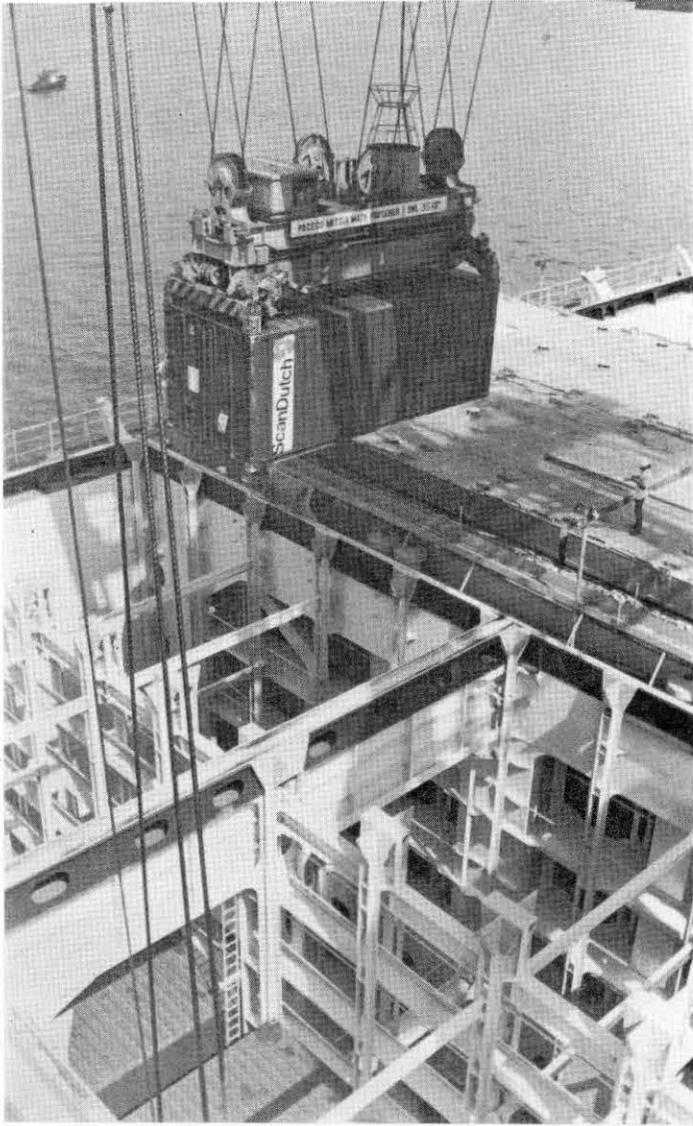


# R I L Post

Volume 20 Number 7

A monthly staff publication of Royal InterOcean Lines





## CONTAINER OPERATION

With

NEDLLOYD DEJIMA

At

KWAI CHUNG

*Photos taken at Kwai Chung by RIL Post Photographer,  
Stone Chiang.*

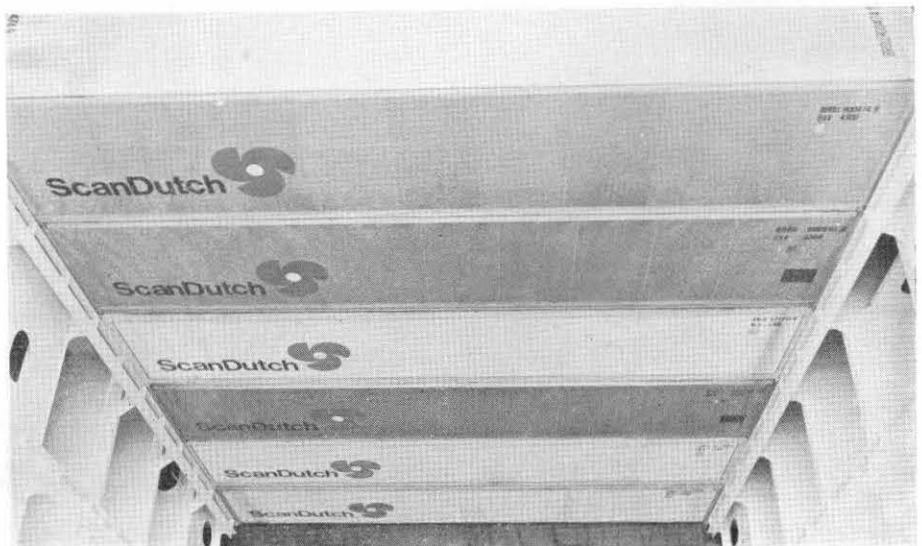
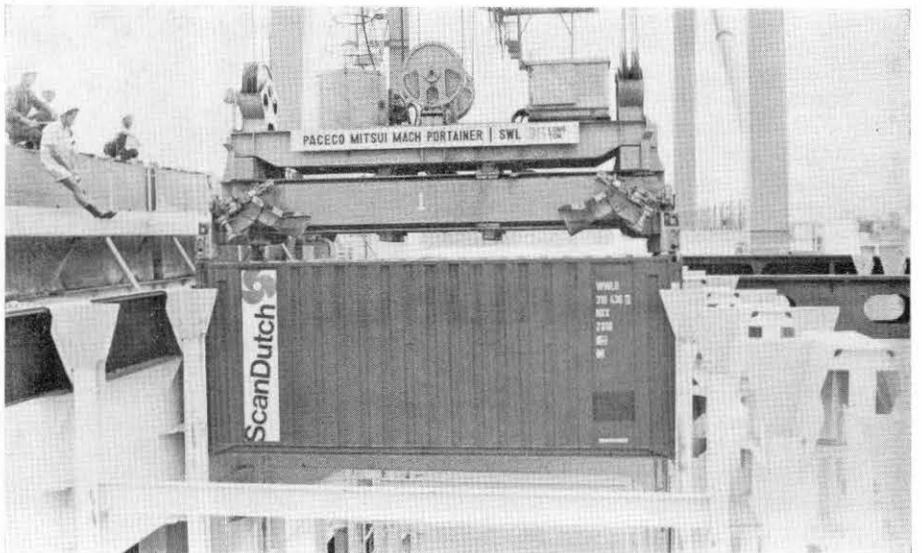


*Nedlloyd Dejima* is not the largest ship in the world, but at present she is the largest container vessel on the seven seas. As number five of the new cellular container ships of the ScanDutch fleet she wrote naval history when she embarked on her maiden voyage from Gothenburg to the Far East, arriving in Hong Kong on May 16th.

287 metres long, — *Nedlloyd Dejima* is 13 metres longer than her sister-ship *Nihon*; she has a cruising speed of 26 knots, being powered by two Stal-Laval steam-turbine engines developing 40,500 hp each. *Nihon* is powered by diesel. It is interesting to note that the engine room is only 30 metres in length, in comparison with the great passenger vessel *Mauretania*, which had almost the same length of hull, but an engine room measuring 145 metres.

*Nedlloyd Dejima* can boast of a very efficient operation. At full speed her turning circle is some 1,500 metres, for which she requires twelve and a half minutes. She can, at full speed, be brought to a full stop in six and a half minutes within 2,800 metres. She was built for the ScanDutch partner Koninklijke Nedlloyd b.v., Rotterdam, to enter the ScanDutch service between Europe and the Far East; a ScanDutch container vessel will load and discharge in Gothenburg, Hamburg, Rotterdam, Singapore, Hong Kong, Kobe and Tokyo every tenth day, returning to Europe via the Panama Canal to complete their round-the-world voyage within 60 days.

*Nedlloyd Dejima* has a loading capacity of 33,300 tons or 2,900 twenty foot container units (a 40 ft container represents two twenty foot units). *Nihon* has a load capacity of 2,200 containers. Each of the ship's bays is fitted to stow either twenty foot or forty foot containers; these containers which are stacked nine high, are specially reinforced at the corners to withstand the weight. Containers are also stacked on the hatch covers. A maximum of seventy 40 ft freezer containers can be carried. These are stowed in special slots where they are connected to the ship's electrical circuit. An alarm system in the trim room monitors any faults in these electrical connections. Contents of freezer containers as well as containers carrying hazardous cargo have to be specifically declared before loading.



In port, loading and discharge are carried out simultaneously and efficiently according to a sequence list prepared by the ship's planner. Two central ScanDutch ship planners, one for the Far East in Hong Kong, and one for Europe in Copenhagen, make an initial allocation of a ship's slots to the terminal planners, who work out the most efficient sequence for each discharge/loading operation.

At Kwai Chung, Hong Kong's new container terminal, ScanDutch are the principal user of the second terminal operated by Kowloon Container Warehouse Company. The first container ship called there in January and by April the terminal was fully operational. From July onwards, ScanDutch vessels will call three times a month.

