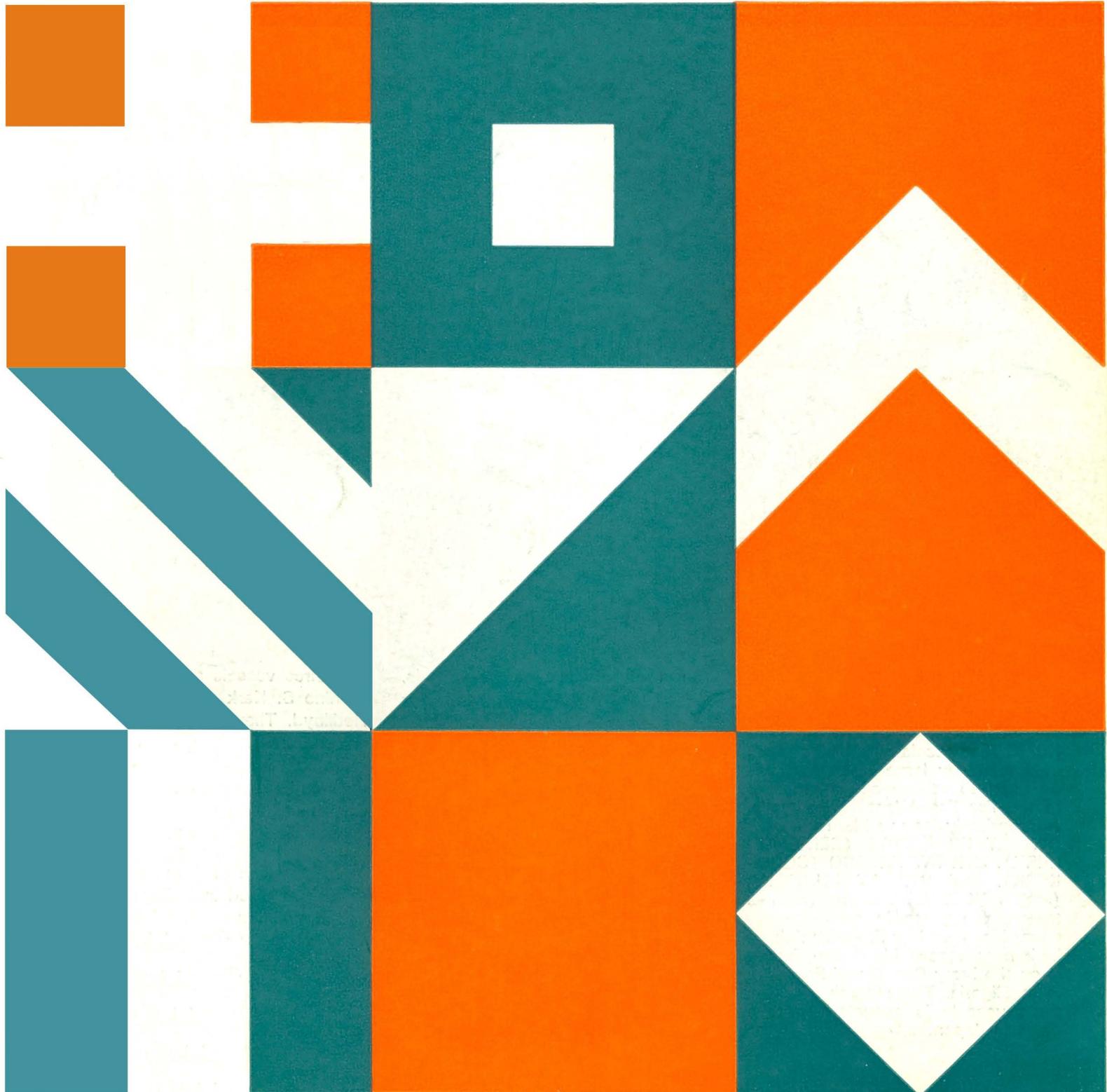


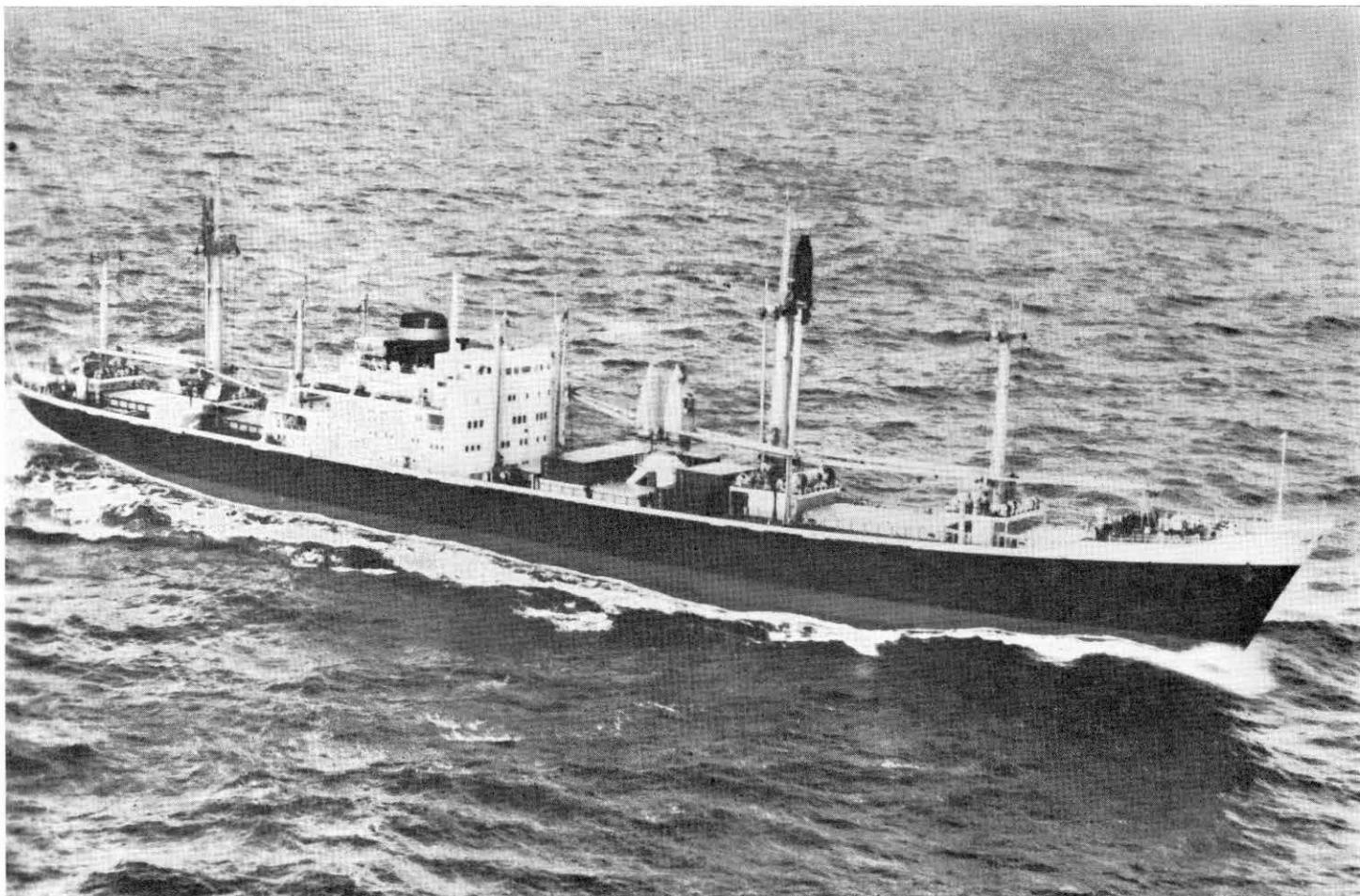
RIL Post

Volume 20 Number 3

A monthly staff publication of Royal InterOcean Lines



THREE S KERKS JOIN RIL FLEET



During 1973, RIL will be taking over from Nedlloyd, three vessels of the S Kerk type; mv. SERVAASKERK, mv. SCHIEKERK and mv. SLOTERKERK. The vessels, which all dispose of a relatively large balespace, will be used to relieve space pressure in the Far East-West Africa trade. Appropriately they will be re-named, STRAAT FORCADOS (SERVAASKERK), STRAAT FRESCO (SCHIEKERK), and STRAAT FUKUOKA (SLOTERKERK). The names are taken from ports in some of the countries served by FEWAS; Fukuoka is near Nagasaki in Japan, Fresco is on the Ivory Coast, and Forcados is in Nigeria. The renaming of the three vessels is expected to take place in Japan.

