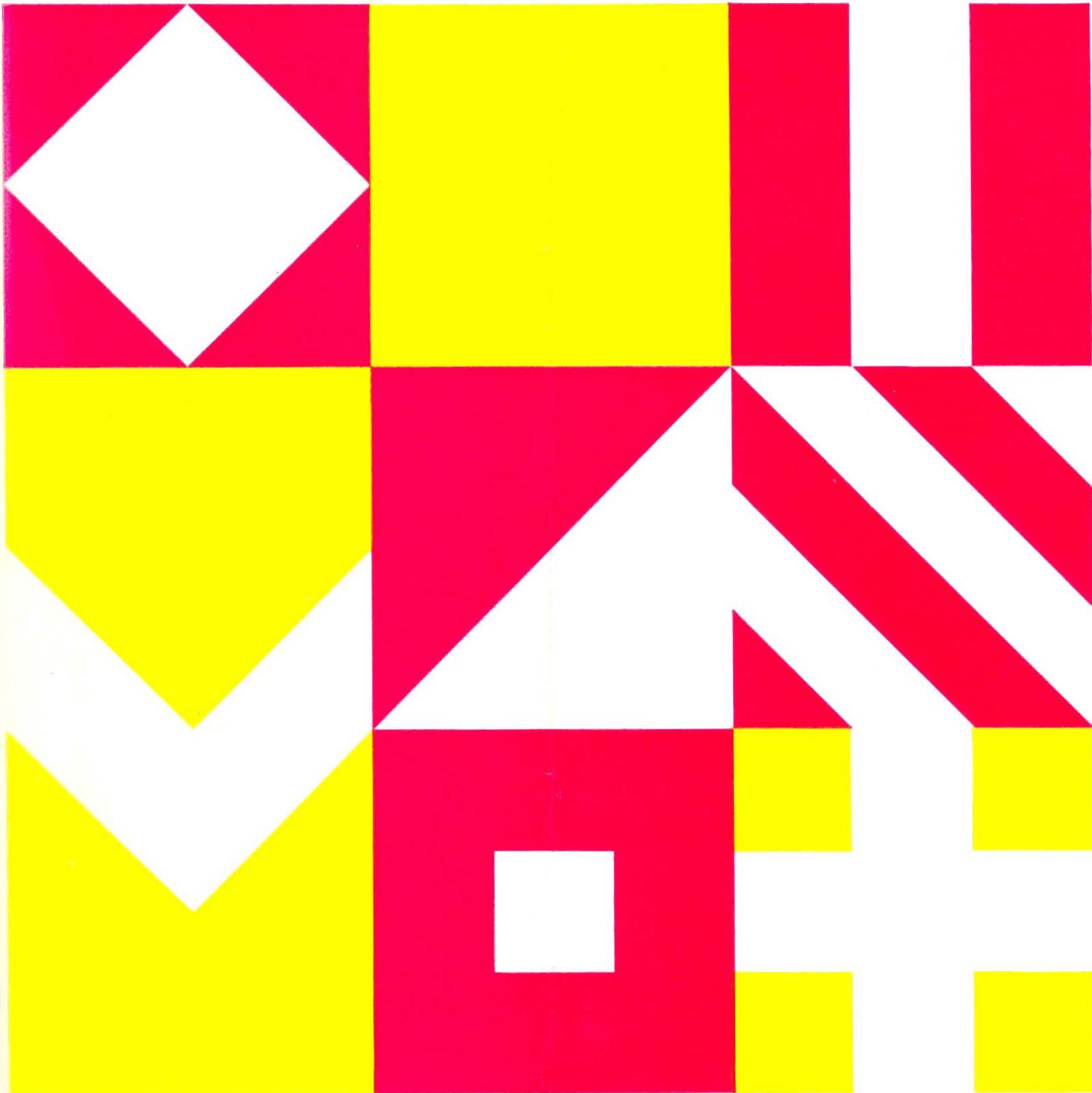


R I L Post

Volume 20 Number 1

A monthly staff publication of Royal InterOcean Lines



NEW YEAR'S MESSAGE

When RIL people meet nowadays, the following questions invariably crop up: "What is to become of RIL in the NSU? May we continue to work as heretofore?" The answers are relatively simple: RIL is part of the NSU and the harder and the more effectively we work, the more valuable RIL will be to the NSU. It is not the intention that RIL will, so to speak, disappear in the NSU; to the contrary, all the decisions taken so far point to a continuation of our activities under our own style. It is clear, however, that optimum cooperation with our sister com-

pany, Nedlloyd, is required in order to obtain maximum coordination and rationalization. International shipping is heading for even more difficult times and only the strong will be able to survive. Our motto should be, "united we stand".

Yes, we certainly may continue to work as heretofore, but always with an open eye for the wellbeing of the NSU as a whole.

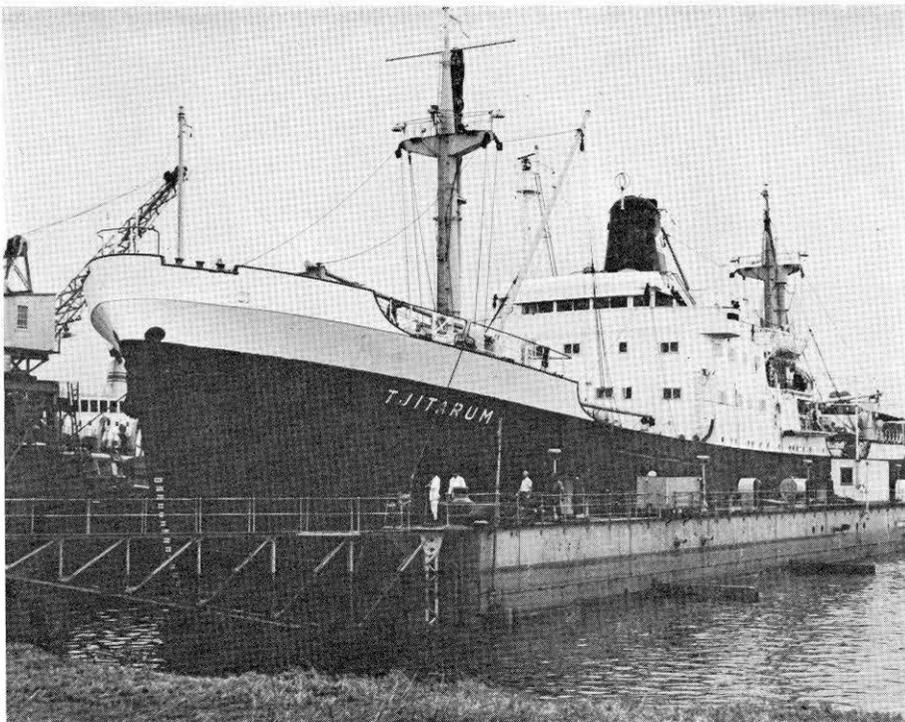
1972 has seen turbulent developments and the demands on your loyalty, industry and time have

been considerable. It gives us great satisfaction to acknowledge that both at sea and ashore you rose to the occasion and gave of your best.

It is obvious that you have pride in working for RIL and RIL is likewise proud of you. Let us all make the NSU proud to have RIL as one of their major components!

We wish you and your families a Happy New Year.

Managing Directors



TJITARUM IN DURBAN

"The large Straat N's, Straat A's and Straat H's are now a common sight in Durban harbour but it is not often that we see one of the smaller units of RIL's fleet. TJITARUM came down to Durban for under water painting and minor repairs before loading a limited amount of cargo for the Gulf. She made use of the port's small floating dock which has a lifting capacity of 4,000 tons." This photograph was taken by our Africa Correspondent, Mr David Shackleton, as TJITARUM prepared to leave the dock.

RIL LAUNCH

TO THE RESCUE!



From l. to r.: RIL rescuers Sailor Leung Sing, Coxswain Lam Fal Kan, and Engineer Chung Chi Hung.

