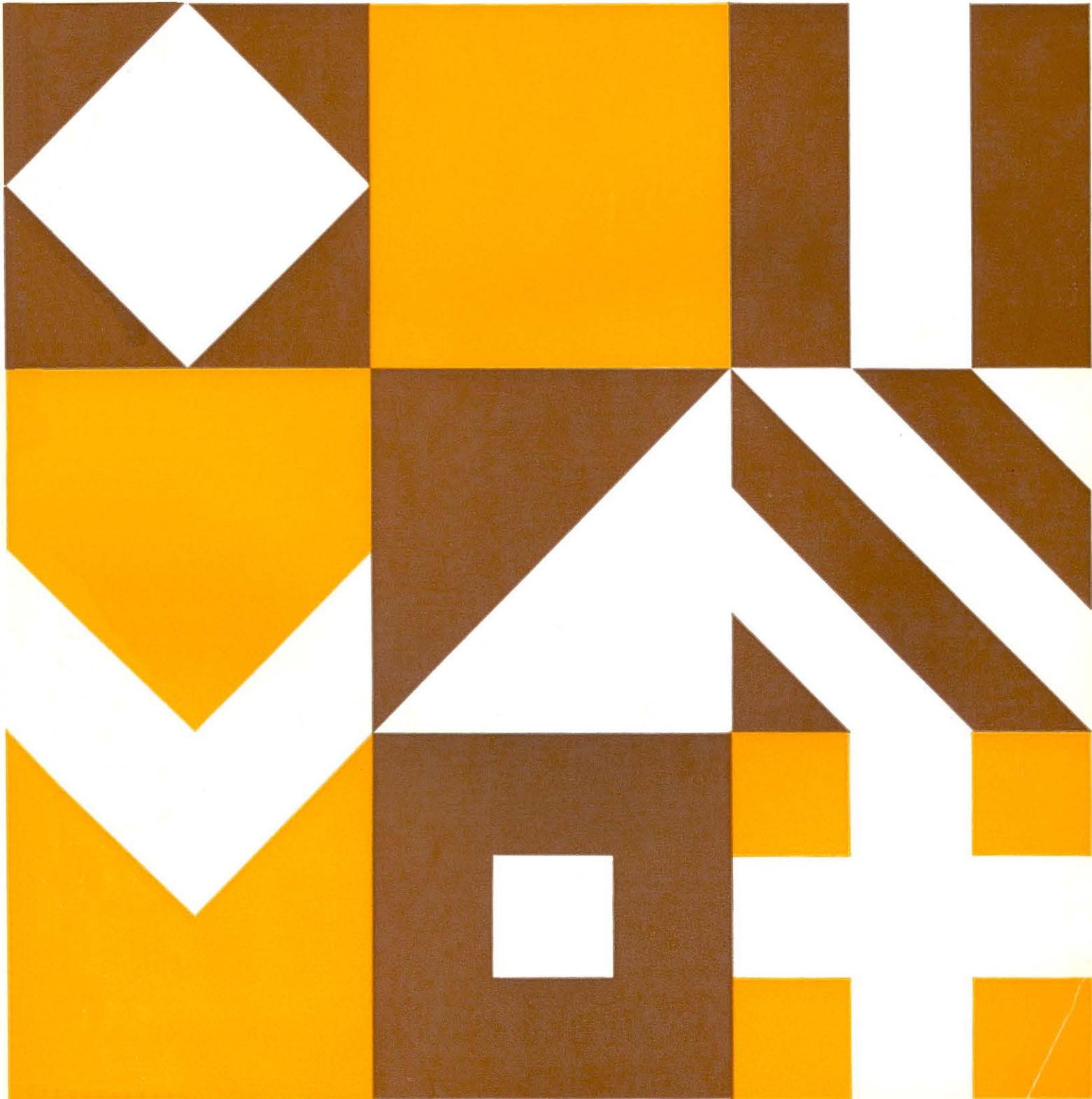


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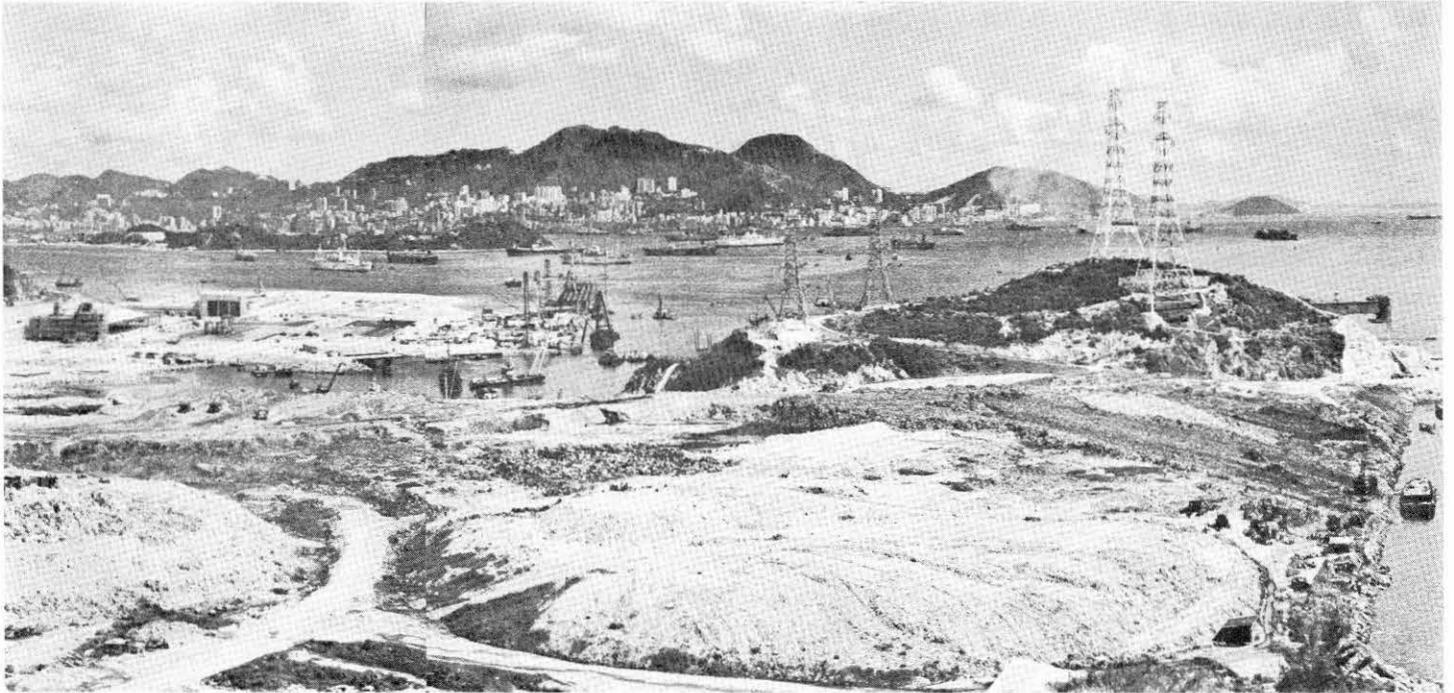
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THE CHANGING SCENE — HONG KONG

NEW CONTAINER TERMINAL



The Kwai Chung container terminal—centre—with Hong Kong Island in the distance.

In September, the first of Hong Kong's new container terminals will be opened at Kwai Chung. Located near the rapidly expanding industrial area of Tsuen Wan to the west of Kowloon, there are five prospective terminal lots at Kwai Chung, three of which have already been allocated to terminal operators for development. These container terminals will be amongst the most modern in the world. It is lot No. 1 (centre) with one container berth which will open in early September. From this berth, the 'Trio' group will run their direct Far East/Europe service with a transit time of 23 days.

STRADDLE CARRIERS

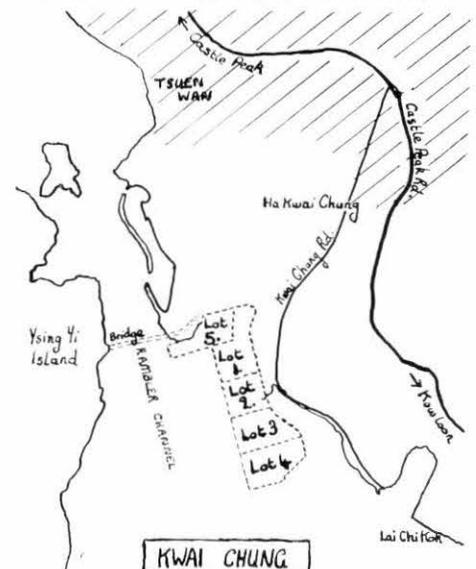
In May, two giant container carriers, the most modern carriers yet to be used in Hong Kong, arrived at Kwai Chung. Each weighing 45 tons, a carrier can lift and transport 20 ft and 40 ft containers and can stack them three high with minimum effort. In July, two months before the opening date, the first two containers mysteriously arrived.