At the KCW terminal, two huge container cranes handle the loading operation; each can handle twenty-five containers per hour. On 16th May, 370 containers were discharged/loaded aboard *Nedlloyd Dejima* in 12 hours. The cranes can adjust instantly to lift 20 ft containers (max. weight 20 tons) or 40 ft containers (max. weight 30 tons). They are designed to take the weight of a hatch cover which they place on an adjoining hatch cover or on the wharf, whilst containers from that hatch are being unloaded. The crane discharges the container direct from the ship to the lorry. If the container is in transit, the lorry transports it to the marshalling yard where it is



*With a wheel no more than 10 inches in diameter, Captain J. Goedknecht controls the world's largest container vessel.*

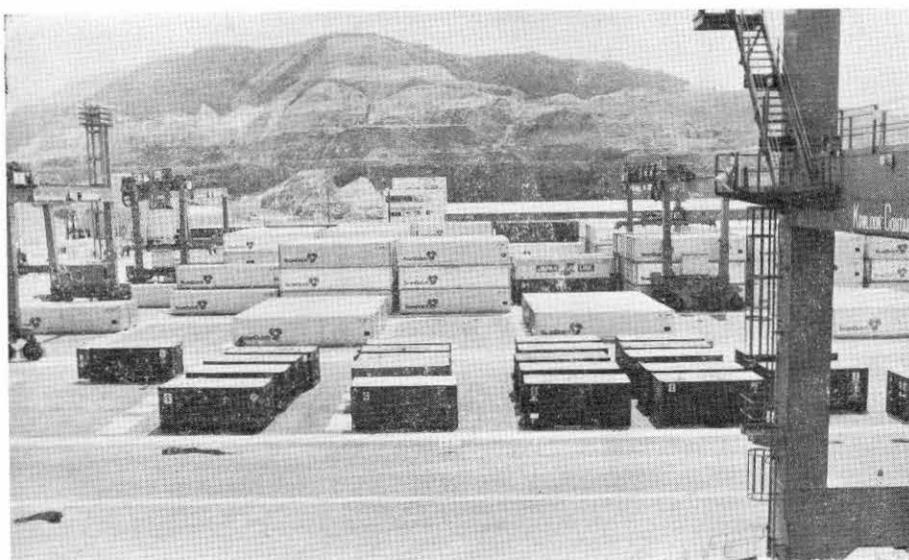
unloaded and stacked by smaller portainers.

The sheer length of a vessel like *Nedlloyd Dejima* presents a number of technical problems. For example, different parts of the ship are subject to different wave pressures causing stress in the ship's metal shield or hull. In order to counteract the effect of this stress, the plates in certain sections of the hull are much thicker. Also a special machine designed by the NSU Technical Bureau has been installed, which measures and monitors the force of the waves against

the hull; wave pressure is measured in two small openings on either side of the bow and this information is monitored on the bridge. The ship is also equipped with a bow propeller for easy manoeuvrability in port.

The ScanDutch symbol — the red propeller — signifies reliable personnel as well as reliable ships and service. A vast container vessel like *Nedlloyd Dejima* demands from the Captain, Officers and Crew a range of technical "know how" unique in shipping. Captain J. Goedknecht explained to RIL Post the special measures that had been taken to ensure the efficient operation of *Nedlloyd Dejima*. For ten months prior to the delivery, Chief Engineer J. Kleinepier was seconded to the newbuilding at the Bremen yard. All of the Officers and many of the Petty Officers had served on the *Abel Tasman* on her Europe/Australia run and were therefore familiar with containerisation. They also attended many special training courses covering a great diversity of subjects.

ScanDutch started its container service from Europe to the Far East on 1st April 1972. Within a year four fast third generation container ships *Nihon*, *Selandia*, *Toyama* and *Jutlandia* joined that service. With the arrival of *Nedlloyd Dejima*, and the delivery of her sistership *Nedlloyd Delft* in September 1973, the ScanDutch fleet will be complete.



*The terminal of Kowloon Container Warehouse Company at Kwai Chung.*

## NSU CHAIRMAN IN SAO PAULO



In May, **Mr L.P. Ruys**, NSU Chairman, visited Brazil where he spent some time in the Sao Paulo offices of RIL and Royal Air. A cocktail party was held for all staff members which Mr and Mrs Ruys attended.

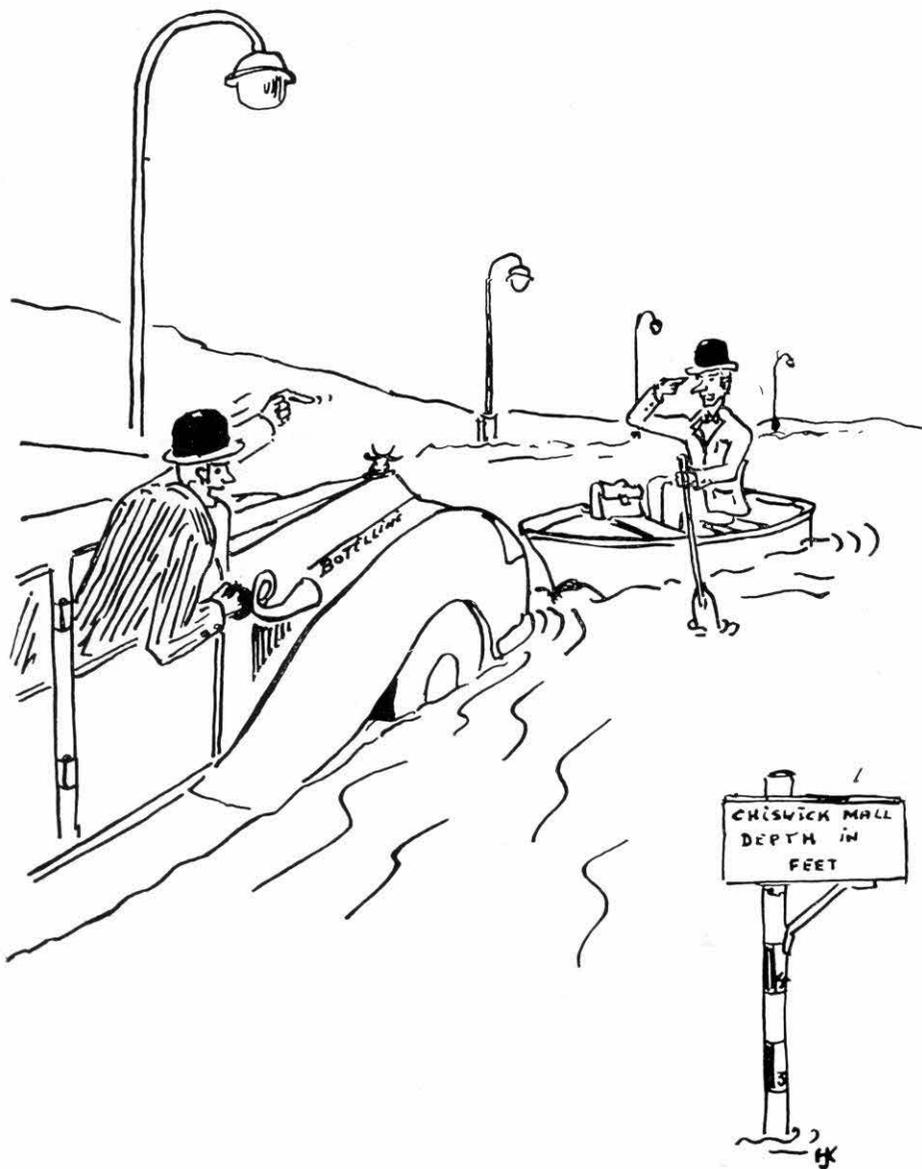
From left to right are:—*Mr H. Ezure, Mr R.E. Speld, Mr G.F. de Muylder, Mr L.P. Ruys, Mr G.Th. M. Sweijen, Mr E. Jeannetti and Mr K. Gomes.*

### FLEET FACTS

**Straat Nagoya** (ASAS—E) called at Shanghai to discharge 4,000 tons of cotton loaded in Brazil.

**Straat Cook** is being employed for two round trips from South Africa to the Gulf, leaving Beira on 21st June and returning from the Gulf in late June.

As from mid May, NZEAS will be operated on a joint schedule basis with the Union Steam Ship Co. (USS Co.). To join our three Straat C vessels, USS Co. have made available their **Union Aotearoa** for employ in this service.



## UNCOMMON LAW

Claims are always a messy business: after getting the cargo, getting paid for it and delivering it, there is always somebody who says: you didn't do a proper job, I want my money back. Of course we get indignant and if we have to refund money, it is not always with a smile. For those whose job it is to dispense the bromide after the meal, we print from A.P. Herbert's "Uncommon Law" a case that should give heart and restore our faith in proper jurisdiction (well, almost . . . .).