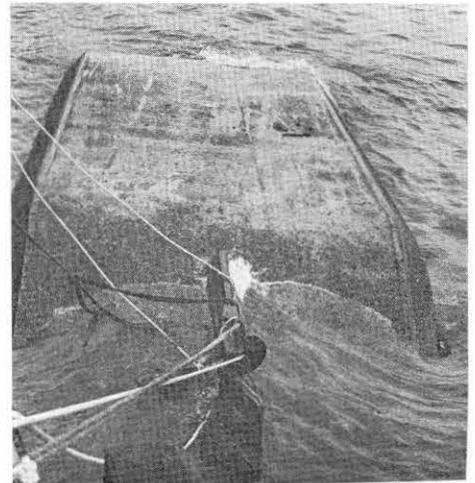
An RIL launch, INTEROCEAN 4, hit the Hong Kong headlines on November 23rd when her crew rushed to the rescue of three men, whose barge suddenly overturned in the harbour. RIL Coxswain Lam Fal Kan, Engineer Chung Chi Hung and Sailor Leung Sing left HK HO as usual at 9 a.m. on their way to Blake Pier. It was windy and drizzling and the sea was rather rough. As they were passing Kellett Island, Leung Sing suddenly spotted a vessel capsizing about 300 yards away. The vessel, a bunkers barge fully loaded with 6,000 gallons of diesel fuel and proceeding at about three knots, was hit by two powerful waves whipped up by a passing ferry. The first wave hit the

bow, submerging the deck; before the deck could resurface, the second wave hit the barge, overturning it in a matter of minutes. Lam Fal Kan at once proceeded at full speed in the direction of capsizing barge. As water gushed into the barge there was panic amongst her three man crew. The master Mr Chan For-yau shouted from the steering room to abandon ship, but heard no response. He claimed "none of us seemed to know where the others were." Mr Chan was especially afraid for Mr Lui Ling a 54 year old clerk who had not been in the water for over 20 years. He shouted to his young deckhand Mr Kwok Chi-keung who grabbed Mr Lui just in time, helping

him to the buoy thrown out by INTEROCEAN 4. When he came aboard the RIL launch, Mr Lui was suffering badly from shock, but by the time he reached Harcourt Road he was much recovered. Once the RIL Crew had the three men safely aboard, they promptly contacted HK HO by radio telephone; the office alerted the Marine Police. The INTEROCEAN 4 crew have been with RIL for many years; Lam Fal Kan joined the Company in 1949, while Chung Chi Hung and Leung Sing joined in 1956. After a dramatic rescue and a two hour delay, it was back to Blake Pier as usual for the crew of INTEROCEAN 4.

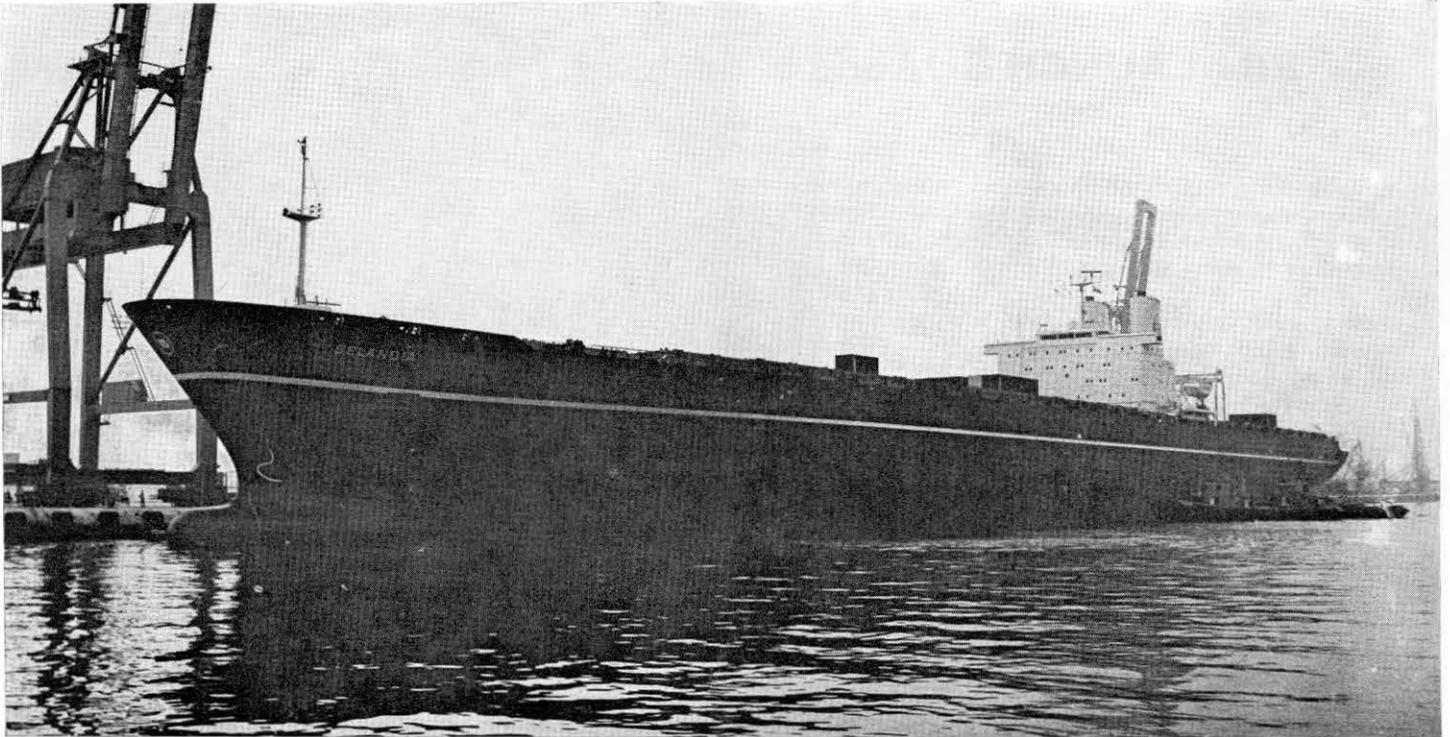


Mr Lui Ling, who couldn't swim was rescued by Mr Kwok Chi-keung the young deckhand.



The capsized barge was towed to Harcourt Road.

DUAL CYCLE SYSTEM IN SINGAPORE



During her maiden voyage, ms. *Selandia*, the second container vessel to join the ScanDutch fleet, called at Singapore on 16th October. Arriving at the Port of Singapore Authority's (PSA's) newly opened container terminal, *Selandia* had completed the Rotterdam-Singapore

transit in a record 18 days 9 hours. Within ten minutes of her berthing, INTEAC (Interocean E.A.C. Agencies Pte. Ltd.) were busily discharging *Selandia's* containers.

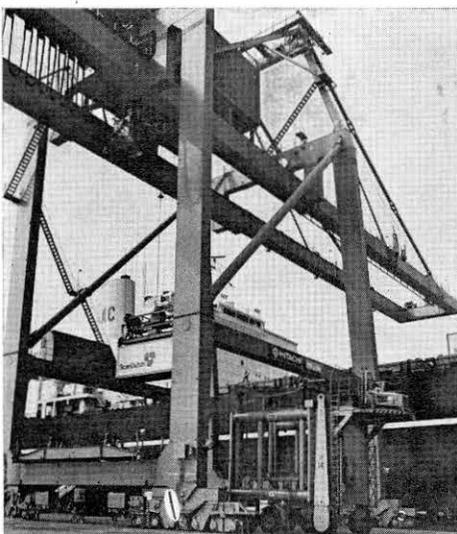
Like ms. *Nihon* before her, ms. *Selandia's* call resulted in yet another "first" for INTEAC in Singapore. Since containerisation was implemented by *Nihon's* arrival on 23rd June this year, the handling speed of the PSA cranes has been some 30 containers per hour with two cranes. When *Selandia* arrived, ScanDutch in close co-operation with the PSA initiated the "Dual Cycle" operation in Singapore. The "Dual Cycle" operation allows loading and discharging to be carried out simultaneously; the result of this operation was 39.7 or approximately 40 containers per hour with two cranes.

Captain Lim Theng Toon, ScanDutch's ship planner at the PSA said, the "Dual Cycle" system has already been implemented in other container ports which have experienced containerisation earlier than

Singapore. However, he felt that the Republic's container complex had sufficient expertise to do it as well.

The "Dual Cycle" system, which looks easy enough, is extremely complex in terms of planning. The sequence in which containers are stacked prior to the arrival of the vessel cannot be disrupted. On the other hand the benefits of such a system if it is well mastered are self evident.

During *Selandia's* stay in Singapore, seventeen students from the Singapore Polytechnic School of Nautical Studies visited the vessel with their senior lecturer, Captain D.C. Mitter. Two of the students had been awarded scholarships, presented to the Polytechnic by the East Asiatic Company during EAC's 75th Anniversary Celebration. They were given a conducted tour of the ship by 1st Officer T. Pederson; in addition to the engine room and the navigation bridge, the students took a look at the computerised equipment in ms. *Selandia's* control room.



PROMOTIONS

Our Congratulations go to the following ships' officers who were promoted on 1st January 1973:—

(Some promotions are subject to the results of examinations which have not been received at the time of going to press. A further list will be published, therefore, next month.)