They are being used to train the straddle carrier drivers in loading/unloading, transporting and stacking techniques. Modern Terminals Ltd., the operators of the No. 1 lot, moved into their site offices at Kwai Chung in July. But when RIL Post visited Kwai Chung at the end of that month, it was evident that much of the basic construction work was incomplete. Freight sheds were still under construction, and the quayside had not been concreted although the seawall was completed. A second crane was still being built. The government is in the process of providing access roads and dredging the sea area fronting the berths to a depth of 40 ft.

SCANDUTCH FLEET

The second container terminal lot, with two berths will be operated by a Japanese consortium and will handle the ScanDutch fleet of container ships. This terminal is due to open early in 1973. ScanDutch is already successfully "phasing in" its container programme in Hong

Kong by offering both conventional cargo facilities and express container service on conventional vessels. On 31st July, 168 containers, one of the largest container shipments ever to leave Hong Kong for Europe, departed on board a conventional cargo liner under the auspices of Scandutch.





Looking towards Central District along the Wanchai waterfront.



Two months ago, the Tunnel portal under construction.

'SEA LAND'

Lot No. 3 at Kwai Chung will accommodate a terminal to be used by 'Sea Land' who operate a container service between the Far East and North America.

The two remaining lots at Kwai Chung, No. 4 with two berths and No. 5 with one berth, have not yet been allocated to operators. At least one of these lots will be made available for development on a "common user" basis.

TSING YI ISLAND BRIDGE

The whole container terminal site at Kwai Chung is built on reclaimed land; it was formerly known as "gin-drinkers" bay. Much of the area near the terminals (foreground) will be used for housing and industrial purposes. To complete the construction development, a bridge will be built between Kwai Chung and nearby Tsing Yi Island. There is already a plant on Tsing Yi Island manufacturing containers.

CROSS HARBOUR TUNNEL

Hong Kong's cross harbour tunnel was officially opened by the Governor of Hong Kong in early August, midway through the tunnel, 80 ft below Victoria Harbour. Costing HK\$ 320 million, the tunnel was completed nine weeks ahead of schedule. Adding colour to the opening ceremony were nine vintage cars, headed by an 1899 Fiat. They were the first to pass through the tunnel paying the HK\$5 toll. To complete the celebration there was a Chinese Dragon Dance.

The tunnel, operating round the clock, has a capacity of 70,000 vehicles a day. Already it is dramatically changing the habits of the travelling public. In the fifteen minutes following the opening ceremony, 700 vehicles had driven through. Public buses have already established cross-harbour services. The local press published two striking photographs of the vehicular ferry outside RIL HK HO at North Point, each taken in the rush-hour; the day before the tunnel opening there was the customary queue of vehicles; the following day the street was almost empty. Container carriers have started using the tunnel; it will greatly speed up the transit time from Hong Kong Island to Kwai Chung container terminal.

FLYOVER NETWORK

Construction of the complex road approaches to and from the tunnel portals — a HK\$ 37 m project — is also completed. On the Island the approaches are connected to the new waterfront road. In Kowloon, the road network is sprawled over 16 acres in Hunghom.

SPECIAL STAMP

In October, when the whole project is completed, the post office will issue a commemorative HK\$1 stamp. Philatelists rest assured, the stamp will be appearing in RIL Post!

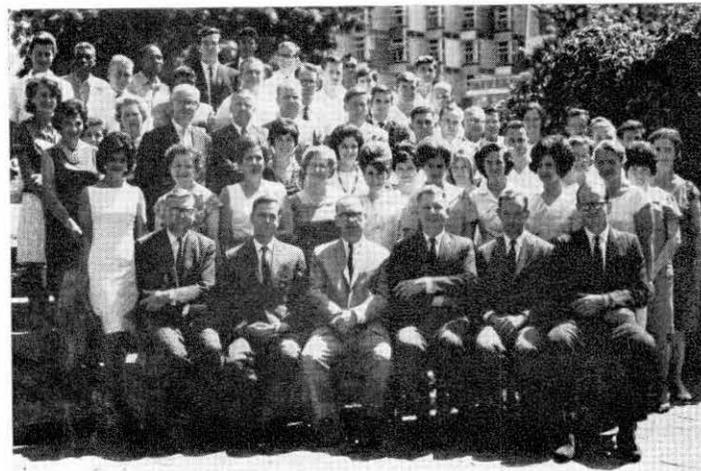
OFFICE EXPANSION

JAPAN



In November 1972, the Yokohama and Tokyo management offices will be combined in a new office in Tokyo. Although an official announcement has not yet been made, RIL Post brings you a preview of the fine office building, now under construction, which will house RIL management staff in Japan. RIL will occupy the whole of the sixth floor.

The building is in the most select location, overlooking the garden of Prime Minister Tanaka's official residence. This view of his residence taken from the roof of the new office, is almost identical to the view our personnel will have from their office windows, three floors down.



DURBAN



Apart from proving that skirts are getting shorter, these photographs of our Durban office staff taken in 1955, 1965, and 1972 respectively, are evidence that the RIL organisation is ever on the increase. The 1972 photograph was taken on the roof of the Durban office building which commands an interesting view of the city.

GAMES DAY ON NIEUW HOLLAND as seen by Robi



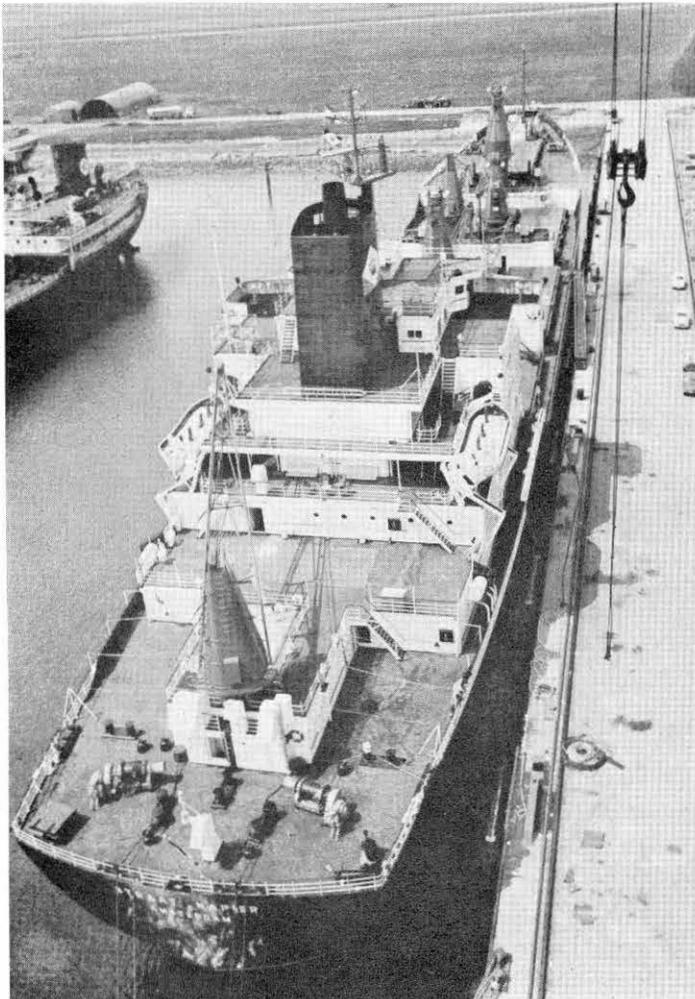
FLEET FACTS

Straat Napier after completion of discharge in Japan in SAFS-E, will enter ASAS-E to effect the early September sailing from Japan to South America. The charter vessel, **Tarpon Springs**, was delivered

to us in Japan on 10th August and effected the mid August FEWAS sailing from the Far East to West Africa, replacing **Straat Fremantle**, which vessel is being jumboized in Japan. **Tarpon Springs** will be re-delivered to her owners in West Africa in the first half of October.



Straat Nagoya at Kobe.

