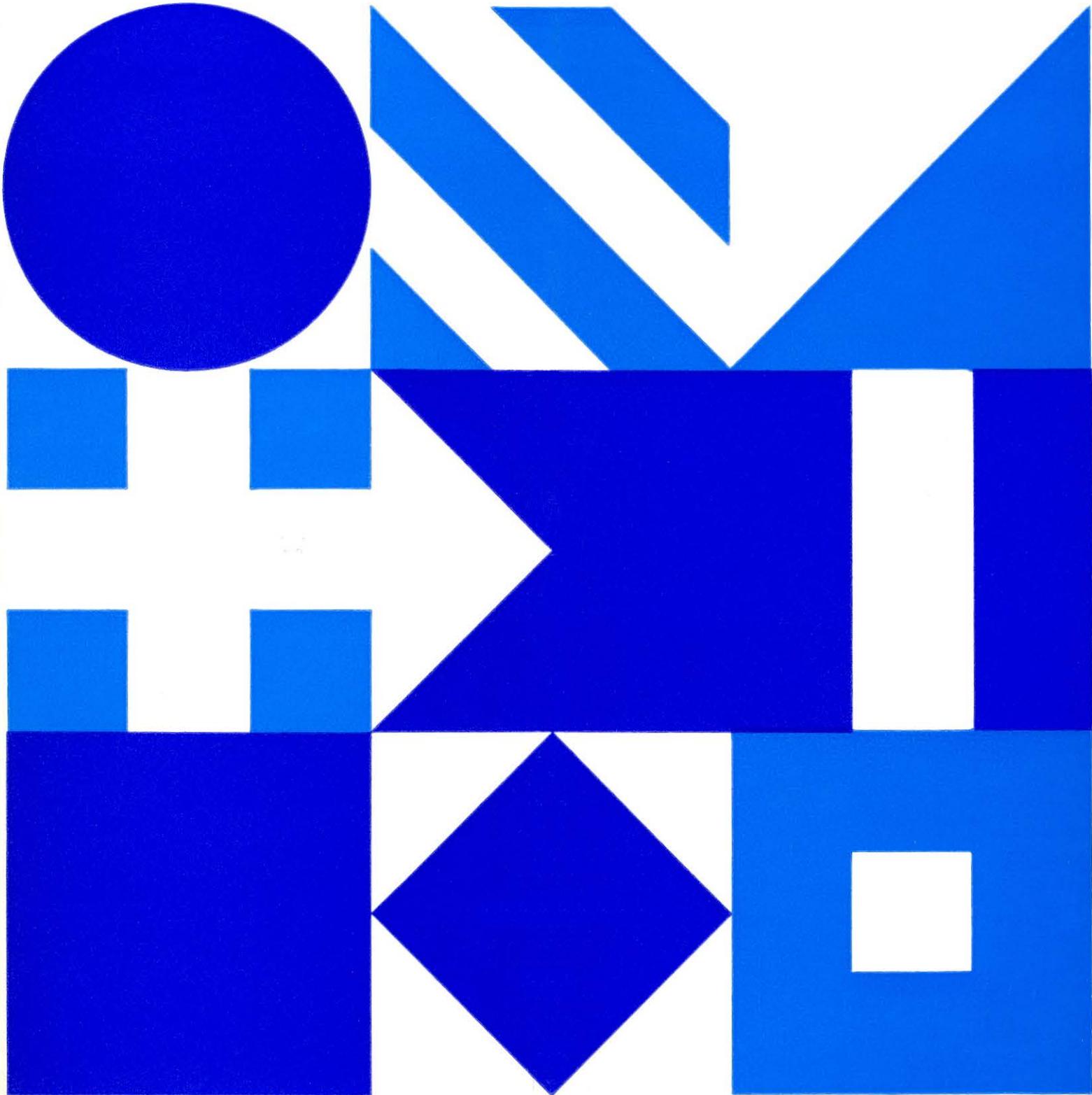


RIL Post

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KUNG HEI FAT CHOI

THE YEAR OF THE OX

Once more Chinese New Year approaches and as the year of "Yan Tsie" (the Rat) comes to an end, the year of "Kwai Chow" begins.

The year of Chow belongs to the Ox, the second of the twelve "Gee" (earthly branches) in the Chinese cycle. In each year of the Chinese calendar, the months take different names and different meanings. Chow refers to the month of "Yuen Yuet" or "Luk Yuet". "Luk Yuet", meaning month of harmony" suggests that all creatures will co-exist peacefully. Those born in the year of the Ox will be kind and amiable.

People born in the year of "Kwai Chow" take other characteristics from the Ox. The Ox digests its food very slowly, storing it in one of its four stomachs to be regurgitated and chewed at a later stage. Thus people belonging to the Ox are be-

lieved to handle matters cautiously and give full consideration to every aspect of a situation. They are also hard-working and steady in character like the Ox. Two famous personalities born in the year of the Ox were Napoleon and Hitler.

We discover more about the year of "Kwai Chow" by relating it to the five elements. Each year the earth is governed by two forces "Tin Gon" (heavenly stem) and "Day Gee" (earthly branches). In this year of "Kwai Chow", Kwai belongs to water and therefore to "Tin Gon" while Chow (the Ox) belongs to earth and thus to "Day Gee". Because Kwai belongs to water, and water is considered to be the source of life, the year of "Kwai Chow" will bring vitality. Kwai has several meanings each of which may influence Hong Kong in the year of the Ox. One meaning "leadership"

is thought to suggest that Hong Kong will play a role of leadership in the coming year. Some geomancers also predict that a spirit of love will enable the people of Hong Kong to live peacefully side by side while bad influences will decline. This spirit of love is derived from the gentle nature which the ox displays to its young.

The meaning of Chow will also influence Hong Kong in the year of the Ox. Chow implies a continual growth. Thus geomancers believe that Hong Kong will continue to prosper and develop in the coming year, for the people of Hong Kong possess the enduring spirit of the Ox itself.

And so whatever the Year of the Ox holds in store, we wish you a happy New Year.

During their recent visits to Japan, Mr L.P. Ruys, the Chairman of the NSU, and Mr B.B.G. Lagers, President-Director of HBT, visited the Japanese Minister of Transport, Hon. H. Sasaki.

Mr S. Nakano, an LDP Diet Member, was present and introduced the party to the Minister. Mr G.J.W. van de Weert (RIL Amsterdam), who was in Japan in connection with LNG business, and Mr S. Hatakenaka were members of the party.