To Captain

L.J. Eyken
To Chief Officer
K. Beekes
A. Krüger
H.W. Lijding
H. Roorda
E.G. van Tellingen
W. Verbaan
G. Verkroost
J.Tj. Wouda

To 2nd Officer

H. van de Beek
L.A.J. te Boekhorst
P.H.M. Bosman
U.C.J. Brand
M. Bijker
R.W.A. Chevalier
F.N.M. Dessens
J. Dolk
K.G. Frentzen
R. de Jongh
P.J. van Kempen
Ch.F.J. Lucas
A.A. de Lijster
R.M. Meister
Th.G. Snel
J.C. Vermunt

To 3rd Officer

D.H. Blaauw
R. Bloemendaal
T.P. Busch
J.M.A. Bussing
R.P. Dros
B. Feyen
W.J. Fokker
H.J. van Gorcum
G. de Jong
L.W. van Kampen
J.B.L. Klaassen
I.M.A. Klinker
J.R.L. Lucassen
A.J.M. van Nieuwland
J.P. Prince
A.W. Rietman
H.L.W. Speelmeijer
S. Visman
C.J. Weststrate

To Chief Engineer

A. Fortgens
J.C. Pasman
H.L. Uijl

To 2nd Engineer

A.C.M. Blijlevens
G. Gerritsen
U. Jetten
W.P.J. Kooyman
P.A. Kopmels
J. van Laar
J.H.W.M. van Oostveen
R.J. van der Spoel
A.J. Tijsterman

To 3rd Engineer

A. Bovenschen
A.H.J. Büchner
W.J. le Clercq
D.M. Conijn
P.J. van Geuns
H.R. Gleisberg
H.C. Haas
A.G. Kamperman
J. Kools
F.R.M. Kousbroek
R.C. Lammerée
E.V.A. Muller
A.C.R. Schreuders
W.F.J. Smit
C.Ch.O.J. Teulings
H. van Twillert
H.C. Visser
J. de Vos

To 4th Engineer

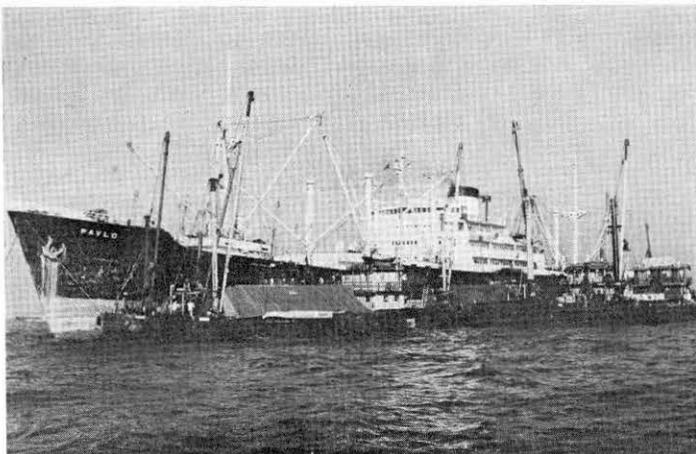
P.A.M. Bogaert
J.H.M.G. Bolscher
G.T. Bouwman
U.J. Dijkstra
F.E. Folke:ts
M. de Groot
C. van der Have
M.Th.M. Hengeveld
H. Huiskamp
M.H. Kegel
J.A. Kortz
G.M. van Koten
R. Lievense
P.L. Meijering
B.A.J. Mes
A. Monté
J.H. Noteboom
A.C. Pijl
H.L. van Riel
C.J. Teekman
J.H. Weggen
J.H. Weijermars
J. de Zwarte

FLEET FACTS

mv. Pavlo was chartered for a single trip to West Africa. The vessel was delivered on 23rd November in Yokohama and will be re-delivered in February in West Africa.

Straat Fushimi will be the first SAFS-E vessel to call at Singapore instead of Keelung on the west-bound voyage. Henceforward all vessels in this service will follow this route.

Straat Chatham was repaired in Hong Kong, whereafter she gave the December southbound sailing in AJHAS to Australia. On completion of discharge in Australia mid-January, **Straat Chatham** will proceed to New Zealand to resume her employ in NZEAS.



mv. Pavlo seen in Hong Kong recently.

Tjitarum will make another extra sailing (round-trip) from South Africa to South America to assist the time-pressed ASAS, leaving South Africa during the second half of January.

FROM COFFEE HOUSE TO SHIPPING EXCHANGE

When we published the article "RIL and its Brokers" in September, we invited readers to supply further details on the terms "Charter" and "Charter Party". Mr H. Meenhorst (Traffic Department, Amsterdam) is in charge of chartering and he has very kindly taken up his pen to provide us with some very lively background to these terms.

First of all, I should like to rectify the misunderstanding that the origin of the Baltic was the Baltic and White Sea Conference. The latter is the former name of the Baltic and International Maritime Conference at Copenhagen, which is an organisation of shipowners, shipbrokers and chartering agents, P. & I. clubs and shipping associates, representing the interests of shipowners in general and tramp trades in particular. One of its main functions is the issue and/or approval of standard types of charter parties and amendments of such charter parties and the issue of special recommended "ad hoc"

clauses, the so-called "Approved Documents". Further the conference gives information to tramp owners of port expenses, loading/discharging expenses, delays, etc. in connection with the tramp trades. They also provide statistical information on shipping and nautical particulars of routes and ports to their members. BIMCO represent shipowners at other shipping organizations and committees, such as IMCO, drawing up and revising various conventions and regulations affecting shipping. Through NSU, RIL is a member of the BIMCO.

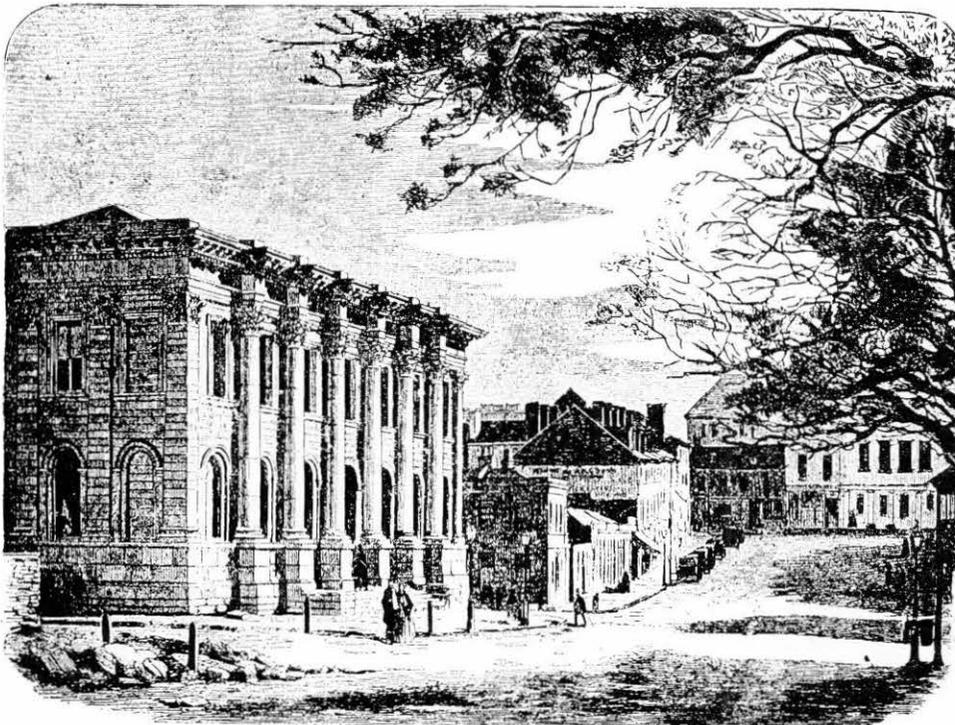
The origin of the Baltic Mercantile and Shipping Exchange, more familiarly known as the Baltic, goes much further back. It originated from the use of 17th century London's coffee houses and taverns as meeting places for ships' captains, merchants and other businessmen to transact business. Before that time, the buying and selling of ships, their hire by charter party and letting the cargo space by bill of lading, which must

have been going on since mediaeval times at least, was carried out directly between the principals, owners, masters and merchants.

This merchant and shipping community in London mainly met at the Royal Exchange or in the streets around, and much of the business of London was done every day by word of mouth, to be formalised later in documents drawn up by the scrivener or the notary.

The old Exchange, however, was burnt down in the Great Fire of London in 1666 and, although re-built after several years, never regained its old status. Much of the walking and talking business life of the City had taken itself to the new-fangled coffee-houses. It was also about this time that shipping transactions grew to such a size that it was difficult to make direct contact between the principals. A specialized class of intermediary in shipping transactions—the shipbroker—was coming into sight.

While marine underwriters took to meeting in Edward Lloyd's coffee house, shipping men in the early 18th century favoured the Jerusalem coffee house, where shipowners or their representatives, merchants, brokers and shipmasters could arrange freights, interview their captains, and exchange the necessary information. When shipping business expanded, the shipping men began to use the Virginia and Maryland coffee house, known from 1744 onwards as the "Virginia and Baltic". The Virginia and Baltic was so named because the varied merchandise dealt with there came mostly from the plantations of the American colonies or from the countries of the Baltic Seaboard. The proprietors of the coffee houses provided newspapers and commercial information for their patrons besides refreshments, thus instituting a system of commercial intelligence, and it was quite usual for a sale-room to be on the premises where cargoes were auctioned. Sale at the auctions was "by the candle", bids continuing until the inch of the candle burnt itself out.



Sydney's imposing Royal Exchange could never have started life as a coffee house. However, for many years it was the social as well as the business centre of the city. By night it was transformed into an elegant ballroom or concert hall. This drawing was made in 1861.