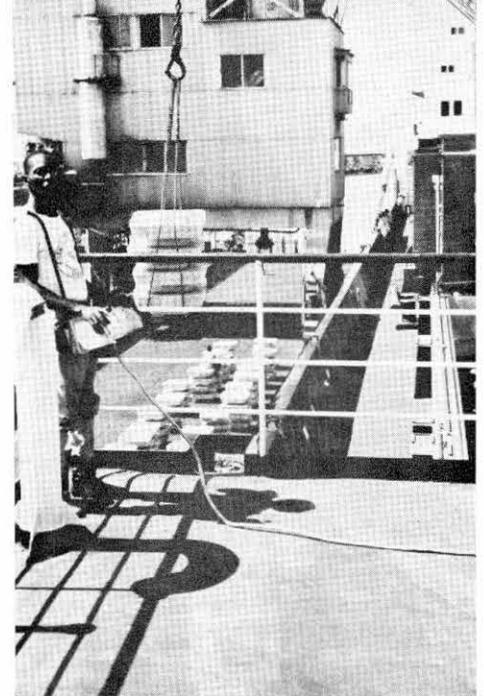
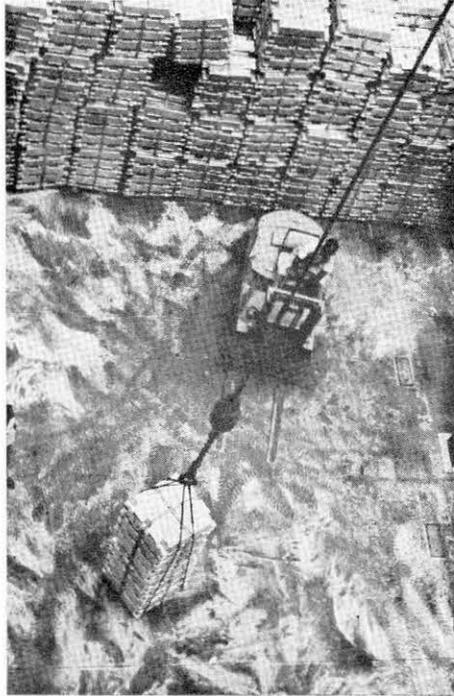
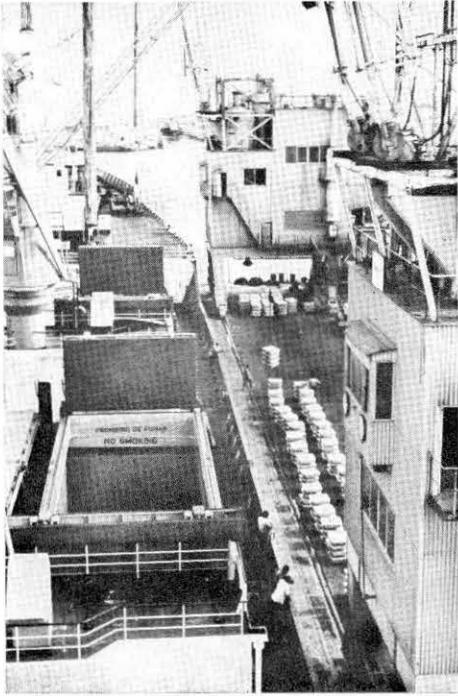


Straat Napier at Flushing.

WHY IS YOUR SHIP SO SMALL CAPTAIN ?

Accustomed to larger RIL ships, the Harbour Master in one of our ports of call signalled the Master of Tjitarum, when she entered port on her maiden voyage:
... Why is your ship so small Captain? ...

In reply the Captain flashed: *... don't forget she is only three months old! We cannot quite connect the above (true?) story with what we want to report about the youngest vessels in our fleet, the Straat N's. Being quite a bit larger than our other units, many a worried shipping man has asked, "how do we ever fill these vessels", to which the stock reply is, "don't forget they have a long life in front of them; we don't have to fill them right from the start".*



ALUMINIUM ABOARD

(Photos from Captain D.C.M. van der Kroft, *Straat Nassau*)

The first cargo to be loaded aboard *Straat Nassau*, on her maiden voyage from the Netherlands to Japan, was aluminium. The port was Tema, in Ghana, West Africa, where *Straat Nassau* called between 28th May and 3rd June.

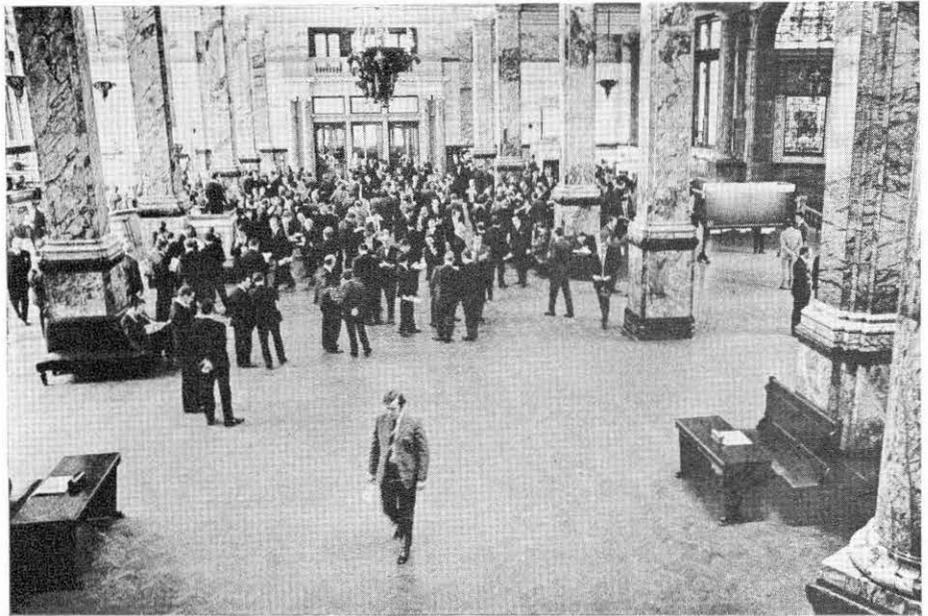
Above from left to right:—unit load of aluminium sows seen from the bridge; a new hold and a new cargo; the crane driver controls the unit load with his portable derrick control.



4 x N IN JAPAN

During the latter half of June, RIL in Japan hosted cocktail and dinner parties in Tokyo, Yokohama, Nagoya, Osaka and Kobe, to introduce the four newly built *Straat N* vessels. These functions were part of a "RIL introduce 4 x N" programme in Japan, which was a great success, reflecting the success of the *Straat N* vessels themselves. The functions shown here are: *top left*, Tokyo Agency; *top right*, Osaka; *below*, Yokohama Agency.

RIL AND ITS BROKERS



The Baltic Exchange.

What is a ship broker? Quite simply, he is a middleman or agent who acts as an intermediary between a ship owner and a cargo owner. He procures cargo for liner and tramp companies, charters vessels for these companies when they need extra tonnage, and charters out their vessels when they have excess tonnage.

RIL has its own broker, A.A. Whitehead Ltd. in the heart of the City of London; three rooms, five people of whom three are Directors, three telephone lines and a tremendous amount of knowledge. Whitehead operate in pleasingly modest surroundings, which belie the importance of the work which they do. It is a profession for experts; an art perfected by years of experience. Whitehead, who represent the NSU, have a long tradition of representing Dutch ship owners.

The firm was founded by the grandfather of John Whitehead, the present Managing Director. Lee Turner, another director, studied History before becoming a broker. The third of the trio, Hugh Renwick, started his career in banking and insurance. These two both claim "We fell in more or less by accident and we stayed because the job fascinated us". Ship broking

it seems is a combination of a poker game and first class diplomacy. In the Baltic Exchange, with its 2,000 members, battles are fought over high stakes, with a style and courtesy unparalleled in modern business circles.

THE BALTIC EXCHANGE

The setting, London's Baltic Exchange, is by far the largest and most important shipping exchange in the world. Brokers meet here daily even when they have no specific business on hand in order to keep in touch with changes in charter rates and ships available. The origin of the Exchange was the Baltic and White Sea Conference, founded in 1905, concerned with the trade between the Baltic and the White Sea. The Conference spread its interest and formed many standard charter agreements, for example the "Balttime" and the "Baltcon", which are still used today in a modified form.