Left to right: Mr S. Nakano (LDP Diet), Mr L.P. Ruys (Chairman NSU), Mr G.J.W. van de Weert (RIL A'dam), Mr H. Sasaki (Minister of Transport), Mr F.J.A. Hens (Manager for Japan), Mr B.B.G. Lagers (President HBT), Mr E.M. van Rhoon (former Manager for Japan), Mr S. Hatakenaka (RIL Tokyo).

NSU CHAIRMAN IN TOKYO



LIFE IN CHINA

Part I – The Commune

In October 1972, Baron F.O. van Randwyck made a business trip to China. Baroness van Randwyck who accompanied him, gave RIL Post this fascinating account of her impressions of life in China.



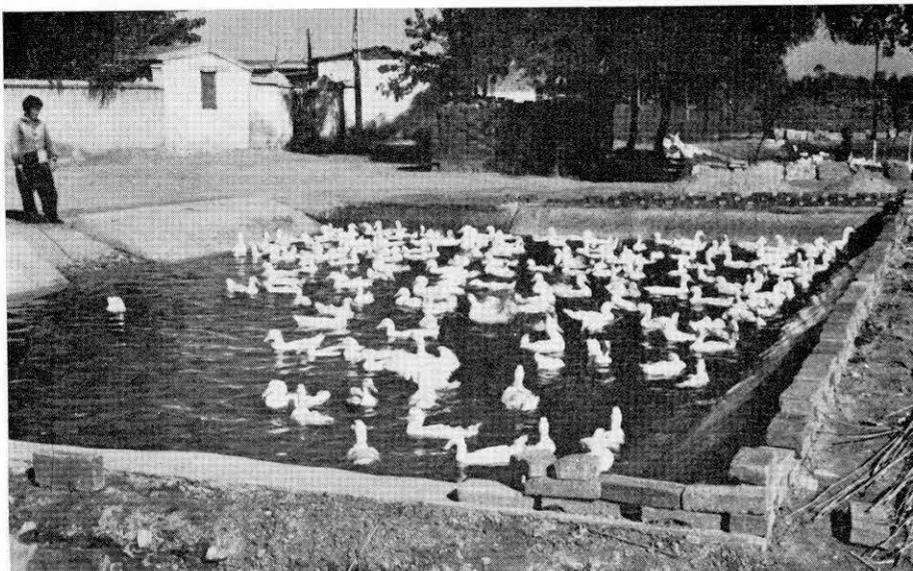
Miss W.Y. Kao accompanied Baroness van Randwyck on the train journey to Tientsin; above the quotation reads, "Unite to strive for even greater victory".

80% of the population of China live and work in the countryside on communes. Thus it is appropriate to begin my account of Life in China with the commune, the fundamental unit of rural society. Of course every commune is different, the most obvious difference being in the commodities produced. One commune we visited near Hangchow was almost entirely devoted to growing tea, whilst another near Shanghai

produced rice and cotton. However the basic organisation of every commune is the same, and so I shall concentrate mainly on a commune which we visited near Peking.

The commune, called "Nam Yuen Ren Min Gong She", means literally "South Garden People's Commune". As usual we were accompanied by an interpreter. On arrival we were

greeted by Mr Shu, head of the political department of the revolutionary committee, Mr Lee, department head of the production section, and Miss Yuen of the Cadre. We were shown into a special room where all the statistics relating to the commune are kept. With the aid of an illuminated map, our hosts began to explain how the commune was organised and how it came into being.



One brigade is responsible for rearing the famous Peking ducks.

The commune was formed in 1958 by combining five advanced co-operatives. With a population of 3,960 it is organised in 16 production brigades. Each brigade is subdivided into over 100 basic production teams. The 2,100 acres of farmland belonging to the commune was a hunting place for the Emperor in feudal times. Only one third of the land was irrigated at that time, and even before the Cultural Revolution grain output was very low due to lack of irrigation. Now however a complete irrigation system has been installed by the commune itself. In addition to two main irrigation channels, each 22 kilometres in length, six hundred wells and six electric pump stations have been installed. The water, carried from river and reservoir enables the commune to maintain a stable output of foodstuffs.

Every commune in China is given an annual target by the state. The target is expressed in terms of output per "mu" (fifteen mu equals one acre). It is up to the commune to decide how to achieve its target, and discussion takes place between the production brigades, who in turn consult with their teams. The commune is given its target in terms of the commodities it produces; in the case of this commune mostly vegetables and grain. Our hosts were justly proud that with irrigation they were able to grow three crops a year, two of rice followed by one of winter wheat, and thus meet their annual targets. Targets are also set in fishing, forestry and animal husbandry, the other chief activities of this particular commune.



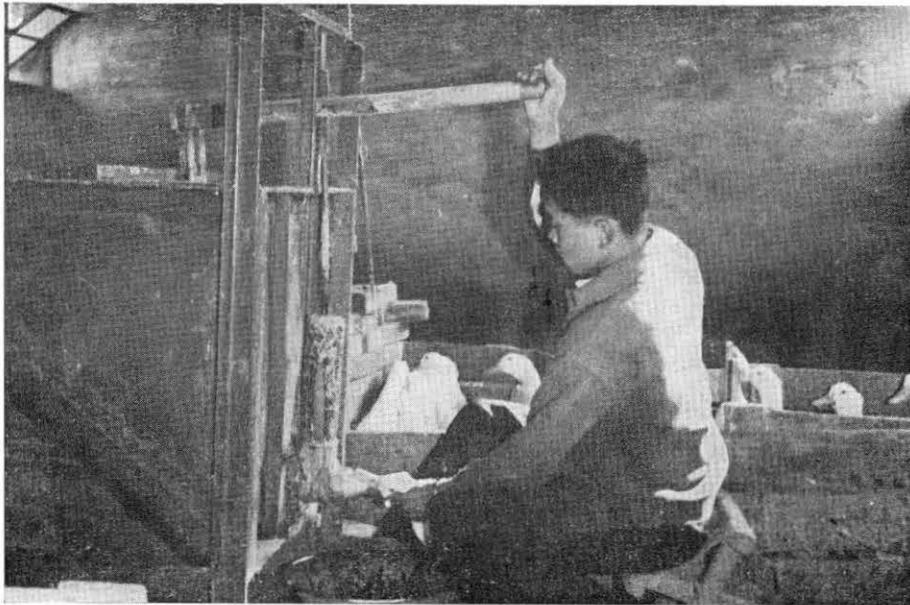
No commune is solely concerned with agriculture. Many of them have small factories as well. At the Malu Commune which we visited near Shanghai, bamboo handicraft was a source of extra income; in its small factories, chemicals needed in agriculture were being produced. The commune also grew groundnuts and produced cultured pearls from oyster beds. The commune near Peking is completely self sufficient in terms of farm tools, chemicals and insecticides; one thousand of its people work in the six small factories. Vehicle maintenance is also carried out within the commune and with twenty big tractors and a hundred handy tractors this is no mean feat.