The first of the three vessels, *Servaaskerk*, has already been transferred to RIL in Europe in mid-February and will load in West Africa en route to the Far East. *Schiekerk* is at present expected to be delivered in April in Europe, and *Sloterkerk* will join RIL during the second half of April in New Zealand. The vessels will replace three of the Dutch built Straat F types, the *Straat Freetown*, *Straat Frazer* and *Straat Fremantle*, which will be employed in alternative liner service. *Straat Franklin* will remain in FEWAS. The new vessels will continue to be manned by a Nedlloyd Etat Major. A hearty welcome is extended to the three units and all those who sail in them.

The three vessels are from a group of nine S. Kerk vessels owned by Nedlloyd. They were built in 1961 and 1962; *Schiekerk* and *Sloterkerk* were built by P. Smit Jr. at Rotterdam and *Servaaskerk* was built by C. van der Giessen, at Krimpen.

In 1970, seven of the nine S. Kerks were jumboized including the three which will now enter RIL service. They were lengthened by the addition of a 19.20 metre section halfway along Hatch No. 3. This resulted in an increase of balespace, from 603,660 cu.ft. to 745,726 cu.ft.

At the same time, however, reefer space was reduced from 26,430 cu.ft. to 14,590 cu.ft. The new lengthened hold is divided in three parts; the middle section can carry fifty 20 ft. containers. Fifty more containers can be carried in two tiers on the upper deck. An electric twin-crane of a similar type to the Straat N gemini crane, with a lifting capacity of 2 times 11.5 tons, has been fitted to handle containers. All three ships provide well-appointed accommodation for twelve passengers.

Each vessel's main engine is a B. & W. with a BHP of 10,600. The main engines were built by P. Smit Jr., Rotterdam. The ships have a speed of 19 knots.

The main dimensions of the three ships are as follows:—

	Straat Forcados	Straat Fresco	Straat Fukuoka
Length o.a.		591½ ft.	
Length p.p.		541½ ft.	
Breadth-extreme		69 ft.	
Depth-moulded		39 ft.	
Draught-summer		26½ ft.	
GRT/NRT (tons) à 100 cft	8,288/4,750	8,289/4,749	8,305/4,726
SDW (tons) à 1016 kg	12,116	12,141	12,061
Total Balespace (cu.ft.) (excluding forecastle)	741,300	741,300	739,301
Reefer Space (cu.ft.) (in four chambers)	14,590	14,590	14,590
Deeptank capacity (cu.ft.)	38,297	38,200	49,130

FLEET FACTS

Straat Freetown upon return in Japan from West Africa in early March, will be withdrawn from FEWAS. The mid-March sailing in FEWAS from Japan will be effected by charter vessel **Herefordshire** which will be re-delivered in West Africa.

The three Straat F types withdrawn from FEWAS will be employed on the Australian-Far East berth, under a charter structure between CNC and RIL.



In 1970 seven of the S Kerk vessels were jumboised; here the new 19.20 meter section is being joined to Nedlloyd's Sinoutskerk.



MEET

SAO PAULO

Above; Royal Air Sao Paulo staff, from left to right: Mr A. Aidar, Mr M. Martins, Miss Salua Sayegh, Mr G.Th. M. Sweijen (Representative in Brazil), Mr A. Chalom.



Right; the office building of Martinelli Sao Paulo House, on 3rd floor, where RIL and Royal Air are located. (See arrow).



Left; RIL Sao Paulo staff, from left to right: Mr M. Hermas, Mr K.E. Gomes, Miss R. Leone, Mr H. Ezure, Mr G.Th.M. Sweijen (RIL Representative in Brazil), Mr E. Jeannetti, Mr G.F. de Muylder, Mr V. Rutigliano, Miss M.P. Guerato, Miss A. D'Angelo, Mr J. Kroselj, Mr E. Nasser and Mr J.D. Batista.

FAREWELL
IN
SINGAPORE



Mr J.W.A. Berends of Straits Transport Ltd. renewing his acquaintance with Mrs J. Balhuizen. Mrs Postuma and Mr Balhuizen are looking on.



The girls were not abashed about toasting the Postumas as loudly as the boys.

The party takes on a quicker tempo and the staff are having a real swing.



As Mr and Mrs E.A. Postuma were about to depart from Singapore last December, INTEAC (Interocean — EAC Agencies Pte. Ltd.) became a hive of social activity which was heightened by the approach of the festive season.

One of the highlights of a series of social functions was a cocktail party held by INTEAC on 14th December to enable friends and business relations to say farewell to Mr and Mrs Postuma and to renew their acquaintance with Mr and Mrs J. Balhuizen. Despite the cold and unfriendly weather, almost all of the three hundred guests invited turned up and the hall in the Hollandsche Club, where the cocktail party was held, was packed out. What could be a better testimony to the popularity of the four principal guests! Drinks flowed freely, there was "makan kecil" galore; from beginning to end the party was a great success.

Equally successful was the dinner party held on 18th December when INTEAC's staff turned up in full force to wish the couple "bon voyage". Although most departures are in themselves occasions for sadness, Mr and Mrs Postuma turned the evening into a very genial one with the characteristic Postuma charm. In his speech, Mr Balhuizen recounted his pleasure in working with Mr Postuma. Then Mr J. Tan Swee Ann and Mr Ho Yong Chan spoke on behalf of the staff.

As a token of their appreciation for the inspiring leadership they have received during Mr Postuma's stay in Singapore, the staff presented the couple with a Tai Ping carpet, in the hope that "INTEAC and all its staff members will always find a place in their memory". In addition, Mrs Postuma received a gold pendant.

LIFE IN CHINA

Part II – The City

by Baroness van Randwyck



Spanning the great Yangtze is the Nanking Bridge bearing both road and railway. 4,500 meters long and 1,577 meters wide, the bridge was built between 1960 and 1968.

Peking is laid out on an impressive scale. Its spacious avenues are here and there lined on either side with hotels, factories and blocks of flats. As in a number of other cities in China, in Peking many of the workers live within their factory complex; it rather reminded us of the commune in that work, accommodation, schooling, welfare facilities and even recreation are provided within one community centred around the place of work, in this case the factory.

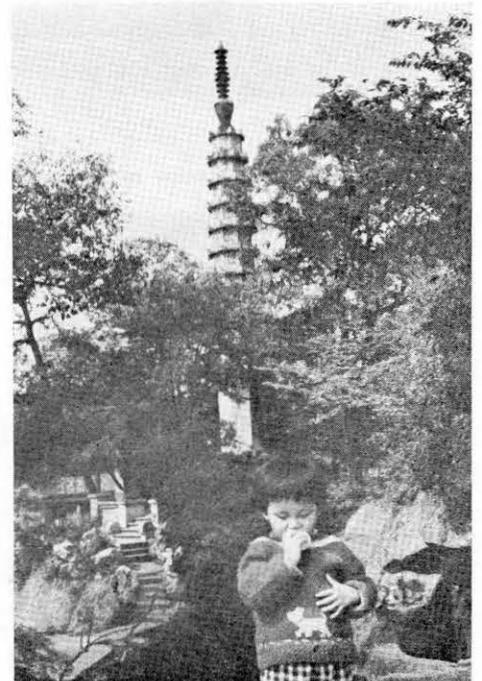
We visited Peking's No. 2 textile mill, which is a typical example of such a complex. Built in 1954/1955, it employs 6,400 people, 70% of them women, and provides accommodation for all its personnel. One of the main objectives of these

complexes is to eliminate the need to travel to work. If husband and wife work in different factories however, they may choose which factory's accommodation they prefer to use.