OPERATION CHARTER

When Whitehead receive a telex from RIL stating details of the type of vessel they require, between which dates it will be needed and where it must be delivered, they first contact

the brokers who deal with such vessels. After assessing the entire market position at that time, ten seemingly suitable vessels may be singled out, half of which will probably be eliminated after closer consideration. Then the battle begins. The market is always changing. Potential parties to both sides of the deal may easily identify their competitors, but to estimate the prices those competitors might offer they must take part in a charade of trial suggestions within the Exchange itself. The whole situation is assessed, by representatives of both sides giving careful trial indications without any direct bargaining. The brokers may never tell the whole truth, but to tell an untruth is impossible because it would cause loss of credibility. Finally when Whitehead think they might have a reasonable price, they make a firm offer asking for an answer within a certain number of hours. They are disappointed if the counterparty accepts at once for this indicates their offer could have been lower. Usually there is a counter offer, and bargaining on both sides before an agreement is reached. An impressive game of chess when you consider that the three Directors of Whitehead often work on 25 different cases simultaneously.

ISLAND MARINER

Here are some examples. As no ship was available to effect a sailing in the SAFS from Japan on 19th May, RIL asked Whitehead well in advance to charter a suitable vessel. The result was the charter of m.v. ISLAND MARINER, which was re-delivered in July. Sometimes RIL may need a cargo for a vessel which has no employ; Whitehead will try to find a suitable cargo in an acceptable area. In other cases, liner cargo has been booked but there is still considerable excess space; Whitehead will try to secure a 'part' cargo to fill the rest

of the space available. Sometimes RIL knows months in advance the kind of vessels it will require; sometimes a vessel is needed at very short notice—such a case was m.v. C and K UNITY, obtained in just 48 hours and delivered in Hong Kong on 10th December 1971 to sail in CHIWAS.

CHARTER AND CHARTER PARTY

For those who daily use the terms "Charter" and "Charter-Party" here is a little about their origin. In olden days "charter" was a unit of measurement of a sailing ship of war,

assessed according to the number of guns, the size of the rigging and the number of crew. However, it seems this expression has no connection with the term "chartering". The term "Charter-Party", meaning the document or contract between a ship owner and a charterer, is said to be derived from the ancient custom of writing the contract in duplicate on one piece of parchment. The parchment was then split, each party retaining one copy of the "Carta Partita". Can any reader give us more details about the origin of these terms?

FAREWELL IN JAPAN

Mr S. Itoh

On 5th July, a farewell party was held in our Nagoya office for Mr S. Itoh. Mr Itoh has given his loyal service to the Company for the past 23 years. As from April, he has been seconded to Nagoya Eurobridge Agency Ltd., and he will be transferred after his retirement from RIL.

Mr Yoda presented Mr Itoh with a cigarette lighter on behalf of the staff of the Nagoya office. Mr Itoh also received a bouquet of flowers on behalf of all female staff members, which was presented by Miss Mizuno.



25th ANNIVERSARY



Captain J.W.F. van Hummel

On 7th July, a small party gathered in the "Bantamkamer" of the "Scheepvaarthuis", to celebrate the 25th service anniversary of Captain J.W.F. van Hummel. Mr K. Groeneveld addressed Captain van Hummel and recounted his career. Joining KPM in July 1947, his first posting on board the old ss. *Nieuw Holland* took him out to Indonesia. During his career he served on many KPM vessels, cargo ships, passenger ships, riverboats and coasters. Promoted to 3rd Officer in July 1951, he became 2nd Officer in 1953, and Chief Officer in 1957. As Chief Officer he served on four KJCPL ships. He also served as Acting Captain on the *Sanana*, *Siaoe*, *Houtman* and *Tjiliwong*. He was promoted to Captain in July 1972.

After the presentation of the customary jubilee watch, Captain van Hummel made a speech of thanks.

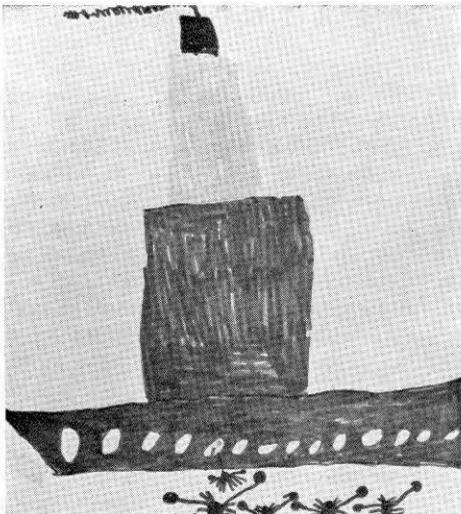
**DEAR
CAPTAIN
JELIJS!**

When Captain Jelijs welcomed a party of school children aboard *Nieuw Holland* in Brisbane, he probably expected a polite "thank-you" when they departed. He was taken quite by surprise when several days later, an enormous pile of paintings, candid impressions of his ship, appeared on his desk. They were accompanied by at least fifty statements of "What I liked best on the *Nieuw Holland*" and the following letter:—

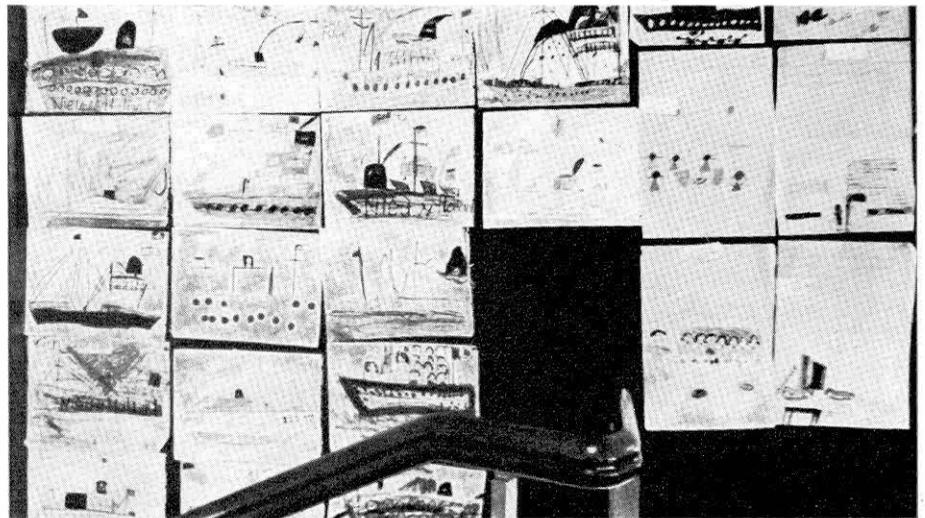
Dear Captain Jelijs,

*Thank you very much for letting us look at your ship and thank you for the drinks and biscuits. We loved to see the tennis courts and the cabins where people sleep and the bridge where you steer the boat from and the lounge and kitchen and barbers shop. Will you please say thank you to the man who took us all around and to the man who showed us everything on the bridge. We are sending you some pictures of the *Nieuw Holland* that we drew for you. Thank you,*

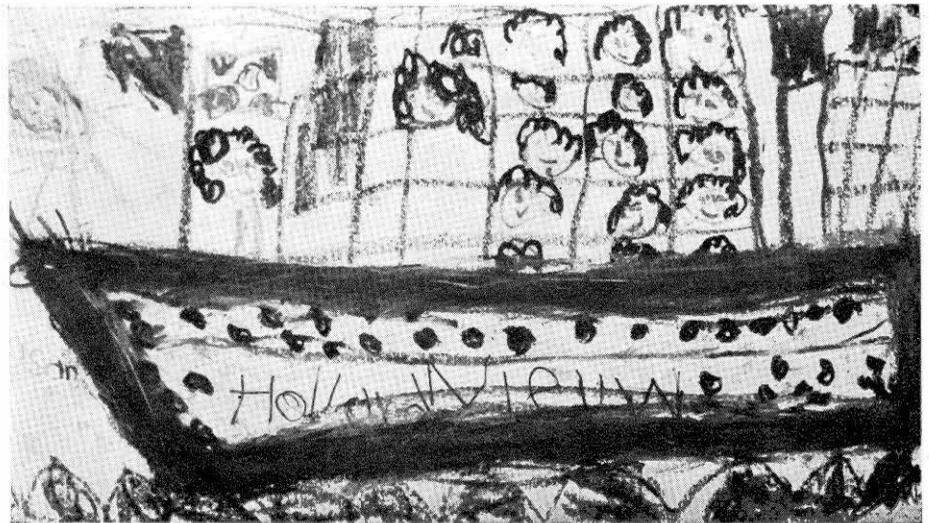
with love from Grade II.



The man who "kaught" a "crabe"!