Methods of transportation vary. At the commune near Peking, forty trucks and carts transport produce to the city markets. The Malu Commune near Shanghai is alongside a river and so the waterway provides the means of transportation. This particular commune is very proud of its two tug boats built by the commune workers themselves. Supplementary transport is provided by small sailing vessels which are pulled along by hand when the wind dies.

Above:—

Communes situated near rivers often carry their goods to market in tug boats like these; other communes rely on carts and trucks to transport their produce.



A home-made machine for force-feeding Peking ducks.

Wandering around we began to discover more about the way of life on the commune. Each family occupies a small dwelling; our guides informed us that the houses had been built by the people themselves during the past fifteen years or so. The (small-family) house which we visited consisted of two large rooms, with an open space with 2 hearths for cooking in between. In one room a huge stone bed, overlaid by a mat, was ingeniously heated by a channel funneling hot air from the fireplace under the bed.

In addition to the livestock kept by the commune, including 1,500 horses and mules, each householder is encouraged to rear chickens, ducks, and pigs in his own courtyard. It is the aim of the commune that each person should rear one pig; a large proportion of the peasants of the commune are already doing so. Vegetables for home consumption are also grown in the courtyards.

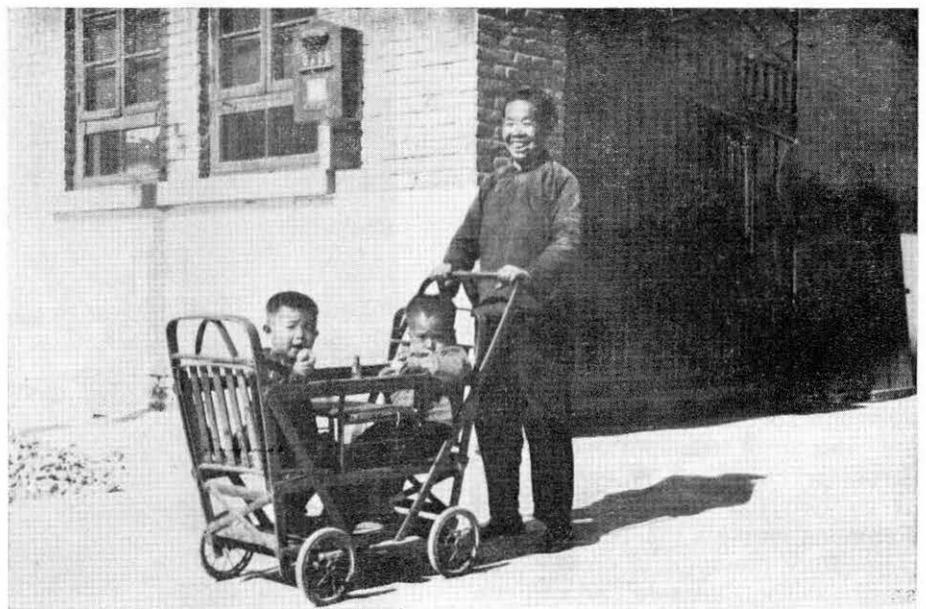
When the individual has a surplus of produce, he sells it to the com-

mune shop. There are two very fine shops on the commune in addition to a butchery; one sells vegetables, rice and noodles; the other is more of a general store with soap and toothpaste, towels and hankies: Here the people buy what they need at controlled prices, for example, just

21 fan for a catty of rice (100 fan equal one RMB; one RMB equals HK\$2.57) and 33 fan for a catty of apples. One catty is a little over one pound. Due to increased production, the average income of a peasant in 1971 was 160 RMB.

While husbands and wives work, the children attend school. Starting their five years primary education at the age of seven, they spend another five years at middle (secondary) school. On this commune there are seventeen primary schools and nine middle schools. For the parents, the cost of education is only a token payment — 6 RMB per annum.

The commune has its own collective medical system. Each team has a clinic where barefoot doctors, trained to deal with minor disorders, provide treatment. The barefooted are also trained in acupuncture. In the clinic eight doctors and nurses cope in shifts with 3,700 patients. District nurses, qualified to cure the common diseases, visit out-patients. They administer a mixture of eastern and western medicines; acupuncture and

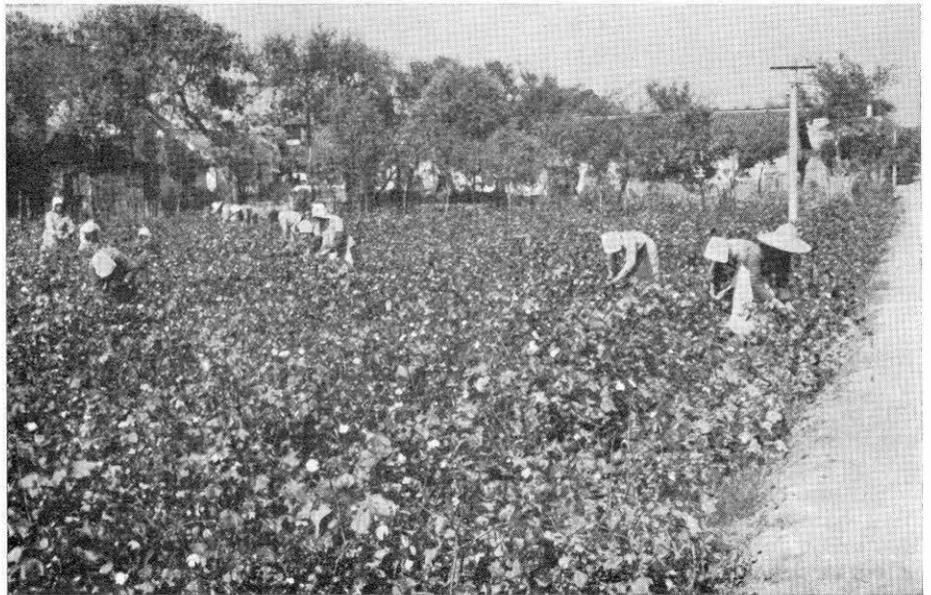


A typical Chinese baby-carriage.

old Chinese herbs along with pills and injections. They are also qualified in midwifery. Should hospitalisation be necessary, it is paid for by the commune and transport is provided. A merely nominal payment of 2 RMB per annum is paid by the individual for the medical system.



While most of the elderly people on the commune live with their relatives in the typical Chinese way, an old people's home is provided for the sick and bereft. In addition to free food, clothing and medical attention, each person is given 3 RMB a month to spend. The commune pays for these amenities. Outside the home we saw some elderly people playing Chinese chess and reading the newspapers. The elderly are respected and on occasions their advice is sought when decisions must be taken affecting the commune.