We visited several flats at the textile mill and found they consisted of two rooms with kitchen and toilet for a married couple, and a single room for a single person. A two-room flat costs 5 RMB per month with basic furniture and electricity provided. For those who wish to pay a little more, slightly larger flats are available. Block heating is provided in winter for an extra 2 RMB. In many of the flats we found the older members of the family, busy preparing a meal or looking

after the young children. As on the commune, those who are retired often share accommodation with their younger relatives. Men in China retire at sixty and women at fifty or fifty-five. Pension as a rule amounts to 70% of last-earned salary.

The community centre of the factory complex is a large hall where plays and films are produced from time to time. A canteen service is located here, providing a choice of meals at minimal cost; some families prefer to eat in the hall while others apparently take their meals back home or cook for themselves. The food we saw in the canteen kitchen was



A child pauses to enjoy a pear in the pleasant gardens alongside the West Lake at Hangchow.

varied and of very high quality. Other common facilities include a sports playground, a clinic and a primary school and middle school.

The factory itself is administered by the Revolutionary Committee; from time to time there is an interchange when the administrative workers take over the tasks of the manual workers and vice versa. The factory is automatic and semi-automatic; with a three shift system it produces 60,000 kilos of cloth a day.

Payment, we were told, varies according to age and experience. Starting with a minimum wage of 30 RMB per month, a highly skilled worker may earn as much as 100 RMB per month. In the shops and stores of Peking and Shanghai there are certainly a great variety of consumer goods; clothing, material, furniture, household goods, beers, wines, cigarettes and all kinds of ornaments are plentiful as are for instance, bicycles, and transistor radios.

Each week, everyone has one day's holiday. This is allocated on a staggered basis to avoid over-burdening leisure facilities on any particular day. In addition, people enjoy one day off on International Labour Day, 2 days off on National Day and 3 days off during Spring Festival. Those who work away from their families may be granted about 3 weeks annual leave, travel expenses for account of the employer.

The No. 1 carpet factory which we visited at Tientsin, where the world-famous carpets are made, is organised in quite a different way. Living quarters are not yet provided at the factory; the workers live in government flats in the city and travel to work by bus and bicycle. Because of the high level of craftsmanship involved in producing a carpet, only four people can work on it at one time, each person completing one square foot a day. The



Kindergarten children play on their school's jungle gym during their morning break.

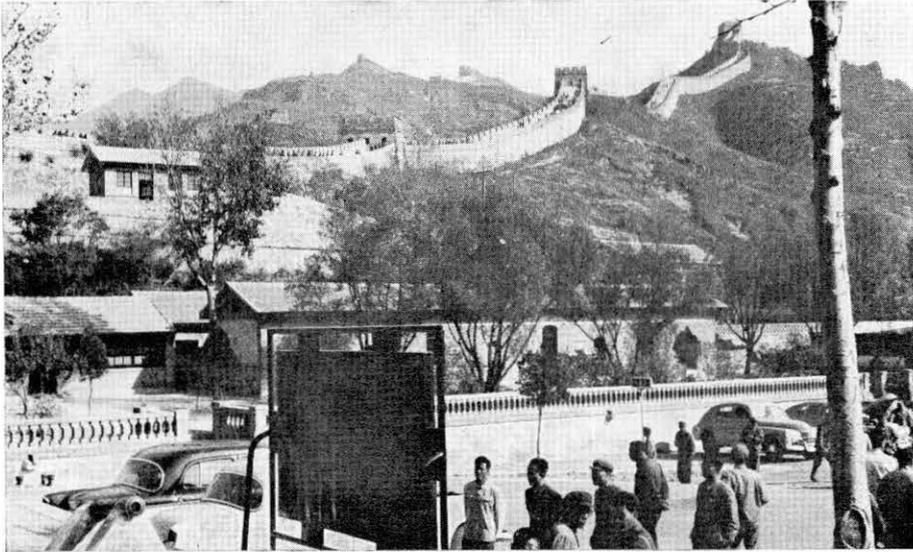
same four people must complete the carpet, and so the factory works only one shift (from 8-12 and 2-5). Once the knotting is completed, it takes a further five months to finish the carpet which has to be washed, rolled and dried. Then the designs are cut (embossed) using electric scissors. The wool is the exclusive autumn wool of the Mongolian sheep. Because of the skill involved in making a Tientsin carpet the workers train for many months in

the factory. Their wages vary from 43-120 RMB per month.

Education in China has some unusual features as we discovered when we visited a primary school and kindergarten in Peking. With the introduction of the five year secondary school course, primary education now lasts five years instead of six. Between the ages of three and seven however, children may attend kindergarten.



These fine stone statues line the road leading to the Ming Tombs.



No visit to China is complete without a glimpse of the Great Wall.

The school which we visited was built in 1910. In conversation with the headmistress and deputy, we discovered that they encounter the same discipline problems as teachers in other countries. The problem they explained is mainly one of large classes; with 1,152 pupils and 64 teachers, on average there are 40 pupils to a class.

We were shown around the kindergarten and the children's daily routine was explained to us. Kindergarten hours are from 7 a.m.-7 p.m.; the children take their meals at school and the teachers work in two shifts. All the usual nursery school activities were in progress; painting, playing shops, cooking with plasticine and other games. During musical instruction the children sing revolutionary songs. In one room little beds were laid out ready for the afternoon rest. At break time they dashed into the courtyard to play on the jungle gym.

In primary school, (with school hours 8-11.45 a.m. and 2-4 p.m.) the children start to follow a curriculum; this

includes common knowledge (which has superseded history and geography), painting, singing, physical education, maths, politics, Marxism, Leninism, Mao Tse-tung Thought and Chinese language. Because the language is so difficult it takes up a great deal of time, up to twelve periods a week. The children seem very orderly despite their teachers' comments and during break they file into the courtyard for physical

exercise, following the instructions issued through loud speakers.

An interesting aspect of the curriculum to us was the school's small factory. Every school in China contributes to the production of the state in some way. In this school each child spends two hours a week making Chinese chess sets. Obviously the younger workers were enjoying themselves. While the younger children painted the chess pieces and pasted the boxes together, the older ones cut the pieces using simple machinery. A retired factory worker was in charge of the class. The chess sets are made from a special wood, similar to birch, which is transported by truck from the mountain regions. Three hundred sets are made each week, and the money they raise goes into the school funds. In addition to working in the factory, the older children spend half a day each week on a commune.

In conclusion I wish to say that I was deeply impressed by the hospitality shown by all the people I met, and also by their efforts to build a new nation through self-reliance.

Concluded



A farewell dinner was given to our business hosts in Peking and to the Ambassador for the Netherlands.

JAPANESE NIGHT IN JOHANNESBURG

Towards the end of 1972, as is now customary, RIL gave it's annual Japanese party for the Japanese community in Johannesburg. This community has now increased in number to 550 including children.



Dancing

Mr and Mrs R.J. Thesen Ender and Mr T. Makiura (of RIL Johannesburg), gave their three hundred guests a warm welcome as they arrived at the Sunny Side Park Hotel. As usual everyone enjoyed themselves enormously with plenty of food, drink, and dancing which lasted well into the evening.

