.D.W.	15685 tons
G.R.T.	12123 tons
Total balespace	841,000 cu. ft.
(including 86,000 cu. ft. in 8 reefer rooms)	

These ships have four deeptanks in lower Hold I, two of which are also suitable for break-bulk general cargo, with a combined volume of 1287 cu. metres.

The triple hatches over holds 2, 3 and 4, as well as the single hatch on No. 1, are equipped with push-button operated MacGregor hydraulic hatch covers; they do not have hydraulic hinges but are moved by hydraulically operated pistons. 98 pump units are built into these hatches.

All cargo gear consists of hydraulic cranes; there are four 8-ton cranes and two twin cranes of 2 × 12 tons which are also intended for handling 20' containers. The range of the cranes varies from 22 to 24 metres.

The eight reefer rooms are situated aft around the engineroom casing. Four of them can be loaded either by an 8-ton crane through a smaller hatch (No. 5) on the aft ship or (two rooms) via the maindeck of hatch No. 4; the remaining four rooms can be reached through big sliding doors in the tweendecks of hatch No. 4. Handling of cargo in these reefer rooms is designed to be carried out by fork lift trucks. For this purpose, the floors and sides of the reefer rooms have been specially reinforced. All tweendecks and reefer rooms are suitable for the use of f.l. trucks with a combined 'cargo plus truck' weight of 7 tons.

The Straat N-ships are the first RIL vessels to be specially constructed for the carriage of 20' containers. 420 of these can be carried, including 141 on deck. Container guides, which are not fitted at the present time, can be installed at a later date transforming them into completely container ships.



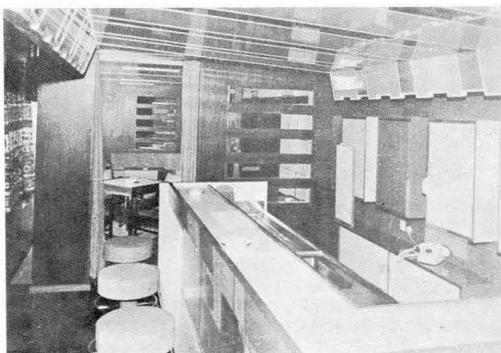
Captain's dayroom



Looking through to the officers' dining room



The roomy combined wheelhouse and chartroom (right)



A bright striped canopy hangs over the bar

The holds can be used for general cargo, ore or grain, and are also laid out for the use of palletised cargo.

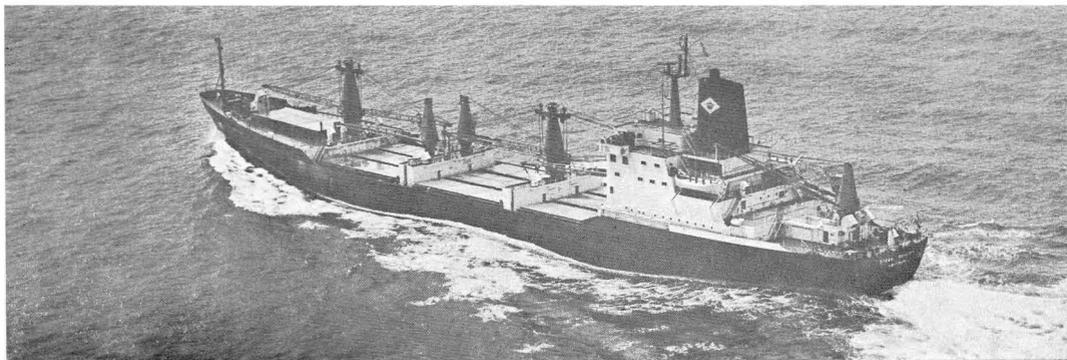
Accommodation aboard includes a recreation room which can be used for all types of indoor sports and/or hobbies. This is on the Officers' Deck. Senior officers' cabins are on the Boat Deck and the Captain's cabin and dayroom are aft of the bridge.

All storerooms in this class of ship are on A-deck, a convenient arrangement close to messrooms and galley,

which makes for easy transport of provisions. Below on B-deck are crew cabins.