### RUMPELHEIMER v. HADDOCK

#### Port to Port

This case, involving some difficult points of Marine and Traffic Law, was brought to a conclusion to-day.

The President of the Probate, Divorce, and Admiralty Division (who had the assistance of an assessor) giving judgement: This action was originally instituted in the King's Bench; but, Mr. Justice Juice holding that the issues disclosed pertained to the Law of Admiralty, although the ground of the claim was damage to a motor-car, the case was withdrawn from the King's Bench List and referred to this Court.

Mr Rumpelheimer is suing Mr Haddock for negligent behaviour on the highroad, as a result of which his motor-car, a costly Botellini-Nine, was damaged. The dispute, is only nominally between the parties named, the real litigants being two insurance companies. If it were not for the insurance companies there would be very little litigation of any kind today, and members of the legal profession owe to them a debt which we can only repay by careful labour and clear decisions.

On the 21st March last Mr Rumpelheimer was driving his motor-car along the thoroughfare known as Chiswick Mall, which runs beside the north bank of the River Thames. Now, it appears that during the high spring tides, the waters of the Thames overflow the banks and cover the highway to a depth of from two feet on the river side of the road to a few inches on the landward side. Such was the condition of affairs a little before high water on the date in question, when Mr Rumpelheimer, who had an important business appointment in the City, began his voyage along the Mall. His evidence is that he was keeping carefully to the left or landward side of the road, where it was still possible to drive through the shallow water without fear of damage. While thus engaged he was startled, he says, to see ahead of him, and coming towards him on the same side of the road, the defendant, Mr Haddock, who was navigating with a paddle a small boat of shallow draught. The plaintiff blew his horn vigorously, but the defendant held his course. Mr Rumpelheimer shouted courteously, 'Out of the road, you fool!' and Mr Haddock replied, as he admitted under cross-examination, 'Port to port, you foxy beetle! Are you not acquainted with the Regulations for Prevention of Collision at Sea? I am going to starboard.'

The plaintiff judged from this speech that he had to do with a maniac, and, obeying an instinct of humanity, he swerved to the right rather than collide with the defendant's flimsy craft. But this manoeuvre brought him into deeper water, which penetrated to the delicate mechanism of his motor and caused it to stop.

It would not be profitable or seemly to dwell upon the exchange of views which followed. Although clearly expressed they reflect small credit on the breeding and education of either party. Mr Rumpelheimer was compelled to remain where he was until the tide fell. (Mr Haddock, by the way, in gross breach of the customs of the sea, declined to convey him to the shore or pavement in his boat, on the ground that he feared a breach of the peace.) On the waters subsiding it was found that the car had been seriously damaged, and it had to be towed to the nearest garage.

Mr Rumpelheimer was unable to keep his appointment, and as a result, he tells us, suffered pecuniary loss.

The evidence of Mr Haddock was most unsatisfactory, and if he thought that by singing snatches of sea-shanties he would commend himself to the Admiralty Court he was mistaken. Further, he has imported into the case a deplorable element of personal prejudice. He made certain comments on the personal appearance of the plaintiff which he must have known can have no juridical significance. He said that he had once or twice with resentment observed the defendant going about the neighbourhood in an opulent motor-car of foreign make, driving to the public danger, in excess of the statutory speed-limit, and to his (Mr Haddock's) inconvenience and alarm. He said that the plaintiff seemed to think that he might be a law unto himself on the highroads, but that he (Mr Haddock) was blown if he (Mr Rumpelheimer) was going to get away with it on the high sea as well. He had therefore acted as he did, willing to discomfit Mr Rumpelheimer, but believing that the law was on his side, that is to say, the regulations for the prevention of collisions at sea or in tidal waters.

Now, the law or custom of the road is that when two vehicles meet each shall keep to the left. But the law or custom of the sea is that when two vessels meet they shall go to starboard and pass port to port. It



Mr. Rumpelheimer

is the contention of Mr Haddock that when the tide covers the road that road becomes a part of the tideway, that traffic upon it is thenceforth governed by the regulations and customs of the sea, and that he did right, therefore, to steer so as to pass Mr Rumpelheimer on his port hand. Further, it is the duty of a steam-vessel to keep out of the way of a rowing-boat; and Mr Haddock argues that the plaintiff's motor-car when navigating the tideway has the status of a steam-vessel.



Mr Haddock

The law of the land says one thing; the law of the water says the contrary; and it seems elementary that (upon navigable waters) the law of the water must prevail. It is idle to say that Chiswick Mall was not at the time of the accident navigable water. Mr Haddock was, in fact, navigating it, and if Mr Rumpelheimer chooses to navigate it at the same time he must be bound by the appropriate regulations and should make himself familiar with them. Mr Rumpelheimer makes the rather childish objection that his motor-car is not a vessel and ought not to be treated as such. I find no difficulty there. Recent developments of the internal-combustion engine, and in particular the outboard motor, have produced a type of water-conveyance which in aspect and dignity is little



Mr. Justice Juice

more than a floating automobile; and though Mr Rumpelheimer's motor-car appears to be unseaworthy it is otherwise as much a boat as many motor-boats. The point is that, boat or not, it was navigating the tideway.

Again, it was argued for the plaintiff that, since the highroad was only covered with water by an exceptional inundation of short duration, it cannot be held to have lost the character of a highroad. But to accept this view would be to admit a very dangerous and confusing precedent. Suppose that large sections of our southern counties were covered for a long period by exceptional floods, so that the inhabitants were compelled to cross them regularly in steam — or motor-vessels, can it be doubted that the regulations of the water, would be observed and enforced in that area? The fact that a certain area of water was once dry land and is expected to be dry land again is unimportant. The question in every case must be a question of fact — Was this area at the material dates water or dry land? We find in this case that the scene of the mishap was water, and tidal water. Now, tidal waters lead to the ocean and are navigated by the vessels of every maritime country.

The regulations upon which Mr Haddock relies are not of British origin or sanction only; they govern the movements and secure the safety of the ships of the world. The nations rely upon each other to observe them faithfully and defend them jealously. It will be easily seen what international complications might ensue if it were to go forth that the Admiralty Court of Great Britain was prepared to play fast and loose with them for the benefit of a motorist, however small the issues at stake. The defendant is no gentleman, but that is neither here nor there. We find for the defendant, much as we dislike him.

Drawings: H.J. Kers HK HO TD

## 25th ANNIVERSARIES



## JOINT CELEBRATION

*From left to right:  
Mr Hui Kee, Mr Li  
Ping Man, Mr Chow  
Kwong Chum, Mr J.  
Siu Lee Hong, Mrs  
Leung, Mr Leung Kai  
Chee.*

There was good cause for celebration in HK HO's Island Room on June 7th when five local staff members celebrated their 25th service anniversaries. Staff members from the Finance, Accounts, Catering and Administrative Divisions were present at the celebration. Mr Chow Kwong Chum of IMD and Mr J. Siu Lee Hong of Accounts Department joined RIL in April 1948. Mr Li Ping Man of Finance Dept., Mr Hui Kee of AZ and Mr Leung Kai Chee of Finance Dept. joined RIL in June 1948.

Mr van Echten addressed Mr Chow Kwong Chum and praised him for the efficient and conscientious way in which he has performed his duties in Stores Dept. Since 1966 Mr Chow's management of the Linen Room has resulted in the smooth running of an essential 'behind the scenes' service.

The fine appearance of HK HO is something of a tribute to the skilful work of Mr Hui Kee who is responsible for the maintenance of paintwork in the building. Mr Bonsen

spoke of Mr Hui's fine service with the company and wished him good health and happiness in the years to come.

Mr Joseph Siu, Mr Leung Kai Chee and Mr Li Ping Man were addressed by Mr Kleber who recalled the early days of their service with the Company, when Head Office was being transferred to Hong Kong. The Finance and Accounts Departments could not have managed their share of the work load without the cooperation and diligence of staff who laid the foundations for today's sound and efficient organisation.

Mr Siu, Mr Leung and Mr Li can be proud of their contribution.

Congratulatory telegrams were read by Mr Lee Mou Yuen.

Mr van Kretschmar offered his congratulations and expressed the good wishes of all those present. He then presented a camera to Mr Chow and a gold medallion to each of the other celebrants.

## Captain H. Pronk

The setting for Captain H. Pronk's Silver Jubilee celebration could not have been more appropriate — *Straat Singapore* being in Singapore on the very date Captain Pronk joined the Company, twenty five years ago.

However, to ensure that the celebration would go on uninterrupted by a possible shifting of the vessel to another berth, the party was held one day earlier, on May 9th.