All the ladies attending the party received gifts from Holland and Japan, presented by RIL, and on their departure Japanese foodstuffs were distributed to each guest by means of a lottery, so-called "San-kaku-kuji".

On behalf of the General Manager Mr van Middelkoop, who was away in Hong Kong on business, Mr Thesen Ender tossed "Kampai" to the health and prosperity of the guests. Judging by the guests' reactions, RIL had once more created a happy "home from home" for their Japanese friends for a few hours.



From l. to r.:—Mr Ogawa (Mitsubishi Corp.); Mr Mori (Marubeni Corp.); Mr Masuda (Japanese Consul); Mr Makiura (RIL); Mr Imamura (General Manager Marubeni Corp.).

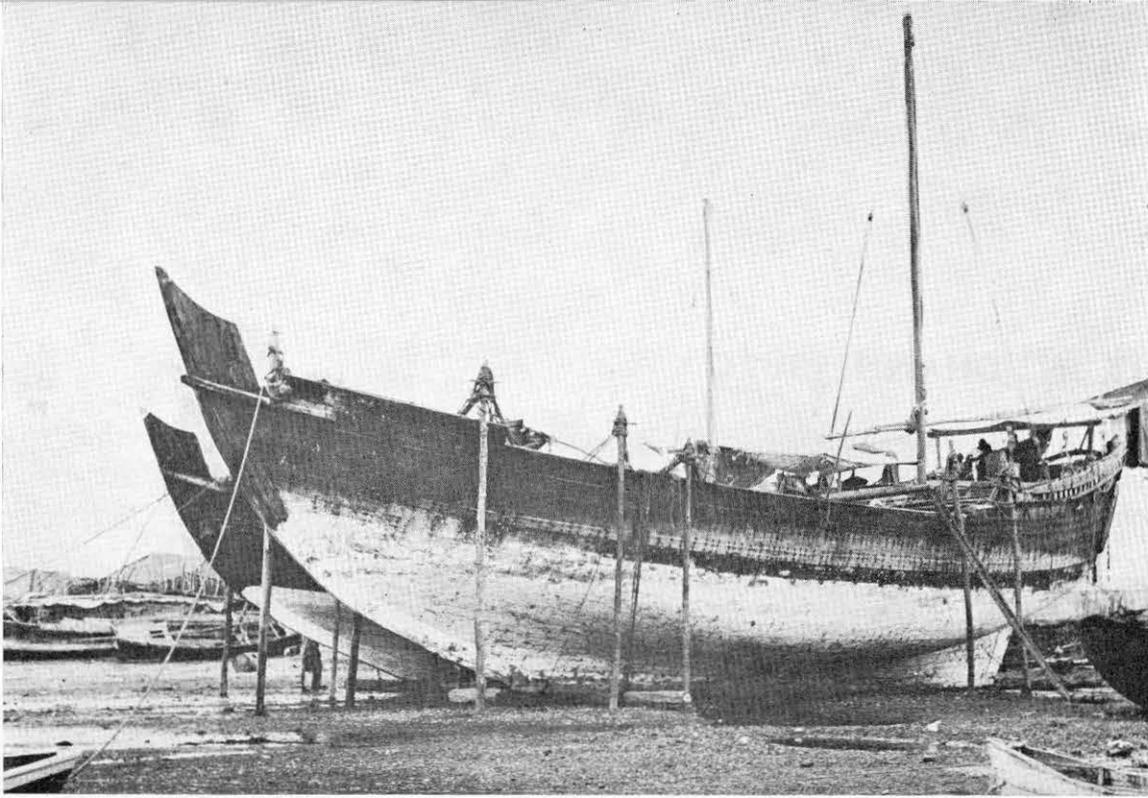


Mr & Mrs Thesen Ender greeting Mrs Ohmori, wife of the General Manager, Mitsubishi Heavy Industry.

DHOWS IN Z

In response to our article (published in the July 1977 issue) focused on Mombasa, Captain [Name] sent us these fine photos of dhows in Zanzibar.

Whereas the number of dhows at Mombasa has long been a considerable number still in Zanzibar during the spring season. Some are beached nearby for a thorough overhaul. The vessels (right and left) are having their hulls awaiting the South West monsoon, then back to their home ports.



ZANZIBAR

... on the Dhow trade
(2 issue), in which we
... ain H. Zeylstra (retired)
... ographs of Dhows in

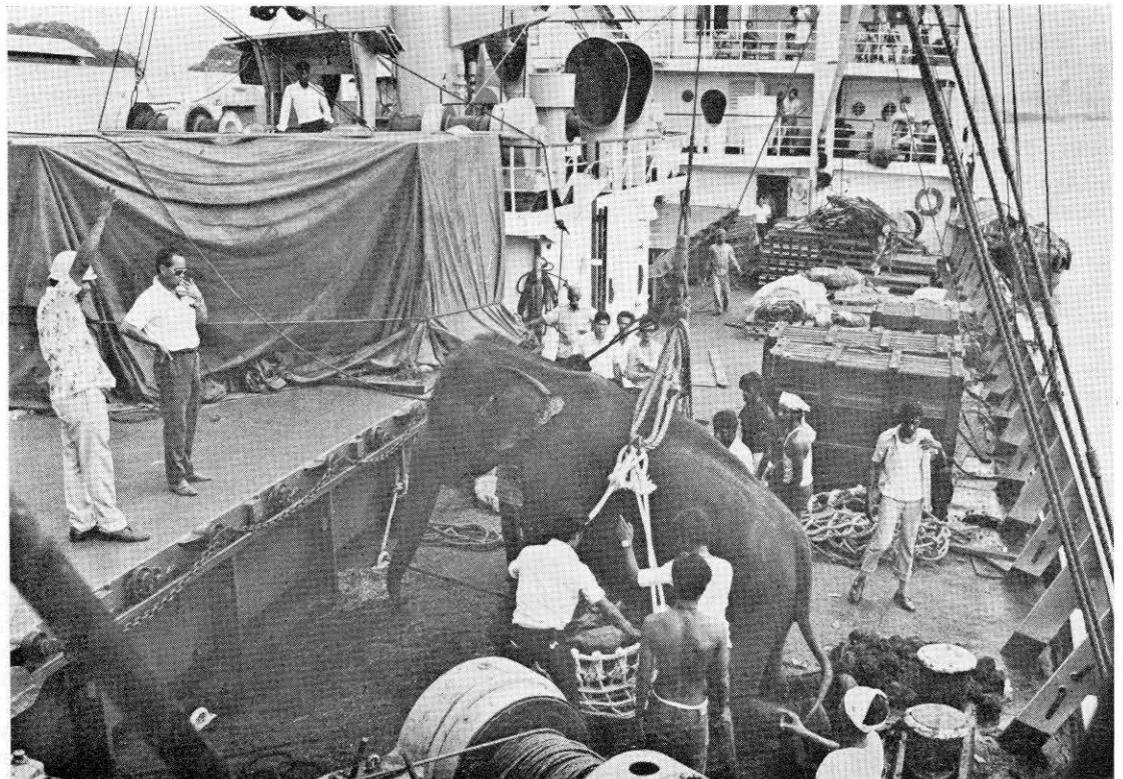
... dows to be seen each
... ng been dwindling, a
... crowd the harbour at
... season (January-April).
... where they undergo a
... essels seen here (right
... hulls repaired. They are
... onsoon which will carry
... ports.



STRAAT

NOAH'S

ARK?



Straat Singapore created quite a stir in Singapore harbour when she discharged a number of zoo animals on January 3rd. The star attraction was "Anusha", a female elephant who nonchalantly wagged her head from side to side as a swarm of photographers and television men tried to capture her on film. Her mahout explained, "Anusha, like the other animals, has been brought from Ceylon Zoo for the Singapore Zoo." Among the other animals were, a pair of turkeys, a pair of porcupines, six spotted deer, one sika deer and a pair of zebras.