Chartroom and wheelhouse are combined on the bridge, making it very roomy and giving a good view in all directions. Against the front bulkhead is a console with built-in controls for the controllable pitch propeller, the engine-room controls for use when the engine-room is unmanned, telephone, V.H.F. etc. All nautical equipment is grouped round this console.

Highly sophisticated, the biggest vessels in the RIL fleet sail into the 1972 scene with a service speed of $19\frac{1}{2}$ knots.



25TH SERVICE ANNIVERSARIES

Captain H. Koch

On the 12th of February, 1972 Captain H. Koch celebrated his 25th Service Anniversary with the Company, on which occasion Mrs Koch was also able to be present at a reception held in the Singapore office. In the absence of the Manager for Singapore and the Federation of Malaysia, Mr W.K. Mink, I.O.L.'s Operations Manager, recalled how, 25 years ago, Captain Koch joined his first KPM ship as an aspirant apprentice officer and received his first year of training on six different KPM ships. After having obtained his S III Certificate he joined ss REYNST as a 4th Officer on 5.4.49. He served in the various officer ranks on 36 KPM ships until mid-1963.

When still Chief Officer he was in command—shortly before being appointed as Master—of the following coasters: LETONG, SUNGEI BILA, MUSI.

On 1.7.63, whilst already in command of the MUSI, he was appointed Master and up to the present he has commanded 12 KPM/RIL vessels, the last being the STRAAT TOWA on which he served three times as Master.

Maitre d'Hotel Mr J.J.W.M. Brand

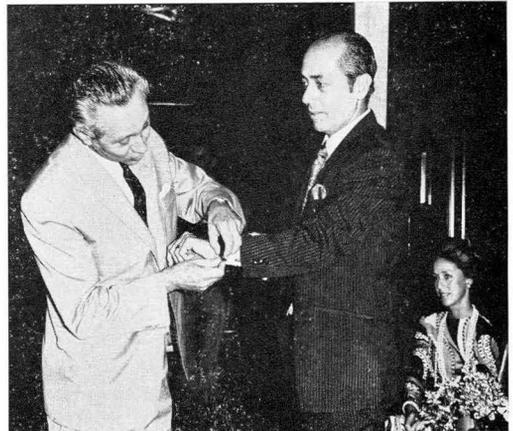


During his seafaring career he was twice commended by KPM Managing Directors. The first time was for having successfully trained Indonesian officers and crew of the WAINGAPOE before the ship was delivered in August 1965 to Djakarta Lloyd. The second time was when he expertly assisted and successfully towed the SILINDOENG to safety in April 1966 when he was in command of the KEERKRING.

Captain Koch has always been highly appreciated by both officers and crew of the various vessels in which he

“On the 28th of January 1972, we commemorated the 25th service anniversary of Mr J.J.W.M. Brand,” writes Captain de Geest of Straat Luanda.

“On that day we were sailing in the South Indian ocean on our way from Africa to Australia. Officers, Petty Officers and passengers were assembled in the lounge and heard a speech in which the particulars of Mr Brand's service were recalled and his devotion to duty was praised. The excellent meals he produced, were given due credit.



has served and the Company hopes that he will continue serving on board RIL ships for a long time to come.

On behalf of the Managing Directors, he was presented with the customary inscribed gold watch, as a token of appreciation for valuable services rendered to both KPM and RIL.

In reply Captain Koch, in a few well-chosen words, thanked Managing Directors for the memento and congratulatory message and proposed a toast to the continued prosperity of the Company.

On behalf of the company the golden jubilee watch was handed over. Mr Brand thanked the company in his answer and recalled some anecdotes from his long term of service, in which he had seen a lot of people coming and going. We toasted him on this special occasion and we all wished him many more years of service.

After this we had a very pleasant celebration party during the rest of the morning and finished it with an excellent cold lunch together.”

The photographs were made by Wireless Operator Mr P.J. Mouthaan.