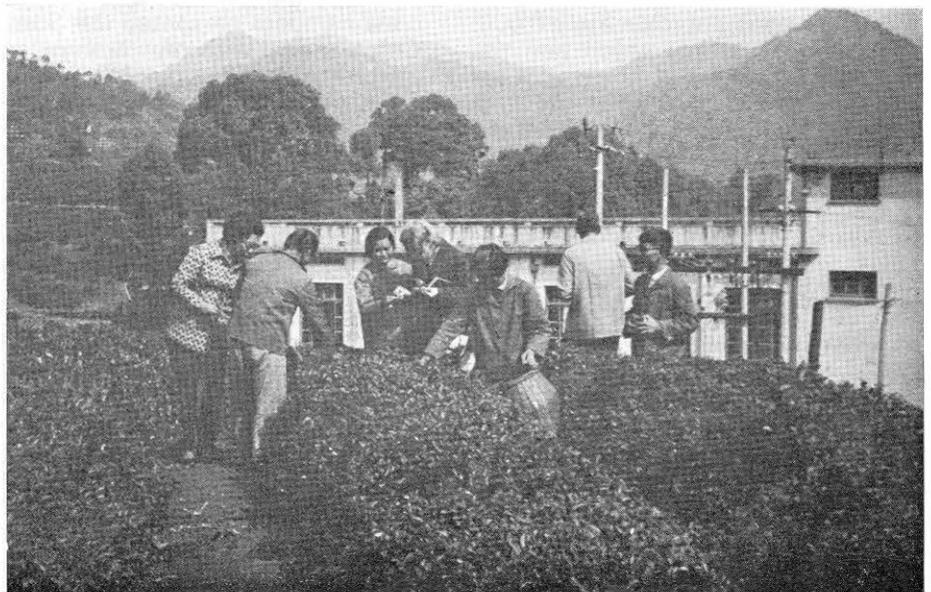


Each of the sixteen brigades is involved in a different area of production. Of great interest to me was the famous "Peking Duck" brigade. The Brigade keeps a flock of 700 ducks to produce about 500 eggs a day. From the day the egg is laid, it takes 68 days to rear a Peking Duck, ready for market. For the first 28 days the ducks are kept in an incubator and are fed normally. By the end of this time they are 2-2½ kilos in weight. After a month the little brown ducklings turn white. Then, for several weeks they are force fed. With the aid of a simple homemade force-feeding machine, one man can feed the ducks four times every twenty-four hours. The feed is a mixture of maize, soya beans, husks and fish meal. The commune sends 5,000 ducks a year to the markets in Peking.

(to be continued)

Right top to bottom:—

Every commune cultivates different crops; near Peking grain is grown extensively; near Shanghai, cotton is cultivated; at Hangchow we saw a tea brigade at work.





Cargo Clerk Mr Mok presenting the embroidered picture to the officers from Gan on behalf of the Chinese crew.

This year it was *Straat Nagasaki* who played Santa Claus to the British RAF base on Gan Island on behalf of the RIL fleet. *Straat Hong Kong* started these calls in 1971 when she delivered the first Christmas hamper, RIL's way of saying thank-you for the invaluable medical attention our seamen have received from time to time at the RAF base.

Gan Island is one of the Maldives, a group of seven or eight islands and atolls. The total population of the Maldives is approximately 8,000; Gan Island has only seven hundred inhabitants, most of them British, and all of them working at the RAF base. Incidentally, just one of them is a woman.

Straat Nagasaki's call was quite an occasion for Gan; the only other ships which call at the island are navy tankers and supply ships. Captain de Jong gave us this account of what happened.

"Contacting the Station Commander by cable, it was agreed that *Straat Nagasaki* should anchor for an hour, inside or outside the lagoon on 24th December, while a small party from

the island came on board. There was quite a swell when we arrived outside the lagoon, so much so that the pilot had to alight from the sheltered side of the ship. We therefore decided to anchor inside and the pilot (Officer in charge of the Marine Department) guided us in.

Once safely anchored, the Station Commander and Senior Medical Officer joined our pilot on board. Thereafter followed a lively reception in the ship's bar. Chinese crewmembers presented the Station Commander with an embroidered picture of Lake Hanchow and a South American branch cutting. The gifts were a sincere "thank-you" from all the Chinese crew who have received medical aid at Gan.

Meanwhile, the extensive Christmas hamper, packed in four tea chests, was uneventfully discharged into a motor launch. It contained a variety of delicacies, including lobster tails, Dutch cigars, cheese, chocolate, ginger, Dutch gin and whisky. The Station Commander expressed his thanks for the hamper and eagerly inquired whether the Station could make any contribution to the ship's

STRAAT SANTA

Christmas celebrations as a return gesture. Discovering that spray snow for the table decorations and the Christmas tree was in short supply on board, the well-supplied RAF Base promptly presented a few cans to the Apprentice Officer! "

Our pilot comes aboard



THE FLEET

STRAAT FRANKLIN

TELEVISED IN JAPAN



It is not every day that a RIL ship is the subject of a TV programme. However, last October, while *Straat Franklin* was in Japan, Captain H.L. van Dam, officers and engineers spent a unique lunch-hour on board while their luncheon scene was televised live, in colour, by the NHK (Japan Broadcasting Corporation). It was the popular "Lunchtime Present Show" which was featuring *Straat Franklin*, a programme known to attract as many as 15 million viewers.

Those aboard were really entering into the spirit of things as Japanese comedian Sanshi Katsura and beautiful singer Mina Aoe joined them to take part in the programme. According to NHK the broadcast was a tremendous success; from the RIL angle it was certainly great propaganda as cameras zoomed in three times on the RIL flag blowing it up to screen size while other close up shots were taken of the National flag, the ship's name on the stern and the life buoy.



FLEET FACTS

After being repaired at Hong Kong, **Straat Chatham** proceeded to Australia in December, in AJHAS employment and thence to New Zealand to re-enter NZEAS in January. From Hong Kong the vessel also loaded cargo for New Zealand in assistance to NZUE.

Straat Lagos will remain in NZEAS employment as an additional unit until further notice.

The origin of the term "Charter Party"

by Mr H. Meenhorst (Traffic Dept. Amsterdam)

The expression "charter party" is derived from the mediaeval Latin "Carta Partita" (= divided document), which refers to the ancient practice of writing out the terms of the contract in duplicate on a single sheet, then divided by indented edges, thus providing each party with a part that fitted the other (whence the term "indenture"). This term, however, is now only used for this particular kind of shipping document.

The first use goes back to 1539, while the phrase "chartre de freight ou endenture" is used as early as 1375.