Present with all the Ship's Officers and Petty Officers were the Masters and Chief Engineers of *Straat Nagasaki*, *Straat Torres*, *Wonosobo* and *Musi*; Mr J. Balhuizen, Mr K.C. Larsen and Mr J. Tan Swee Ann from INTEAC and the Owners' Representative, Mr W.K. Mink.

Mr Balhuizen outlined the career of Captain Pronk from the time of his first posting on *ms. Kaimana* on 10th May 1948, for the voyage to Indonesia. Thereafter he was promoted to 3rd Officer in 1949, 2nd Officer in 1950, Chief Officer in 1954 and Captain in 1962.

In the past twenty five years Captain Pronk has seen postings in 34 vessels, including the *Straat Cumberland* to which he was posted as Chief Officer while it was being built in 1960.



Following the presentation of the souvenir watch by Mr Balhuizen, Chief Engineer L'Herminez, representing the officers, presented Captain Pronk with a camera. Chief Steward Yoon Foong Yee also presented a memento on behalf of the catering staff.

After Chief Officer van Amersfoorth had read the congratulatory telegrams Captain Pronk made a speech of thanks, mentioning in particular his wife with whose support he had reached this milestone in his life.

The Netherlands Postal Administration has recently issued a new set of 4 stamps depicting 'Ships through the Centuries'.



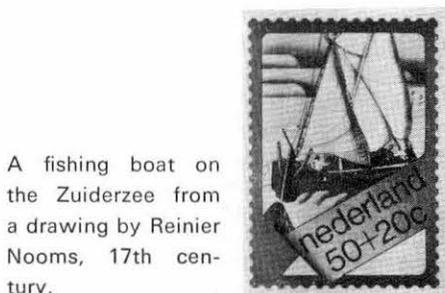
The flagship of Admiral De Ruyter, 'De Zeven Provinciën' from the painting by Willem van de Velde, which illustrates The Battle of Kijkduin 1666.



s.s. W.A. Scholten (1874)



s.s. Veendam (1923)



A fishing boat on the Zuiderzee from a drawing by Reinier Nooms, 17th century.

In these days of takeovers and mergers it is rare for a shipping company to reach a centenary still bearing its original name but this has been achieved by Holland America Line of Rotterdam, which was incorporated in 1873.

The s.s. Veendam was one of a pair built by Harland & Wolff between 1922-1933 and was the first of the Company's major ships to be turbine driven; speed: 15 knots; length: 575 ft. In 1940 she was seized at

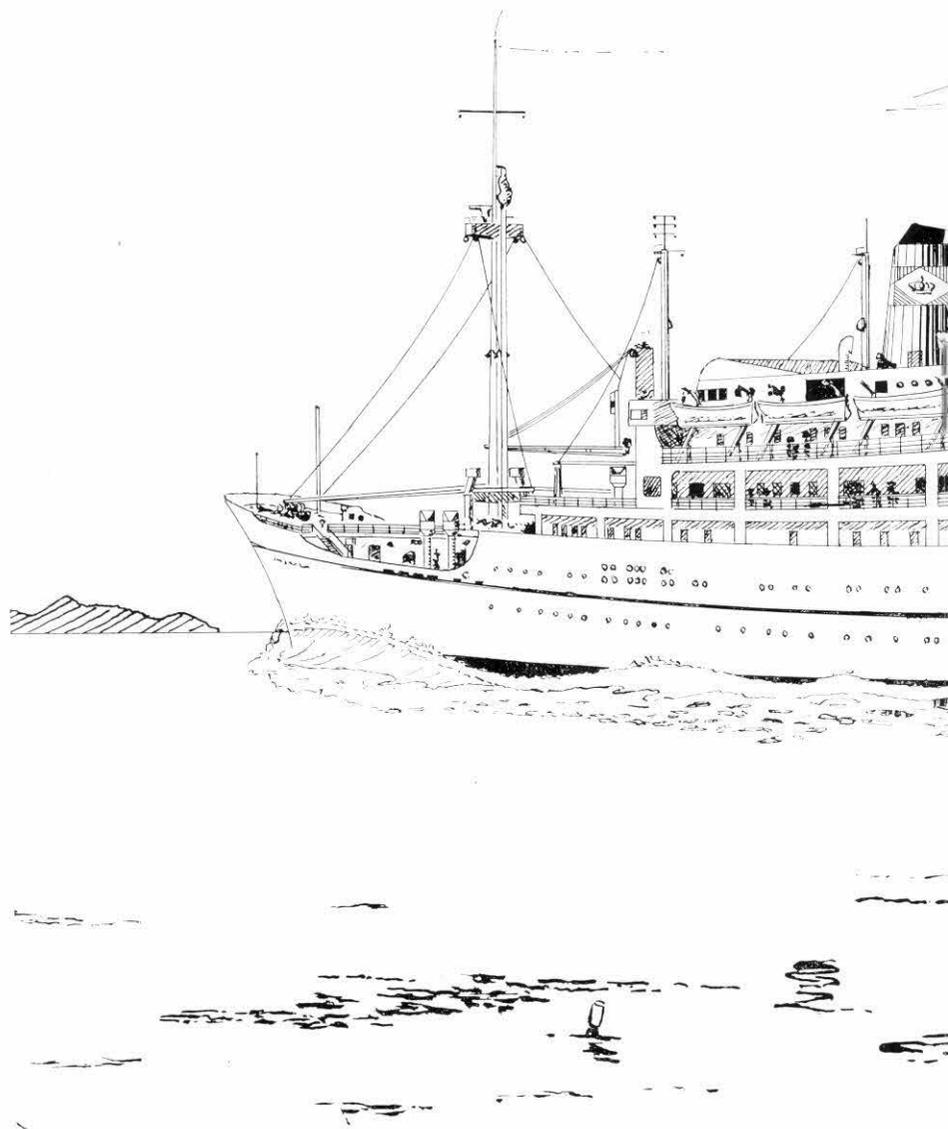
Rotterdam but returned to the New York service from 1947 until 1953 when she was sold for scrap.

s.s. W.A. Scholten was named after the financier who gave strong support to the inception of the Holland America Line. The ship was one of the earliest sail and steam driven vessels.

contributed by Mr G. Rieder retired KPM.

# THE WHITE FISHER

## 白 底 帆 魚 船



Most of R.I.L.'s seagoing staff are acquainted with the large fleets of junks around the coasts of China; there are many local designs and an experienced navigator can tell his position by the type of junk in sight.

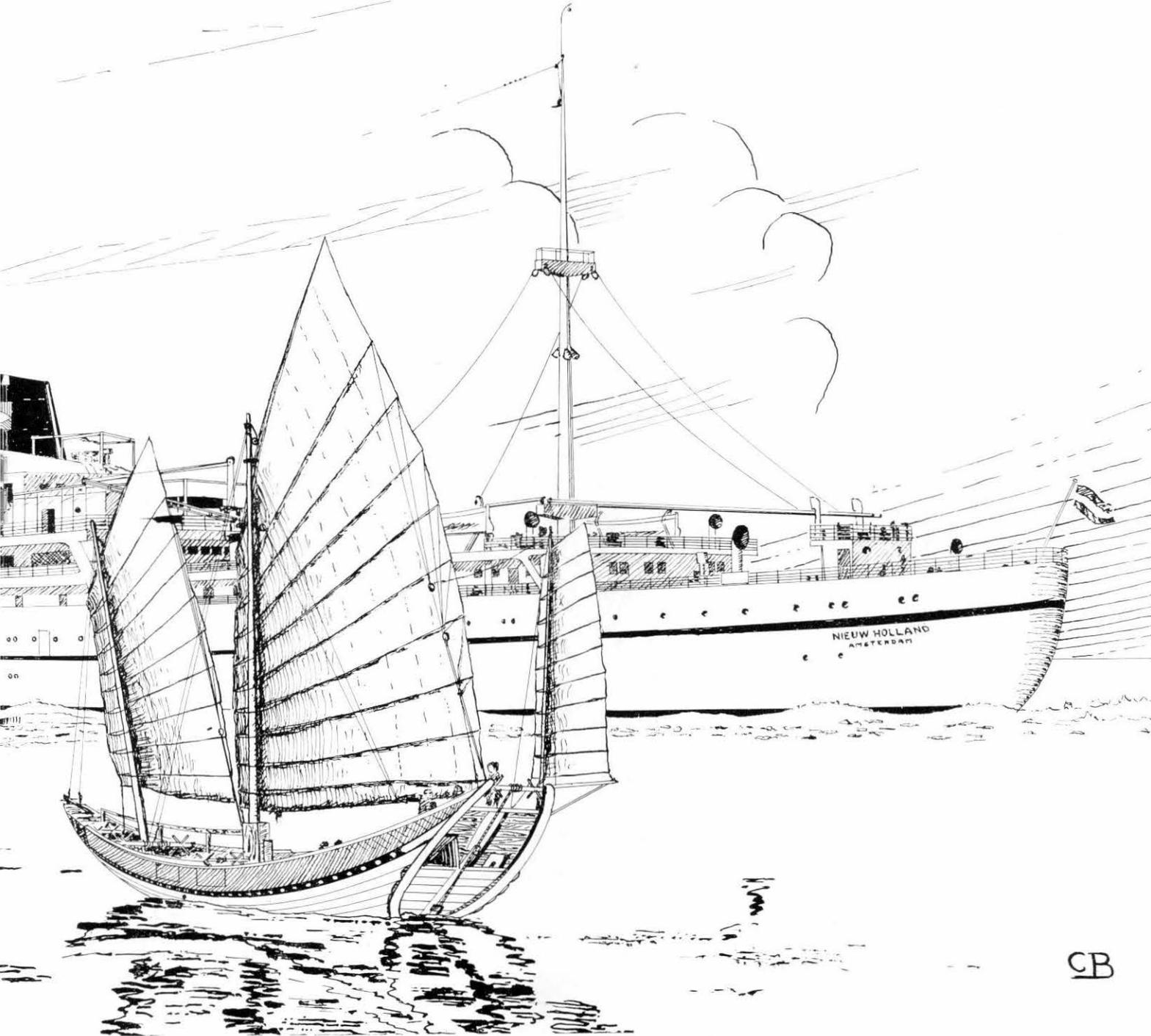
The junk in the picture is the white-bottomed or white-keeled junk from the coast of the densely populated province of Fukien. It is a fishing vessel said to have come from Amoy, one of the most beautiful ports on the coast; local variations are to be found in the many fishing villages along this much indented coastline.