"THIS IS A SHIP"

RIL's new recruiting film

"*Dit is een Schip*" is a new film, which has just been released for RIL. Designed for recruitment of officers for the RIL fleet, this twenty-five minute film will be shown in Dutch secondary schools. Directed by a young Dutchman, Mr E.H. van Kan, for UPITN, the film has already been recognised as worthy of entry in the Chicago Industrial Film Festival.

Mr van Kan told RIL Post that while he had made other industrial films, the subject of the RIL film particularly interested him. As he had worked for some years in Hong Kong, he personally knew many RIL employees. The film was shot in the autumn, and filming took place aboard many RIL ships, including *Straat Agulhas*, *Straat Van Diemen*, and *Straat Bali*.

This fast-moving appealing film, subtly combines all aspects of seagoing life. Sensibly it features young officers on board, absorbed in their various tasks. Each specialised skill, vital to the smooth operation of the ship, is featured in turn. We switch from navigation to communications and radar, from the mechanics of the engine room to the intricate electronic control panels. Modern methods of cargo-handling using pallets and containers are contrasted sharply with the primitive handling methods shown in some of the ports of call. This clear factual

presentation is balanced throughout the film by an impressionistic interpretation of the different moods of the ship. Light and shade, movement, rhythm and colour are combined to convey both the bustle of daily activity, and the peace of sunrise, sunset and seascape. Each shot is effective without giving too slick an impression. Particularly striking, is the fine choice of music and its integration with the movement in the film. The music cutter, apparently, worked as music cutter on the film, "Fiddler on the Roof". The Dutch commentary is brief, to the point, and in a style that the young officers themselves might use.

Completing the picture of the seagoing officer's life, the director spotlights leisure activities aboard and ashore. The recruit may enjoy the familiar Dutch atmosphere aboard, with pleasant food and time to relax, while also being able to experience the fascinations of the East. He may explore for himself the beautiful beaches of Australia, the Sukiyaki houses of Japan and the exotic Junks and Sampans of Hong Kong.

Skilful film techniques are used to portray, as fairly as possible, what the RIL officer may expect. While honestly presenting the facts, the film creates an interest and even an excitement which must surely appeal to the young officer.

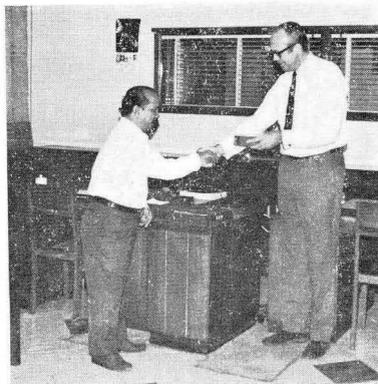
Mr Moenir Bin Kastawi

On 25th January, 1972 a 'makan kecil' was held in Interocean House Singapore to celebrate the 25th Service Anniversary of Mr Moenir bin Kastawi, who first entered the service of Rotterdam Trading Co. on 20.1.1947 as a driver.

Mr J. Balhuizen (Deputy Manager of Interocean Lines (S.E.A.) Pte. Ltd. Singapore) gave an account of Mr Moenir's patience, loyalty and industry whilst in the service not only of Rotterdam Trading Co. but also throughout his years with Royal Rotterdam Lloyd, Nedlloyd Lines, and now with Interocean Lines. He was

rewarded in 1965 when he was promoted to a junior clerk and posted to the Freight Department.

When Mr E.A. Postuma (Managing Director of Interocean Lines Singapore) took the floor to congratulate Mr Moenir, he too remarked that it was indeed remarkable for a man to work 25 years "without a grumble"; this is a feat in which very few have succeeded. Mr Postuma then read out a congratulatory message from the Managing Directors of RIL whereafter he presented the traditional jubilee watch to Mr Moenir who received it with a hearty thank you.



SHIPS OF THE WEEK

After twenty-five years "on the air", "Thuis aan Boord", the Radio Nederland programme, so well known to all R.I.L. ships' officers, was broadcast for the last time on 22nd March 1972. On 13th March, Straat Florida, Straat Fushimi and Straat Johore, were the last of the R.I.L. fleet to be featured as "Ships of the Week". The programme has in the past been a most valuable link between seafarers and their relatives at home. However Radio Nederland now feel that the increasing use of modern communication and devices like tape recorders enable seafarers and their families to hear each others voices

far more frequently than is possible through the "Thuis aan boord" programme.