Formerly a charter party was made by deed. In 1816 it is reported "A charter party is usually under seal" and still earlier (1686) "charter parties are made before Notaries or Scrivenors".

From this it appears that a proper charter party must be in writing or print, and this view has recently found favour in the courts. There seems, however, to be no good reason why there should not be an oral agreement for the hire of a ship, and some instances appear in the reports, though they must be very rare in practice. However, it is customary that the parties to the contract are bound by its terms before the signature of the formal document ("our word is our bond"). The term "charter" has to my knowledge the same origin, viz. the Latin "carta", being a written grant of certain rights or a deed conveying something to another party. Actually, "charter" and "charter party" are invariably used to denote the same.



Avenida Florida — the famous and fashionable shopping centre — the longest street in the world for "pedestrians only" measuring 4.5 kms (approx. 3 miles) in length. RIL Straat Florida will be associated by many with this famous avenida, although she is of course named after the seapassage by that name.



Amongst the famous statues, Columbus stands facing the River Plate, a constant reminder of the discovery of a vast continent.

Symbolically the Spanish-style "Cabildo" stands in front of the Casa Rosada (Government House) where in 1810 the first Argentine Government was instituted, starting the move towards total independence from Spain.



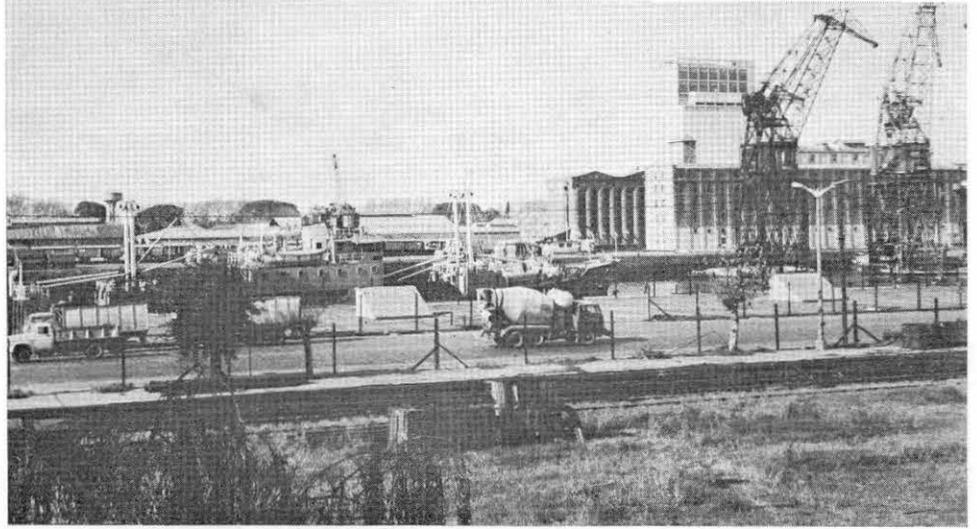
BUENOS AIRES

(Photographs

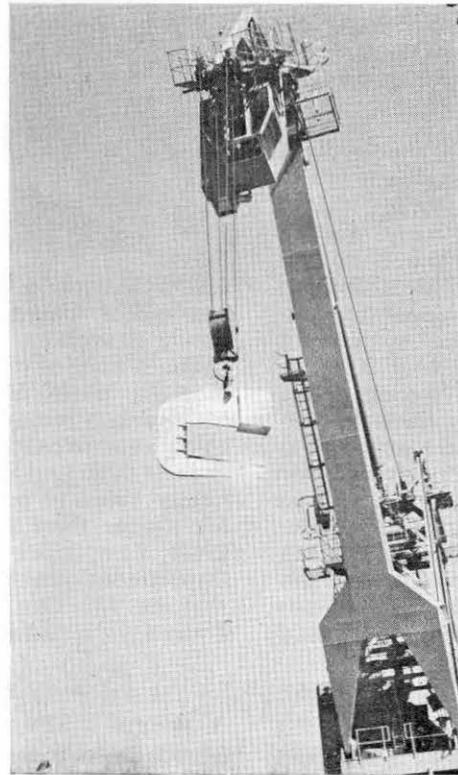
The Ombu tree, a well-known feature of the Argentine landscape, has branches stretching as much as 100 meters in width. This Ombu in the park of San Martin Square is over 250 years old.



Buenos Aires is famed for its modern monument to "D" General San Martin was the



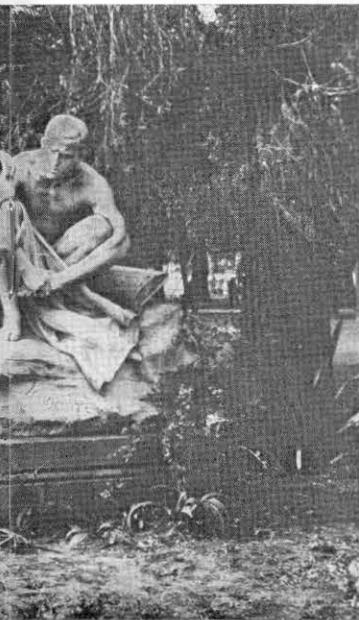
The grain silos of the Port of Buenos Aires are a common sight for visiting RIL ships.



The nearby port of Ensenada handles steel in vast quantities; here a C hook is being used.

-PORT OF CALL

by Mr P. Fajdiga)



Spacious parks and fine statues; "Liberty" stands in San Martin Square, the Liberator of Argentina.

The Casa Rosada (Government House) on the Plaza de Mayo is a famous landmark with its Piramide de Mayo commemorating the first Argentine government of 1810.



25th ANNIVERSARIES

JOINT CELEBRATION

There was a great atmosphere of celebration in HK HO's Island room on 22nd December when six local staff members jointly celebrated their 25th anniversaries. Most of the staff of AZ, Finance and Accounts were present as well as many local staff from other departments. In the absence of Mr Willems, Mr Bensen, Mr Pach and Mr Kleber addressed the celebrants from their respective departments.

Mr Bensen recalled that each of the four AZ celebrants joined RIL in December 1947. Mr Chan Tin Wai, our bookbinder joined the Company on 1st of the month; Mr Lee Wah Look, our photostat operator on 17th; Mr Chan Wah, our watchman on 19th; and Mr Lam Mui Dei, our handyman on 27th. "During these twenty-five years you have shown yourselves as loyal and hardworking men, dedicated to your jobs," Mr Bensen remarked. He also expressed his pleasure that Mr Lam's wife Madam Po Ko Chun, who also works for RIL, had been able to attend the celebration. Mr Bensen pointed out that the other celebrants also had



relatives working with the Company; the eldest daughter of the Chan family is working in EDP, while the second son of the Lam family is working in HK MH. In conclusion, Mr Bensen congratulated all four celebrants on reaching this milestone in their lives and wished them many happy years to come with RIL. Mr Kleber then addressed Mr Chu Chee Yam, clerk in the Accounts Department. Jokingly he observed that as Mr Chu joined RIL on a Thursday, it was "in good order"

that his silver jubilee celebration should be on a Friday.