This is the second batch of animals which has arrived for the zoo. They will make their new homes at the beautiful Mandai Lake Gardens which is the 70 acre site for Singapore Zoo. The zoo is expected to open around February this year.

THE ALUMINIUM STORY

Aluminium seems likely to become an increasingly familiar cargo from New Zealand amongst other places. We thought readers of RIL Post might like to know a little more about the aluminium smelting process in general and the Bluff aluminium smelter at Tiwai Point, Southland, New Zealand in particular. Previously Comalco used to supply the SE Asian region from Devonport, Tasmania, but now with the smelter at Tiwai Point in full production they ship all SE Asian requirements from Bluff and Dunedin. Needless to say this is welcome cargo for NZEAS.

The Bluff Smelter is New Zealand's largest single industrial undertaking, linking two massive natural resources located more than 3,000 miles apart. Through the smelter, the immense hydro-electric power potential of the Manapouri/Te Anau lakes system in Fiordland, New Zealand, has been harnessed in order to process alumina (aluminium oxide) refined from Weipa bauxite (20% of the world's known reserves).

In April 1971 the first aluminium was produced at the Bluff Smelter Plant.

Australian and Japanese capital and markets are involved in utilising the hydro-electric power entitlements from the Manapouri scheme held by Comalco under an agreement with the New Zealand Government. The eventual capacity of the plant will be 220,000 tons per year.

The production process starts with unloading raw materials at the wharf head in Bluff Harbour. Alumina (aluminium oxide) from Gladstone on the central Queensland coast, petroleum coke from the US and pitch from Australia are removed from bulk carriers by a specially designed vacuum unloader and then taken more than a mile by conveyor to storage buildings.

Every ton of aluminium produced consumes half a ton of carbon anode blocks (made of petroleum coke and pitch) in the furnaces during the smelting process. The smelters' furnaces are connected in an electrical series known as a potline. The first potline has 204 furnaces housed in two long buildings, each called a potroom. Each furnace is 15 feet

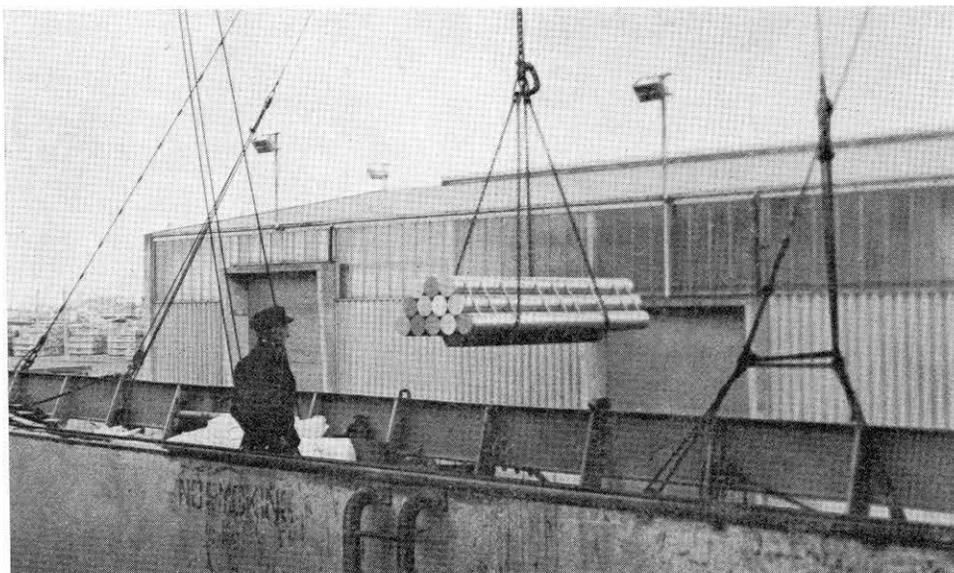
wide and 30 feet long, shaped like a shallow bath.

Alumina, brought by conveyor from the bulk store is placed in hoppers which form part of the superstructure of each furnace. From the hoppers the alumina is fed into a molten bath of cryolite (sodium aluminium fluoride) heated to around 975 degrees C. The alumina dissolves in the cryolite. Electricity at a very high current is distributed to the furnaces from the smelter's switchyard through heavy aluminium "bus-bars".

The carbon anode blocks which are suspended in the molten solution of cryolite and alumina by rods fixed to the superstructure, conduct electricity into the furnace. The current flows through the anodes into the solution and out through a carbon lining which acts as a cathode. As the current passes through the bath the dissolved alumina separates into aluminium and oxygen. Aluminium collects at the bottom of the furnace where it is recovered each day by a process similar to siphoning. The smelting process is a continuous, 365 days a year, 24 hours a day operation.

Each furnace produces more than a ton of aluminium a day and in the process consumes about 16,000 kilowatt hours of electrical energy—more than is used in the average household in two to three years. The molten aluminium is taken from the potrooms by crucible to the metal products building where it is cast into various shapes and alloyed with other metals. These products include 1,200 pound 'sows' for export, alloyed ingot, extrusion billet, rolling block and electrical grade re-draw rod and foundry alloys.

There are laboratory facilities for maintaining purity levels of incoming raw materials and outgoing aluminium products and a staff of chemists, metallurgists and technicians constantly measure and test the materials. Cast metal in its various shapes is packaged and warehoused and then shipped from the smelter wharf to New Zealand and overseas users. Outlets for the smelter's production are particularly important in Japan where aluminium markets are expanding rapidly.



This photograph was taken at Bluff when Straat Clement loaded 100" and 25" aluminium billets destined for Lourenco Marques. This was the first shipment of its kind out of New Zealand to Africa, although previously Straat Clarence had exported bundles of billets and ingots to Bangkok and Singapore.

FAREWELL IN AMSTERDAM

Mr J.G. Baak

Mr Baak's career with RIL can be divided into two periods; a pre-war period lasting from 1930 to 1941, and a post-war period starting in 1950 when Mr Baak re-entered RIL service as Chief Accountant of Amsterdam Office.

RIL was already expanding rapidly and its administrative system was being mechanized and computerized; Mr Baak not only succeeded in pushing these new developments forward, he also inspired enthusiasm for them among his subordinates, cultivating their self-reliance and sense of responsibility for their tasks in the administrative system.

Mr Baak played an important role in the merger of KPM and RIL in 1966, and during the NSU merger of 1970 he was given the task of integrating concern-administration. Thus he has spent most of the last two years with NSU at Rijswijk. He also represented Amsterdam staff on the committee of RIL's pension fund and was occupied with the NISHM and the Drydock Co "Tg. Priok".

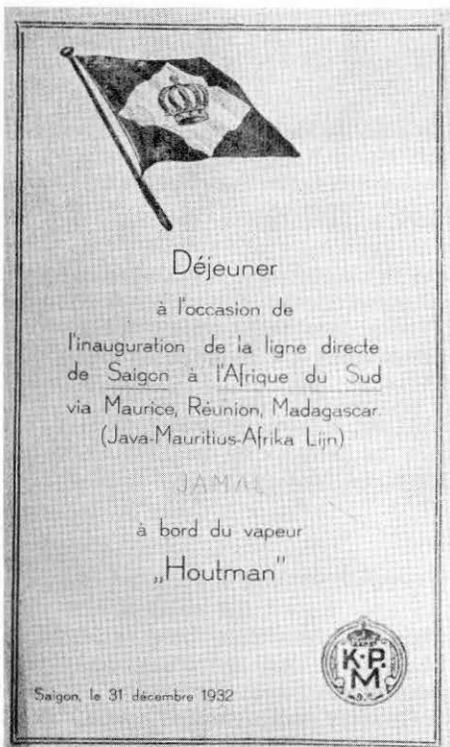


At the farewell party held in "Het Scheepvaarthuis" on 21st December, Mr H.M. van der Schalk praised Mr Baak for all he has contributed to RIL and NSU. Mr Baak will be able to indulge his many hobbies as a nature-lover, without reservation during his retirement.