We would like to acknowledge the work of Mr G.A. Kal, the programme manager, who for over twenty-five years has enthusiastically directed this successful programme. Furthermore, we wish to mention Mr Guus Weitzel, now retired, and Mrs Teddy Scholten, who have contributed much to the smooth running of the programme, and who have made visiting wives and children feel very much at home.

New Arrivals

2nd Engineer U.C. van Baal (Straat Fiji): a son, Ulianus Cornelis, on 8th February.
 2nd Officer J.F. Huizenga (leave): a son, Tjerk Fabian, on 23rd February.
 2nd Officer J.Tj. Wouda (leave): a daughter, Rixta Nynke, on 27th February.
 3rd Officer U.C.J. Brand (leave): a daughter, Daphne, on 3rd March.
 Mr A.J. Dijkstra (HK HO VZ): a daughter, Astrid Linette, on 20th March.

FAMILY NEWS

STRAAT LAGOS

Mr M.D. Johnson (General Manager Shipping, of Dodwell, our Mombasa Agents) sent us this photograph of the new East African crew for Straat Lagos. Photographed outside the Dodwell office with Mr Johnson are officials of the National East African Seamen's Union, through whom the crew was employed. The officials concerned are the Hon. I.S. Abdullah, MP, General Secretary, The President of the Union, and the Assistant General Secretary.



TO THE EDITOR

"I wish to draw your attention to an error made in "Focus" (Jan. 1972). As noted on the right hand bottom picture a forklift handles drums. This is indeed incorrect; it should be, reels Kraft linerboard paper."

W. Oppier
 Cargo Master o/b
 m.v. Straat Clarence

Obviously a cargo master knows more about this than we do!

"I would like to express my thanks and appreciation to all friends and colleagues for the good wishes and congratulations received by telegram for my 25th year service anniversary with Royal InterOcean Lines."

J.L.W.M. Brand
 m.v. Straat Luanda

WELL-KNOWN FACES

No-one was more interested in the first arrival of Nieuw Holland in Sydney than the 'old-timers' who had known her illustrious predecessor. On board to enjoy a 'pea soup luncheon' were (l. to r.) Chief Engineer J. Bos, Captain Th.G. Weemaes, Mr P.A. de Loos, Chief Engineer P. Hellsings, Captain P. van Zeggeren, Captain J.D. Jelijs (Nieuw Holland), Captain D. Visser, Captain W. Eggink and Chief Engineer J. Maijoor (Nieuw Holland).



LOG BOOK

PERSONALITIES

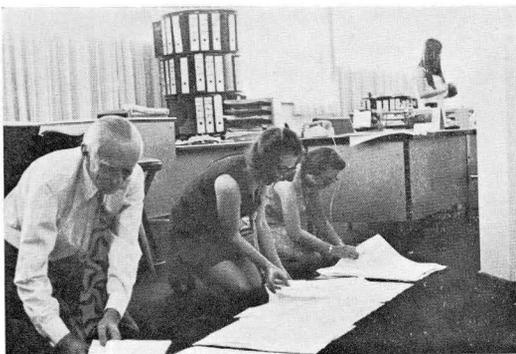


'MR NOSE'

One man who must be well known to all our vessels calling at Durban is Mr G. Tedder. He is an employee with Constantia Freight Services (Pty) Ltd., and in charge of Ship spares and Officers' luggage, which he does extremely competently. One word of advice is always given to Officers: "Don't panic if your luggage is not on board". Mr Nose is a mighty busy, important man and will never let anyone down.

FLOORSPACE

We hear from our Africa correspondent that the traffic situation in our Durban office has become more congested since the merger. He sent us this speaking picture of Mr H.H. McGregor (Agency Freight Manager), Mrs M. Smith and Miss S. Hill sorting out manifests on the floor.



Mr F. Terwogt (Managing Director) flew to Holland on 14th March for consultations.