Mr Pach addressed Mr Chan Yau Yee, clerk in the Finance Department, remarking that in the twenty-three years they had worked together, he found Mr Chan most co-operative and hardworking.

Mr Frieszo then presented the six gold watches. After Mr Lee Mou Yuen had read the telegrams, each celebrant received a gift presented on behalf of Mr Willems and Mr van Zuylen.

Chief Engineer J. van Willigen



On 6th December, captains and chief engineers on home leave joined Amsterdam Office personnel at "Het Scheepvaarthuis" to celebrate Mr van Willigen's silver jubilee.

In his address Mr Groeneveld traced the events of Mr van Willigen's career with KPM and RIL. Entering KPM service in 1947 as an Apprentice Engineer, he was appointed 5th Engineer in 1948; by 1952 he had risen to the rank of 2nd Engineer. During this time, Mr van Willigen was posted on a great many KPM vessels. In July 1959, while he was Acting Chief Engineer aboard m.s. *Sinabang*, he was promoted to Chief Engineer.

In 1961, Mr van Willigen was seconded for almost a year to the Engineering Department of KPM at

Singapore to gain experience as a surveyor. He was again seconded in 1963, this time to the newbuilding of STRAAT FRANKLIN and he sailed with the ship upon her completion. In 1964 he was posted as surveyor to KPM Durban to supervise the DMO's of mss. *van Spilbergen*, *Camphuys*, *van der Hagen* and *van Riebeeck*.

Instead of the customary gold watch, Mr van Willigen chose to be presented with a set of ship's instruments viz. a ship's clock striking bells every half hour, an aneroid barometer and a hygrometer. The instruments, mounted on teak and bearing a small engraved silver plaque, were presented by Mr Groeneveld on behalf of Managing Directors.

RILSC ANNUAL DINNER PARTY 1972

The RIL Sports Club's Annual Dinner Party for 1972 was held at Metropole Restaurant & Night Club on 23rd December, 1972. About 288 people from HK MH, RILAIR and HK HO participated. A great number of members came with their families and friends thus bringing more fun to the party.

"The party commenced at 4 p.m. with majong games, which nowadays seem to be an indispensable part of a successful Chinese dinner party in Hong Kong.

Before dinner was served at 9 p.m., Mr A.J. Kleber, our Chairman, gave a short speech in which he noted with pleasure, the increasing support for the various activities, not only from the members of the Sports Club but also from RIL people in Hong Kong as a whole. Lastly he thanked everybody for their support during the past year and looked forward to their continued support in the future.

The dinner was highlighted by a lucky draw; we were very pleased that Miss Linda Ching (HK HO PZ) was



able to draw the lucky numbers for us and to hand out the prizes.

About 180 people stayed on after the dinner, dancing into the small hours."

SILVER JUBILEE

Mr A.M. de Jongh



Having obtained considerable administrative experience with a large ship-building-yard, Messrs Nederlandsche Dok-en Scheepsbouw Maatschappij (N.D.S.M.), Mr de Jongh applied for a vacancy in K.P.M.'s Technical Department for which his extensive knowledge of three foreign languages was indispensable.

He joined the Machinery Department on 1st December 1947, and was appointed Head of its administrative division in 1964.

The vast post-war new-building programme of KPM and RIL required a man of high organising ability; Mr de Jongh was and still is such a man. Not having had a specific technical training, over the years he obtained a feeling for technical matters. This combined with an iron

memory, means that he can recall precisely what arrangements have been made on a certain subject even years afterwards.

He works with much zest, so much zest that on innumerable occasions his wife has had to turn off the kitchen stove, since the "Master" was still at the office when it was time to sit down for dinner.

Thus Mr van Haastert handed the Staff's present, a "bells-striking" ship's clock to Mr de Jongh with some mixed feelings, fearing the chimes might draw Mrs de Jongh's attention too often to her husband's absence.

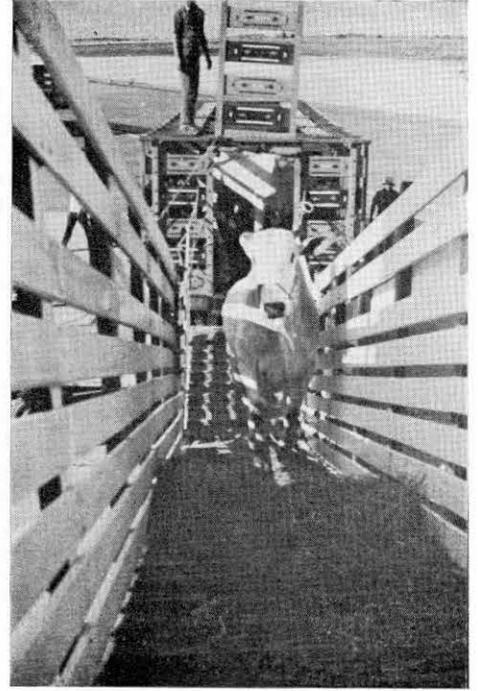
The Company's gift, the gold watch was presented to Mr de Jongh by Mr Dirkzwager.



ROYAL AIR'S FIRST CHARTER

When Royal Air Despachos Aereos Ltda. arranged its first charter flight from Sao Paulo it certainly chose an unusual cargo. RIL had been trying to arrange shipment for the cargo, consisting of 53 head of cattle, for several months. Eventually Royal Air stepped in and with the close co-operation of RIL Sao Paulo, chartered a plane from an Argentinian charter company, and "airmailed" the cattle to Nova Lisboa in Angola. Royal Air Despachos Aereos Ltda., a new company, is a wholly owned subsidiary of the NSU.

These south American cattle were selected by their African buyers because they adapt themselves easily to the African region, so there may be more cattle cargo in the future for Royal Air.



Promotion

News of one promotion did not reach us in time for our January issue; Mr R.H. Schroder has been promoted to 3rd Officer.

Silver Jubilee

Mrs Chung Fung (HK HO AZ) was accidentally omitted from our list of service anniversary celebrants for 1973, published in the October issue. Mrs Chung will celebrate her 25th anniversary on 15th September.