By 1810 the increase in the volume of business made it necessary for the Baltic members to move to larger premises and the Antwerp Tavern in Threadneedle Street was acquired and re-named the Baltic. At about this time tallow (particularly for use in candles and soaps) had attained outstanding importance, particularly in the trade which Britain had with the Baltic countries and with Russia. In 1823 a committee of Baltic members drew up rules and regulations for the Baltic to control the Baltic affairs and regulate membership (limited to 300*) and decreed that a dining-room and a sale-room be provided, and "that wine, tea, coffee, chocolate and sandwiches be furnished in the coffee-room". The servants at the Baltic to-day are still known as "waiters". From this point onwards the membership and importance of the Baltic grew steadily. Although tallow continued as the basis of freight until 1890, the importance of tallow diminished, and in its place the grain trade came to predominate. This process was accelerated by the Repeal of the Corn Laws in 1846, by which the importation of foreign grain was no longer barred. The effect was that a great number of foreign merchants came to the Baltic, many from Greece, with whom a big trade developed, as Britain became compelled to import the greater part of its grain from overseas. At that time it could not have been foreseen that grain would become one of the capital commodities with which the shipping world would concern itself.

In 1857 the Baltic bought the South Sea House. This building had been the head-quarters of the Honourable Society of Merchant Venturers, whose coat of arms the Baltic adopted.

In the following decades two developments revolutionised world shipping, increasing the membership of the Baltic in the process. These were the beginning of the tramp steamer and the opening of the Suez Canal. In 1891 the London Shipping Exchange was founded to meet the needs of liner shipping and became an institution whose activities overlapped, if they did not seriously rival, those of the Baltic. Both institutions were in need of more space and

better facilities and a joint committee representing both exchanges was established to plan a merger and to purchase a suitable building site. In 1900 the Baltic amalgamated with the London Shipping Exchange to become the Baltic Mercantile and Shipping Exchange. Jeffrey Square in St. Mary Axe was eventually

purchased, and in 1903, the Exchange as it is today had been built.

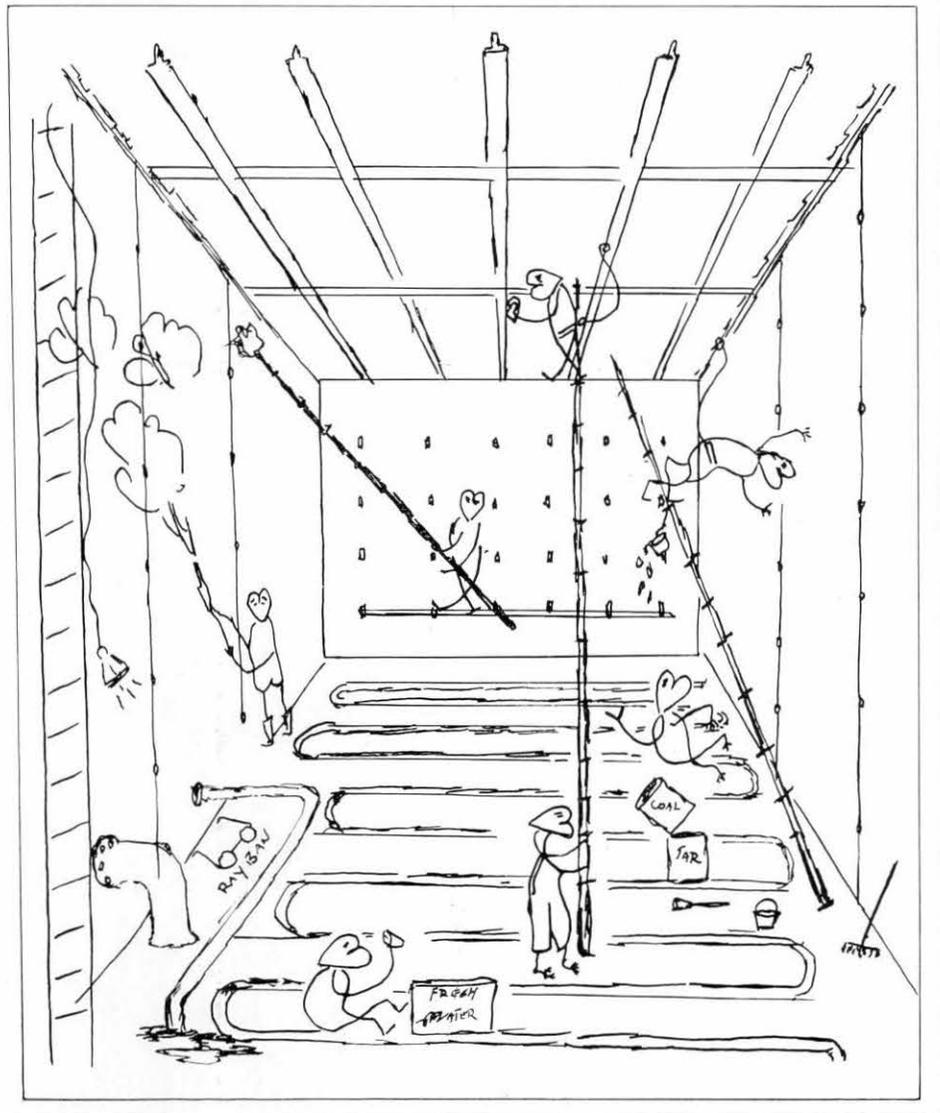
*There are now 700 limited companies, with some 2400 individuals representing member companies, who are entitled to use the Exchange.

Mr Meenhorst's explanation of the origin of the term "charter party" will appear in our next issue.

PROBLEMS, PROBLEMS . . .

RIL Post does not often have the opportunity of learning about life for deck crews. Bosun Amir Amzar sent us this eloquent cartoon of what happened during the cleaning of the deeptank of Straat Madura. Explaining the cartoon, he wrote:—

"We tried with long bamboo and home made "Tangga" (ladder). The "Neos" (cleaning agent) and the steam gave us a headache. So we used "lappen" (rags) to protect our noses, but they still cried. Being in the deeptank had the same result as washing our working clothes with "Neos".



ANNIVERSARIES

40th — Mr J.L. Portier

One might wonder why Mr Portier, who entered KPM service on 23rd June 1930, should celebrate his 40th Anniversary more than two years "too late"! It was not an oversight of PZ-Department, but simply caused by an interruption in his service.



Starting in 1930 as junior clerk, Mr Portier became "Locaal Employé" on 1st January 1953. Always working in the Accounts Department he spent his last Indonesian years until December 1957 at KPM's Head Office in Djakarta.

In 1960 Mr Portier came to the Netherlands and in April 1960 he joined KPM in Amsterdam. He continued his former task in "Freight Accounts" until three years later when he was transferred to "Personeelsverrekeningen".

Shortly before the KPM/RIL merger, an opening arose in PZ and Mr Portier entered RIL service. Since then he has undertaken the vital task of supplying families in Holland with the latest information on vessels' movements, a task which demands considerable concentration. Thus he is the indispensable link for maintaining correspondence between captains and officers on board and their relatives at home.

Mr K. Dirkzwager addressed Mr Portier and presented him, on behalf of the Company, with a radio-stereo combination. Mr R.A. Koning presented a set of records on behalf of the staff.

25th — Mr A. Apituley

On the 11th of October when the *Musi* was moored alongside the wharf of the Port of Singapore Authority, a party was held on board to celebrate the 25th Service Anniversary of Mr A. Apituley. All officers from the ship were present while Mr E.A. Postuma (General Manager, INTEAC) and Mr J. Wiss (Operations Manager, INTEAC) were representing the office. Captain Samsoon traced the career of Mr Apituley from the time he joined K.P.M. as cargo clerk on 27th September, 1947. Mr Apituley was promoted to Home Trade Mate (IKV) on 1st January, 1958 and in that rank has served on board many K.P.M. vessels. Perhaps the most familiar of all the ships he has served on is the *Musi* itself, on which vessel he has been in command since 1967. From December 1962 until 1966 Mr Apituley was seconded as Captain to vessels belonging to the Delta Steamship Company, a subsidiary of K.P.M. at Singapore.

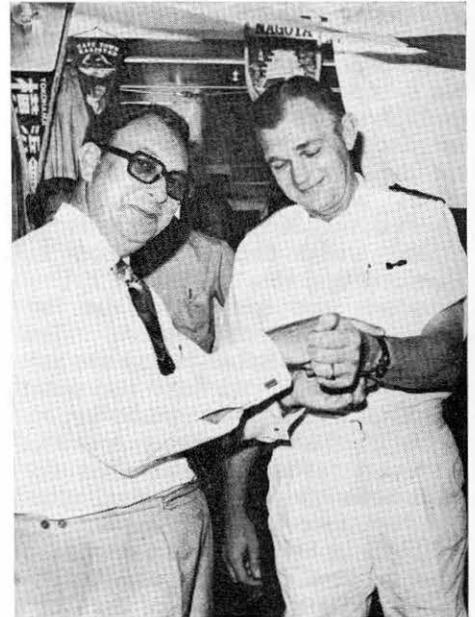
Captain Samsoon praised Mr Apituley as a keen and conscientious navigator and one who shows great interest during DMO of vessels on which he is serving.

Captain Samsoon then presented Mr Apituley with the Anniversary Watch. In reply Mr Apituley thanked the Company and all present for making that day a memorable one for him.