The seafaring people of this coastal area, like the old Dutch fishing communities, have developed their own language, logic, customs and sense of humour. The Fukienese sailor is second to none; one example of his ability is to board a steamer uninvited, and therefore unassisted, at a speed of 12 knots or more from an oar-

propelled sampan; I have seen this so often. One cannot help but admire their skill, courage and tenacity.

I saw these handsome sailing craft when I served as 4th officer in the cargo/passenger ship *Cremer*, for the first time in 1933; they immediately attracted my attention as they silently manoeuvred up the Kiulung Kiang (Nine Dragons River). There is never shouting, running or frantic pulling on ropes; the only sound one hears on a junk when it turns from one tack to the other is the soft cracking of the rigging; everything seems to move with ease, almost automatically.

The white-bottomed junk owes its name to the white compound of woodoil and lime smeared on the lower parts of the hull up to the bulwarks, which seals all cracks and also prevents marine growth. Only hard surfaces seem to suffer from



marine fouling and the mixture, like rubber, prevents the settling of marine organisms.

The wooden hull is very strongly constructed and can easily weather the gales for which the China Seas are notorious. The overall length is about 20 m; the waterline length two thirds of that. The main weights seem to be situated amidships, which makes them dry but very lively ships and it is said that even the hardiest of sailors become seasick on the first trip in this craft. A conspicuous feature of this type of junk is the oval stern, formerly elaborately decorated. The rudder is long and protrudes to under the keel; as in all junks there is a hand operated windlass above the rudder to lift it when necessary. Before the war these junks were highly decorated but although this is now much modified there are still eyes (oculi) placed in

a parallelogram on each side of the bow.

There are three masts. The main mast is the strong one and is stepped vertical; the foremast is much lighter and leaning forward; the mizzen is very light, sometimes a bamboo pole and is stepped to starboard, probably to keep clear of the helm.

The sails, slatted with bamboo, were originally made from bambooleaf matting but are now mostly cotton cloth or a kind of canvas which is much lighter. The original rectangular sails are at present more peaked, save the mizzen. There are as usual a lot of bowlines worked in crowfeet to form two or three sheets. At each slat or batten is a parrel to keep the sail to the mast. The whole is a perfectly balanced sail plan developed, one assumes, by trial and error.

The junks operate for a considerable distance from the coast and stay at sea for several days, their catches being salted or put on ice. Because the Fukien coast is too rocky for trawling, long line fishing is the method employed; the position of the line is marked by bamboo buoys.

I made many visits to Amoy and also a few to Foochow, another beautiful port, famous in the days of the tea clipper. The latter port is the home of the most handsome of trading junks but these are alas almost gone. Most coastal trade is now carried on in steamers but the Fukien fisher may stay on for some time to come, as an economic and efficient fishing vessel. If you see one, level your binoculars and have a good look at it because this work of art, this elegant adornment to the sea, will not be with us forever.

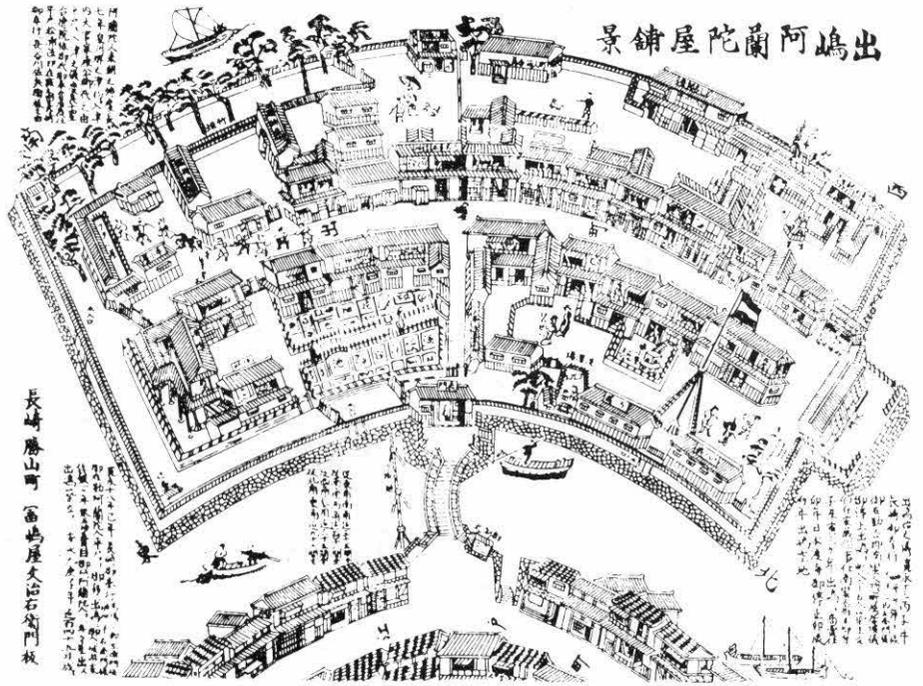
*C. Baak (Capt., retired)*

# DEJIMA

A THRESHOLD

TO EAST-WEST

FRIENDSHIP



Old pen drawing of the Island of Dejima on the Bay of Nagasaki during the days of the Dutch trading post.

The first Dutchman to set foot on Japanese soil was one Dirk Gerritsz, a constable on a Portuguese ship which sailed to Japan in 1583. But on April 19th 1600 the first Dutch vessel, *De Liefde* (Charity), cast anchor in Beppu Bay on the coast of Bungo-Kyushu after a near-shipwreck on a voyage which should have taken the ship to the Moluccas.

The Japanese received the survivors well, and the "grey eminence" of the State, the Shogun, took an interest in three bright crew members, van Santvoort, van Lodensteijn and Adams; they became his advisers on political matters, shipbuilding and

navigation and in turn he gave them permission to establish a Dutch factory on the coast of the island of Hirado.

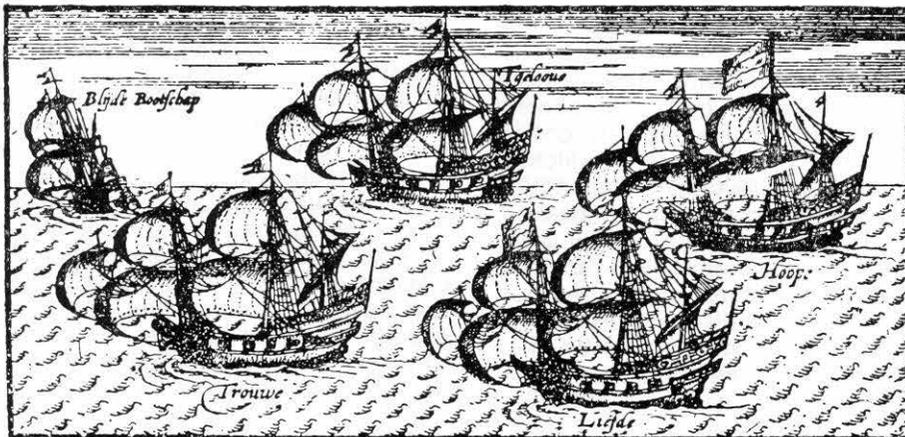
During the following years the settlement grew until the activities of other Europeans caused Japanese action against foreign intruders. The Dutch, however, were not expelled but had to move to an artificial island off Nagasaki, measuring 120 × 75 metres and connected to the town by a heavily guarded bridge.