Mr T. Sugimura took over as Manager, Kobe in place of Mr H.M. Roos.

Mr F.J. van Amesvoord (Amsterdam Man. VZ) made an orientation trip to Japan and Hong Kong in mid-March.

Mr R.T. de Vries (Amsterdam, TD-TIAC) made a two-week business trip to Japan and Hong Kong from 20th February.

Mr G. van Altena (Sydney) made a two-week business trip to Singapore, Bangkok and Hong Kong in mid-March.

Mr L.W. Warmenhoven (HK HO TD) made a three-week business trip to Singapore.

Mr Lau Kin Leung (HK HO Fin) flew to London early in March for a two-week insurance training course, and returned to Hong Kong via Amsterdam.

Jhr. J.B. van der Wyck took over as Manager, Penang in place of Mr R. Bakker.

Mr P.A. Saman was appointed Technical Superintendent in Yokohama on the retirement of Mr E.F. Moen.

Mr H.J.J. Nietzman (HK HO PZ) made a brief business trip to Singapore in mid-March.

COCKTAIL TIME

When Mr M. Yoshioka, Manager Tokyo (Ag) visited Bogota during early February, a cocktail party was held in his honour. From left to right:—Mr Kohichi Yamashita (General Manager Mitsubishi), Mr Choji Fujii (General Manager Mitsui), Mr M. Yoshioka, Mr Luis Parody (General Manager Cia Transportadora—RIL Agents Bogota), Mr N.L. Padt, Mr S. Sekiya (Mitsubishi).



PERSONNEL

NEW PERSONNEL

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

Mr Bussink	4th Officer
" C.J. Weststrate	" "
" H. Dijkgraaf	5th Engineer

SUCCESSFUL EXAMINATION

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

Mr J. Orsel	2nd Officer	Th.I	9/2/72
" J.M.W. Schmidt Crans	" "	Th.I	4/2/72
" R.P. Koerse	3rd "	II	12/1/72
" R.M. Meister	" "	II	21/2/72
" A. Fortgens	2nd Engineer	Th.C	11/2/72
" P. Jansen	" "	Th.C	18/2/72
" H. Boele	3rd "	Th.B	18/2/72
" G. Gerritsen	" "	B	21/2/72
" U. Jetten	" "	B	17/2/72
" J.P.K. de Korver	" "	B	17/2/72
" J. van Laar	" "	B	21/2/72
" Tj. Veenstra	" "	B	31/1/72
" R. Gast	5th "	A	3/2/72
" C. van der Have	" "	A	1/2/72
" J.L. Streur	" "	A	14/2/72
" R. Wiegers	" "	A	27/1/72
" J.E. Wijnans	" "	A	9/2/72
" C.J. Zomerdijk	" "	A	11/2/72

LEAVE

Mr F.G. van Amersfoorth	Chief Officer
" J.W.F. van Hummel	" "
" G.J. van den Berg	2nd "
" R.A. Groenendijk	" "
" P.C. Klaassen	" "
" H.W. Lijding	" "
" F.J.H. Roelofs	" "
" G.A. Smit	" "
" R. Tresfon	" "
" J.T.M. van der Ven	" "
" G. Verkroost	" "
" E.E. Kip	3rd "
" F.R. Kaleveld	" "
" P.J. van Kempen	" "
" C.M. Kuiken	" "
" B.V. Mevius	" "
" A.J. Oranje	" "
" C. Oudendijk	" "
" J.A.M. van Raamsdonk	" "
" J.Ch. Roelse	" "
" E.C. Snoek	" "
" J. van Aalsburg	4th "
" J.C. Mossel	" "
" C.D. Tijsterman	2nd Engineer
" A. Bosch	3rd "
" J. van Doorne	" "
" J.H. van Doornik	" "
" J.M. van Ede	" "
" H. Knip	" "
" P.A.J.M. Pennings	" "
" Th.J.I. Rutgers	" "
" F.R. Wijkkel	" "
" G.J. van de Haar	4th "