*The paintings were displayed on board *Nieuw Holland* alongside the staircase in the 1st Class accommodation.*



*This young artist was apparently impressed most by the fact that *Nieuw Holland* was a 'passenger' ship.*

Not surprisingly, "drinks and biscuits" seemed to take first place amongst "What I liked best on *Nieuw Holland*". Close runners-up were, the swimming pool, the slippery slide, the cook and the kitchen. One very observant visitor spotted a crew member fishing out of a porthole who "kaught" a "crabe"!

Perhaps the visit is best summed up by the unpunctuated letter from Bernadette:—

"I loved your boat very much and I wish I could come again I wish I could I loved the drinks very much and your crew very much too good-bye now Love Bernadette.

25th ANNIVERSARY

Mr G. Grondman



As Mr Grondman's silver jubilee fell on 1st July, a Saturday, the celebration took place on 4th July.

In his speech, Mr Groeneveld, remarked that Mr Grondman's busy career with KPM and RIL had rarely been confined to normal working hours. Mr Grondman was always on the move, being responsible for the inventorying and victualling of the numerous post-war KPM "ships in newbuilding", which set off for trials and maiden voyages from geographically scattered wharves. At such times, his

family hardly saw him; he was up with the lark, whatever the season or weather, and he never knew when he would be home.

After the KPM/RIL merger, he was responsible for RIL vessels. He also organised stores and provisions for NTPM cargo-vessels and tankers, and HVM vessels. He took charge of a small NTPM store-room in the harbour and ably communicated with crews using many languages; Dutch, English, Chinese, Malayan and Spanish. He also made inspection tours during coastal voyages between Hamburg and Bordeaux.

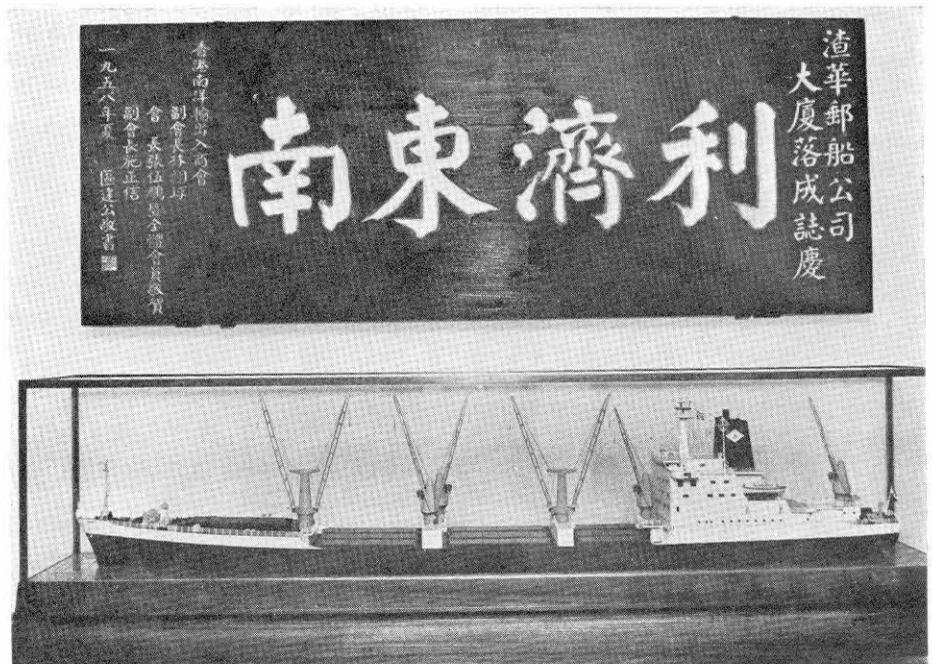
Mr Grondman's high sense of duty has enabled all these tasks to be carried out smoothly. He commands the blind trust of Captains and Officers in matters concerning Stores. The rare occasion when he experienced misfortune was through no fault of his own. Once when the NTPM tanker *Munthoren* arrived unexpectedly at Pernis one evening to spend only 12 hours in port, a large quantity of Stores had to be brought on board, including 5,000 lbs of soap-powder. As plastic packing was not then in general use, paper bags were used as containers. With the rain pouring down all night, some bags broke despite careful handling, producing a great mass of foam which when washed away left a spotless deck!

Mr Groeneveld paid tribute to Mr Grondman's great tact in dealing with all types of men, which always enabled him to strike just the right note and to get things done. After the presentation of the traditional gold watch on behalf of Managing Directors, Mr A.G. de Rooy presented a gift on behalf of the staff. A lively reception followed, attended by quite a number of retired colleagues.

STRAAT N MODELS

In March we reported that models of our Straat N vessels were being built in a rather special workshop in Hong Kong. Under the direction of a young American, Mr W. Zakoske, the workshop is staffed by handicapped people, trained and skilled in the art of model making. The Straat N model you see here is one of many fine examples of their work. Altogether six models have been made; one has been sent to each RIL area where Straat N ships will call. Thus the models are now on display in the HK MH, Durban, Buenos Aires, Japan, and Singapore offices, apart from this one which is at HK HO.

Mr Zakoske has been enthusiastic about model making nearly all his life. The Straat N models are a credit to his enterprise and to the precision and skill of those who work with him.





AFRICA

Managed not to step on the tent

We eventually reached the Uganda border just south of the Sudan. The customs officer sounded more like a public relations man as he eloquently described all the wonders of his beloved country. Since we had no visas this approach suited us. In fact our worries were unnecessary because when we touched upon the subject, it was immediately dismissed as irrelevant compared to Uganda's country-side, wildlife and what have you. His assistant would in the meantime look after those visas. We parted cordially having been advised to spend as much foreign currency in Uganda as we could afford, because what was good for the country was also good for him.

It was a sudden and pleasant change from the Congo's scarce economy to Uganda's fresh milk and other commodities just for the buying. Not to speak of the buffet luncheon in a spotless local hotel. Recklessly, we even drank water straight from the tap. Since many readers will have experience of the game reserves I will not describe these in detail. It was slightly uncomfortable to camp with howling hyenas almost within reach but we became accustomed to that. Elephants were another thing but they managed somehow not to step on our tent.

After 9000 miles we reached Nairobi just before Christmas, having crossed the Equator. Once again Africa proved to be different since the crossing took place at 9000 feet with slight drizzle, low temperatures and scenery which would not look out of place in Switzerland.

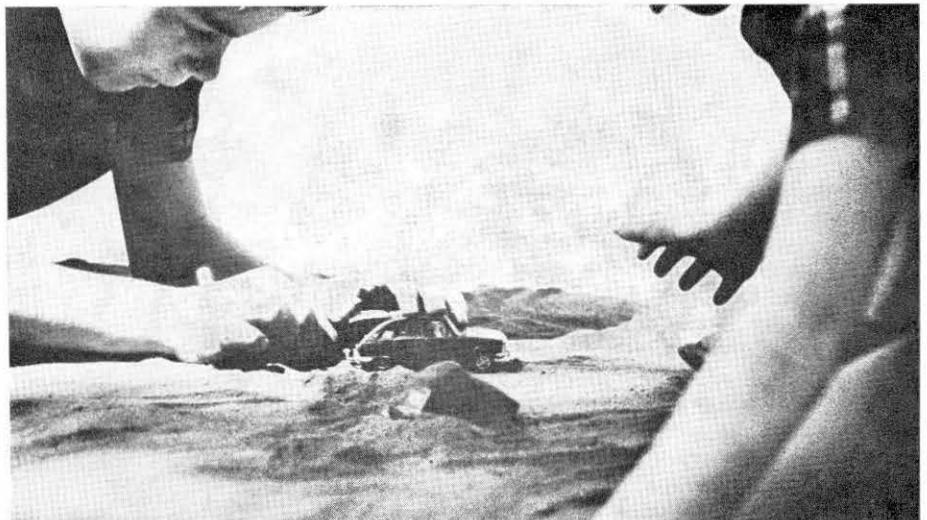
Much to the comfort of the people at home who considered us extremely selfish to expose two innocent young children to all the plagues, temperatures and other endurances we might encounter, we found the children were no problem at all; even less than at home if the number of

quarrels is a yard-stick. They adapted themselves quickly to such routine discipline as avoiding unboiled water and walking through long grass. They filed occasional complaints regarding flies and insects but never about heat or road conditions although they were bumped around quite a lot. In general they accepted life just as it came along and the worst menace we could produce was "putting them on the next plane back home". It was amusing to observe how they integrated the daily events into their play. As soon as we stopped they started playing their "cars", building borders (a convenient means of dividing their playgrounds in case of disputes), searching campsites, digging their cars out of sand, pouring petrol from jerrycans and the like. Since boys will be boys whether small or grown-up they immediately distinguished between scarcely clad women with "buusse" and others with "kluvers", — the latter being those who would never make it in "Playboy" if you follow me. Stomach troubles were very scarce even con-

sidering that hygienic conditions were substandard. In fact, we had no serious health troubles, although we did carry supplies of medicines and pills. However the outcome of a treatment would have been more dubious the further we went, since in the end most bottles were broken and everything, from antibiotics to Epsom salt, was mixed up together. The nearest we came to danger as far as we know was a green mamba crossing the road very near our picnic spot. Although we had some anti-venom we preferred not try it out. Malaria pills are a must by the way.

