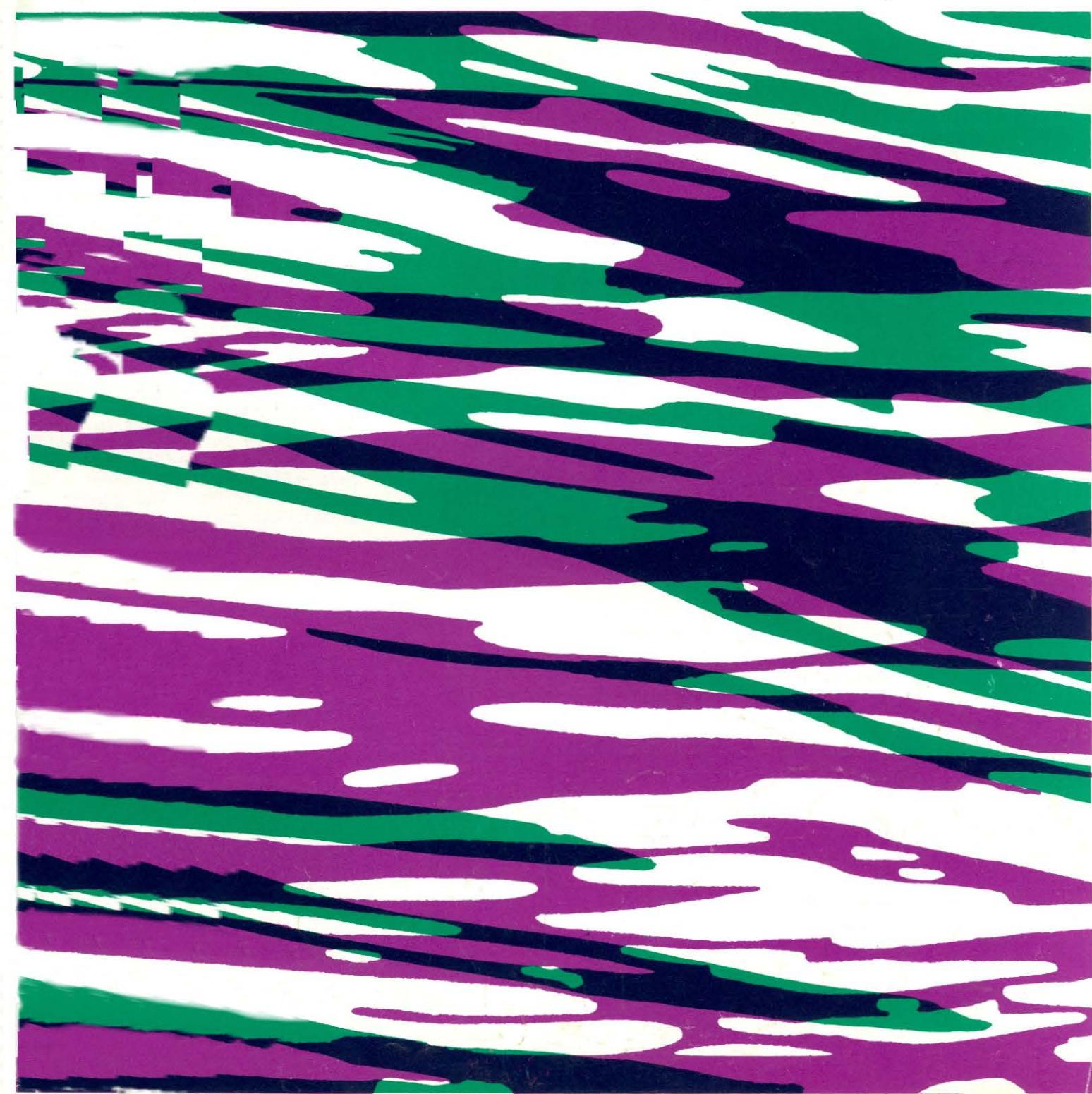
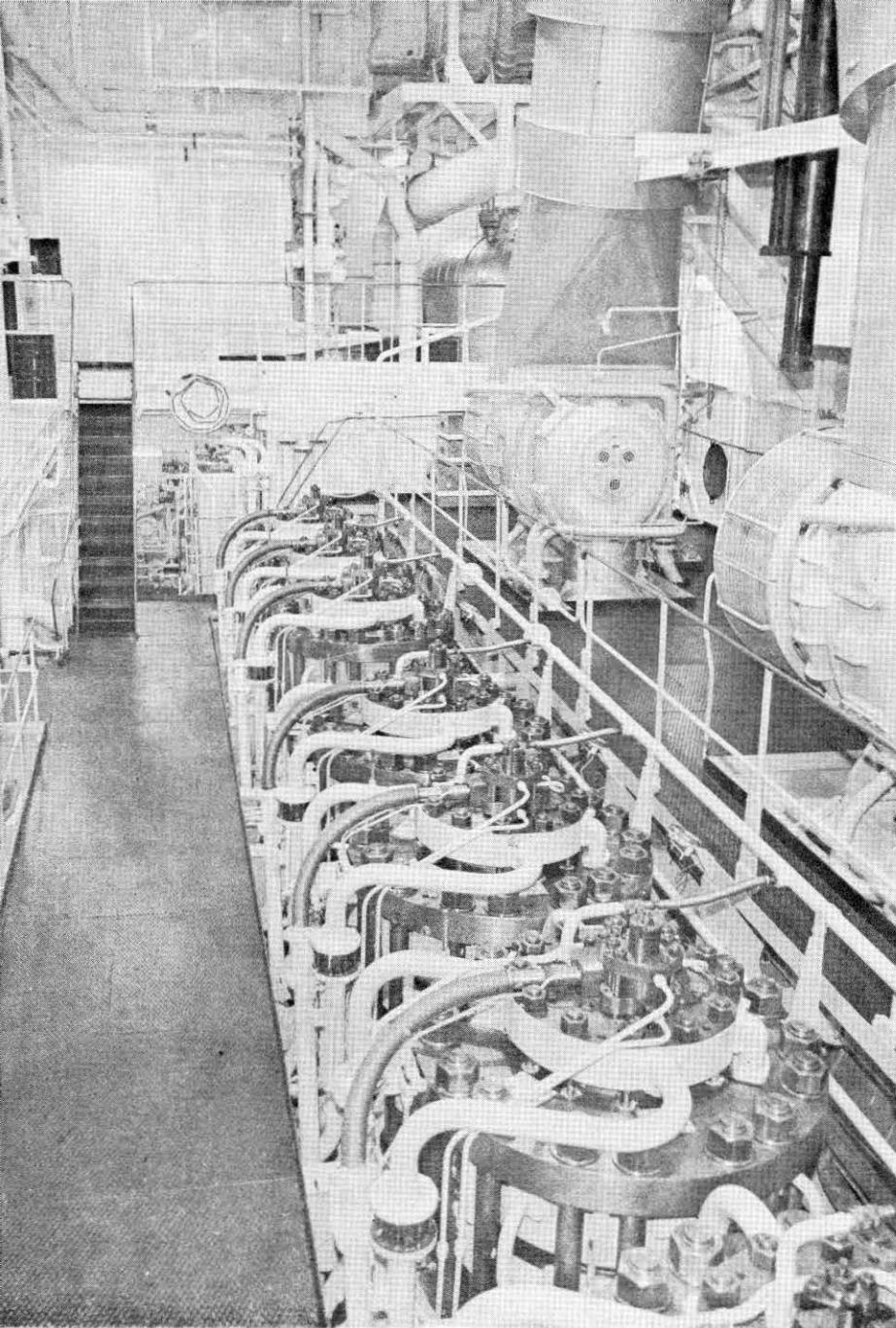


RIL Post

Volume 20 Number 11

A monthly staff publication of Royal InterOcean Lines





MAIN ENGINE OF A STRAAT N VESSEL.

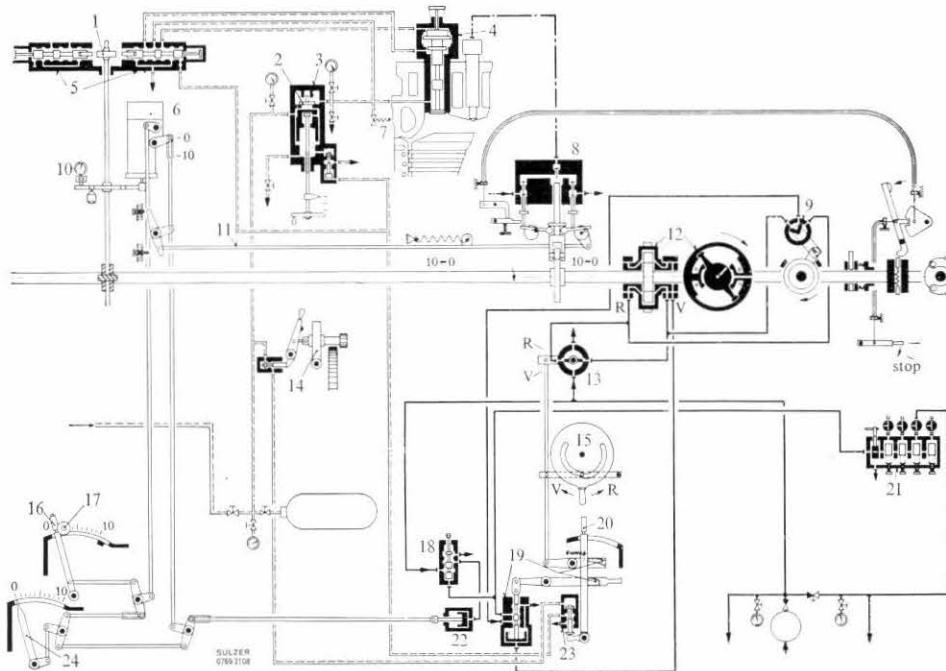
KEEP IT GOING

There is no problem in keeping a fleet of 54 vessels operating at maximum performance—provided that the men responsible have between them about 5,000 years of sophisticated technical training and practical experience. RIL ships Engineers, the Superintendents stationed at Yokohama, Durban and Sydney, and the Superintendents of the Technical Department (TD) Hong Kong are such a team.