DO YOU REMEMBER ?

40 YEARS AGO

information from Captain J.F. Verbeek, aged 81 (retired!)



In 1931, KPM spread their wings by opening on a trial basis a new line from Java to South and East Africa (ZOAL) using ss Houtman and ss Tasman. The first four voyages showed a loss but gradually prospects improved and after voyage Houtman/5 and Tasman/6 the line was already making a considerable profit.

Despite the economic depression, the following year prospects looked better and better and a permanent line was established and renamed "Java Mauritius Africa Line" (JAMAL). It was split up into the JAMAL/East line (Java via Mauritius to East Africa vv) and the JAMAL/South line (Bangkok via Saigon, Batavia, Mauritius, Reunion, Lourenço Marques to South Africa vv). The first sailing was given by Houtman from Bangkok on 27th December 1932 and from Saigon on 1st January 1933 — just over 40 years ago.

For the official opening of the new line, a "Thé Dansant" was given

in Bangkok. Government Officials, Diplomats, Managers of Trading Houses and Journalists were all there — altogether 160 guests. Amongst them was H.H. Prince Sakol. In Saigon, an official luncheon party was held on board with Captain J.F. Verbeek acting as host on behalf of Managing Directors.

The subsequent history of JAMAL is well-known to everyone in RIL; it was such a success that three modern passenger/freighters were ordered in 1936, mv's Boissevain, Ruys and Tegelberg, all of whom until recently bore the RIL house flag in the southern hemisphere and the Far East.

It is said that when KPM Amsterdam and KPM Batavia were considering using larger vessels for JAMAL, they discussed the fact that the new JCJL vessels Tjisadane and Tjitjalengka would fit the bill very nicely but JCJL declined this villainous plan!

An unusual tale!

In its time, RIL has received some unusual requests; perhaps the most bizarre of all came recently from Mr Hart Rosdail, a teacher who lives in the USA. Having visited 219 countries, Mr Rosdail is already recorded in the Guinness Book of World Records as the "world's most travelled man". Amongst the many miles he has covered are the 23 thousand which, in his younger days, he completed by bicycle. Not content with his record, in recent years he has been chartering small vessels to reach remote islands in the Pacific.

When Mr Rosdail wrote to RIL last April, excluding four (to quote) "hot - or - cold - war" countries, there were only three countries which he had yet to visit. One of these was TAAF and specifically New Amsterdam at 38 degrees South and 77 degrees East. Mr Rosdail hoped that the slight diversion of a RIL ship would give him the chance to briefly step ashore.

Sympathetic to his ambitions, RIL also realised some of the difficulties and dangers involved and pointed these out in their letter of reply. At 30 degrees South, gale-force winds are prevalent virtually all the year round and especially in winter when Mr Rosdail was free to make the voyage. As there is no safe landing place on the island, a visiting vessel would have to anchor three cables off and so a visitor would have to alight in a motor launch. In such conditions, it would be at the Captain's discretion to cancel the operation if he saw fit to do so.

Despite these discouraging arguments, Mr Rosdail snatched the only ray of hope and suggested that St. Paul (another island in TAAF) with a mile wide crater anchorage might offer an easier landing place. This plan nearly came to fruition when RIL offered a possible trip on Straat Clement but as it turned out the

ship was due to carry a heavy load of deck cargo which made the scheme impossible.

As Mr Rosdail has in the meantime used up his remaining annual leave visiting Deception Island in the Antarctic, and making a 22 day trip in a 50 ft. yacht to Pitcairn Island (his 220th country), he has had to postpone his visit to TAAF. However we wish him well and hope that one day he will get there, with or without RIL!

RIL SPORTS CLUB NEWS

New President

In connection with his impending departure, Mr F. Terwogt has had to relinquish his post as President of the RILSC, which he has held for three years.

Mr C.L.C. van Kretschmar has kindly agreed to take over the post as from 7th February 1973.

To bring the name more in conformity with the function of the post, the title 'President' will be changed to 'Patron'.

Well done Walkers

Eighteen RIL staffmembers took part in the "Walk for a million" sponsored by the Hong Kong Community Chest on 14th January and raised HK\$5,140.55 from 180 RIL sponsors. Mileage covered by RIL walkers totalled 260 making the average donation HK\$95.25 per mile.

The biggest donation was "walked" by Mr A.J. Kleber (RILSC Chairman) amounting to HK\$1,192; Miss Josephine Yeung, had the highest average donation per mile; she walked nine miles at HK\$95.25 per mile.

"STRAAT....."

You are no doubt aware that the prefix "STRAAT" by which the vessels of RIL are recognised, is used in the meaning of "Strait" and refers to existing (and non-existing e.g. Straat Amsterdam) straits.

Another meaning of "straat" is the English word "street", and it may interest Dutch readers to know that the municipality of the town of Wieringermeer has decided to do it the other way round and to name the streets in their new housing area after vessels.

The first streets are to be called "Tjalk" (spritsail barge), "Aaak" (barge), "Schokker" (kind of fishing-boat), "Botter" (fishing-boat), "Bork" (?), "Schouw" (scow), "Schoener" (schooner), and "Sloep" (sloop).

PERSONALITIES

Mr Ph. Bangert (Wellington) made a brief business trip to Hong Kong on 30th January.

Mr J.G. de Harde (Chief Accountant) left Hong Kong on 2nd February to make an extensive business trip in South America.

On 9th February, **Mr K. Dirkzwager** (Amsterdam) and **Mr A. Doyer** (Rotterdam) arrived in Hong Kong for a week on business.

Mr L.W. Warmenhoven (HK HO TD) left for Singapore on 12th February for the DMO of Straat Cumberland.

New Appointment in NSU

Mr J.J. van Steenberg, Deputy Manager (Durban), has been appointed 'Adjunct-Directeur' of Ruys & Co. N.V. in Rotterdam, which post he took up on 12th February 1973.

SOMETHING NEW



FAMILY NEWS

Weddings

Miss L. Shek (HK MH) to Mr P. Lam, on 23rd December.
 3rd Engineer H.R. de Lange (Leave) to Miss N. Faasse, on 20th January, at Durban.
 Miss H.A.M. van Kleef (Amsterdam) to Mr A. Cuppé, on 7th February, at Amstelveen.

New Arrivals

Chief Officer K. Beekes (Straat Cook); a son, Edmund Koert, on 18th November, at Melbourne.
 3rd Engineer G.V. Nijdam (Straat Rio); Justin James, on 20th December, at Maurik.
 Captain J.D. Jelijs (Leave); a son, Marinus Hendrik Michiel, on 30th December, at Zuidhorn.
 3rd Engineer J.M. van Ede (Leave); a daughter, Yolanda, on 4th January, at Zeist.
 Mr A.J. van de Meent (Amsterdam); a daughter, Berendina Sophia, on 10th January, at Harderwijk.
 2nd Engineer H. Bijl (Straat Algoa); a daughter, Wendy, on 6th January, at Zeist.
 Chief Officer H.K.M. Schot (Leave); a daughter, Clazine Margaretha Elisabeth, on 24th January, at Breda.
 2nd Officer G. de Koning (Leave); a son, Ronald Pieter Aalbert, on 3rd February, at Oost-Souburg.

Photo Left From l. to r.:—Gloria Suen Sau Fong, Phoebe Luk Yuen On, Cicy Chong Fung Chun, Joanne Ng Ka Lai, Liza Toyuk Ping, Susana Wong Yin Hing.