Mr M.C.M. van Ravenstein	4th Engineer
" K.H. Stap	" "
" K.B. van der Wielen	" "
" Ch.J. Bakker	5th "
" G.T. Bouwman	" "
" A.C.L. van Gameren	" "
" J.P. Schroeder	" "

Those who returned are:

Mr M.F. Gout	Chief Officer	Straat Talbot
" J. Haitsma	" "	Straat Frazer
" J.Ch. Hermans	" "	Safocean Adelaide
" H.H.A.E. Kwaad	" "	Straat Nassau
" W.R.M. van der Veld	" "	Straat Futami
" W.H.C. Wijnhorst	" "	Straat Hobart
" W.A. van Erk	2nd "	Straat Van Diemen
" D.B. Kubbe	" "	Straat Madura
" F.C. Leliard	" "	Straat Hong Kong
" J.D.H. Maaskant	" "	Straat Florida
" J. Orsel	" "	Safocean Adelaide
" R. Rijckaert	" "	Straat Colombo
" J.N.M. Smit	" "	Straat Rio
" Th.P. van der Heyden	3rd "	Straat Cumberland
" R. de Jongh	" "	Tjiuwong
" R.M. Meister	" "	Straat Franklin
" L.A. Oosthuizen	" "	Straat Tanga
" J. Teygeler	" "	Straat Magelhaen
" R.J.A. van Went	" "	Straat Kobe
" U.C. van Baal	2nd Engineer	Straat Fiji
" N. Filius	" "	Straat Napier
" P. Jansen	" "	Safocean Adelaide
" J.C.M. Noordermeer	" "	Straat Rio
" W. Stortelers	" "	Straat Van Diemen
" L. Jansen	3rd "	Straat Nassau
" U. Jetten	" "	Straat Luanda
" J. de Konink	" "	Straat Clement
" J.W. Ruck	3rd Eng./Elec.	Tjiwangi
" A.M. Zandee	3rd Engineer	Straat Napier
" A. Bovenschen	4th "	Tjitarum
" A.H.J. Büchner	" "	Straat Cumberland
" A. Kolkman	" "	Straat Cook
" J. Kools	" "	Safocean Albany
" R.C. Lammerée	" "	Safocean Adelaide
" G.H. Meijerhof	" "	Straat Tauranga
" H. van Twillert	" "	Straat Korea
" W.J.M. Luytshoeven	" "	Straat Luanda
" W. Winter	" "	Straat Madura
" E.M.P. Bouchier	5th "	Straat Torres
" R. Gast	" "	Straat Nassau
" A.M.H. Pagnier	" "	Straat Napier

TRANSFER OF SHORE STAFF

Jhr. W.M. de Brauw was transferred from Durban to Mombasa.
 Mr G.E. Delle Vedove was transferred from HK MH to Yokohama (Management).
 Mr W.R. Oord was transferred from HK MH after subsequent home leave to Durban.
 Mr C.F. Smit was transferred from Durban to Johannesburg.

Seconded to Eurobridge Ltd. (Japan)

Mr H.M. Roos	from Kobe
" T.E. Henkemans	Yokohama (Man)
" T. Osada	Yokohama (Ag)
" Y. Nagashima	" "

CHIEF ENGINEERS

Captain H. Boerée, Master of SAFOCEAN ADELAIDE went on home leave.
 Captain J. Maan was posted to SAFOCEAN ADELAIDE following home leave.
 Captain B.L. Legemaate, Master of SAFOCEAN ALBANY went on home leave.
 Captain J.H.W. Voigt was posted to SAFOCEAN ALBANY following home leave.
 Captain J. Bruin, Master of STRAAT KOBE went on home leave.
 Captain P.L. Eichhorn was posted (temp.) to STRAAT KOBE.
 Captain G.E. Kaersenhout, Master of STRAAT FRANKLIN went on home leave.
 Captain L.P. Weststrate, Master of TJIBANTJET was transferred to STRAAT FRANKLIN after the delivery of TJIBANTJET to her new owners.
 Captain A.N. Kloots, Master of STRAAT CLEMENT went on home leave.
 Captain J.J. van Nus was posted to STRAAT CLEMENT following home leave.
 Captain A.M. Frigge, Master of STRAAT LE MAIRE was transferred to TJILIWONG.
 Captain L.A. Cijssouw, Master of TJILIWONG was transferred to STRAAT LE MAIRE.
 Captain J. Kalf, Master of STRAAT MADURA went on home leave.
 Captain J.J. van de Riet was posted to STRAAT MADURA following home leave.
 Acting Captain P. Hoogland, Master of STRAAT LOMBOK went on home leave.
 Captain S. Westerweel, Master of TJIMANUK was transferred to STRAAT LOMBOK.
 Chief Engineer H.J. van der Veer of SAFOCEAN AMSTERDAM went on home leave.