TD provides management with technical data and information on maintenance costs. Its operations cover repairs and maintenance, technical assistance to vessels, and the scheduling of regular inspections and drydockings.

Present day marine engines can have an output of 4,000 BHP per cylinder, the total engine output being equivalent to more than 600 standard motor car engines.

Each piston and connecting rod weighs approximately 7000 kilos and this mass of metal moves up and down the cylinder 108 times per minute. On the down stroke the piston head is subjected to a force of 710 tons, resulting in an acceleration from zero to 73 km. per hour in approximately one tenth of a second. This tremendous acceleration is halted and the direction reversed in a fraction of a second as the piston commences its upward stroke. The gravity forces exerted



Main Engine Control System

- 1 Starting air cam
- 2 Non-return valve
- 3 Automatic starting air stop valve
- 4 Starting air valve
- 5 Starting air control valve
- 6 Governor
- 7 Safety valve
- 8 Fuel pump
- 9 Running direction interlock
- 10 Tachometer stroke counter
- 11 Fuel regulation linkage
- 12 Reversing servomotor
- 13 Reversing control valve
- 14 Turning gear
- 15 Engine-room telegraph
- 16 Speed adjusting lever
- 17 Speed fine adjustment hand wheel
- 18 Control slide valve
- 19 Starting lever interlock
- 20 Starting lever
- 21 Automatic oil and water-pressure safety cutout
- 22 Cutout servomotor
- 23 Starting air pilot valve
- 24 Load indicator

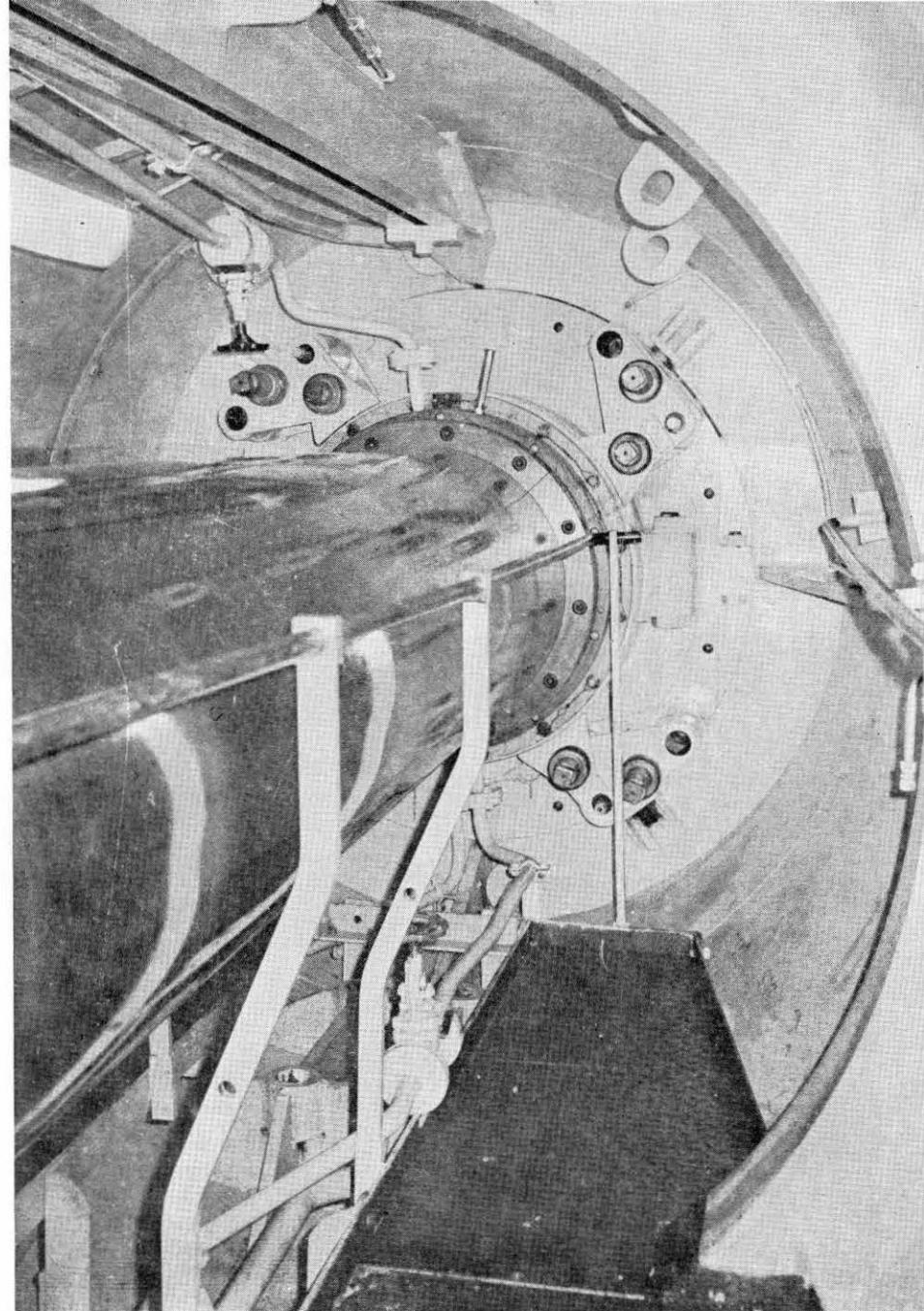
—At Top Performance

Maintenance is carried out on a preventive basis, entailing continuous surveys of machinery, refrigeration installations and hulls. After making a routine inspection of a vessel—from the funnel down to the tunnel and sterngland—the Superintendent will discuss relevant maintenance points with the Chief Engineer and the 2nd Engineer. As a result of inspections and consultations, valuable information is accumulated by the Technical Department which is able to update its 'Technical Instructions and Information' to the benefit of all vessels. Maintenance programmes also, are based on the invaluable inspections and consultations.

on the parts exceed 9g, half as much again as that experienced by astronauts at re-entry. The piston in a marine engine must withstand such forces—repeated 3,500,000,000 per year—hence the need for maintenance and overhauls!

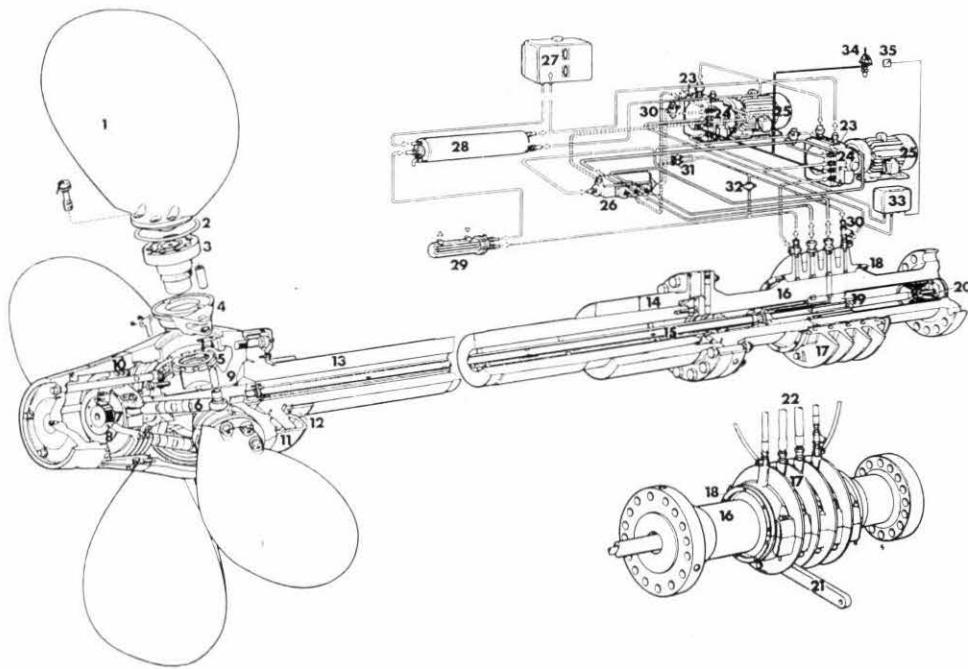
Direct control of the propeller pitch from the bridge makes the ship more manoeuvrable and adds an important safety factor in the ability of the vessel to react in critical situations particularly in busy traffic lanes, in harbours or when visibility is bad.

With improved manoeuvrability berthing times can be reduced, voyage times can be shortened and ships can be utilised more economically.



SPLIT STERN TUBE BEARING OF A STRAAT N VESSEL.