The name of the island was Dejima.

Between 1641 and 1855 the Dutch

East India Company operated a trading post on Dejima thereby opening Japan's window to the West. Dutch knowledge of the sciences and skill in technical matters (in Japanese it was called: "rangaku") were of extreme interest and importance, at a time when Japan was culturally isolated from the Western World.

And so, the name of the new ScanDutch container vessel commemorates the birth of a friendship which today has developed to an extent that the crew of *De Liefde* or the Shogun could never have visualised.



In June 1598 these five ships set out from Rotterdam for the Far East. However, only "De Liefde" reached Japan with 24 survivors of the original crew of 110.

## UNBIASED (?)

Purely in the interest of historical accuracy we record another version of the origin of the name Dejima and East West friendship; reproduced from 'Nautical Magazine'.

A letter of greeting from the Lord Mayor of Liverpool to the Governor of Tokyo and the Mayors of Kobe, Nagoya and Yokohama, carried in the Blue Funnel liner *Priam*, recalls the name of an English master mariner who went to Japan 373 years ago and showed them how to build two large ships. He was Will Adams, born at Gillingham Kent, in 1564, who started his career as an apprentice in a shipbuilding yard but later went to sea. He became Master of a ship which carried supplies to Sir Francis Drake's ships when they were fighting the Spanish Armada.

In 1598, he joined a Dutch expedition to the Far East, as senior pilot. Only one of the five ships survived and that was Will Adam's ship *Charity*,

which drifted onto the coast of Japan in 1600 with very few men on board. The ruler of Japan, Iyeyasu Tokugawa, gave Adams an audience and was very impressed with him and his knowledge; Will remained at the court and became an adviser and personal friend of the ruler.

Thanks to his previous experience as a shipwright, he built, at the request of Iyeyasu, two ships like the *Charity* in 1605 and 1610. The Japanese had never seen ships like these before and Adams' reward was a pension, a house and an estate on the Miura Peninsula in Tokyo Bay at a place called Hemi. He was later raised to the Japanese peerage, learned the Japanese language and married a Japanese girl; he was free to trade and became a prosperous merchant — the Japanese called him Anjin-sama (Honourable Pilot).

When the East India Company sent its first emissary to Japan in 1613, Adams agreed to work for the company and visited various parts of the Far East in their service. When

Iyeyasu died Adams lost some of his privileges although he was still a Japanese nobleman. Trading rights of the East India Company were restricted a great deal, but the trading restrictions did not apply to Adams personally as a Japanese nobleman. He never returned to England and continued to live in Japan until his death in 1620.

In 1918, a tall stone was erected to his memory in a park at Hemi, with an account of his career on it and a poem of homage by a Japanese poet; a street — Anjin-cho — was named after him. In 1947, the British Commonwealth occupation authorities had a memorial stone erected at Ito, where he had built the two ships and where ceremonies are held at the memorial each year.

The Lord Mayor of Liverpool, in his letter, mentions Adams as the first of many and precious ties between Britain and Japan.

*... And we wouldn't be surprised to find that the Japanese have yet another version!*

## FAREWELL

Mr S. Nurjardi was the guest of honour at a cocktail party held in the Harbour Room of HK HO on May 29th. Amongst those present were Managing Directors and staff members of the Administrative Division.

In paying tribute to Mr Nurjardi, Mr Willems said that it would be difficult to give just a brief account of a man's career when his service had been so long, so varied and so outstanding.

Mr Nurjardi joined JCJL in 1929 and from that time until 1941 he worked in Jakarta and Surabaya in the Accounts, Passage and Traffic Departments. During the early days of World War II, he assisted Mr van der Chijs in directing the company's traffic activities at Tjilatjap where in 1942 he performed a rather unique service to the company — he acted as a special courier, conveying messages to JCJL staff in Jakarta and Bandung, where they were detained during the war.



Mr Nurjardi resumed normal duties in Jakarta in 1945 but shortly after he was seconded to the Netherlands Indies Shipping Organisation for two years to assist in clearing their administrative backlog.

In 1948 he was posted to Hong Kong where his experience proved invaluable to Mr Willems in the

setting up of HO Accounts Dept. For the next 25 years, whilst contributing to the smooth running of many departments, Mr Nurjardi has always excelled in many difficult assignments.

Mr Willems expressed the sentiments of everyone at RIL when he wished Mr Nurjardi a long and happy retirement with his family.

LETTERS TO THE EDITOR:

**Amsterdam**

I was very interested to read your article on the good ship *Amsterdam*. Recently the BBC produced a very interesting film on this subject and apart from showing the present wreck they took us to Holland and traced the names of the Captain and Crew in the old Dutch maritime records, which are still in existence.

I note in your article that the population of Hastings looted the ship after she was stranded. This was certainly very typical of the behaviour of coastal populations, but we were told in the B.B.C. programme, and I think the quotation comes from records still existing in Hastings, that the crew were so pleased with the bottles of wine in the hull that they refused to leave the ship or be rescued, and that when they did come ashore some of them were extremely ungrateful and wished to return to consume some of the 12,000 remaining bottles.

I am very pleased to see from your article that steps have now definitely been taken to lift the hull out of the mud, for eventual return to Holland.

May I say how much I enjoy reading your magazine, which I still receive in England, due no doubt to the fact that I am the man who married the girl who launched the Tji.

D.C.L. Nichols

**Straat . . . .**

*The article on the Straat names of Weiringermeer has evoked comments from many readers, including Mr J.H. Warning former Managing Director of RIL Hong Kong.*

It appears that in fact that municipality of Huizen initiated the use of nautical terms for street names, for instance:

- Bakboord — portside;
- Kombuis — galley
- Stuurboord — starboard;
- Lijzijde — leeside
- Vooronder — forecastle;
- Kielzog — wake

Streets bearing the names of types of vessels are also to be found there:

- Galjoen — galleon; Klipper — clipper
- Korvet — corvette; Trailer — trawler

The City Fathers have considered it appropriate to use names which will

serve as a reminder that Huizen is by origin a fishing port.

It is interesting to note also that the map of Amstelveen, bordering on Amsterdam, shows the following Straats:

- Straat van Messina;
- Straat van Gibraltar
- Straat van Magelhaen;
- Straat van Makasser
- Straat van Mozambique;
- Straat van Sicilië

J.H. Warning

**With Thanks**

Captain J. Maan has asked RIL Post to convey his thanks to the many people who sent congratulatory messages on the occasion of his recent investiture.

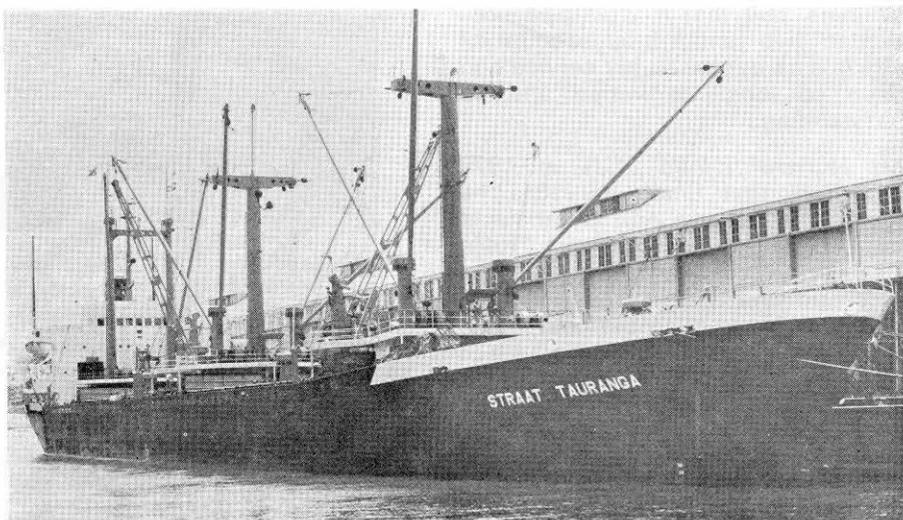
'Their thoughtful messages of congratulation made the occasion even more memorable and impressive for me, and I appreciate it very much'.