DAM following intermediate leave.
 Chief Engineer W. van Dam of STRAAT FRAZER went on home leave.
 Chief Engineer A. Geurts was posted to STRAAT FRAZER following home leave.
 Chief Engineer G. van Beek of STRAAT FREETOWN went on home leave.
 Chief Engineer H.J.G.A. Otten was posted to STRAAT FREETOWN following home leave.
 Chief Engineer H.L. Frenks of STRAAT FUSHIMI went on home leave.
 Chief Engineer R.F. Schols of TJIBANTJET was transferred to STRAAT FUSHIMI after the delivery of TJIBANTJET to her new owners.
 Chief Engineer W.H. van der Poel of STRAAT LAGOS went on home leave.
 Chief Engineer F.M.H. Beckers was posted to STRAAT LAGOS following home leave.
 Acting Chief Engineer H.H. Smulders of HOUTMAN went on home leave.
 2nd Engineer W.A.G. Verhulst of HOUTMAN was temporarily appointed Acting Chief Engineer and subsequently reverted to his substantive rank.
 2nd Engineer A.C. Hulst was posted to HOUTMAN as Acting Chief Engineer following home leave.
 Chief Engineer J.C.S. van Bijsterveld of TJITARUM went on home leave.
 2nd Engineer J. Mazereeuw was posted to TJITARUM as Acting Chief Engineer following home leave.
 Chief Engineer V.J.W. Hendriks of TJIMANUK was transferred to STRAAT COLOMBO after the delivery of TJIMANUK to her new owners.
 Chief Engineer Th.J. Bronsvort of STRAAT COLOMBO went on home leave.

IN MEMORIAM

It is with much regret that we have to report the deaths of the following:—

J.M.R. Tumbelaka (retired Chief Engineer, KPM) on 26th January, at Surabaya, aged 66.
 C.J. Kruijsse (retired Captain KPM) at Middelburg on 24th February, aged 81.
 J.H.W. Staal (retired Captain, KPM) at Hilversum on 27th February, aged 74.

Mr R. Altman, at Sydney on 28th February, aged 59. Mr Altman had worked in the Freight Department since 1939, celebrating his 25th Anniversary of RIL service in 1964. He was transferred to Seabridge in 1970. We extend our sympathy to his whole family.



吾人謹向其遺孀和七位子女，特別更向其亦在本公司任職駁艇員的兄長梁樹致以同情。

駁艇員梁仕勝，四十六歲，於二月二十八日在香港於醫院逝世。梁先生開始其工作生涯為一位漁民。一九六一年加入渣華郵船工作，任職駁艇員。總行士多房將失去了一位在服務本公司船隊的駁艇上工作的動力和沉靜的作者。



吾人謹以惋惜之心情報導：水手長張明，五十一歲，於二月二十九日在香港嘉諾撤醫院逝世。張先生最後服務之船隻為「士打麥高漢」。他在一九四零年加入本公司。其長期任職為一位穩重而且可靠的水手長的服務，甚為公司所見重。他的部下尊敬他為一位好領袖。吾人謹向其遺孀，兩位女兒和一位兒子致以同情。