- | | |
|-----------------------------------|--------------------------|
| I. Propeller | 19 Sleeve |
| 1 Propeller blade | 20 Hydraulic feedback |
| 2 Blade seal | and pitch indication |
| 3 Double supported | 21 Anti-rotation strap |
| blade pin | 22 Flexible hoses |
| 4 Adjusting crank | IV. Hydraulic Control |
| 5 Pin nut | System |
| 6 Link | 23 Control and oil |
| 7 Cross head with | circulation pumps |
| double supported | 24 Pneumatic pitch |
| adjusting rod | setters with electrical |
| 8 Servomotor piston | and mechanical |
| 9 Propeller hub | standby controls |
| 10 Servomotor cylinder | 25 Electrical motors |
| II. Propeller Shaft | 26 Automatic |
| 11 Protecting hood for | change-over valve |
| propeller shaft flange | 27 Oil head tank |
| 12 Bushing of | 28 Oil intermediate tank |
| sterntube seal | 29 Oil cooler |
| 13 Propeller shaft | 30 Filter and orifice |
| 14 Coupling flange | 31 Check valves |
| 15 Double oil tube | 32 Overflow valve |
| III. Oil Distribution Unit | 33 Differential pressure |
| 16 Oil distribution shaft | transducer |
| 17 Oil distribution | 34 Pneumatic |
| housing | remote controller |
| 18 Sealing (with spare | 35 Pitch indicator |
| sealing rings) | |





Necessarily all of this work must be related to quality engineering and control of expenditure which means that shore based marine engineers become something of experts not only in quality control but also in cost accounting and budgetary control (with the assistance of the Electronic Data Processing Department, of course!).

Maintenance of vessels, at an economic level, is largely dependent upon sound lines of communication between sea going and shore based personnel, and on the local 'know how' of experts in their own areas. For instance RIL Superintendents have, over the years, built up a sound relationship with Dockyard Managements—a situation which greatly facilitates the schedules of dry docking.

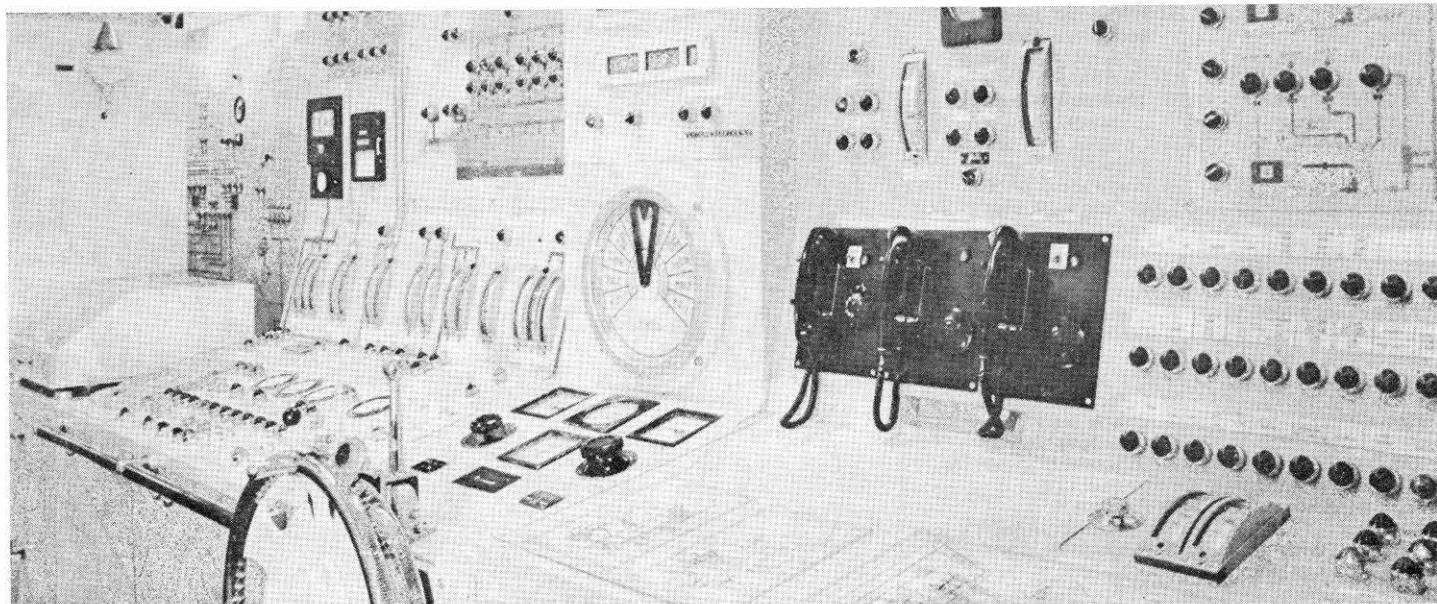
The illustrations on the previous page give some indication of the depth of knowledge required by present day engineering technologists. Additionally they have all the

expertise necessary to supervise the installation and to maintain the electronic systems on board. At one time engineers did the rounds of meters, which indicated 500-600 different measurements, 6 times every 24 hours. Thanks to some sophisticated electronics equipment this routine work has largely been minimised and now temperatures, pressures, kilowatts and revolutions are monitored by a Datalogger.

Efficient maintenance is an investment, so too is the spirit of cooperation which exists between the Superintendents at HK HO and the hundreds of Engineers who serve on board and ashore.

Technical Department is the control centre for engineering concepts, innovations, improvements and costs, and for the technical services to the RIL Fleet.

it's quite simple really—just watch for the red light and pick up the phone.



service anniversaries



Mr P.T. Aarsen: Asst. Manager, Durban.
entered RIL service 1-9-1948.



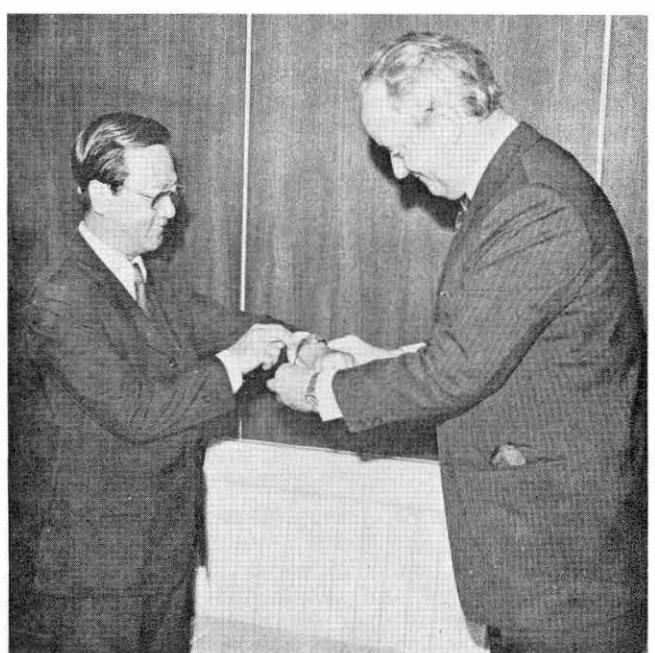
Petty Officer H. Schelling.
entered KPM service 11-5-1947.



Mr I. Yagi: Chief Accountant, RIL Kabushiki Kaisha.
entered RIL service 1-9-1948.

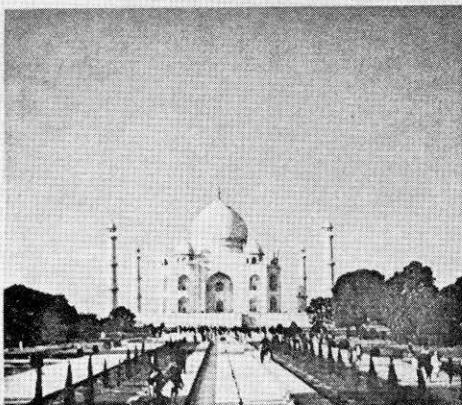


Mr G.Th.M. Sweijen: Representative, Brazil.
entered RIL service 10-9-1948.



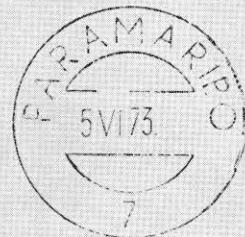
Mr Chan Se Fun: Asst. Manager Travel Dept.,
RIL (Hong Kong) Ltd.
entered RIL service 16-9-1948.

Taj Mahal, Agra, India



Suriname

eerste dag van uitgifte · first day of issue



suriname 15c



suriname 25c



suriname 30c

suriname 30c

Our philately correspondent Mr G. Rieder writes: On July 5th 1973 the postal administration of Suriname issued a set of commemorative stamps depicting the 'centenary of immigrants from India'.

The 15 cent stamp illustrates the gathering of the rice crop by a Hindu woman.

The 25 cent stamp features the Agent General J.F.A. Cateau van Roosevelt holding a map of Suriname.



The 30 cent stamp symbolises the present and future policy of Suriname. (Unfortunately the pastel blue and orange colours of this stamp do not reproduce well in black and white but the symbols represent peace, communications, industry and agriculture).

On September 14th, the Netherlands, Suriname and Netherlands Antilles issued a set of three stamps commemorating the silver jubilee of the reign of HM Queen Juliana.



PHILATELY

Although almost every object under the sun has found a place on postage stamps at some time or another, ships and shipping far outstrip all other themes, providing the widest range of subject matter and pictorial treatment.

The first stamp to feature a ship was issued in April 1847 and prepaid the postage on mail carried between San Fernando and Port of Spain in Trinidad.

The stamp depicted the steamship Lady McLeod which plied between the two ports. Several other steamship companies in the mid-19th century also produced their own stamps and many of these featured the company ships.

A random sample of stamps issued recently shows that ships were featured on the issues of some 23 different countries and within that category the range was amazingly diverse.

A set with the theme of ships and navigators was released in March in

the British Solomon Islands, portraying the French seaman D'Entrecasteaux and the *Recherche* (4c), and John Shortland and the *Alexander* (15c), as well as a tomoko (war canoe), and primitive navigational instruments on the 35c and 9c respectively.

Recently the latest instalment in the Christmas Island definitive series was released. It features historic ships, ranging from the *Cygnet* of William Dampier (1688) to the SS *Triadic* which has plied regularly between the island and Fremantle since 1961.