Our logistics were conveniently solved by carrying along a huge pile of army supplies which contained everything a soldier needs on the front as long as he doesn't get hurt, including such items as salt, sweets, biscuits, jam, cheese, soup, meals and what not. The packing of these supplies was climate-proof. Apart from consumption, they proved very useful for trading and giving away as presents. We tried to buy whatever food was available, which wasn't much because the average African diet is not too varied. We could occasionally obtain bread and meat and some run of the mill fruit. We had the impression that the preparation of food was not much of an art, though in some places it had been influenced by colonial days; the result was very good bread in the former French areas.

Our laundry was done under varied



Integrated playing

TRANSIT

BY A.R. VAN WEL (HK HO CONTR.) (continued)

conditions; in the desert there was no water to spare; in Kano the laundryman came along; in the Congo we had to stop in the middle of each day to dry everything including sleeping-bags; in Rhodesia we had to iron the lot because of the maggots. But very soon we ceased to worry about personal appearance, since our presence in the bush was out of place anyway. After Nairobi we set off for Ethiopia to visit some friends in Addis Ababa. This city is the absolute end in town planning. It has no specific residential or shopping areas. The streets have neither names nor house numbers, so your host had better send you a guide or you'll take days to find him. The telephone directory won't help you since it gives post-box numbers only. We were not impressed by road conditions, especially when our rear door was partly torn out because the attached spare wheel got stuck behind a piece of protruding rock whilst crossing a riverbed. Owing to heavy taxation on fuel, Ethiopia is still in the pre-kerosine age, which is reflected in the scenery; after crossing the Kenya border into Ethiopia, there is hardly any firewood to gather. Whereas you will meet an occasional giraffe, zebra or ostrich in the plains of northern Kenya there are none across that border.

Hygienic conditions are not among the best. We offered a breakfast watcher the remains of our early-morning tea — as well as some food

— and he accepted it readily in his leather bag after having chased a cloud of flies out of it. The flies on his eyes no longer seemed to bother him. The rest of our trip from the Ethiopian border down to Capetown was completed in comparative comfort. It took us another 1½ months and the total mileage was around 20,000 when helpful Durban office took over car and luggage for shipment.

Do not assume that we found East Africa had nothing to offer, far from it, but it is a different kind of tourism. The existing brochures can tell you far better than I can the beauties of the Ngorongoro crater which is a Tanzanian game reserve resembling the Garden of Eden although more commercial, or the incredible sights of the Victoria Falls. You probably have to discover for yourself the tremendous amount of garbage alongside the South African highways, or how to procure petrol in Zambia when the attendant is having a day off and the pump lacks a very vital part, or how to remove the smell of a Mungus rat from your dashboard.

Being asked afterwards whether the trip was worthwhile we had no doubts about it. I would say that from a touristic point of view the highlights were the Sahara for its grandeur and loneliness, Kenya for its variety of scenery and climates and its rich wildlife, even outside the game reserves with owls, parrots, marabu's, storks, hyena's giraffes,

zebras and what have you. Third best we considered Rhodesia which for campers offers the most, a perfect blend of comfort, scenery and price-level.

As far as incidents are concerned, the most amusing experience was with a Uganda soldier at an official Tse-Tse control road barrier chasing imaginary Tse-Tse flies from the interior of our car with a butterfly net, which strongly reminded us of father Prikkebeen. The most sad experience was when a pair of very young dogs were cunningly left behind in our custody somewhere in Niger. Our eldest son immediately adopted them and we felt terrible liars when we told him the next day, that the dogs ran off during the night, while they were in fact shot into Hundehimmel all right.

Somewhat frustrating is the lack of communication with the population which gives you the feeling of being an uninvolved spectator, which you are of course. This also results from visiting so many countries in such a short time; nineteen countries in fact in four months.

But what really hurts is the fact that you fly back in one night the distance which took you months of struggling to cover. The only point we could recognize during that night flight back home was Lake Chad shining in the moonlight but it gave us tremendous satisfaction to sit back in our easy chair, thinking, I was there and I know every mile down yonder.

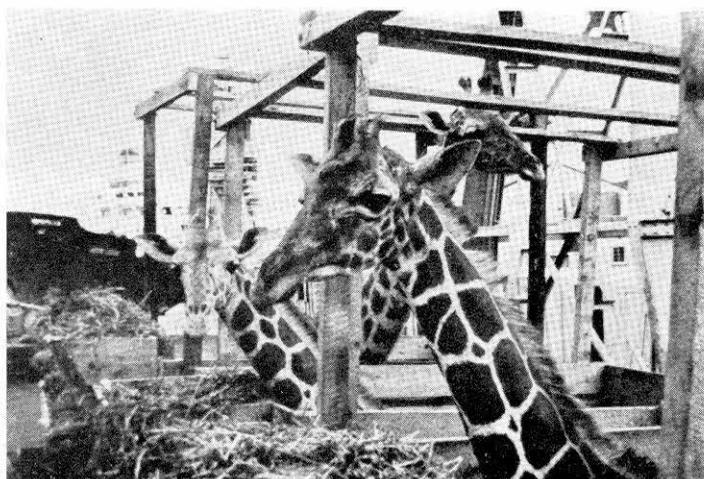


Hyena



Definitely klivers

PICTURESQUE PASSENGERS



RIL has a reputation for welcoming all kinds of creatures on board its vessels and making them feel at home. Over the years, the RIL Post has told the tale of many a grateful animal, boarding a RIL ship in East Africa, and settling down to enjoy a comfortable voyage to Japan, waited on hand and foot by Officers and Crew.

The most recent consignment of creatures boarded *Straat Fiji* in Mombasa late in May and included 26 zebra, 2 rhino, 3 giraffe, 15 crown cranes and a number of tortoise. Try as he might to capture the expressions of all the animals being hoisted aboard, Mr W.M. de Brauw found the giraffes were the only species able to extend their lofty heads over the sides of the crate to watch what was going on!

SHIP CATCHES A BIG ONE

On 12th June, *Straat Colombo* made a remarkable find on the sea bed of Wellington harbour. When she weighed her anchor up, there was another very ancient looking anchor attached to it — a neat catch! The story made the headlines in the local press, for the circumstances were a little unusual.

Straat Colombo was coming up to the wharf, aided by a tug, when another harbour tug was unfortunate enough to run aground. The tug assisting *Straat Colombo* went to the aid of her sister ship, whereupon Captain Ineke decided to bring *Straat Colombo* alongside unaided. To assist in the manoeuvring operation he dropped the two anchors; when one of them was weighed up again it brought the old anchor up with it. Apparently it was a stock anchor and may have belonged to an old steamer.

But "finders isn't keepers" apparently; the Harbour Master at once declared that "everything below the harbour water line belongs to the New Zealand Government!"

FAMILY NEWS

Weddings

Dr. D.N. Kirkman (Tjiwangi) to Miss M. Nolan, on 18th May, at Taipei.
Miss Cheah Phui Lan (Singapore) to Mr A. Goh Teow on 27th May.
Miss L.C. Bouquet (Durban) to Mr C. Schreiter on 3rd June.
Mr J.B. West (Durban) to Mrs V.L. Kirk on 24th June.
3rd Engineer K.B. van der Wielen (Leave) to Miss C.I. Roe on 10th July, at Ulrum.
5th Engineer G.J. Dekker (Leave) to Miss M.D. de Weijer on 18th July, at Vlissingen.
Mr Tam Sek Hong (HK HO ACC) to Miss D. Wong Tuen Yee on 22nd July.