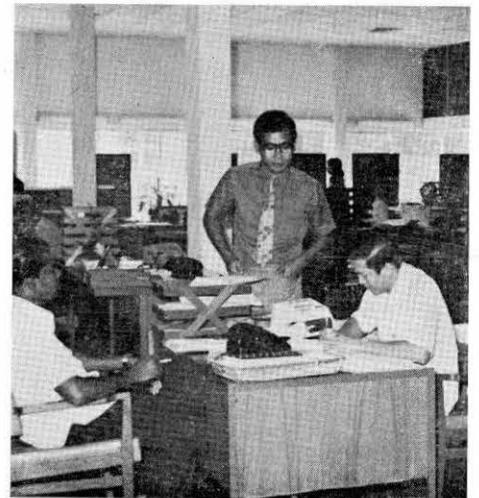
PERSONALITIES

On 21st January, Mr Woo Siu Hung (HK HO EDP) made another business trip to Singapore, returning to Hong Kong on 2nd February.

NEW AGENTS



On 1st April 1972, RIL appointed the East Asiatic Co. as agents in Port Kelang and Kuala Lumpur. Mr H.D. Troelsen, Manager of the Shipping Department, sent us these pictures of their Port Kelang premises and of some of their staff, at work in the Operations section.



PERSONNEL

NEW PERSONNEL

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

Mr J. Postma	Home Staff Employé
" B. van den Berg	" " "
" Ch. Wielders	4th Officer
" J.G. Beerends	Appr. Engineer
" J. Rouwenhorst	" "
" K.P. Schijff	" "

PROMOTION

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

Mr A. Duitemeyer	as from	28/8/72
" F. Kalkman	" "	27/9/72
" R.J. Stap	" "	24/8/72

SUCCESSFUL EXAMINATIONS

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

Mr L.A.J. te Boekhorst	2nd Officer	I	11/12/72
" J. Dolk	" "	I	21/11/72
" C.J.G. van den Hurk	" "	Th I	14/12/72
" F.A. Scheffer	" "	Th I	15/12/72
" L.H. Veenenbos	" "	Th I	28/11/72
" F. van Woerkom	" "	Th I	22/11/72
" M. Bakker	3rd	II	4/12/72
" J.M. Hoogesteger	" "	Th II	15/12/72
" Th.J. Machiels	" "	Th II	23/11/72
" S.L. Schuurman	" "	Th II	13/12/72
" M.Th. Zurhake	" "	Th II	13/12/72
" D. Kik	4th	III	30/10/72
" J.F. Quast	" "	III	25/ 9/72
" A.M.Th. van Wessum	" "	III	22/11/72
" H.D. Kwaytaal	2nd Engineer	Th C	12/12/72
" H.J. van Wolferen	3rd	Th B	8/12/72
" B.J.A. Mes	5th	A	14/12/72
" A. Monté	" "	A	12/12/72

LEAVE

Mr D.A.P. Algra	Chief Officer
" J. Boer	" "
" G.J. van der Heiden	" "
" P.J. van Leeuwen	" "
" P.F. Bijl	2nd
" J.V. Mulder	" "
" P. Bootsman	3rd
" W.J. Fokker	" "
" A.J. Muys	" "
" O.J. Pannevis	" "
" W.H.J. Scholte	" "
" A.W. Rietman	" "
" D. Thalen	" "
" J. Rijpstra	4th
" N. Filuis	2nd Engineer
" J. van der Kooy	" "
" M.C. Uijl	" "
" P.A. Alstede	3rd
" A.J.J. Bijman	" "
" H.C. Haas	" "
" G.J. Nijland	" "
" E.B. Saalmink	" "
" F.J.J. Berting	4th
" D.J.C. Scholtz	" "
" J. Steutel	" "
" Th. Burger	5th
" A.A.M. Groot-Antink	" "
" W. Kars	" "
" A. Pronk	" "
" P.C. de Moor	" "

Those who returned are:

Mr J.P. Goossens	Chief Officer	Pavlo
" T.A.J. Gulmans	" "	Straat Freetown
" J. Jonkman	" "	Straat Agulhas
" H. van Kapel	" "	Tjiwangi
" J.G. Ormel	" "	Straat Frazer
" G. Verkroost	" "	Safocean Amsterdam
" J.Tj. Wouda	" "	Safocean Albany
" M. Bijker	2nd	Straat Holland
" L.A.J. te Boekhorst	" "	Straat Colombo
" P.J.M. van den Ende	" "	Straat Nagoya
" W. IJpma	" "	Straat Cumberland
" A.F. Kuiper	" "	Straat Lagos
" L.H. Veenenbos	" "	Straat Nagasaki
" A.O. Aardse	3rd	Safocean Auckland
" M. Bakker	" "	Safocean Amsterdam
" T.P. Busch	" "	Tjitarum
" H.J. van Gorcum	" "	Straat Singapore
" J.M. Groenendijk	" "	Straat Korea
" G. Koster	" "	Straat Algoa
" W.H.D. Fockema	" "	" "
" S. Weessies	4th	Straat Algoa
" A.M.Th. van Wessum	" "	Straat Frazer
" U.C. van Baal	2nd Engineer	Straat Luzon
" H. Verburg	" "	Straat Honshu
" A.H.J. Buchner	3rd	Safocean Adelaide
" J.H. van Doornink	" "	Straat Fremantle
" Tj.A. Hiddes	" "	Straat Kobe
" J.S. Hooglander	" "	Straat Towa
" W.A. Kok	" "	Straat Rio
" J.W. Ruck	" "	Straat Lagos
" G.T. Bouwman	4th	Tjiwangi
" H.J. de Bruine	" "	Straat Adelaide
" F.E. Fokkerts	" "	Straat Johore
" G.J. van de Haar	" "	Straat Cumberland
" R.J. Keizer	" "	Straat Magelhaen
" R.L. Kooiman	" "	Tjiwangi
" J. van Lare	" "	Safocean Amsterdam
" A. Monté	" "	Straat Luanda
" H.L. van Riel	" "	Straat Madura
" R.H.G. Scholder	" "	Nieuw Holland
" F. Aarts	5th	Straat Clement
" W.C. Baars	" "	Straat Cook
" H.J.A.M. Baayens	" "	Straat Rio
" D.O. Burmania	" "	Straat Lagos
" A. Duitemeyer	" "	Nieuw Holland
" A.L. Conijn	" "	Straat Johore
" R.J. Gerdes	" "	Straat Nagasaki
" R. Hofland	" "	Straat Towa
" R.M.V. Imming	" "	Straat Lombok
" R.E. van Urk	" "	Straat Algoa
" W.J. Voolstra	" "	Straat Magelhaen
" C. Weyers	" "	Straat Fushimi
" H.B. Jansen Schipper	Appr.	Straat Van Diemen
" L. Zuurmond	" "	Straat Luanda
		Safocean Adelaide

TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS

Captain L.P. Weststrate, Master of STRAAT BALI went on home leave.