A fishing canoe is shown on one of the stamps released recently by the Gilbert and Ellice Islands in a series alluding to the legends of island names. The 10c depicts Butaritari ("the smell of the sea"), the atoll which, according to legend, sank and had to be pulled up by a fishing line from a canoe.

Montserrat and St Vincent celebrated the 475th anniversary of their discovery by Columbus, with sets of

stamps portraying the explorer and featuring the *Santa Maria*.

New definitive sets from Nigeria and Rhodesia feature a timber freighter and a hydrofoil respectively, while Nauru's new definitive issue includes an 8c stamp showing a fishing canoe. A series of five stamps from Russia depicts the history of the Russian Navy and ranges from the battleship *Peter the Great*, launched in 1872, to warships of the Russo-Japanese War, the 1905 revolution and World War I.

A Viking ship with cross-rigged square sail, from a Gotland petroglyphic stone, is featured on a Swedish stamp issued in April. Both the Turks and Caicos Islands and St Lucia have recently produced sets depicting ships which have visited these islands.

The most unusual design, however, is that used by the United States for a block of four 8c stamps forming a composite picture of the Boston Tea Party, released appropriately on July 4.

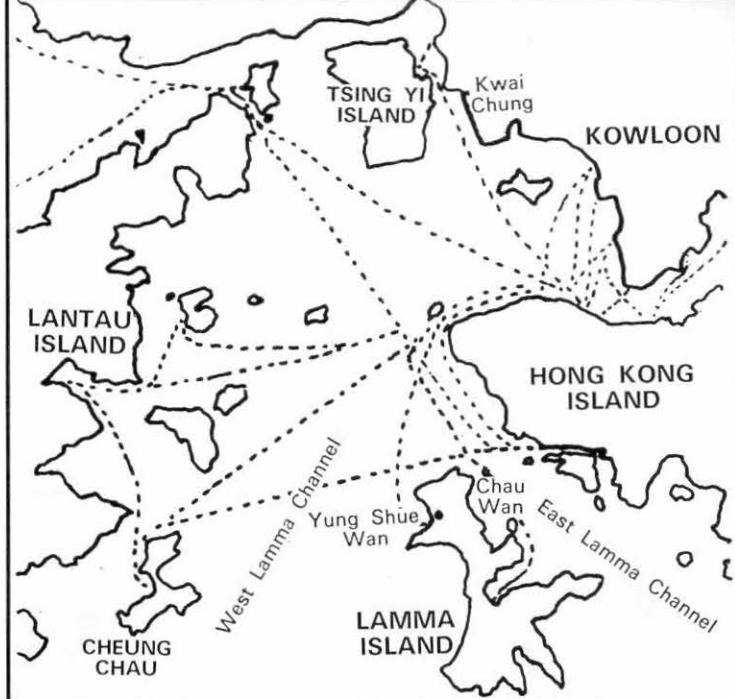
MARINERS BEWARE

"Our conclusions are that there is an urgent need for Hong Kong to secure appropriate local reserves of energy which are less vulnerable than the supply of refined petroleum products from other refineries based elsewhere in the world. This need can be mainly satisfied by a refinery within the Colony."—So said the consultants called in by the Hong Kong Government to report on Shell Company's proposal to build a refinery on a 420 acre site on Lamma Island. Shell proposed a site on the N.E. coast at Chau Wan extending out to Georges Island. The consultants have recommended an alternative site on the N.W. coast at Yung Shue Wan. At this stage there is no date set for the commencement of operations, it is not even certain that Shell will operate the plant. A rival project which is bigger and includes a petrochemical plant, still has to be considered. What is interesting to mariners is the reference to the East Lamma Channel.

Traffic in the East Lamma Channel arises from three main sources; oil and container traffic bound to and from the container terminal and oil installations at Kwai Chung and Tsing Yi, conventional general cargo vessels bound for Hong Kong Harbour, and local craft including fishing vessels and ferries. The present average hourly movement of all types of vessels through the East Lamma Channel is about 16. From existing studies it is estimated that a channel of about 2.78 square miles in area and about 0.9 miles in average width, such as the East Lamma Channel, could sustain a density of twice this number of craft.

Inspection of charts reveals several areas of comparatively shallow water in the southern approaches to the East Lamma Channel. We would not suggest any specific limit on draught as this would be presumptuous with the limited information available. We do, however, attempt to indicate a possible area of conflict between those who must consider draught in terms of maximum commercial gain only, and those that are required to give priority to the consideration of maintaining safe port practices.

The Village of Yung Shue Wan, Lamma Island.