'Thanks also to Captain J. v.d. Reit and staff for the excellent evening on board his ship *Straat Johore*, following the presentation in the R.A.C.V. building'.

J. Maan (Capt.)

**No, STRAAT TAURANGA isn't sinking!**

*The picture is merely proof of a record loading in Australia last year when STRAAT TAURANGA was in Sydney prior to sailing for Djakarta and Singapore. She had on board nearly 12,000 tons of Aluminium, Copper and Steel.*



HAPPY RETIREMENT



Mr "Bob" Aldridge is certainly enjoying relaxing at home. Mr Aldridge, a well known Sydney office personality, retired on 31st October 1972, after twenty-eight years with the Company. Surely a well earned relaxation.

FAMILY NEWS

Weddings

Mr J.H. Meurer (Johannesburg) to Miss A.C. Alberdingk Thijm on 23rd March at Naarden.  
 Mr Abdul Rahim Bin Ismail (Penang) to Miss A.B.A. Razak on 1st April.  
 Miss S. Itoh (Tokyo Ag.) to Mr H. Kazunori on 21st April.  
 Mr Chan Yau Man (HK HO VZ) to Miss Lo Yim Seung on 5th May.  
 3rd Officer J.M.A. Bussing (leave) to Miss T. de Waal Malefijt on 23rd May at Haarlem.  
 Miss A.M.M. van Breukelen (Amsterdam) to Mr H.B.M. van Bijleveld on 1st May at Bussum.  
 5th Engineer C. van Grootveld (St. Chatham) to Miss A.E. Vreeling, early June, at Auckland.

New Arrivals

Mr Lai Kai Hang (HK HO LB); a son, Lai Ying Luen, on 30th April.  
 2nd Officer W. Boot (leave); a son, Shaun, on 16th May at Sydney.  
 2nd Officer A.J. Martijn (Nieuw Holland); a daughter, Anne-Marie, on 16th May at Yesterke.  
 2nd Officer A.A. de Lijster (leave); a daughter, Eline Miranda, on 22nd May at Alphen a/d Rijn.  
 3rd Officer J.A. Thijssse (leave); a son, Phillipe Adriaan, on 25th May at Bovenkarspel.  
 Mr Nico Chan (HK HO AZ); a son, Chan To Yin, on 27th May.  
 Mr W.M. de Brauw (Mombassa); a daughter, Francisca Harriet, on 30th May.

PERSONALITIES

Mr O. Kamstra (HK HO TD) made a brief business trip to Korea on 25th May for repairs to Asian Ensign, returning on 29th May. On 25th June he went to Singapore to attend the drydocking of Straat Talbot.

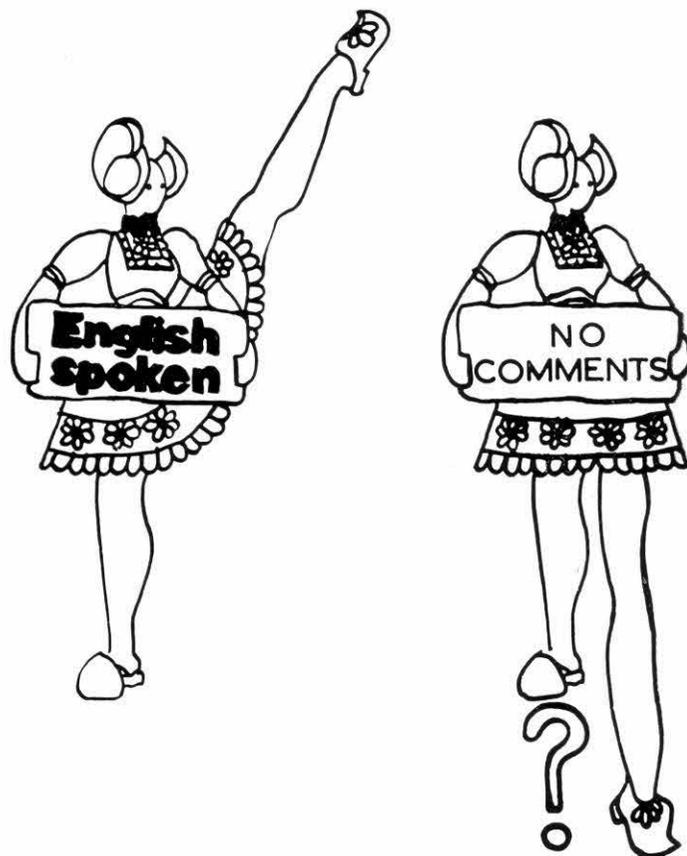
Mr J.M. Feringa left Hong Kong for Sydney on 3rd June; from Sydney he will proceed to South Africa.

Mr T.H. van Marle (HK HO Planning) made a business trip to Singapore and Indonesia on 6th June returning on 9th June.

On 10th June Mr E.A. Postuma (Managing Director) made a business trip to Japan returning on 19th June.

Mr L.M. Teeken (Amsterdam) arrived in Hong Kong on 15th June for a stay of two or three months.

Mr C.J. Feith (HK HO LB) made a business trip to New Zealand on 30th June returning to Hong Kong in mid July.



# PERSONNEL

## NEW PERSONNEL

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

Mr R. Remmelzwaal 5th Engineer

## PROMOTION

Our congratulations go to the following officer, who was promoted to 5th Engineer:

Mr W. Wille as from 2/3/73

|                      |              |
|----------------------|--------------|
| Mr A. Voolstra       | 4th Officer  |
| " H. van Woerkom     | " "          |
| " H. Baas            | 2nd Engineer |
| " D. van Huizen      | " "          |
| " J.C.M. Noordermeer | " "          |
| " A.J. Tijsterman    | " "          |
| " H. Verburg         | " "          |
| " H.C. Versluis      | " "          |
| " J.H. van Doornik   | 3rd "        |
| " W.A. Kok           | " "          |
| " C.Ch.O.J. Teulings | " "          |
| " H. van Twillert    | " "          |
| " M.C. Wildschut     | " "          |
| " C. van der Have    | 4th "        |
| " J.H.M.G. Bolscher  | " "          |
| " G.M. van Koten     | " "          |
| " C.J. Zomerdijk     | " "          |
| " O. van Foeken      | 5th "        |
| " R.G.W. van Holland | " "          |
| " M.A. Peters        | " "          |
| " J.M. Hegeman       | Appr. "      |

## SUCCESSFUL EXAMINATION

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

|                       |              |       |         |
|-----------------------|--------------|-------|---------|
| Mr K.G. Frentzen      | 2nd Officer  | Th.I  | 16/5/73 |
| " P.G.A. Gerretsen    | " "          | I     | 16/4/73 |
| " C.J.G. van den Hurk | " "          | I     | 8/5/73  |
| " A.A. de Lijster     | " "          | Th.I  | 5/3/73  |
| " J.Th.M. van Bergen  | 3rd "        | Th.II | 18/4/73 |
| " M. Boomgaard        | " "          | Th.II | 11/4/73 |
| " S.L. Schuurman      | " "          | II    | 19/4/73 |
| " W.F. Weerman        | " "          | Th.II | 10/5/73 |
| " W.A.G. Verhulst     | 2nd Engineer | C.I   | 16/4/73 |
| " H.A.C. Hauer        | 3rd "        | B     | 7/5/73  |
| " K.J. Jansma         | " "          | B     | 9/5/73  |
| " H.O. Voorma         | " "          | B     | 19/4/73 |
| " M.J. Rijnberg       | 5th "        | A     | 13/4/73 |

## LEAVE

|                        |               |
|------------------------|---------------|
| Mr E.E. Lubach         | Chief Officer |
| " W.H.C. Wijnhorst     | " "           |
| " F. van Akkeren       | 2nd "         |
| " W. Boot              | " "           |
| " J.A. van Es          | " "           |
| " J.A.J.P. van Riet    | " "           |
| " G.A. Smit            | " "           |
| " F. van Woerkom       | " "           |
| " F.H. Bregman         | 3rd "         |
| " C.J. Bruchner        | " "           |
| " B. Feyen             | " "           |
| " D.J. de Jong         | " "           |
| " R.Th. Kerkhoff       | " "           |
| " A.J.M. van Nieuwland | " "           |
| " A.O. Vuurens         | " "           |
| " L.P. Zijlstra        | " "           |

## TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS

Captain D.C.M. van der Kroft, Master of TJIWANGI went on home leave.

Captain J. Maan was posted to TJIWANGI following home leave.

Captain J.H.W. Voigt, Master of STRAAT ALGOA went on home leave.

Captain J.G. ten Bhömer was posted to STRAAT ALGOA following home leave.

Captain J.J. van Nus, Master of STRAAT AGULHAS went on home leave.

Captain G. van der Spoel was posted to STRAAT AGULHAS following home leave.