25th — Captain A.J. Zonnevjlle

Had *Straat Fushimi* not made an incidental trip in EAFS, it might have been a long time before Mombasa saw another anniversary. As it was, Captain & Mrs Zonnevjlle were the centre of a lively gathering in *Straat Fushimi's* bar when the vessel was berthed alongside on 28th October.



Mr Winkelman cited the milestones of Captain Zonnevjlle's career, commencing in October 1947 when he was seconded as 4th Officer to the reconversion of ss. *Kokomo Victory* into ss. *Tjibodas*. During his career Captain Zonnevjlle has been posted five times on *Straat Banka*. In 1961, when she was Trade Mission ship holding exhibitions of Australian goods in Singapore, Ceylon and India, Chief Officer Zonnevjlle as liaison officer in no small way contributed to the success of the operation.

Promoted to Captain in 1962, Captain Zonnevjlle is a born seaman, giving excellent leadership and maintaining a good atmosphere on board. He also has good friends ashore both in the Company and among business contacts.

After the presentation of the gold watch, Chief Officer Coops spoke for officers and crew and particularly welcomed Mrs Zonnevjlle who had flown to Mombasa to be present at the celebration.

Strengthened by a splendid cold buffet, most guests stayed until well into the afternoon.

FAREWELL

Mr E.M. van Rhoon



On 4th October, a farewell luncheon was held at HK HO for Mr E.M. van Rhoon. Mr & Mrs van Rhoon had made their way to Hong Kong from Japan aboard Straat Towa. Many senior staff members attended the luncheon, as well as Managing Directors.

In his speech, Mr Terwogt traced the events of Mr van Rhoon's career. Leaving the Netherlands aboard the NIEUW HOLLAND in 1945, Mr van Rhoon began his career with JCJL in Indonesia where he arrived on 6th January 1946. During his first eight years, spent in Indonesia, he was not only working for JCJL, but also for "NICA" (Netherlands Indonesian Civil Administration), "NISO" (N.I.

Shipping Organisation) and "NIHE" (N.I. Harbour Establishments), drawing up plans for the reconstruction of the Company's buildings damaged during the war.

In the years which followed, Mr van Rhoon undertook a wide variety of posts in Indonesia as well as working at HK HO and HK MH. He spent three turbulent years between 1947 and 1950 in a very understaffed Shanghai office. In 1959 he spent a year as General Manager in Indonesia before being posted to Hong Kong as Manager of the Freight Department. In 1961 he became 'Chef van Dienst', and since March 1963 he has been Manager for Japan excepting a few brief months in 1966 when he was

Manager for Hong Kong & China. Mr van Rhoon celebrated his 25th jubilee in Japan in January 1971, and in April 1972 he received the Royal Distinction, Chevalier in the Order of Orange Nassau, for his services to Netherlands shipping.

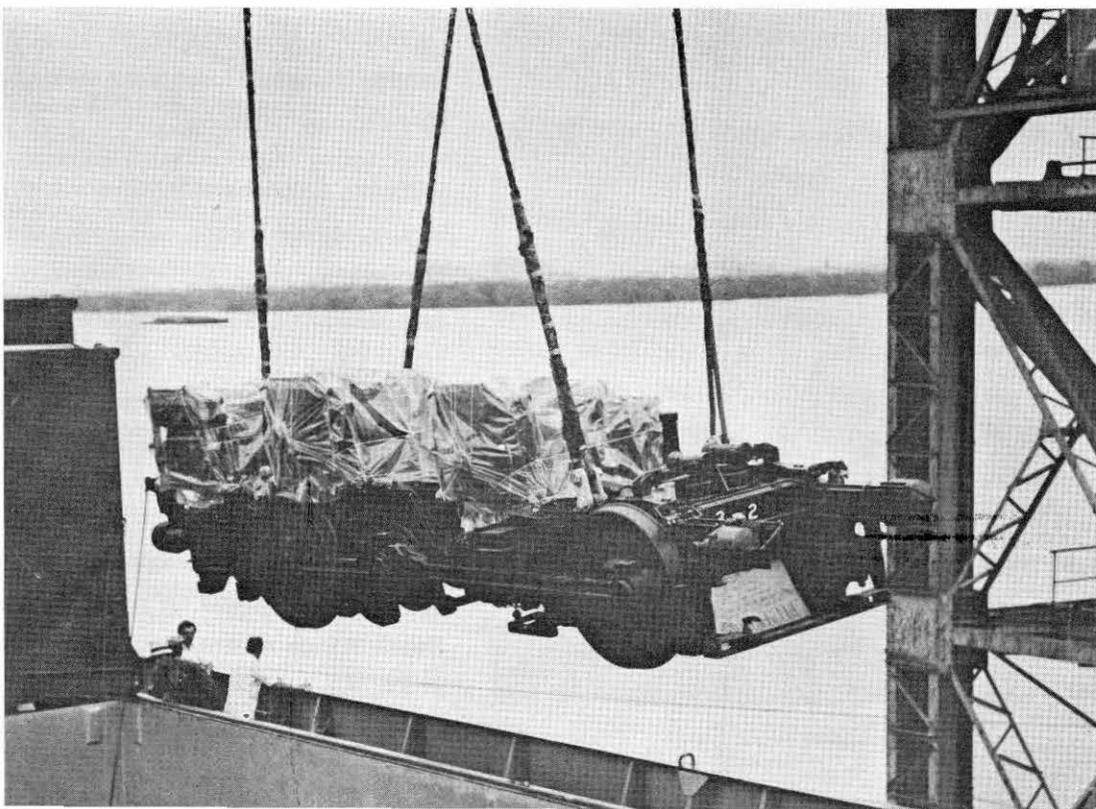
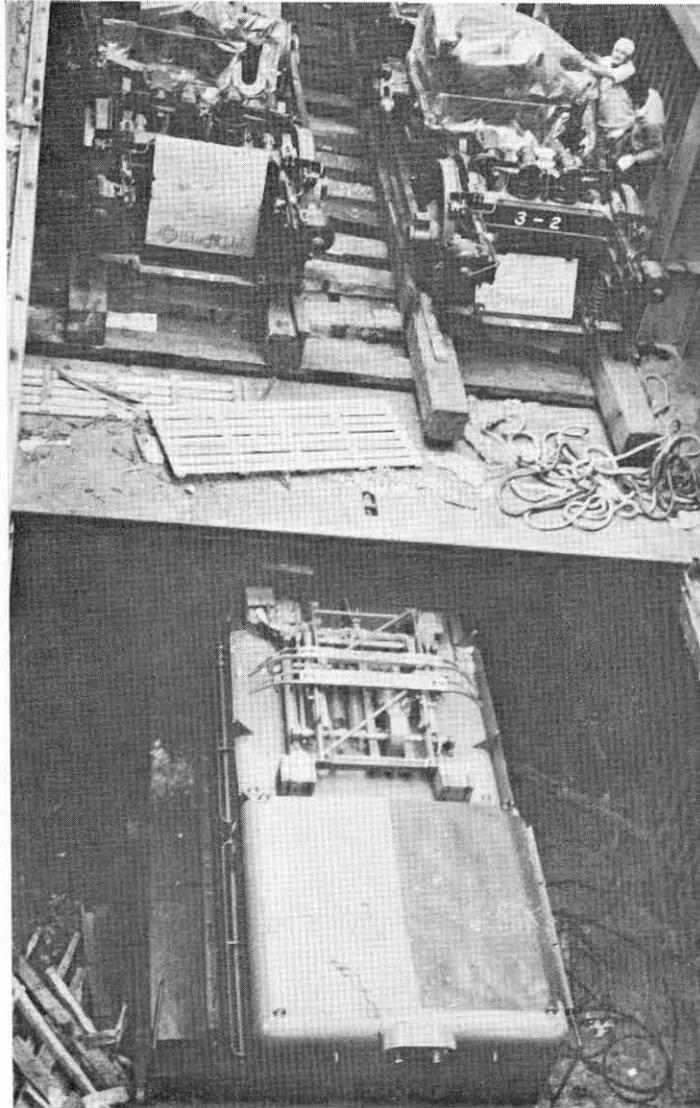
With his easy character and friendly nature, Mr van Rhoon was a pleasant Manager to work for and well-liked and respected by his subordinates. Mr and Mrs van Rhoon are renowned for their great hospitality reflected in their enormous circle of friends, ashore as well as aboard our fleet.

Mr and Mrs van Rhoon are now aboard Straat Towa on their way to South Africa where they will settle at Kloof near Durban.

SANTOS EXPRESS

Straat Napier and Straat Nagasaki made a special call at Kawasaki last Autumn when they loaded 8 locomotives for discharge in Santos in mid-October. The locomotives are part of a programme to modernise the Brazilian railways.

1 Each locomotive weighed 110.8 long tons and consisted of a body (38.8 long tons) and two bogies (each 36 long tons). Because of their giant dimensions, the bodies had to be stowed in the ship's longest and deepest holds; thus each locomotive occupied one side of holds 2 & 3, accompanied by some cases of locomotive parts. In the lower tween decks above each locomotive body, the two corresponding bogies were stowed.