New Arrivals

Mrs E. Chan (Singapore); a son, Gilbert Chan Mun Lock, on 7th April.
Mr Ismail b. Maideen (Singapore); a daughter, Rabujah, on 31st April.
Mr T. Akaeda (Kobe); a son, Yasutaka, on 12th June, at Sanda city.
2nd Officer I.J.P.W. Hilckman (Leave); twin boys, Sebastian-Pieter and Jeroen-Bart, on 1st July at Sydney.
Chief Engineer D.W.J.B. van Hattem (Straat Nagasaki); a son, Johannes, on 5th July, at Tricht.
Mr Lee Wing Tung (HK HO FIN); a daughter, Lee Lai Shan, on 19th July.
2nd Engineer A.C. Hulst (Leave); a daughter, Adriana Monique, on 20th July, at Waalwijk.
Mr M. Kuruba (Yokohama Ag.); a daughter, on 27th July.
2nd Officer J.J. Kol (Leave); a son, Mark Russel, on 31st July, at Soest.

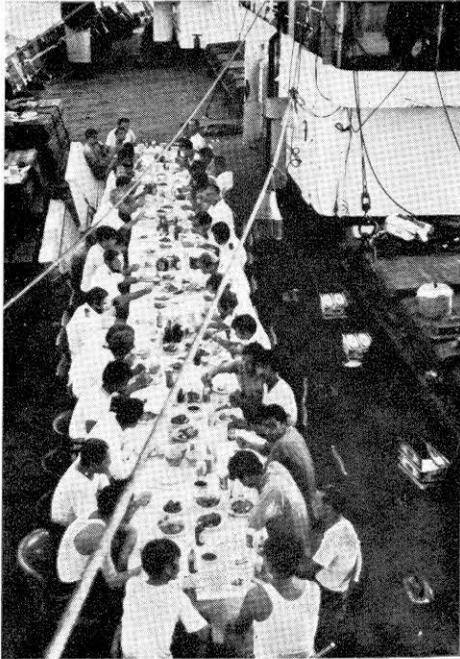
LUNCHEON ON BOARD STRAAT NASSAU

Straat Nassau called at Tema in early June on her maiden voyage, to load her first cargo, aluminium ingots. A special luncheon was held on board on 2nd June, to which executives from the VALCO (aluminium) plant were invited. After the luncheon, Mr N.A. Klein personally showed the Captain, Chief Engineer, and our Accra manager Mr C. Moes around the entire VALCO plant which was explained to them in detail.



On the bridge, from l. to r.; Mr N.A. Klein (Works Manager VALCO), Mr C.B. Arriens (Netherlands Ambassador to Ghana), Capt. D.C.M. van der Kroft, Mr M.E. Davey (VALCO), Mr F.G. Woods (VALCO), Chief Engineer J. Dirkse and Mr C. Moes.

TO THE EDITOR



"A few days prior to the delivery of Straat Tanga to the new owners at Kaohsiung on 16th July, we held a farewell party on board. Judging from the joyous atmosphere, we can claim to have had wonderful days on board, but the time has come to say good-bye to all.

Except the engineers and firemen on duty, everyone sat at the 60 ft table to drain their glasses. This table was erected on Hatch 4 outside the laundry shop which we named the 'Straat Tanga Mess'. From this it can be seen how we miss our intimate working environment of the past year.

Yours faithfully,
 Chief Steward Ng Shui Fong
 (Straat Tanga)

PERSONALITIES

Mr G. Kasteleijn (Managing Director) and Mr G.D.M. Boot (Commercial Director) made a business trip to Buenos Aires and Rio de Janeiro on 3rd August, returning on 14th August.

On 15th August, Mr J.G. de Harde (Manager HK Audit & Control) and Mr A.R. van Wel (HK HO Control) made a two week business trip to Japan.

Mr G.H.J. van Echten (Manager Catering, Purchasing & Stores Dept.) made a brief business call at Durban in mid August, en route from Europe to Hong Kong.

BEHIND THE SCENES IN SINGAPORE

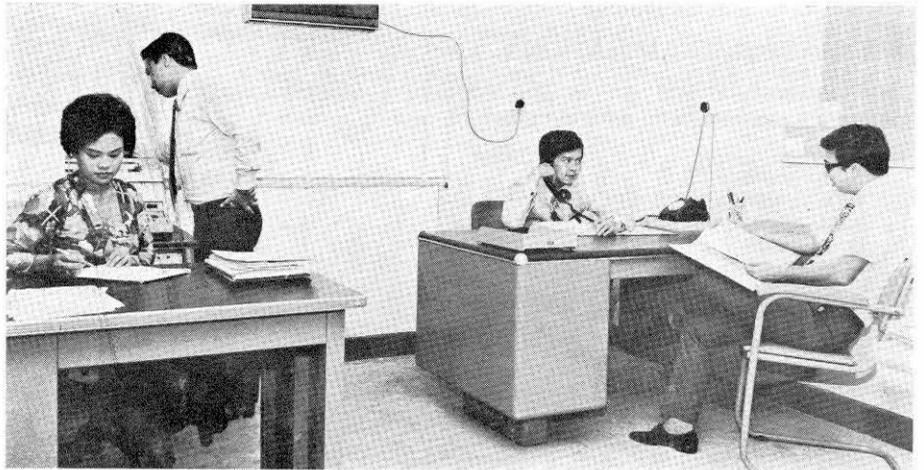
In August, we started to introduce some of the Singapore staff responsible for the smooth initiation of the ScanDutch container service when ms Nihon arrived on 23rd June to open the Singapore container terminal. Here are some more of the staff whose helpful co-operation made the operation such a success.

Capt. Lim Theng Toon, the ship planner, engrossed in preparing the Bay-Plan.



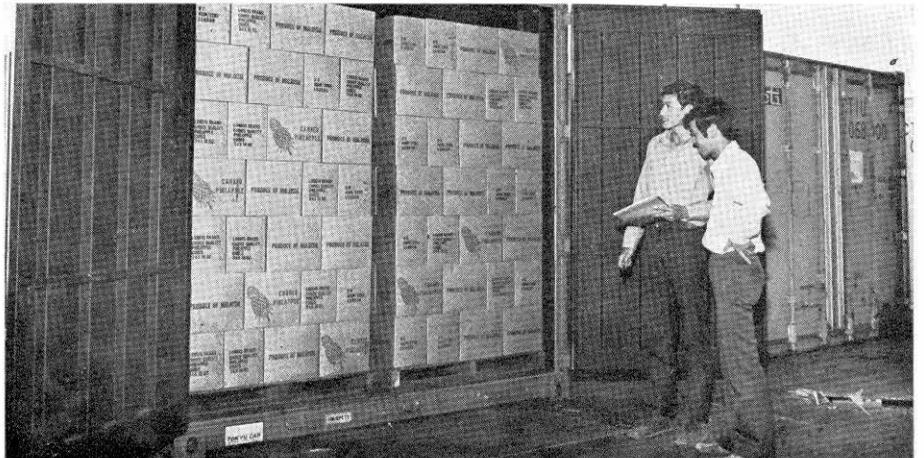
THOSE WHO MOVED IT

Busy in their office at the container port are Mrs F. Chan (Secretary to Mr Loesch and temporarily helping out with the telex), Mr D. Yau (Transport Co-ordinator), Mr Phua Song Chye (Terminal Officer), and Mr T. Tan (Operations Assistant).



THOSE WHO STUFFED THE CONTAINERS

Mr Koh Poh Siong (CFS Supervisor) making a final check together with Mr Ong Cheng Lam before closing/sealing the container.