Captain D. van Hekken, Master of STRAAT MAGELHAEN went on home leave.

Captain Tj. van der Molen was posted to STRAAT MAGELHAEN following home leave.

Captain P. Maas, Master of STRAAT RIO went on home leave.

Captain E. van de Wetering was posted to STRAAT RIO following home leave.

Captain J.W.F. van Hummel, Master of STRAAT LOMBOK went on home leave.

Captain M. Peddemors was posted to STRAAT LOMBOK following home leave.

Acting Captain W.R.M. van der Veld, Master of TJITARUM went on home leave.

Chief Officer F. Bakker was posted to TJITARUM as Acting Captain following home leave.

Captain Th. Terhorst, following home leave, was posted to STRAAT TOWA replacing Captain L.P. Weststrate who was admitted to hospital.

Chief Officer J. Ozinga was appointed Acting Captain STRAAT HONG KONG replacing Captain G.P. Proper who was admitted to hospital.

Chief Engineer G.G. Peek of SAFOCEAN AUCKLAND went on home leave.

Chief Engineer G.E. Godschalk was posted to SAFOCEAN AUCKLAND following home leave. (correction)

Chief Engineer J.J. Kalkhoven was posted to ASIAN ENTERPRISE following home leave.

Chief Engineer H.B. Visser of STRAAT AGULHAS went on home leave.

Chief Engineer J.G. Maijoor was posted to STRAAT AGULHAS following home leave.

Chief Engineer G. Zweegman of STRAAT FIJI went on home leave.

Chief Engineer D.J.B. Valk was posted to STRAAT FIJI following home leave.

Chief Engineer A. Volkert of STRAAT COLOMBO went on home leave.

Chief Engineer E.M. van de Ven was posted to STRAAT COLOMBO following home leave.

Acting Engineer D.P.J. Brugman of STRAAT TORRES went on home leave.

Chief Engineer R.F. Schols was posted to STRAAT TORRES following home leave.

Acting Chief Engineer W. Geerlings of STRAAT COOK went on home leave.

Chief Engineer J.J. Pieterse was posted to STRAAT COOK following home leave.

Chief Engineer R.K.K. Lie was posted to STRAAT LUANDA following home leave.

Acting Chief Engineer J.J. Potter of STRAAT LUANDA went on home leave.

#### Those who returned are: posted to

|                         |               |                   |
|-------------------------|---------------|-------------------|
| Mr H.L. Brandes         | Chief Officer | Straat Van Diemen |
| " H. de Haas            | " "           | Straat Hong Kong  |
| " H.K. Kruk             | " "           | Straat Honshu     |
| " R. van Willigenburg   | " "           | Straat Futami     |
| " J.L. Nobels           | " "           | Straat Florida    |
| " C.J.G. van den Hurk   | 2nd           | Straat Magelhaen  |
| " B.W. Janse            | " "           | Tjiwangi          |
| " G. de Koning          | " "           | Straat Korea      |
| " P.G. Langeveld        | " "           | Straat Talbot     |
| " A.J. Martijn          | " "           | Nieuw Holland     |
| " F.L.N. van der Ven    | " "           | Straat Mozambique |
| " R.P. Dros             | 3rd           | Straat Le Maire   |
| " J.R.L. Lucassen       | " "           | Straat Towa       |
| " J.P. Prince           | " "           | Straat Honshu     |
| " A.W. Rietman          | " "           | Straat Futami     |
| " J.Ch. Roelse          | " "           | Straat Nagoya     |
| " S.L. Schuurman        | " "           | Straat Lagos      |
| " H.H. van der Wilt     | " "           | Straat Nagasaki   |
| " A.J. Bongers          | 2nd Engineer  | Asian Ensign      |
| " G.L. Dekker           | " "           | Straat Agulhas    |
| " J.H.W.M. van Oostveen | " "           | Safocean Adelaide |
| " W.A.G. Verhulst       | " "           | Nieuw Holland     |
| " D.W. Bras             | 3rd           | Straat Bali       |
| " H.A.C. Hauer          | " "           | Straat Lagos      |
| " K.J. Jansma           | " "           | Straat Futami     |
| " D.G. van Lopik        | " "           | Nieuw Holland     |
| " G.V. Nijdam           | " "           | Asian Endeavour   |
| " L. Olivier            | " "           | Straat Luzon      |
| " E.B. Saalmink         | " "           | Tjitarum          |
| " E.H. Claassen         | 4th           | Asian Ensign      |
| " U.J. Dijkstra         | " "           | Tjiwangi          |
| " C.J. Teekman          | " "           | Safocean Albany   |
| " Th. Burger            | 5th           | Straat Kobe       |
| " M.J. Rijnberg         | " "           | Straat Singapore  |
| " M.M.A.J. Verstraeten  | " "           | Straat Lombok     |

#### TRANSFER OF SHORE STAFF

Mr J. Damsma was transferred from Hong Kong MH to Hong Kong Head Office.

#### IN MEMORIAM

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

A.W. Breet (retired Head Employee K.P.M.) on 17th May at Utrecht, aged 74.

J.L. van der Meerendonk (retired Chef van Dienst K.P.M.) on 20th May at Haarlem, aged 77.

A.W.M. van Koesveld (retired Captain K.P.M.) on 29th May at Den Haag, aged 71.



Chief Officer M.F. Gout

It is with the deepest regret that we have to report the sudden death, at the age of 44, of **Chief Officer M.F. Gout**, on board *Straat Talbot* at Singapore on 15th June.

Joining KPM in 1956 as 3rd Officer, he served aboard a great number of KPM and RIL vessels. Between July 1965 and July 1966 he was seconded to the KPM Representative at Djakarta where he supervised cargo movements in the port of Tg. Priok and assisted with Agency work.

Promoted to Chief Officer in 1970, he subsequently served in that capacity aboard *Straat Fraser*, *Straat Tauranga*, *Straat Singapore*, *Tjikampek*, *Van Riebeeck*, *Sabang*, *Siaoe* and since March 1972 aboard *Straat Talbot*. He was greatly respected as a very capable Chief Officer who put a great deal of effort and energy into his work. Well liked for his considerate and friendly approach to everyone on board and ashore, Chief Officer Gout will be greatly missed by his colleagues and friends. We send our deepest sympathy to his wife and three children in Singapore.

## PROMOTIONS

Congratulations go to the following ship's officers who were promoted on 1st July 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 2nd Officer

J. Jonkers  
B.V. Mevius  
O.J. Pannevis  
A.O. Vuurens  
L.P. Zijlstra

### To 2nd Engineer

A.J.J. Bijman  
H.A.C. Hauer  
H.O. Voorma  
F.J. van der Westen

### To 3rd Engineer

W.K.C. du Bois  
W.B.A. Busser  
J.W. Dieters  
W.F. den Dulk  
R. Gast  
J.L.M. Geuskens  
A. Kolkman  
F.W. van Lienden  
J.J. Meijer  
G.Th. Pauli  
L. de Regt  
A.A. Schraeverus  
R.S. Sikkes  
H.Y. Sperling  
W.J.M. Uytterhoeven  
R. Wiegers  
A.J.W.J. Wouters

### To 4th Engineer

N.P.C. Claus  
G.J. Dekker  
F.M.S.M. Elshout  
P.J.A. Moereels  
A.A. van Pel  
M.J. Rijnberg  
J.M. Schamper  
J.P. Schroeder  
P.J. Vink  
J.A. de Vries

### To 3rd Officer

P.J. Kulik  
J. Rijpstra  
F.C. Schuchard  
K.S. Sijpkens  
A. Voolstra  
H. van Woerkom

## Coffee Executives

### in Brazil

When the 2nd International Coffee Seminary was held in Santos, RIL was represented by both the Santos Agents Martinelli Santos, and by Mr E. Jeannetti and Mr H. Ezue of RIL Sao Paulo. Some fifty coffee business executives from overseas also attended the seminary which was sponsored by the "Brazilian Coffee Institute" and the local "Commercial Association".

To close the meeting, a cocktail party was held; amongst those present were:—

*from left to right standing, Mr F. Lovecchio, General Manager of Martinelli Santos and Mr E. Jeannetti (RIL Sao Paulo); from left to right seated, two leading coffee exporters and Dr. Marcus Vinicius Pratini de Moraes, Minister of Trade and Industry.*



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**P.O. Box 725, Hong Kong**

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*Mrs J.M. Barry*

*Mrs T.A. Charter*

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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*

**Many thanks** to our readers, whose articles, drawings and photographs have contributed to this month's issue.

**Welcome** to Mrs J. Barry who is taking over as Editor of RIL Post from Mrs Charter who is going on leave and will be back at her desk in January.

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.