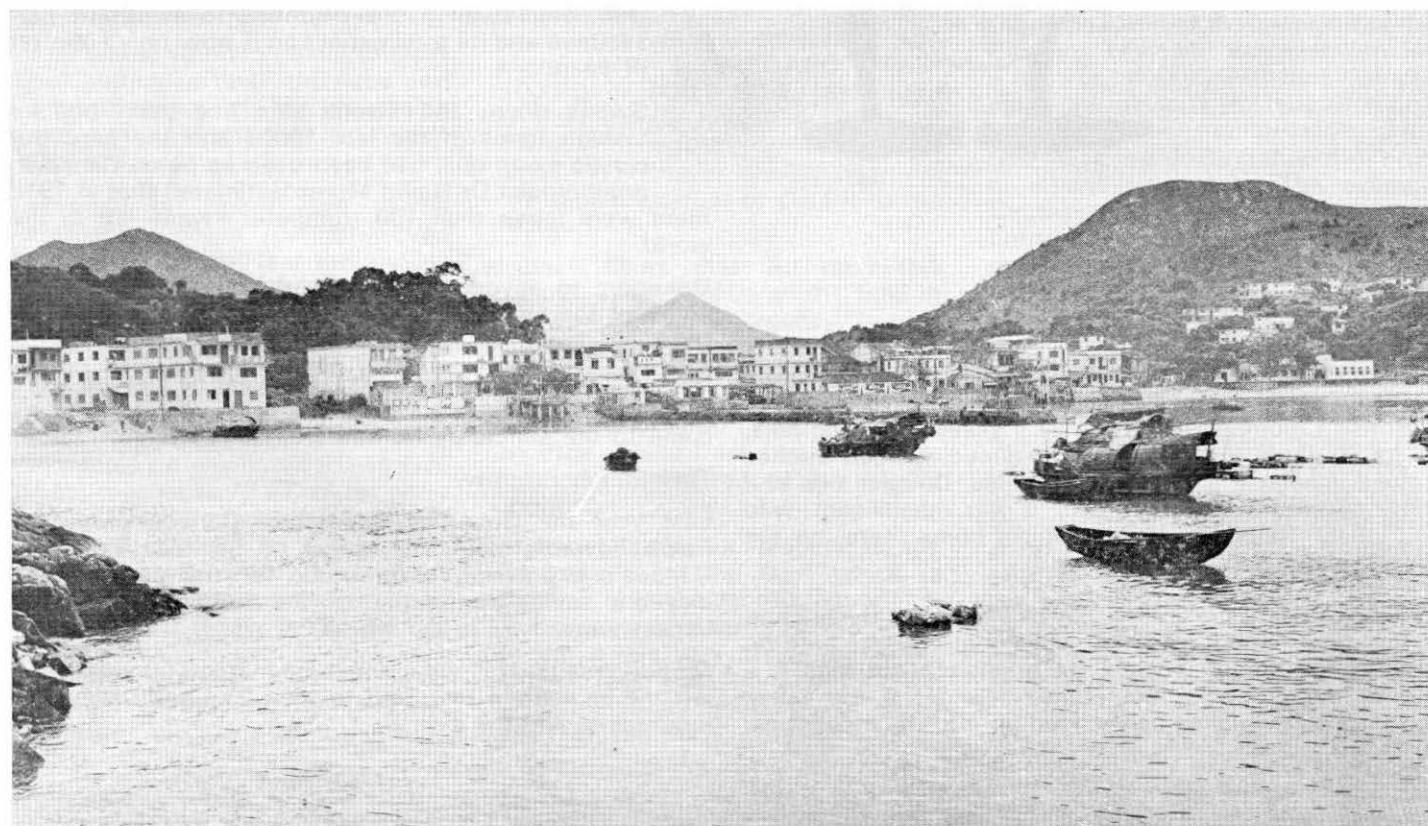


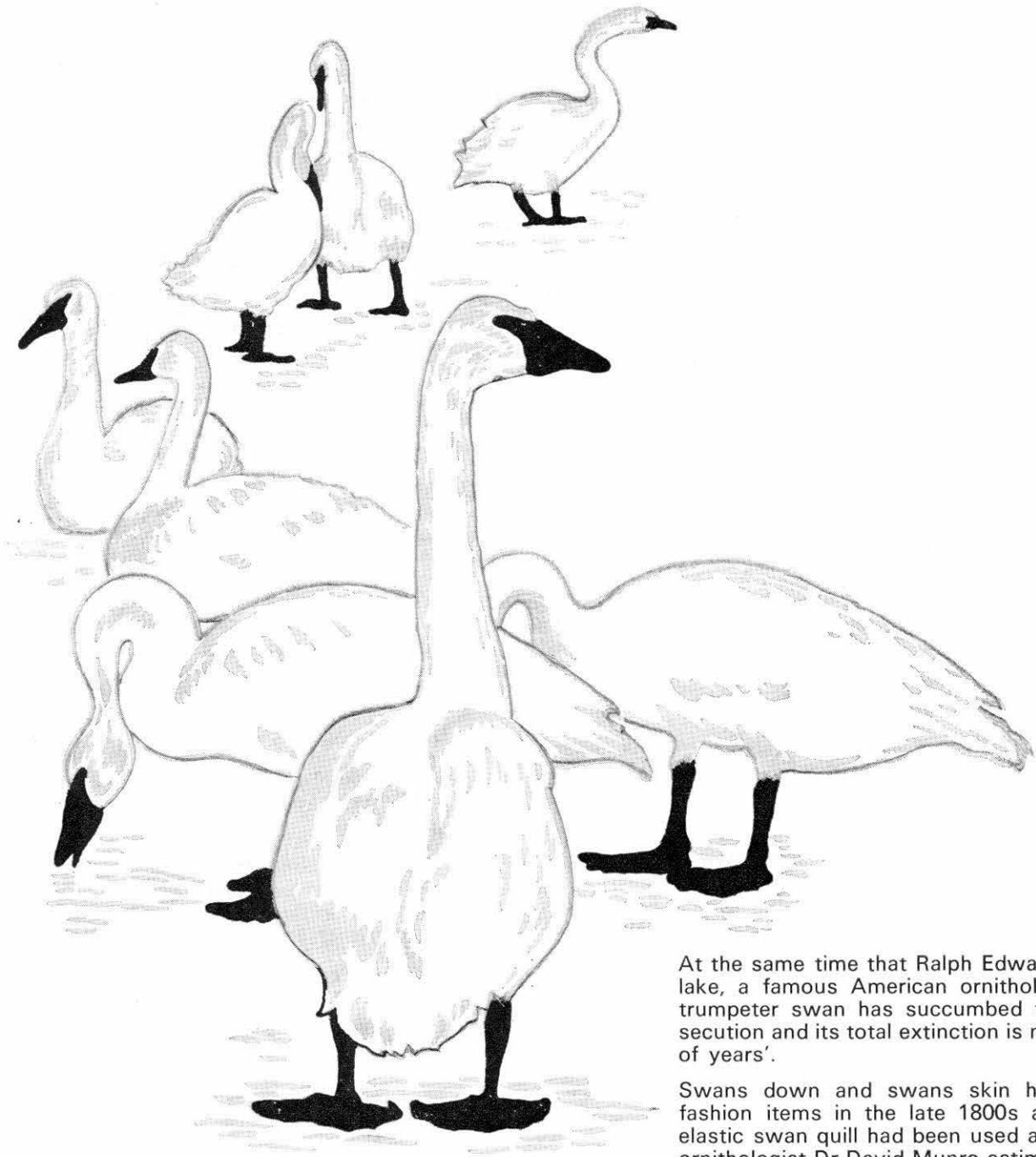
..... existing ferry services.

It is assumed that vessels keep to the northeasterly side of the East Lamma Channel when entering port and the southwesterly side when leaving port. This means that access to the proposed terminal lies across the south bound traffic lane. It is clear that such vessels require priority of manoeuvre as, under these circumstances, they will be unable to observe the normal anti-collision regulations. To increase the safety of such manoeuvres it is recommended that signals be devised to be displayed by these vessels and to indicate to others that they are unable to comply with the normal rule of the road. Under these circumstances of crossing traffic involving very large tankers, fishing vessels, container vessel traffic, ferry services, pilot station operations and other traffic, it would be timely to establish a traffic information broadcasting service for the assistance of all port users in the area under consideration.

It seems as though traffic conditions at sea are to be as hazardous as those on shore—and there must be a cartoonist amongst RIL's floating staff who could do something good with that information!

Photograph by courtesy of South China Morning Post Ltd.





And So They Lived

61 years ago, in the Autumn of 1912, Ralph Edwards walked along the banks of the fast flowing Atnarko River in British Columbia, and came to a seven mile long lake. At its southern end the valley widened. Golden birches glowed against a background of pines, Douglas firs, and snow covered 8000' mountains. It was magnificent, wild and lonely. Ralph Edwards built his home there, on the shores of his 'Lonesome Lake'.

At night, alone in the great valley he listened to the hooting of the great horned owl, the yapping of coyotes and the howl of the timber wolves. On bright moonlit nights, a few trumpeter swans sometimes flew along the valley and their clear bugling call echoed up into the mountains.

At the same time that Ralph Edwards moved to the lake, a famous American ornithologist wrote 'The trumpeter swan has succumbed to incessant persecution and its total extinction is now only a matter of years'.

Swans down and swans skin had been popular fashion items in the late 1800s and the hard but elastic swan quill had been used as pens. Canadian ornithologist Dr David Munro estimated that in 1916 there were fewer than 100 trumpeter swans left in the world.

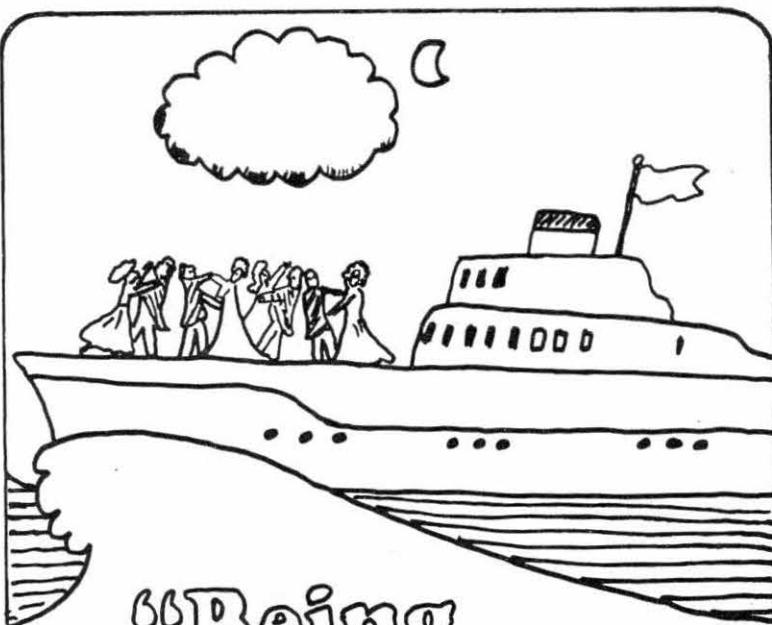
Unknown to anyone, except Ralph Edwards of course, some of the survivors were taking refuge at Lonesome Lake.

He loved those beautiful birds. Each year he cleared more ground around his log cabin and each year the swans came to the sanctuary he had created for them.

Their numbers grew.

Last year the Governor General of Canada presented Ralph Edwards with the Medal of Service. This was Canada's expression of gratitude for the part he had played in saving from extinction the trumpeter swan, the largest water fowl in the world.

Mr Edwards and his wife, whom he married 50 years ago, left the investiture to return to their lake and valley and mountains, and the swans.



"Being on a ship...like being pregnant"

It's strange the number of people who take planes when they might take a ship. I don't understand it. The plane trip is so much longer. Surely you must have noticed that a whole year goes by between that moment when you fasten the seat belt and the time when the stewardess wheels out that first high-ball.

I've noticed, and I'm not even a serious drinker.

Now, while a forty-minute shuttle flight from New York to Washington D.C., can seem as long as a trip to Jupiter, an eight-day sea voyage to Naples is as fleeting as love's young dream.

Being on a ship is something like being pregnant. You can sit there and do absolutely nothing but stare at the water and have the nicest sense that you are accomplishing something. I mean, you're getting there.

Being on a ship is also really nicer than being in a luxury hotel in a foreign country. You have all the comfort and all the fattening food without being nagged by the feeling that somehow you ought to be out broadening your cultural horizons.

For instance, you don't have to think about getting up with the larks and driving fifty miles into the mountains to see a rare old tapestry in a quaint old chapel.

Everything on board ship seems better than life in real life—even the movies. It's not that the movies are better; actually, they're worse. But, for one thing, they're free and you're free. I mean, you can leave and go back to your cabin without having an argument with your husband.

And people on shipboard are so nice and approachable. At a cocktail party in town, the stranger standing next to you will meditate for five minutes before he finally asks: "Well, what do you think of this weather we're having?" Your fellow passengers at sea never ask you such trivial, boring questions. Invariably they sweep to the larger issues and the heart of the matter, and ask: "How much do

you plan to tip your cabin steward?" (The only conceivable virtue in undertipping is that you will be thought a seasoned traveller and/or rich.)

Most people embarking on an ocean voyage bring along a book they've intended to read for ever, like *Martin Chuzzlewit*. I don't find this necessary because (a) I never intend to read *Martin Chuzzlewit* and (b) I find so many interesting things to read right there in the cabin. First, there is this little booklet full of tantalizing information about the ship. You will learn that the keel was laid in Genoa in 1962 (which, I am sure, was a vintage year for keels). There is, however, one instruction that always disturbs me. It reads: "Anyone seeing a man falling overboard should shout MAN OVERBOARD STARBOARD or PORT SIDE (Starboard or Port simply means the right or left of a man facing forward to the bow). Whosoever should hear the call should attempt to pass it to the Bridge."

I can't figure that out right this minute, when I have all the time in the world. In an emergency, heaven knows what I'd say. I mean, I know the difference between right and left, but I don't always know where the bow is. As a result, I simply never go on deck unless I am sure that there are a number of responsible people about.