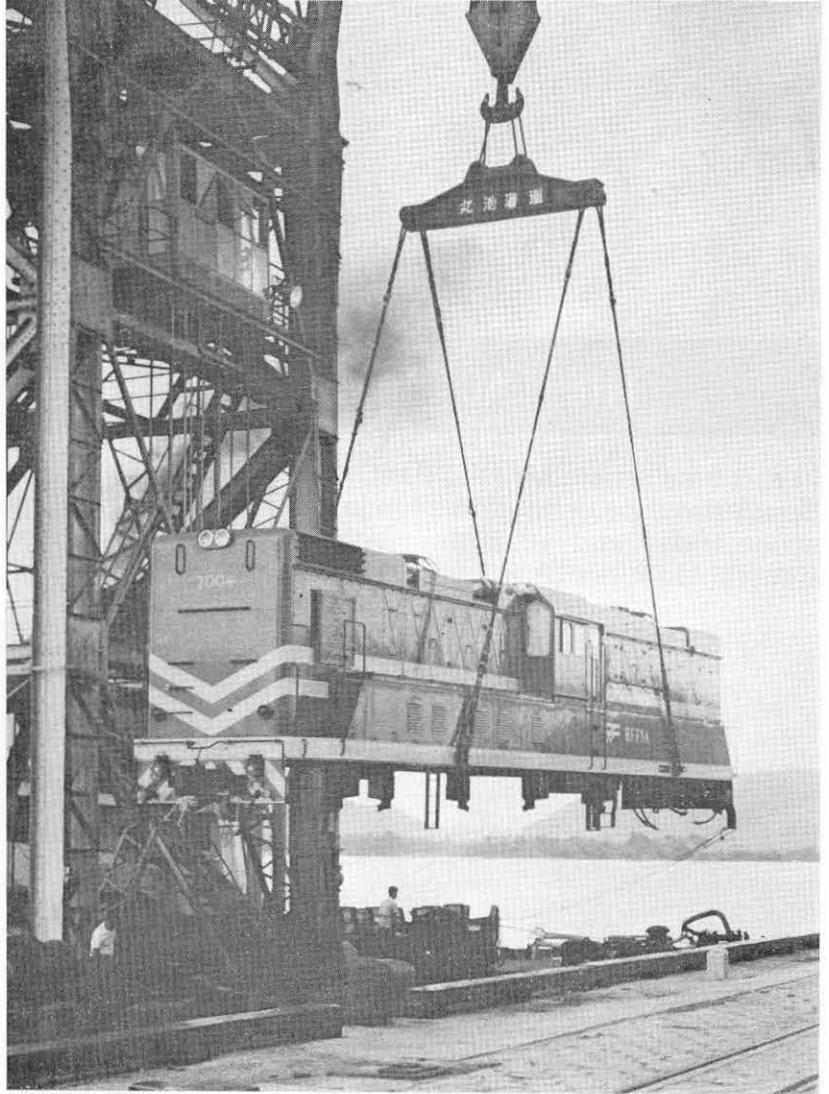
2

The complex task of discharging the locomotives was entrusted to a heavy floating crane. The bogies were lifted first. When each one was securely held, it was carried, at least two ship's lengths, along the quay by the crane, and lowered carefully onto the railway tracks.

3

The locomotive bodies were discharged in a similar way, being carried by the crane some distance along the quay. The original plan was to discharge the bodies straight onto the bogies on the track. With only a millimeter to spare, this operation would have involved the intricate weighting of the body while it was being lowered onto the spindle. In the event, this plan was abandoned as it would have been too time consuming.

You may observe that the gear lifting the body is also Japanese. It was especially made to fit the load and was despatched aboard *Straat Napier* with the locomotives.



4

Even discharging the body onto ordinary bogies was a skilful operation. A representative of the consignees was there to supervise, having flown to Santos to meet *Straat Napier*. He will stay for a year in Brazil to train local staff.

Once all the locomotives were safely on the quayside, they were towed to Sao Paulo.

THE LACAS SCENE—part 4

In this final article Mr N.L. Padt (RIL Representative, West Coast South America) completes his fascinating account of the LACAS scene today and yesterday with a description of the Southern Coastal Cultures of Peru.



Nazca ceramics

The Paracas Culture

(± 1250 B.C. — 400 A.D.)

Paracas is situated on the borders of the beautiful natural bay of the same name, just south of Pisco. The vast sand hills have been and are still hiding here the remains of one of the most interesting cultures of Peru, the Paracas Culture, famous for its lustrous textiles which were embroidered with beautiful colours and designs.

Paracas pottery was decorated by incision which outlined designs (usually feline) in blue, green, black, red and yellow paint. The painting was done after firing.

The pottery has a great similarity to that of the contemporary CHAVIN Culture of the North (see our previous article III) which suggests that there was communication between the men of these two cultures.



which still bear the same names, the peoples of Ica and Nazca hid in their graves those fine examples of textiles and pottery which earned them their fame for posterity.

In their pottery the emphasis was on colours; they did not show great skill in representational modeling, nor did they depict the realistic scenes and people in everyday surroundings in the way that the northern Peruvians did (Mochica's and Chimú).

The designs which were painted on the Nazca pottery were mostly stylized, e.g. demons with fantastic heads. Bodies were usually placed in the graves in a crouched position (in the North the bodies were mostly extended).

The Ica and Nazca Cultures

(± 400 — 1438 A.D.)

A bit further south of Pisco and further inland, around the towns



Nazca fabric—3rd-8th centuries



Trucks carrying bags of fishmeal line up at the entrance to the new port of Pegerrey, about 22 miles from the town of Pisco.



CONCLUSION

The Inca Empire

1250—1532

More well-known outside Peru is the culture of the Inca's who conquered the whole of Peru and great parts of Ecuador and Chile.

They developed wonderful organizational systems in all fields of activity (irrigation, harvesting, land governing, housing, road building, armies etc.), often benefiting from the knowledge gathered from the peoples they subdued. Many of their irrigation systems are still in use today. They were conquered by the Spanish under Francisco Pizarro in 1532.

The "Nazca Lines"

In the desert just North of Nazca a curious pattern of long, straight lines has been found which still puzzles archaeologists. The generally accepted theory is that this was a calendar.

In the same region there are enormous desert drawings of animals, mostly monkeys, birds and spiders. There is one of a spider with a diameter of as much as 90 meters. In the case of most of these drawings one can only see what they depict from the air.



Paracas ceramics

Puerto San Martin (Pisco)

South of the fishing village of Pisco, on the western border of the bay of Paracas, lies the modern port of Puerto San Martin.

Through this port pass such exports as fishmeal, fishoil, cotton, copper and lead concentrates.

Flamingoes, flocked together in the shallow part of the bay provide a charming sight. Less attractive for swimmers is the presence of sting-rays and many a fright has been caused by the bobbing-up of a dripping sea-lion head.

It was here that General San Martin set foot on land in 1820 (ex Argentina), to begin his campaign to liberate Peru from the Spanish colonial rule.



Inca ceramics

WEDDING NSU STYLE



Alliances within the NSU group of Companies are not always of a purely business nature. KNL Chief Officer D. van de Kooi proved this in the summer when he married RIL telephone Operator Miss C. Knobbe.

PERSONALITIES

Mr G.D.M. Boot (Commercial Director), Mr S. Bakker (Manager CTA HK HO), Mr P. van Schaardenburg (Representative for South America) and Mr J.W.H. Weissink (Dept. Manager Tokyo Man.), visited San Francisco in early December to attend the Principals Meeting of the Far East Riverplate Far East Freight Conference (F.E.R.P.F.E.F.C.).

Mr Woo Siu Hung (HK HO EDP) left for Singapore on 7th December where he spent several weeks on business.

FAMILY NEWS

Weddings

Miss L.A. Greenslade (Durban) to Mr C.J.M. Chambers, on 4th October.
 Miss S. Kuroda (Kobe) to Mr S. Yano, on 8th October.
 Miss Y. Ohya (Tokyo Man.) to Mr Fumio Tomisato, on 21st October.
 Mr Y. Amada (Tokyo Ag.) to Miss Yukiko Kinoshita, on 3rd November.
 Miss J. Hanafusa (Osaka) to Mr Y. Kita, on 9th November.
 Miss K.E.M. Buysman (Amsterdam) to Mr C.B. Timmermans, on 17th November at Oudenkerk a/d Amstel.
 3rd Engineer J. van Laar (Straat Fushimi) to Miss M.F. Adriaansen, on 17th November at Hoogerheide.
 Mr M. Enomoto (Yokohama Ag.) to Miss Keikon, on 23rd November.
 3rd Officer J.J. Bakker (Leave) to Miss K.J.F. Rutgers, on 24th November at Veere.
 Mr H. Torii (Osaka) to Yoko, on 26th November.
 2nd Officer A.E. Rouffaer (Leave) to Miss M.A.J. Springer, on 4th December at Arnhem.

Apprentice Engineer J.F.V.R. van Beusekom (Leave) to Miss J.S. Belzen, on 7th December at Middelberg.