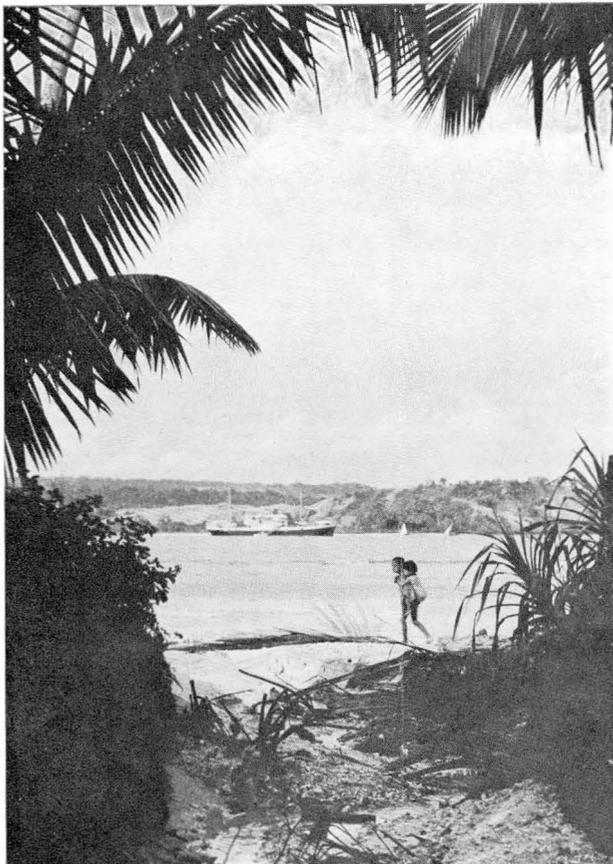
訃聞

Lighterman Leung Shu Sing, aged 46, in hospital on 28th February in Hong Kong. Mr Leung started his working life as a fisherman and joined RIL service in 1961 when he became a lighterman. The Head Office Stores Department will miss his hardworking quiet presence aboard the lighters serving the Fleet.

Our sympathy goes to his wife and seven children, and particularly to his brother Mr Leung Shu who also works as a RIL lighterman.

Boatswain Cheung Ming, aged 51, at the Canossa Hospital, Hong Kong, on 29th February. Mr Cheung, whose last ship was Straat Magelhaen, joined RIL in 1940 and his long service as a steady and reliable boatswain was much valued by the Company. His subordinates respected him as a good leader.

Our sympathy goes to his wife, two daughters and son.



AMONG THE ISLANDS

With

Captain H. Zeylstra (retired)



Telok Dalem is the most beautiful bay and natural harbour of Nias, one of those delightful Indonesian islands so well known to KPM ships and their crews in the past. Situated on the south side of the island, the bay is surrounded by extensive coral reefs. The navigable entrance to the bay is rather narrow, and the bay itself is to a large extent taken up with reefs. Consequently, sailing in and out of the harbour was a skilful operation. Once safely anchored, the visiting ship found that the delights of the setting were not matched by the modern efficiency of the harbour.

The Bay is almost entirely surrounded by hills. Even the ships seemed to blend with their idyllic surroundings. Above is *Kasimbo* and below is *Banjoewangi*.

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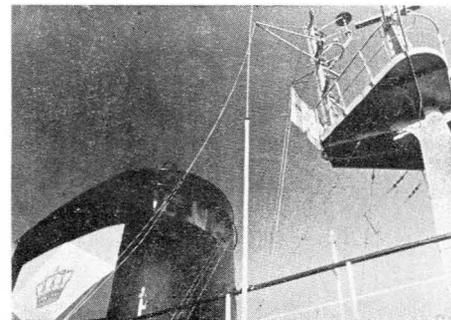
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S. America *R. F. Janssens*

Singapore *J. Tan Swee Ann*

It is a real family issue this month, with pictures and reports of staff festivities and farewells on sea and shore.

Highlighting the RIL scene are the new *Straat N-* vessels, much admired by those who have the chance to see them in the water. Others must settle for second-best on pages 63, 70 and 71.



The yard flag was still flying when this photo was taken, but RIL's replaced it shortly after — page 64.

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.

PARENTS!—Have you posted your children's paintings? (Nov. 1971 issue)

Royal Interocean Lines

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