Another bonus for readers is the Programme for the Day, which is slipped under the door each morning. This not only gives you the times of the meals and the titles of the movies, but goes on to reveal the wealth of other goodies that await you. "Eleven-thirty: Organ Recital in

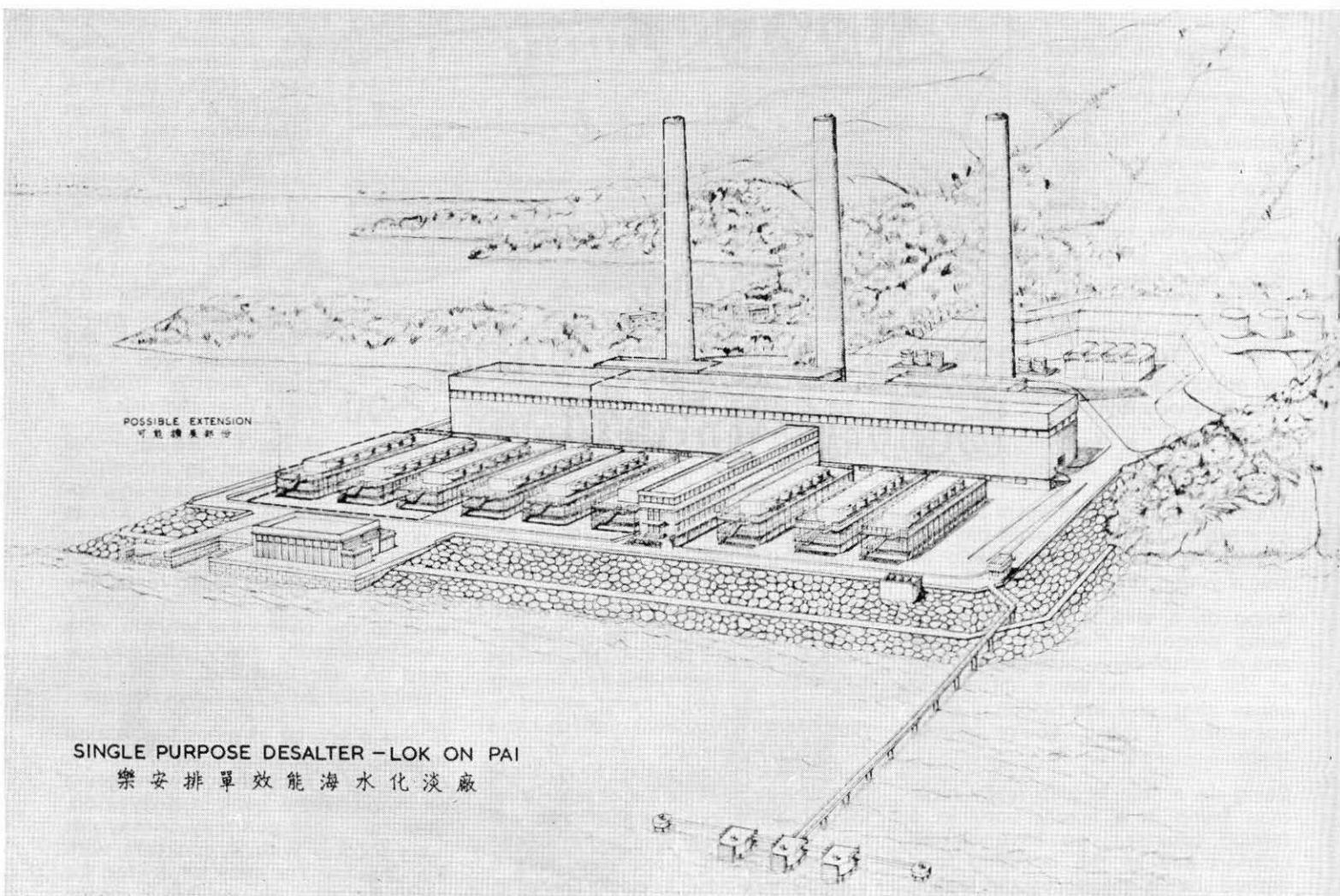
the Bamboo Lounge. Tunes from Yesterday." (Okay, but think about it: it's better than tunes from this year.) "Three-thirty: Complementary Dance Lesson on the Main Deck with Florio and Janet, weather permitting." I happen to feel that this "weather permitting" merely injects an empty note of pessimism, but I suppose you can't have people frugging right over the rails.

I don't want to make it sound as though all were perfection on ship-board. Of course potential hazards lurk everywhere: storms, slippery decks, eccentric people who may sit beside you near the pool. I made one crossing with my deck chair exactly next to the chair of a woman who—all afternoon, every afternoon—read to her husband aloud from Harold Robbins's *The Carpetbaggers*.

It was a source of great fascination to the pool attendant who, clearly, didn't know such things were going on in this world, even in Hollywood. Something else you may or may not have to deal with is cocktails with the Captain. You may be invited for cocktails because you are a movie star or because you happen to have the same name as the president of the Shipping Line and are mistaken for a relative. In any case, most people make the obvious mistake of trying to be interesting, whereas the Captain is (quite understandably) tired of interesting people. The average Captain, while being as cheery as a Santa Claus in Macy's, is hardly more articulate. He smiles and smiles and mutters things like: "Oh, ho, ho."

No matter. I want to go down to the sea again. To the lonely sea and the sky. And the nice steward who brings me breakfast to the cabin and the deck steward who tucks a rug around my knees and the good food and the bad movies, and the bingo and the horse-racing, and the salt-spray that makes my hair-do sticky, and the cocktails in the bar as the sun goes down over the ocean, and the telephone in the cabin that never, never rings. I want to go. And I want to go this summer.

(abridged from an article by Jean Kerr)



SINGLE PURPOSE DESALTER - LOK ON PAI

樂安排單效能海水淡化廠

HONG KONG'S HK\$ 337 MILLION DESALINATION PLANT WHICH WILL COME INTO PRODUCTION SUCCESSIVELY FROM THE MIDDLE OF 1974 TO THE END OF 1975.

As well as the individual evaporator/boiler units with their own auxiliaries, there are a number of common services shared by the whole station. These include bulk fuel and acid storage and handling facilities with marine unloading jetty; sea-water intake and outlet culverts with screening and chlorination plant and submarine

outfall; chemical dosing plant for product treatment; fresh and salt water auxiliary services; compressed air system; fire fighting system; site lighting and power services; mechanical, electrical and instrument workshops and an aqueduct carrying the product water from the plant to Tai Lam Chung reservoir.

THERE'S MORE WHERE THAT CAME FROM

Extracting potable water from the sea is nothing new in the shipping business. For years vessels have used simple distillation units to provide daily supplies of fresh water. However the technical problems become manifold and the cost of extraction starts to soar when millions of gallons of water are required each day.

Already many countries consider desalination to be a prime source of supply. Kuwait, Malta, Abu Dhabi, Curaçao, Jersey, Guernsey and some ports in South America and Australia rely on desalting plants as the only sizeable supply of fresh water available to them.

In Hong Kong the control of water consumption and improvements in the conservation and distribution of water have been some of the measures taken to supply a demand which continues to grow at the rate of 8% to 8½% per annum. An impressive system of reservoirs already exists to supply 210 million gallons of water each day, but in an area of only 398 square miles there are not enough water sheds to maintain any more reservoirs.

The solution has to be desalination. Work has already started on building the largest desalting plant in the world which will produce 40 million gallons of fresh water each day. Provision will be made for possible future expansion of the plant which could eventually supply 60 million gallons per day.

In the last few years multi-flash distillation has resulted in enormous economies over older methods in the production of fresh water from brine. Multi-flash works on the principle that the boiling point of water is directly related to air pressure.

In the desalting process brine is passed through steam heated tubes where its temperature is raised to boiling point. This hot brine then flows into a large box shaped vessel, the evaporator, where it boils into vapour. In this 'flashing' process the salt is left behind in the brine and the salt free vapour is made to condense as fresh water

on the cool surface of the tubes, from which it drips into collecting trays.

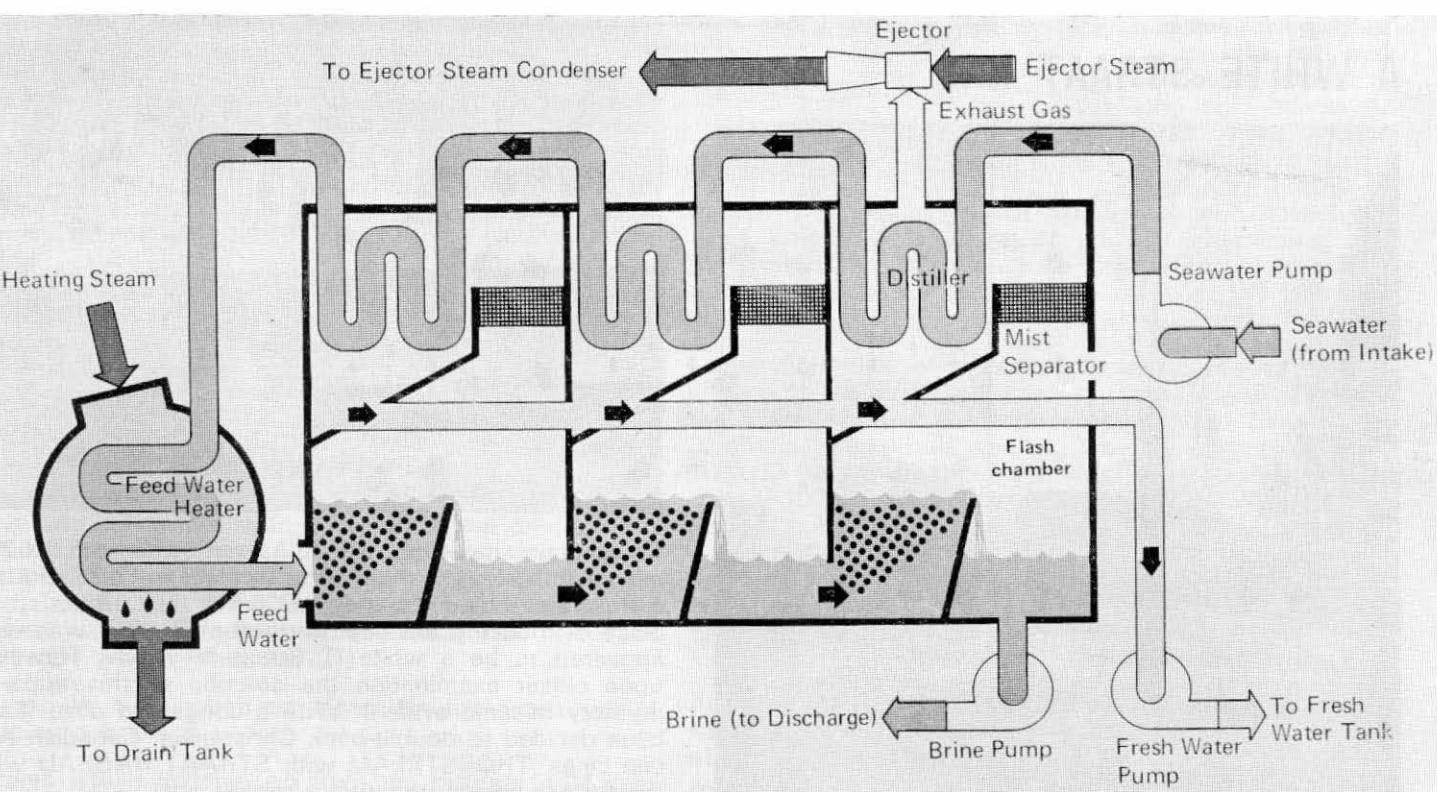
After the first flashing, the brine is still hot enough to boil again—at a lower pressure. To enable this to be done the evaporator is divided into numerous chambers, each at a lower pressure than its predecessor, in which the same brine may flash up to 40 times, each time giving up some salt free vapour.