PERSONNEL

NEW PERSONNEL

A hearty welcome is extended to the following new R.I.L. personnel who recently took up employment:

Mr W.R. van Koppenhagen	4th Officer
" P.J. Kulik	" "
" G. van Asch	Appr. Officer
" L.P.E. Hofman	" "
" A.M. Jurgens	" "
" H. Marcus	" "
" A. Jacobi	Asp. Appr. Officer
" P.S. de Vrij	" "
" G.H. Alberda	Appr. Engineer
" B.A.C. Alwijcher	" "
" N. van den Bergh	" "
" H.C.M.C. Boesten	" "
" Eerhart	" "
" N.W. Hilbink	" "
" B.L. de Jong	" "
" Klap	" "
" R.H. Meyer	" "
" S.M.J.M. Ooms	" "
" F.J. van Riel	" "
" P. Spoelstra	" "
" Sysling	" "
" den Toom	" "
" E.W. van der Wel	" "

Mr J.N. Lohuis	2nd Engineer
" H.C. Versluis	" "
" C.J.M. Boerma	3rd "
" H.G. Franzen	" "
" P.L. Ph. Otter	" "
" R.L. Sinnema	" "
" C.Ch.O.J. Teulings	" "
" M.C. Wildschut	" "
" A. Bovenschen	4th "
" H.J. de Bruine	" "
" A.J.M. Claesen	" "
" D.M. Conijn	" "
" A. van Eikeren	" "
" J. Evers	" "
" R. de Knecht	" "
" R.C. Lammerée	" "
" J. van Lare	" "
" P.J.M. Geerlings	5th "
" P.A. Hopmans	" "
" D. Jongeling	" "
" J.J.B. Jongma	" "
" J.A.W.M. van de Laak	" "
" B.A.J. Mes	" "
" J.J. van der Schoor	" "
" J.A. Vermeulen	" "
" W.M. Vogel	" "
" J.A. de Vries	" "
" P.E. de Wit	" "
" F. Aarts	Appr. "
" W.C. Baars	" "
" A.L. Conijn	" "
" R.M.V. Imming	" "
" H.B. Jansen Schipper	" "
" M.A. Peters	" "
" J. van Selm	" "
" R. van Suylekom	" "
" R.E. van Urk	" "

SUCCESSFUL EXAMINATIONS

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

Mr F. van Akkeren	2nd Officer	I	3/7/72
" G. de Koning	" "	Th.I	3/6/72
" P.G. Langeveld	" "	I	5/7/72
" J.W. Moerbeek	" "	I	28/6/72
" G. Mulder	" "	I	3/6/72
" M. Bakker	3rd "	Th.II	22/6/72
" C.J. Bruchner	" "	Th.II	26/6/72
" F.H. Idema	" "	Th.II	29/6/72
" Th.G. Snel	" "	I	5/7/72
" H. Bijl	2nd Engineer	Th.C	28/6/72
" A. Fortgens	" "	C	7/7/72
" N.M. Meinsma	" "	Th.C	26/6/72
" M.C. Uijl	" "	B	15/6/72
" W.J.M. van Eijndhoven	3rd "	B	4/7/72
" D.G. van Lopik	" "	B	14/6/72
" D. van der Pol	" "	B	15/6/72
" R.J. van der Spoel	" "	B	16/6/72
" S.H.J. Vellinga	" "	B	5/7/72
" J.J. Meijer	4th "	Th.B	15/6/72
" P.A.M. Bogaert	5th "	A	13/6/72
" U.J. Dijkstra	" "	A	28/6/72

LEAVE

Mr H.J. Broersma	Chief Officer
" H.K. Labrie	" "
" J.L. Nobels	" "
" R.J. Piso	" "
" B.C. Steevensz	" "
" A. Krüger	2nd "
" D.B. Kubbe	" "
" F.C. Leliard	" "
" J. Orsel	" "
" A. Robaard	" "
" W. Verbaan	" "
" R.W.A. Chevalier	3rd "
" J. Jonkers	" "
" A.A. de Lijster	" "
" R.M. Meister	" "
" R. Westerhuis	" "
" C.J. Weststrate	4th "
" P. Jansen	2nd Engineer
" R.G. Koopmans	" "

Those who returned are:

Mr H.L. Brandes	Chief Officer	Straat Luanda
" W. Flach	" "	Straat Tauranga
" T.R. de Groot	" "	Straat Franklin
" R. Hol	" "	Straat Le Maire
" G. Ijtsma	" "	Nieuw Holland
" E. van Laren	" "	Straat Nagoya
" H.J. Minderhoud	" "	Straat Clement
" R. van Willigenburg	" "	Straat Towa
" J.P. Duyn	2nd "	Straat Hong Kong
" R.A. Groenendijk	" "	Straat Nagasaki
" A.J. Martijn	" "	Straat Towa
" G.A. Smit	2nd Officer/ Super Cargo	Tarpon Springs
" H.K.Ch.B. Veenhuysen	2nd Officer	Safocean Albany
" J. van Aalsburg	3rd "	Straat Franklin
" E.E. Kip	" "	Straat Madura
" J.F. Krijt	" "	Straat Hobart
" M.A.Th. Roodvoets	" "	Straat Chatham
" J.P.K. de Korver	2nd Engineer	Safocean Auckland
" P.L.C. de Kunder	" "	Straat Florida
" J.W. Renshof	" "	Straat Hobart
" A.A.C.M. Wouters	" "	Safocean Adelaide
" U. Jetten	3rd "	Straat Talbot
" D.G. van Lopik	" "	Straat Singapore
" J.G. de Rooy	" "	Straat Le Maire
" A. Sattler	" "	Straat Johore
" F.J.J. Berting	4th "	Tjitarum
" A. de Bree	" "	Safocean Auckland
" W.K.C. du Bois	" "	Straat Futami
" R. den Hartoog	" "	Straat Algoa
" B.J. Knegt	" "	Straat Luzon
" L. de Regt	" "	Straat Lombok
" P.A.M. Bogaert	5th "	Straat Singapore
" M.H. Brugman	" "	Straat Lombok
" C. van der Have	" "	Straat Bali
" P.L. Meijering	" "	Straat Towa
" C.J. Teekman	" "	Straat Van Diemen
" Tj. R. Topée	" "	Straat Futami

RIL SPORTS CLUB

On 9th August, despite a little rain, the first RIL Sports Club Interdepartmental Basketball Tournament was off to a very determined start. Observing the speed and apparent skill of the game, I was amazed to hear that some team members had never played Basketball before. The opposing teams were, Accounts 'A' (all easily identifiable by their spectacles), and the hitherto unheard of Department, VCM (VZ/CTA/Mailing). Altogether six teams will compete in 15 matches in this very latest activity of our increasingly enthusiastic Sports Club.

It was an exhausting match, and by the second half it was apparent that certain team members were not accustomed to quite so much exercise! It was in this second half that Accounts showed their advantage and won a decisive victory. VCM however fought hard in a discouraging situation; it must also be said that they committed fewer fouls than the winning team.

The Promoter, Mr Lo Wing Shiu (HK HO FIN) and RILSC Chairman Mr Kleber, were there encouraging both teams. The Hon. Secretary, Mr D. Lam Wai Mou was more partisan, being a member of the VCM team! There were more than a sprinkling of supporters, cheering both sides, and your Editor, much to her surprise, was given the honour of starting the Tournament. As if this wasn't pleasure enough, I received the most lovely bouquet of flowers; proof that RILSC members are not only good sportsmen but also good hosts.

Basketball is only one of many RILSC activities. 370 members took part in a most successful annual launch picnic on 30th July. In September, 10 teams will be meeting for the third time in a Bowling Tournament.

RIL Post would welcome news of the RIL sporting activities in other areas.



Accounts 'A'—a winning combination.



Wishing 'Good Luck' to the VCM team.



Half-time!



An energetic match.

CONTENTS

	page
SHIPS	
Straat N performance	166/167
Fleet Facts	165
Straat N model	171
Cartoon from <i>Nieuw Holland</i>	165
Picturesque passengers	174
STAFF	
Office Expansion	164
Farewell in Japan	169
25th Anniversaries	169/171
Behind the scenes in Singapore	175
RILSC Basketball Tournament	179
FEATURES	
Hong Kong—the changing scene	162/163
RIL and its Brokers	168/169
Africa Transit concluded	172/173
Paintings of <i>Nieuw Holland</i>	170

P.O. Box 725, Hong Kong

Editor

Miss T.A. Galloway

Area Correspondents

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Japan *H. Oike*

Australia *J. Pollard*

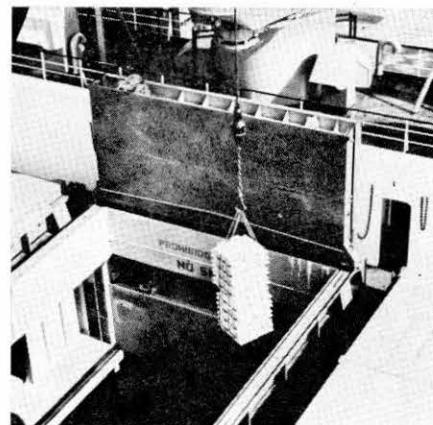
Africa *J. H. Meurer*

S. America *R. F. Janssens*

Singapore *J. Tan Swee Ann*

When *Straat Nassau* called at Tema in early June to load her first cargo on her maiden voyage, this unit load of aluminium ingots was the first to be lowered into her holds. Just one month later, *Straat Napier* called at the same port for her first cargo load; aluminium and cocoa beans.

Now all the Straat N's are in service.



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Royal Interocean Lines

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