No one working in Head Office during the past few months can have failed to notice these pretty faces, slipping unobtrusively in and out of the offices as they get on with their job. RIL Post would like to take this opportunity to say "Welcome". All six girls have joined the staff at HK HO during the last few months; they are working as office girls, and since they arrived they have proved themselves most efficient and helpful.

First to arrive were Susanna Wong Yin Hing and Joanne Ng Ka Lai; the other four girls soon followed. Although a little shy of having their photographs taken, I'm sure everyone will agree, they have added a great deal to the attractions of HK HO!



PERSONNEL

NEW PERSONNEL

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

Mr A.M. Lunenburg	4th Officer
" W.J. de Vreeze	" "
" H. Zwaak	" "
" P.G. van Loo	Asp. Appr. Officer

PROMOTION

Our congratulations go to Mr J. Bouw who was promoted to 5th Engineer as from 3/10/72.

SUCCESSFUL EXAMINATIONS

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

Mr A. Robaard	2nd Officer	Th.I	21/12/72
" H. Verburg	2nd Engineer	C	3/ 1/73

LEAVE

Mr J.R. van Amerongen	Chief Officer
" B.G. Coops	" "
" W. Flach	" "
" T.R. de Groot	" "
" R. Hol	" "
" R. van Willigenburg	" "
" R.A. Groenendijk	2nd "
" G. de Koning	" "
" D.H. Blaauw	3rd "
" G. Carstens	" "
" E.E. Kip	" "
" R.P.A. de Kreek	" "
" J.F. Krijt	" "
" L.A. Oosthuizen	" "
" P.L. Rollingswier	" "
" H.J. Nieuwland	2nd Engineer
" L. Smit	" "
" R.J. van der Spoel	" "
" H.R. Gleisberg	3rd "
" L. Jansen	" "
" F.R.M. Kousbroek	" "
" R. van Lelieveld	" "
" J.G. de Rooy	" "
" C.F. von Stein	" "
" W.K.C. du Bois	4th "
" A. de Bree	" "
" P.L. Meijering	" "
" K.H. Stap	" "
" C.J. Teekman	" "
" R.J. Bersma	5th "
" J.N. Eisenloeffel	" "
" J.M.A. Frings	" "
" M.J.H. van der Reyden	" "
" Tj.R. Topée	" "

Those who returned are:

Mr N. Dijns	Chief Officer	Straat Le Maire
" W.J. Florie	" "	Straat Tauranga
" H.H.A.E. Kwaad	" "	Straat Nagasaki
" R. Reitsma	" "	Straat Fushimi
" H. Samson	" "	Straat Franklin
" H. van de Beek	2nd "	Straat Madura
" W.A. van Erk	" "	Straat Clement
" R. de Jongh	" "	Straat Chatham
" D.B. Kubbe	" "	Straat Frazer
" J.W. Moerbeek	" "	Straat Cumberland
" J. Orsel	" "	Straat Van Diemen
" J.N.M. Smit	" "	Tjitarum
" J.J. Bakker	3rd "	Safocean Adelaide
" W.E. Creighton	" "	Straat Johore
" J.F.E. van Dijk	" "	Straat Holland
" H.R. Margadant	" "	Straat Rio
" Th.J. Machiels	" "	Straat Lombok
" P. Talsma	" "	Straat Mozambique
" H. Bijl	2nd Engineer	Straat Algoa
" G. Feringa	" "	Straat Van Diemen
" A.J. Koomans	" "	Straat Le Maire
" C. Rog	" "	Straat Mozambique
" W. Best	3rd "	Straat Lombok
" J. van Doorne	" "	Straat Torres
" J. Kools	" "	Straat Franklin
" J.M. Schaap	" "	Straat Korea
" J.H. Strijers	" "	Straat Korea
" H.C. Visser	" "	Straat Nassau
" L.A.J. van Eijck	4th "	Straat Van Diemen
" J.W. Hermans	" "	Straat Fiji
" J. Jongman	" "	Straat Kobe
" G.H. Meijerhof	" "	Safocean Auckland
" G.G. Olthoff	" "	Straat Freetown
" L. van Wageningen	" "	Straat Futami
" J. Bouw	5th "	Straat Singapore
" D. Claus	" "	Safocean Amsterdam
" M.C. Renshof	" "	Straat Le Maire
" R.J. Stap	" "	Straat Korea
" J.A. Tomassen	" "	Straat Towa
" P.J. Vink	" "	Straat Florida
" P.R. de Wispelaere	" "	Straat Fiji
" J.B. Speelberg	Appr. "	Straat Futami
" J.L. Vinhuizen	" "	Nieuw Holland

TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS

Captain E.P. Helleman, Master of TJIWANGI went on intermediate leave and subsequently posted to SAFOCEAN ADELAIDE.
 Captain D.C.M. van der Kroft was posted to TJIWANGI following home leave.
 Captain J. Maan, Master of SAFOCEAN ADELAIDE went on home leave.
 Captain N. Kroone, Master of STRAAT FREETOWN was transferred to STRAAT FIJI.
 Captain P. Starkenburg, Master of STRAAT FIJI went on home leave.
 Captain B.L. Legemaate, Master of SAFOCEAN AUCKLAND went on home leave.
 Captain B. den Hoed was posted to SAFOCEAN AUCKLAND following intermediate leave.
 Captain P.L. Eichhorn, Master of STRAAT HONSHU went on home leave.
 Captain G. Verkerk, was posted to STRAAT HONSHU following home leave.
 Captain A.J. Zonnevillage, Master of STRAAT FUSHIMI went on home leave.
 Captain E. Pels was posted to STRAAT FUSHIMI following home leave.
 Captain H. de Geest, Master of STRAAT LAGOS went on home leave.

Captain J. Bruin was posted to STRAAT LAGOS following home leave.
 Captain L.J. Eyken, Master of STRAAT MADURA went on home leave.
 Captain J. Kalf was posted to STRAAT MADURA following home leave.
 Chief Engineer J. Schriemer of STRAAT NAGOYA went on home leave.
 Chief Engineer R.K.K. Lie was posted to STRAAT NAGOYA following home leave.
 Chief Engineer D.W.J.B. van Hattem of STRAAT NAGASAKI went on home leave.
 Chief Engineer M.G. Beunder of STRAAT HONG KONG was transferred to STRAAT NAGASAKI.
 Chief Engineer M.G. de Wever was posted to STRAAT HONG KONG following home leave.
 Chief Engineer J.J. Pieterse of STRAAT FREMANTLE went on home leave.
 Chief Engineer J.C. Meulenberg was posted to STRAAT FREMANTLE following intermediate leave.
 Chief Engineer D.J.B. Valk of SAFOCEAN ALBANY went on home leave.
 Chief Engineer J.C. van Dinteren was posted to SAFOCEAN ALBANY following home leave.
 Chief Engineer F. Huizinga of STRAAT MOZAMBIQUE went on home leave.
 Chief Engineer H. Weevers was posted to STRAAT MOZAMBIQUE following home leave.
 Chief Engineer J.P. Kalma of STRAAT RIO was transferred to STRAAT CHATHAM.
 Chief Engineer C. Ligtenberg was posted to STRAAT RIO following home leave.
 Chief Engineer A.J.G. Strengholt of STRAAT CHATHAM went on intermediate leave.
 Chief Engineer J. Birza of STRAAT FIJI went on home leave.
 Chief Engineer G. Zweegman of STRAAT CLEMENT was transferred to STRAAT FIJI.
 Chief Engineer J.Th. Bronsvort was posted to STRAAT CLEMENT following home leave.