This system allows for the most economic use of both the fuel consumed in heating the brine, and the expensive corrosion resistant tubes through which the incoming brine flows and upon which the salt free vapour condenses.

The water which flows inside the tubes to keep them cool is the same brine which is later heated and flashed into salt free vapour. By this means, the heat given up to the cool surface of the tube when the vapour condenses, is largely recovered. The recovery technique is the principal method by which the cost of desalting sea water has been reduced to an extent sufficient for the process to be economic for potable water production.

In commercial terms Hong Kong comes into the category of 'developing nations' but when it comes to desalination it's the world's leader.

ILLUSTRATION OF AN EVAPORATOR WITH 3 CHAMBERS. THOSE BEING INSTALLED AT LOK ON PAI EACH HAVE 28 CHAMBERS.



FLEET FACTS

London Statesman has been chartered for the November westbound FEWAS sailing.

CHIWAS vessels now call at Capetown, westbound en route to Singapore and Pointe Noire, for bunkering and the disembarkation of passengers.

With effect from October **Straat Cook** has been added to the South America/South Africa v.v. service (SAMSAF) thereby assisting **Tjitarum**. Both vessels will provide a monthly service between S. America and S. Africa.

Tjiwangi has been sold for continued trading and will be delivered in Singapore to new owners during the second half of January 1974.

Straat Colombo and **Straat Clement** have been withdrawn from NZUE and ANZS respectively, and will be employed on the Australian-Far East berth under a charter structure between CNC and RIL.

Time charter **Sinkiang** will replace **Straat Colombo** in NZUE; time charter **Wanliu** will replace **Straat Clement** in ANZS.

THOSE EMPTIES ARE WORTH A SMALL FORTUNE

In 1880 a hand-blown 1½ litre A. van Hoboken bottle—with its contents of Dutch gin—would have sold in Australia for about 25 cents. Today, a similar bottle—empty—is like buried treasure. Recovered in good condition from abandoned gold diggings in northern Australia, it brings about A\$25 in the Northern Territory capital, Darwin, A\$10 more in other Australian capital cities, and would probably double its Darwin price in overseas countries.

The bottles most often found are the square-shaped A. van Hoboken gin bottles, together with a variety of English whisky bottles, Chinese ceramic bottles, American drug bottles and locally made "torpedo" bottles, the torpedo-shaped beer container.

It is not yet 200 years since exploration of Australia's hinterland first began, and there are many sites where pioneer farmers, miners or settlers made their camps and, presumably, dumped their bottles.

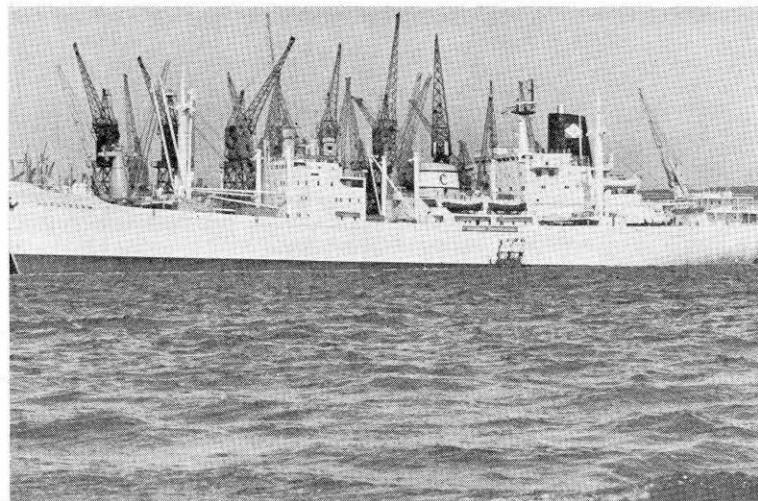
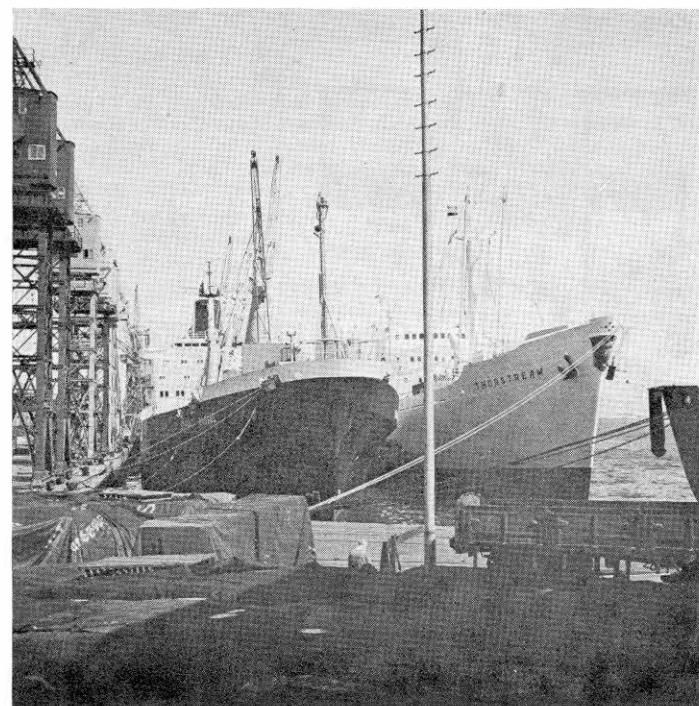
According to Peter Serventy, a part-time prospector—cum-miner, it would appear that certain bottles, particularly the square Dutch gin variety, were actually brought to the north Australian coast before the first Europeans arrived.

The bottles, probably from areas of Dutch colonisation in Southeast Asia, were used to store water. Maccassan traders had been making regular journeys to north Australia long before the first European settlement.

Mr Serventy's main interest in bottles is his belief that buried bottles provide important historical information.

(If, however, you have some shore leave and a large shovel you could dig yourself an early retirement. Alternatively the glass making factories in Hong Kong offer very good delivery dates!)

A WHITE STRAAT N?



On the same day that Mr P.T. Aarsen celebrated his 25th service anniversary, the staff of Interocean Lines, Durban, were greeted by a strange sight when they arrived at the office overlooking the bay. Berthed at P Shed was what appeared to be a white(!) Straat N vessel. However, upon closer examination the solution to this apparent mystery became evident. With a congested port, it had been decided to double-bank Christensen Canadian African Lines' THORSTREAM with STRAAT NASSAU while the former vessel underwent repairs.

Phenomena photographed by D.K. Shackleton.

WEALTH BENEATH THE WAVES

'Recent research has uncovered oceanic mineral resources of incredible extent and of attractive economic grade'—report the American experts in the field of Marine Mining. In other parts of the world the American enthusiasm for minerals on the sea bed is regarded with something approaching amusement or condescension. In only one other country is the prospect being taken seriously and that is because that country, Japan, is unique in being a major industrial power virtually without natural resources. The Americans for their part have more than enough materials to meet their own requirements, with the major exceptions of manganese and tin, manganese in particular is a strategic material because of its essential use in steel.

American mining engineer John Mero has said that his country could, if it chose, get all the manganese it wanted, from the ocean floor. The source would be lumps of mineral, resembling fire blackened potatoes of assorted sizes, known as nodules. These nodules are rich in manganese and contain substantial amounts of other metals, chiefly iron, copper, cobalt and nickel. They are found all over the Pacific and Atlantic Oceans, they have even been found close inshore in Scottish lochs, lakes in Sweden and Lake Michigan.