New Arrivals

Mr C.F. Smit (Johannesburg); a son, Jan Arie, on 7th September.
 Mr Inoue Masami (Kobe); a daughter, Inoue Noriko, on 21st October.
 Mr Lau Yiu Fai (HK HO VZ); a son, Lau Wai Kau, on 23rd October.
 2nd Engineer W. Geerlings (Straat Cook); a son, Mark Willem Francis, on 1st November in Australia.
 4th Engineer W.F. den Dulk (Straat Agulhas); a daughter, Carla Louise, on 6th November at Pietermaritzburg.
 2nd Engineer H. Baas (Straat Freetown); a daughter, Lorraine Yvonne, on 19th November at Zwolle.
 Mr Cheung Koon Chung (HK HO ND); a son, Alan Chung Ngar Lok, on 23rd November.
 3rd Engineer J.W. Derks (Leave); a son, Bart, on 4th December at Nijmegen.

SELANDIA IN SINGAPORE

When the second ScanDutch container vessel ms. Selandia called at Singapore's new container terminal, her master Captain F. Bech hosted a luncheon and cocktail party on board.

Representatives of the business community, including some INTEAC staff, were present as well as representatives of the Government and the Port of Singapore Authority.

Photograph shows from left to right: Mr Loh Heng Kee (Director of Operations PSA); Mr H. Loesch (Deputy General Manager INTEAC); Mr J. Reinholdt (General Manager EAC Ltd.); and Captain F. Bech. Mr & Mrs W.K. Mink are looking on.



RIL CRICKET MATCH AT NAPIER



Once again the RIL Cricket Match between Auckland Agents and Wellington Agents turned into a spectacular and exciting event. The two teams, with help from Napier

and New Plymouth Agents both on and off the field, play annually for the 'Russell & Somers Challenge Cup' which was finally won for the first time ever by the very un-professional Auckland team.

The Wellington side batted first and made 179 runs before being all out. A notable performance amongst the Wellington side was a fine 84 not out by A. Fitzgibbon. The Auckland side, more determined than ever, opened well but then as wickets started to fall and runs started to mount, a close finish was imminent.

They finally made 182 runs for nine wickets, a very close win indeed for the Auckland side. In the Auckland team G. Carey scored a very accomplished 122 not out.

Ice-cool refreshments were provided during and after the match by Napier Agents, which was greatly appreciated by all.

Next year's match will be at New Plymouth, when Auckland Agents hope to hire an ex-Test Cricketer to retain the Challenge Cup.

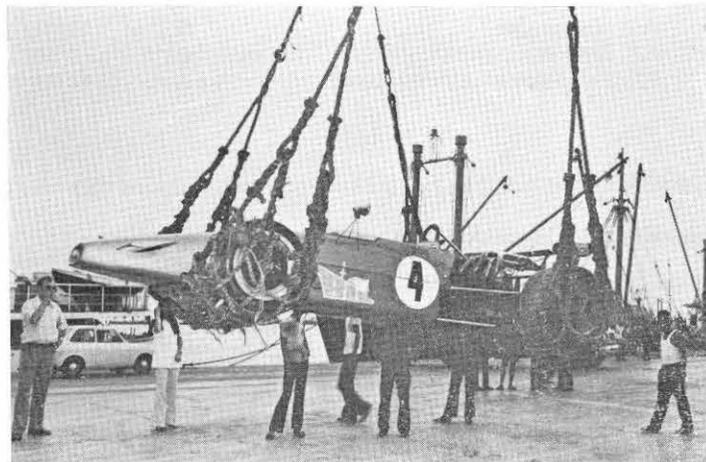
RIL SHIPMENT FOR MACAU GRAND PRIX

Three racing cars were awaiting shipment on Straat Nassau at the Port of Singapore Authority's wharves in mid November. One of them belonged to Miss Anne Wong, one of Singapore's racing aces. All of them were destined for the Macau Grand Prix.

While Anne was watching her car being taken aboard, she confided how very much the Macau circuit meant to her. It was there that her meteoric rise to fame and success began. "Macau at this time of year becomes, or rather is, transformed into a racing community. Due to its small size, the whole island is easily infected with the racing fever so that anybody who is present, whether they are participating or not, inevitably gets involved in the event one way or another."

Anne added, "Royal Interocean Lines has been very kind in assisting; besides my being in Macau, it is so essential for my Mini Cooper to get there as well." Anne took part in the Senior Production Car race as the only lady driver. Well-known American racing driver Harvey Simon was also at the wharves to supervise the loading of his Elfin 600B. Harvey who recently won the Selangor Grand Prix, was a newcomer to the Macau circuit but felt he stood a good chance with a car specially built for racing in Asia. By sea, however, he was relying on RIL to get his car to Hong Kong as soon as possible.

The other racing car belonged to Teddy Yip, who was in Hong Kong at the time.



PERSONNEL

NEW PERSONNEL

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

Mr G.J. ter Poorten	Home Staff Employé
" E.A. Koerse	4th Officer
" Ch. L. Oosterwaal	" "
" H.W. Bates	Appr. Eng.
" W. Wille	Appr. Eng.

PROMOTION

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

Mr D. Claus	as from	29/7/72
" G. de Groot	" "	24/9/72
" J. van Selm	" "	18/8/72
" R. van Suylekom	" "	26/7/72
" H. Vogelpoel	" "	16/9/72
" P.R. de Wispelaere	" "	18/9/72

SUCCESSFUL EXAMINATIONS

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

Mr A.F. Kuiper	2nd Officer	I	15/11/72
" J.T.M. van der Ven	" "	I	27/10/72
" C.J. Bruchner	3rd	II	6/11/72
" F.H. Idema	" "	II	13/11/72
" J.Ch. Roelse	" "	II	28/ 9/72
" J. Vlugter	" "	II	7/11/72
" D.P.J. Brugman	2nd Engineer	C	24/10/72
" W.C. Geistdörfer	" "	Th C	20/10/72
" J.J. de Beer	3rd	B	18/10/72
" A.J. Tijsterman	" "	B	10/11/72
" F.R. Wijkel	" "	B	5/10/72
" F.E. Folkerts	5th	A	14/11/72

Mr U.C.J. Brand	3rd Officer
" W.E. Creyghton	" "
" E. Dam	" "
" J.G. van Delden	" "
" J.F.E. van Dijk	" "
" P. Talsma	" "
" H.H. van der Wilt	" "
" P. Hoving	4th
" R.C.L. Camphorst	2nd Engineer
" G. Feringa	" "
" A.C.M. Blijlevens	3rd
" H. Blok	" "
" J. van Doorne	" "
" G. Gerritsen	" "
" H.R. de Lange	" "
" A.J. Smits	" "
" P.A. Weenink	" "
" R.J. Wolters	" "
" A.M. Zandee	" "
" E.V.A. Muller	4th
" M.C.M. van Ravenstein	" "
" A.C.R. Schreuders	" "
" J.L. Streur	" "
" J.E. Wijnans	" "
" F.A.C. Borsboom	5th
" P.H. de Bruyn	" "
" R.S.E. Engelken	" "
" W.W. Luikinga	" "
" A.M.H. Pagnier	" "
" A.A. van Pel	" "
" M.J. Rijnberg	" "
" G.R. Bauritius	Appr.
" J.R. van der Duim	" "
" J.L. Vinhuizen	" "
" W.K. Schaalma	" "

Those who returned are:

Mr E.E. Lubach	Chief Officer	Straat Clement
" W.H.C. Wijnhorst	" "	Straat Honshu
" J.A. van Es	2nd	Straat Florida
" F.J.H. Roelofsen	" "	Straat Hong Kong
" J.F. van Santen	" "	Straat Napier
" N.E.E.M. van der Schriek	" "	Straat Agulhas
" F. van Woerkom	" "	Nieuw Holland
" C.J. Bruchner	3rd	Straat Frazer
" F.H. Idema	" "	Straat Hong Kong
" D.J. de Jong	" "	Straat Bali
" J. ten Kate	" "	Safocean Albany
" R.Th. Kerkhoff	" "	Safocean Albany
" A.O. Vuurens	" "	Straat Holland
" J.F. Quast	4th	Straat Johore
" H. Baas	2nd Engineer	Straat Freetown
" H.C. Versluis	" "	Straat Agulhas
" J. van Laar	3rd	Straat Fushimi
" D. van de Vlies	" "	Straat Hong Kong
" M.C. Wildschut	" "	Straat Luzon
" A.J.M. Claesen	4th	Straat Chatham
" J. Evers	" "	Straat Colombo
" R. de Knecht	" "	Straat Holland
" A. Kolkman	" "	Straat Van Diemen
" H. van Twillert	" "	Straat Bali
" F. Chielie	5th	Straat Nagasaki
" J.J. Koers	" "	Tijwangi
" M.A. Peters	" "	Straat Napier
" R.B. Poeteray	" "	Straat Nagoya
" L. Poort	" "	Straat Lagos
" R. van Suylekom	" "	Nieuw Holland
" J.H. Weijermars	" "	Straat Napier

LEAVE

Mr F.G. van Amersfoorth	Chief Officer
" M.L. van den Arend	" "
" J.M. Jansen	" "
" P.J. van Leeuwen	" "
" H.J. Minderhoud	" "
" G.J. van den Berg	2nd
" H.W. Lijding	" "
" C. Oudendijk	" "
" J. Reitsma	" "

TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS

Captain G. van der Spoel, Master of STRAAT ALGOA went on home leave.
Captain J.H.W. Voigt was posted to STRAAT ALGOA following home leave.
Captain G.W.E. Gerritsen, Master of STRAAT HONG KONG went on home leave.
Chief Officer H.K. Kruk was appointed as Acting Captain to STRAAT HONG KONG.
Captain W.F. Klute, Master of STRAAT VAN DIEMEN went on home leave.
Captain W. Lautenbag was posted to STRAAT VAN DIEMEN following home leave.
Captain G.P. Proper, Master of STRAAT RIO went on home leave.
Chief Officer R.J. Piso was appointed Acting Captain to STRAAT RIO following home leave.
Captain A.N. Kloots, Master of STRAAT FREETOWN went on home leave.
Captain N. Kroone was posted to STRAAT FREETOWN following home leave.
Captain J. Kalf, Master of STRAAT CHATHAM went on home leave.
Captain H. Koch was posted to STRAAT CHATHAM following home leave.
Acting Captain P. Hoogland, Master of TJITARUM went on home leave.
Chief Officer W.R.M. van der Veld was posted to TJITARUM as Acting Captain following home leave.
Chief Officer (BMC) F. van der Linden of MUSI went on home leave.
Chief Officer R. Edsen was posted to MUSI as Chief Officer (BMC).
Chief Engineer W. van Dam of NIEUW HOLLAND went on home leave.
Chief Engineer J.B. Nolthenius was posted to NIEUW HOLLAND following home leave.
Chief Engineer H. Spruyt of STRAAT NAPIER went on home leave.
Chief Engineer J.H.M. van Miltenburg was posted to STRAAT NAPIER following home leave.
Chief Engineer H.J. van der Veer of STRAAT ALGOA went on home leave.
Chief Engineer H.J.G.A. Otten was posted to STRAAT ALGOA following home leave.
Chief Engineer M.G. de Wever of STRAAT BALI went on home leave.
Chief Engineer R. Jonker was posted to STRAAT BALI following home leave.
Chief Engineer J.C. Meulenberg of STRAAT FLORIDA went on intermediate leave.
Chief Engineer G. van Beek was posted to STRAAT FLORIDA following home leave.
Chief Engineer Th.J. Bronsvort of STRAAT SINGAPORE went on home leave.
2nd Engineer J.C.M. Noordermeer was posted to STRAAT SINGAPORE following home leave as Acting Chief Engineer and subsequently transferred as 2nd Engineer to NIEUW HOLLAND.
Chief Engineer G.H. Menses was posted to STRAAT SINGAPORE following sick leave.
Chief Engineer J.C.S. van Bijsterveld of TJITARUM went on home leave.
2nd Engineer D. van Huizen was posted to TJITARUM following home leave as Acting Chief Engineer.

TRANSFER OF SHORE STAFF

Mr W.R. Oord, Home Staff Employé, was transferred from Durban to Lagos.

IN MEMORIAM



謝君在渣華的船上也如在岸上一樣知名，他曾在船上撮取了很多精采的照片。在一九六四年，他以攝影員的身份在芝萬宜上作了一迴航，並給渣華月報供應大量的圖片資料。謝君在香港的朋友將十分懷念他。吾人謹向其在澳洲的家屬致以同情。

吾人謹以萬二分惋惜之心情報道：謝子英先生在十二月十七日於香港的醫院中因急病逝世，卒年五十三歲。謝君以一簡單之英文名「彼得」聞於香港各階層。他自一九四八年始，為渣華郵船公司從事攝影服務，初時以自由身工作，其後乃作比較固定的服務。自早期開始他一直是渣華月報（中英文刊）的忠誠攝影員，並且他也為前客位部及總務部效力不少。以忠誠可靠及超羣攝影技術見稱之謝君於任何渣華的活動——不論銀禧慶典或告別會，他都除時準備在短時間通知內到場。

It is with deep regret that we have to report the sudden death of Mr Peter Tse, aged 53, on 17th December in hospital in Hong Kong.

Known high and low in Hong Kong simply as "Peter", he started photographic work for RIL in 1948, first as a freelance and later on a more permanent basis. He has been the faithful photographer for RIL Post since its earliest days and has also done a tremendous amount of work for the former Passage Department and for AZ. Renowned for his reliability as well as his photographic skill, Peter was always prepared to come at a moment's notice to any RIL function, be it a silver jubilee or a farewell party.

As well known on RIL ships as he was on shore, Peter took many excellent pictures on board. In 1964 he made a round trip as ship's photographer on Tjiwangi and sent back a tremendous supply of photographic material for RIL Post.

Peter had many friends in Hong Kong who will greatly miss him. Our sympathy goes to his family.

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

F.A. Breuer (retired Employee) on 10th November, at Den Haag, aged 83.
J.K. Minderhoud (retired Captain) on 10th November, at Vlissingen, aged 62.
C. Zuidscherwoude (retired Captain) on 12th November, at Amsterdam, aged 63.
A.F. de Bruijn (retired Captain) on 13th November, at Zeist, aged 65.
E.C. van Eick (retired Employee) on 14th November, at Amsterdam, aged 78.
B.W. Jonkmans (retired Heademployee) on 1st December, at Apeldoorn, aged 63.



Patiently awaiting St. Nicholas in the Island Room at HK HO.

According to Dutch legend, when Sinterklaas arrives each year on 5th December, he comes by sea; this year, to the delight of Dutch children living in Hong Kong, he stepped ashore at HK HO from an RIL launch.

In fact he was a little late arriving in Hong Kong this year, and on December 9th all the children of the Dutch community were waiting anxiously outside HK HO, scanning the harbour for a first glimpse of him. Suddenly there was a hush as the launch approached and St. Nicholas, accompanied by three fine Black Peters bearing their mysterious sacks, stepped onto the landing stage.

As the special guests made their way through the crowd and into Interocean House the children were in hot pursuit, but when St. Nicholas took the lift to the 5th floor, his faithful followers lost ground climbing the stairs! Patiently awaiting him in the Continental room, they sang the traditional welcome, accompanied on the accordion by Mr W. Bakker (HK HO TD).

There was a burst of excitement as the Black Peters entered the room throwing special cookies and pepernoten to the children from their sacks. Then silence once again as Sinterklaas opened his big book to comment on the behaviour of each child in turn and of course to give each child a present.

For any RILers who may be unfamiliar with the Dutch legend, St.

Nicholas the patron saint of seafarers—more popularly known as Sinterklaas—comes to Holland once a year from Spain. Mounted on his white horse, on the night of 5th December he rides the rooftops. Every child—fearing to misbehave lest he be carried back to Spain in Black Peters' mysterious bag—hopelessly places a shoe before the hearth along with a carrot, some hay and some water for the horse. With luck Black Peter will climb down the chimney during the night and leave a present in the shoe.

The legend apparently originated in the 4th century in Asia Minor (modern Turkey) with the Bishop of Myra about whom very little is known. In fact St. Nicholas was only recognized in the east until 1087 A.D. when South Italian seafarers

Oh Why Are We Waiting!

bore his relics from Myra to Bari. With the Huns his fame spread north and he became the patron saint of Amsterdam.

As the legend changed, Spain replaced Italy as the homeland of the saint and he acquired Moorish servants, hence the Black Peters.

Dressed in a bishop's apparel, the saint always carried an anchor signifying his patronage of seafarers. He also carried three gold balls on a book representing three daughters of a poor landlord, saved from disgrace when St. Nicholas paid their marriage doweries. At his feet three children sat in a tub; these three, after being decapitated by an angry innkeeper were rescued by St. Nicholas and brought back to life by being laid in a tub of salt—or so the legend goes!



St. Nicholas makes his way towards Interocean House

CONTENTS

	page
SHIPS	
Discharging Locomotives — Straat Napier	10/11
Tjitarum in Durban	2
ms. Selandia in Singapore	4
Fleet Facts	5
STAFF	
Message from Managing Directors	2
RIL Launch to the rescue	3
Promotions	5
25th Anniversaries	8
Farewell Mr van Rhoon	9
FEATURES	
From Coffee House to Shipping Exchange	6/7
Cartoon	7
The Lacas Scene — part 4	12/13
St. Nicholas in Hong Kong	18

P.O. Box 725, Hong Kong

Editors

Mrs T.A. Charter

Area Correspondents

Holland *P.W.A. Keller*

Japan *H. Oike*

Australia *J. Pollard*

Africa *D.K. Shackleton*

S. America *R.F. Janssens*

Singapore *J. Tan Swee Ann*

With pleasant memories of the festive season still fresh in our minds, we look forward to what 1973 holds in store. RIL Post will try to present events and developments which we hope will be of interest to you, as they occur.

However RIL Post is nothing without its readers and so we would like to say a most grateful "thank - you" to everyone who has contributed articles, photographs, stories and cartoons during the past year. What would we do without you. Do we need to say "encore"!



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.

Royal Interocean Lines

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