TRANSFER OF SHORE STAFF

Mr O. Kamstra was transferred from Yokohama (Supt.) to Hong Kong Head Office TD.
 Mr N.L. Padt was transferred from Lima to Hong Kong Head Office.
 Mr A.M. Bongers was transferred from Hong Kong Head Office to Buenos Aires.
 Mr R.E. Speld was transferred from Buenos Aires to Sao Paulo.
 Mr Th.A.R. Strauss was transferred from Durban to Takoradi.
 Mr A. Meurs was transferred from Takoradi to Accra-Tema.

IN MEMORIAM

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

P.J. Ruiter (retired Chief Engineer KPM) on 6th December, at Den Haag, aged 74.
 A. Deelstra (retired Captain KJCPL) on 6th December, at Groningen, aged 66.
 J.B.G. Bakker (retired Chief Engineer KPM) on 12th December, at Amsterdam, aged 60.
 L.F. Hoffland (retired Adjunct—Chef KPM) on 28th December, at Den Haag, aged 77.
 Th.J.M.J. Meyer (retired Chief Engineer) on 28th December, at Zandvoort, aged 81.
 Miss L.H.A. Bouma (retired employee KPM) on 3rd January, at Den Haag, aged 66.

R.F. Jacobs (retired employee KPM) on 3rd January, at Amsterdam, aged 72.
 A.F. Scholtz (retired employee) on 11th January, at Zutphen, aged 77.
 E.A.J. Pols (retired Captain) on 13th January, at Woensdrecht, aged 78.
 C.H. Brouwer (retired Sous Chef) on 28th January, at Den Haag, aged 85.
 D. de Puit (retired Chief Engineer) on 29th January, at Amsterdam, aged 63.



無位服四司特會分在
 限遺孤月。丹任公加
 同紀卅並萊職司入
 情之念日於列鹿為
 。受。慶最近司丹納
 失吾祝，及利貿員
 估人謹其一九萊公
 特對廿七航司，加
 之對五七航司，加
 痛他五七航司，加
 致週二業，譚坡
 以四年年公鹿君

十病七鄧
 歲逝三年初
 之。一。先
 消。月。生
 息。十。一
 。鄧。一
 先。日
 生。在
 享。星
 年。加
 一。報
 五。五
 坡。九
 導

計
 聞

It is with much regret that we have to report the death of **Mr Joseph Tang Ah Soh**, aged fifty, in the General Hospital Singapore on 11th January, 1973.

It was only recently, on April 30, 1972 that Mr Tang celebrated his 25th service anniversary having worked for Rotterdam Trading Company, Rotterdam Lloyd and Nedlloyd Lines before joining Interocean-E.A.C. Agencies as our Cashier. Our sympathy goes to his four children who also suffered the misfortune of losing their mother who passed away in 1971.



It is with much regret that we have to report the death of **Mr T. Tabuchi**, aged 50, in Kaisei Hospital, Kobe, where he has been hospitalised for three months. Mr Tabuchi joined RIL as early as May 1949 when our office (in the Tokyo Bank Building) was still very small. Most of his

time was spent in the Accounts Department (then Japan central Accts.); when the department moved to Yokohama in 1965, Mr Tabuchi was put in charge of the Accounts Department of the Kobe office. In 1967 his responsibilities were extended even further when he took charge of AZ and routine PZ matters in the Kobe office.

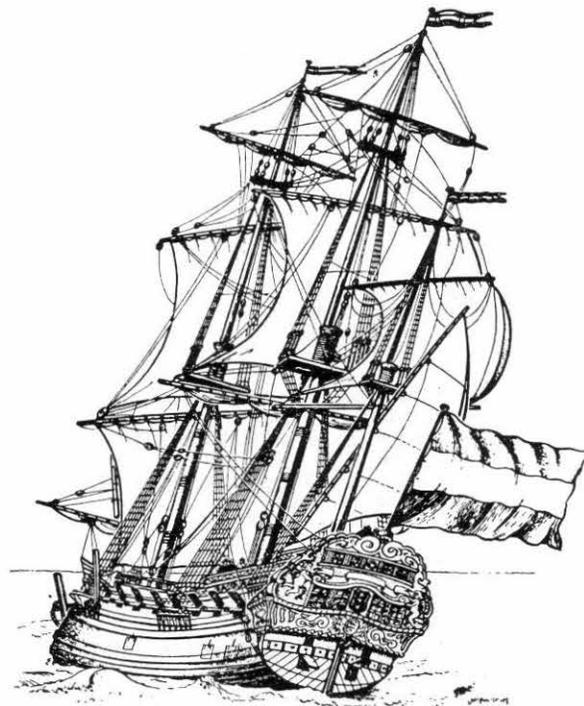
Despite suffering illhealth during the last few years, Mr Tabuchi has always been known as an extremely loyal and hard working man. Our sympathy goes to his wife and daughter.

ACTION FOR A WRECK

A ship buried in the mud might become one of the most attractive museums Holland possesses.

"About half a mile east of Bullvernith a huge Dutch ship stranded. It was registered in Amsterdam and on it's way to Batavia (Jakarta), capital of the Dutch East Indies. It was a ship of some 600/700 tons, with a complement of officers and crew totalling 333 men. Bearing 54 cannons, amongst it's cargo it carried 28 big cases of silverware, 27 of which have been salvaged."

This note written by Thomas Smith to the mayor of Hastings, was the first news about the stranding of the good ship *Amsterdam*, flagship of the Dutch East Indies Company. She stranded during her maiden voyage on 24th January 1749. The crew managed to salvage the main objects of value and the population of Hastings looted the balance.



Artist Jan Poortman's impression of what the 'Amsterdam' could have looked like.

Some three years ago, the decaying vessel appeared once more in the news columns. Bronze cannons, jewelry, 12,000 bottles of wine and other interesting items and utensils were salvaged. The hull still appeared to be in sound condition as it was buried in the mud.

British archeologist Peter Marsden was the first to realise the great historic value of the *Amsterdam* and he interested Vernon Leonard, Managing Editor of the Netherlands magazine 'Holland Herald' in the idea of salvaging the vessel. (In 1961 Leonard had participated in salvaging the Swedish vessel *Wasa* which is now a museum attracting some 360,000 visitors each year).

Now investigators have proved that it is possible to salvage the *Amsterdam's* hull, but 10 million guilders are needed for the operation. It is hoped that the vessel will return to it's home port in 1975, the year that the city of Amsterdam celebrates it's 500th anniversary.

'Holland Herald' is trying to help save the *Amsterdam* by issuing magnificent full colour posters of the ship (25 inches/31½ inches) as she has been painted by the artist Jan Poortman. If you would like to help the fund you can buy the posters for just US\$ 3 each (D.F.I. 10) plus US\$ 1 postage to areas outside Europe (or equivalent currencies). The posters have been printed free of charge and apart from handling costs, all the money raised will go to the Save the Amsterdam Fund. Applications to be sent to:—*Holland Herald*, P.O. Box 696, Amsterdam. Specify how many copies of the poster you want, enclose a cheque or money order and your name and address.



Only the ship's outline remains visible.

CONTENTS

	page
SHIPS	
Three S Kerks join RIL fleet	42/43
Straat Noah's Ark	51
Fleet Facts	43
STAFF	
Meet Sao Paulo	44
Farewell in Singapore	45
Japanese party in Johannesburg	49
Farewell in Amsterdam	53
New Staff for RIL	55
FEATURES	
Life in China Part II—The City	46/47/48
The Aluminium Story	52
Dhows in Zanzibar	50/51
Action for a wreck	58

P.O. Box 725, Hong Kong

Editor
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*

As three S Kerk's join the RIL fleet we bring you details of the vessels and a little of their history. See page 42/43.

On the "shore" side, Mr and Mrs Postuma are given an excellent send-off in Singapore. At the farewell dinner they expressed their appreciation of the lovely gifts presented to them by the Singapore staff. Mr Koh Ah Lek made the presentation. See page 45.



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.)