Acting Captain R.J. Piso, Master of STRAAT RIO was transferred to STRAAT BALI.

Captain P. Maas was posted to STRAAT RIO following home leave.

Captain J.G.M. Spijker, Master of STRAAT MOZAMBIQUE went on home leave.

Chief Officer A. Bikker was posted to STRAAT MOZAMBIQUE as Acting Captain following home leave.

Captain G.E. Kaersenhout, Master of STRAAT FREMANTLE went on home leave.

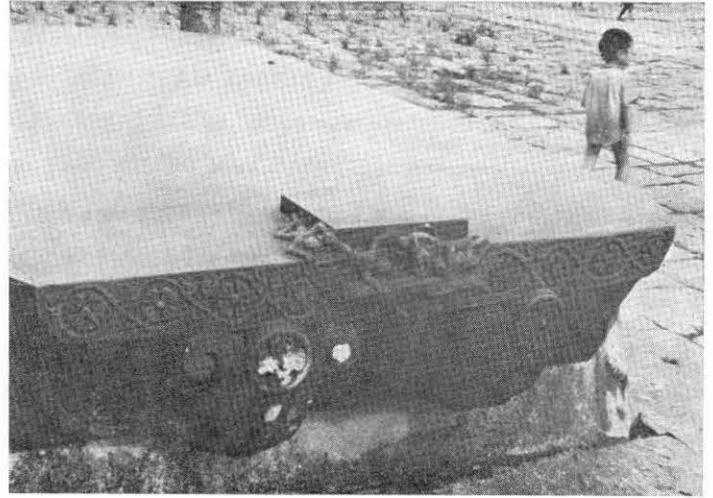
Captain J.J.E.M. Bruyn was posted to STRAAT FREMANTLE following home leave.

Acting Captain H.K.M. Schot, Master of STRAAT SINGAPORE went on home leave.



The famous jumping stone.

These flat stones with carved sides are found in many of the villages.



AMONG THE ISLANDS

with

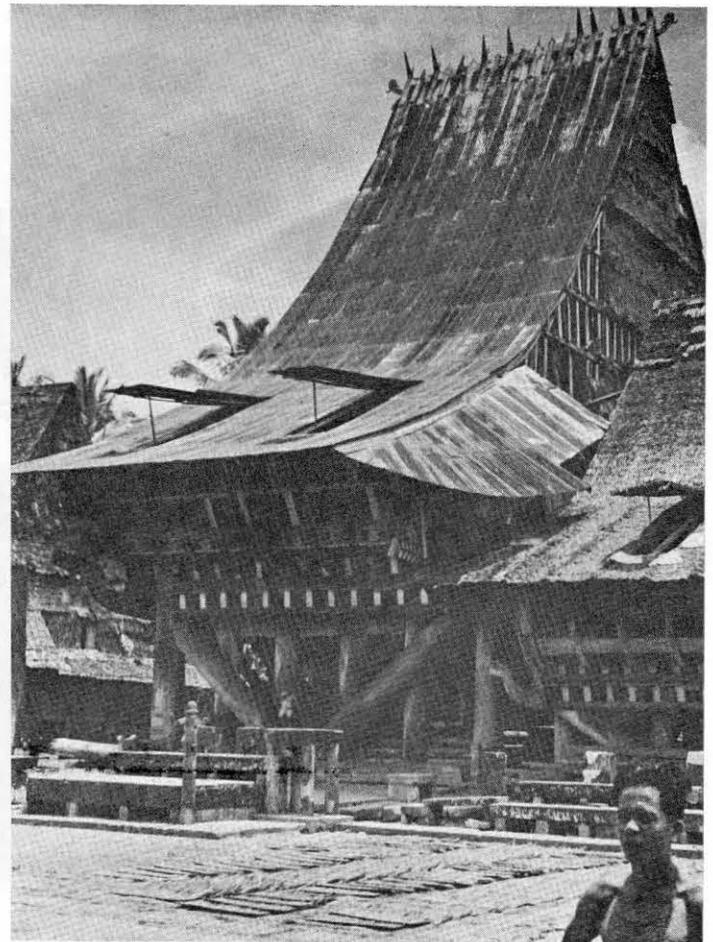
Captain H. Zeylstra (retired)

Bawamataloewo, perched almost 3,000 ft. up in the dense tropical jungle, is the largest and most spectacular village of southern Nias. It is famous for its jumping stone, believed to be the only one still in existence. The jumping stone was built in the days when the villages of Nias were surrounded by high walls. In order to attack a village, the young warriors had to leap over the walls with their weapons or torches ready in hand. In order to develop this skill, practice stones were built in the villages. Long after tribal battles had ceased, jumping competitions were a feature of festivals and other special occasions.

The village square of Bawamataloewo is dominated by the impressive dwelling of the Si Oeloe (the head of the tribe in the village). At least twice the size of the other houses, it serves as a meeting place for festivals and for gatherings of the tribe elders. In front of the house stand a curious assortment of stone structures, probably formerly used for ritual purposes.

One enters the house from below, by climbing the retractable stairs—they can be drawn up to fit flush with the floor for defence purposes. Inside the house, a huge slab of wood forms a raised platform along one side—rather like the quarter deck of an old sailing ship. From the platform one looks out onto the square through the horizontal bars which form a window. A row of bleached pig skulls are strung above the raised quarter deck.

Previously a warrior race, the people of Nias today are a proud, straightforward and friendly people. Differing from the Indonesians in language and customs, it is not known where they originated from.



The Si oeloe house at Bawamataloewo.

CONTENTS

	page
SHIPS	
<i>Straat Santa</i> visits Gan	28
<i>Straat Franklin</i> televised in Japan	29
Fleet Facts	29
STAFF	
Mr Ruys in Japan	23
25th Anniversaries	32/33
RILSC Dinner	33
Family News	35
FEATURES	
Life in China Part I—The Commune	24/25/26/27
The year of the Ox	23
Buenos Aires—Port of Call	30/31
Do you remember?	37
Among the Islands	38

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Singapore *J. Tan Swee Ann*

With a focus on China as Chinese New Year approaches, Baroness F.O. van Randwyck gives us some of her impressions of life in China.

Straat Franklin and *Straat Nagasaki* are both in the limelight with unusual tales to tell.

Calling at the Port of Buenos Aires we admire some of the features of this city, so frequently visited by RIL ships. Not forgetting our Buenos Aires office which sent us these photos, here is one of it's staff busy at work, Mr Janez Mikelj of the Claims/Statistics Department.



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Royal Interocean Lines

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