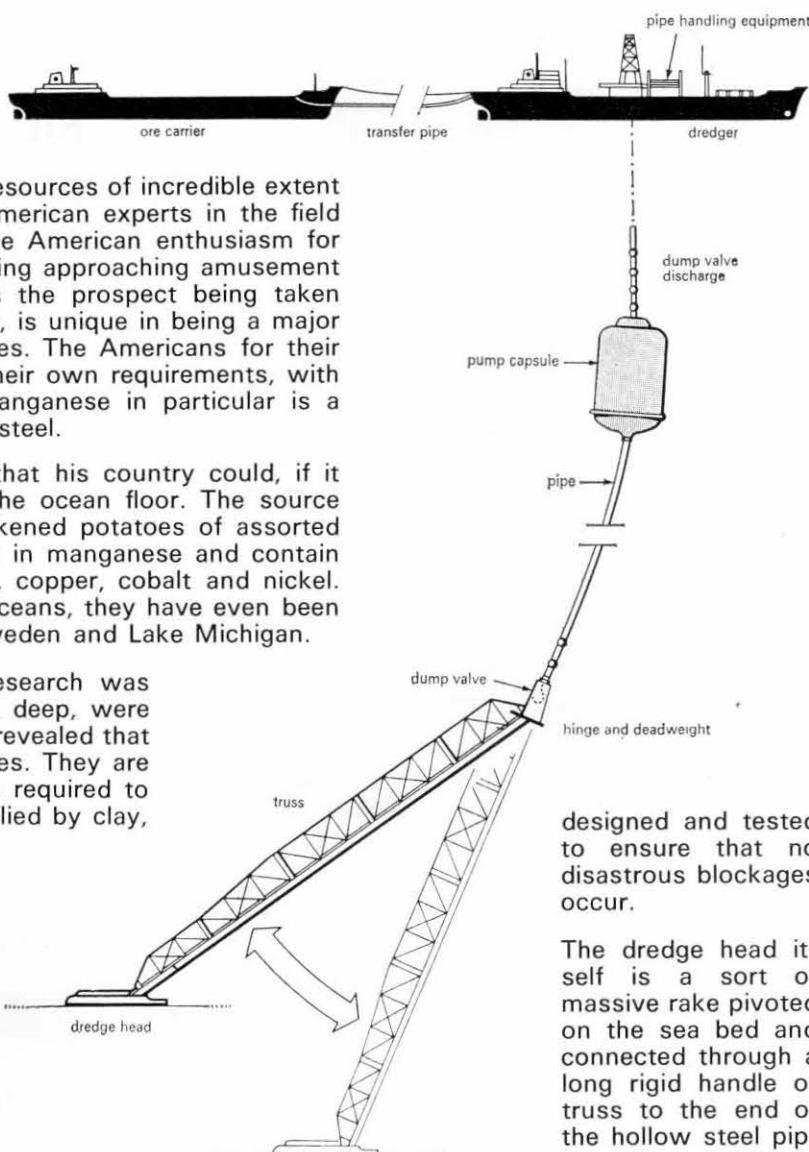
During International Geophysical Year (1958) research was carried out relating to nodules. Some, 18,000 ft. deep, were viewed by a Russian I.G.Y. camera, and dredging revealed that the ocean-floors are literally 'cobbled' with nodules. They are self-forming, rather like pearls. A hard surface is required to start the process, and such nucleus may be supplied by clay, sand, fish-bones, a shark's tooth or piece of a whale's ear-bone. The growth rate is calculated to be only four millimetres a million years, but so widespread are the nodules that enough nickel is formed each year to meet world consumption. In fact, world-wide surveys have shown there are so many nodules forming all the time that they could supply all man's needs for major metallic constituents, and still the total growth would easily exceed the rate of depletion. In fact the nodules could be the world's first self-renewing mine.

Deepsea Ventures Inc., a subsidiary of the giant Texas chemical company Tenneco, has designed an underwater mining system which is basically a hydraulic suction dredge but instead of the pump operating on board, which would reduce the depth at which it could operate, it is submerged to 500 feet or so and pressurized with air to stop the water leaking in.

The Deepsea Ventures prototype opts for using a conventional ship and operating through a 30 foot square well, cut in the mid section and down through the keel. In this well is an elevator which can travel 40 feet or so above and below the main deck. On it the dredge with its 6,000 feet or more of pipe and the heavy pump is to be assembled section by section with the ship rolling no more than 5%. An 18,000 ton deadweight ship would be used, capable of holding up to 15,000 tons of ore for transhipping into ore carriers.

Ore would be transferred along flexible pipes whilst dredging continued.

Nodules would be pumped from the bottom at 15 feet per second. Various dumping mechanisms have been



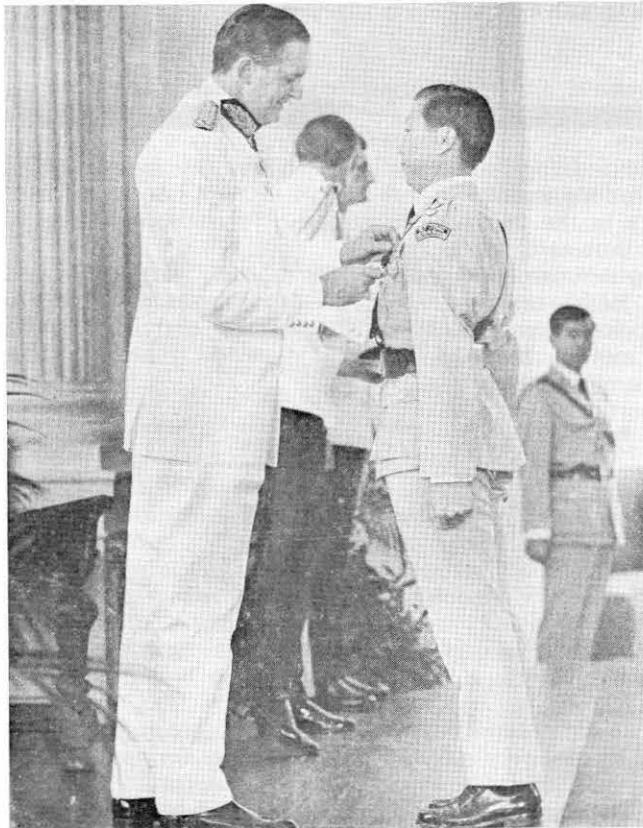
designed and tested to ensure that no disastrous blockages occur.

The dredge head itself is a sort of massive rake pivoted on the sea bed and connected through a long rigid handle or truss to the end of the hollow steel piping. Here again is

another pivot or hinge, the pipe being held down by a dead weight. It is all rather unusual engineering and much of it has to be purpose built. Apparently it was not possible to borrow even the pipe designs from the oil industry.

Large quantities of essential materials are of course already being extracted from the sea. About 75% of the United States domestic production of magnesium is obtained from this source. Bromine production tops 100,000 tons per annum and each year 35 million tons of salt, 100,000 tons of magnesium and 3 million tons of sulphur are recovered, economically. It seems then only a question of time before the richest hauls in deeper water are mined. One factor which might precipitate a bigger investment in mining operations is the likelihood of the developing nations demanding more money for their minerals.

An authority on geophysics, M.B.F. Ranken states 'The treasures of inner space are far more vital to the future of mankind than anything that can be derived economically from outer space, and the costs of their exploitation will be insignificant by comparison'.



RIL Executive Honoured at Government House Investiture

In 1972 H.M. Queen Elizabeth II sanctioned the admission of Mr Leung Shu Fan as a Serving Brother of the Order of St. John of Jerusalem. On October 10th Mr Leung attended Government House, Hong Kong where he was invested with the insignia by His Excellency the Governor, Sir Murray MacLehose.

Accompanying Mr Leung were Mr Lee Mou Yuen, a RIL colleague and friend of many years, and Mr Francis Wong, a fellow officer of the St. John's Ambulance Brigade.

Mr Leung is Executive in charge of Acc-II at HK HO and his recently celebrated 25 years service with RIL has been paralleled by 25 years service to the community of Hong Kong.

The Managing Directors and personnel of RIL extend their congratulations to Mr Leung on his achievement.

(Photograph by courtesy of H.K. Govt. Information Services)

RIL POST—NOVEMBER 1953

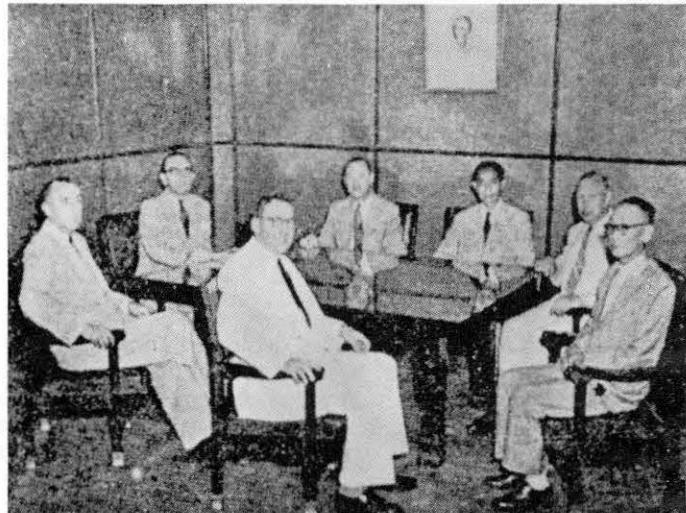
'We take great pleasure in introducing the first issue of the RIL POST which is intended to be a monthly publication for our personnel. Considering that the first plans for such a publication were already made towards the end of 1947, we have taken a very long time (!) to come to this first—and admittedly very modest-start. . . . the principle aim of this publication is to strengthen the ties between all who work together for the benefit of our Company.'

The first issue, which ran to 2½ pages contained the first chapter of the history of KJCPL and the following news items:

On November 17th a chartered KLM plane will fly the Chinese crew for ms Straat Bali to Amsterdam. Our newest ship is expected to undergo technical trials at the beginning of December. (*In fact it was to be on January 5th, 1954*).

On October 9th the flat building 214 Dunearn Road, Singapore, which will provide accommodation for the families of 20 KPM and 20 KJCPL Captains and officers was officially opened. Mr D. Iken, President Director of the KPM performed the opening ceremony; Mr W.A. Schreuder, our General Manager in Djakarta was also present.

Chief Engineers J.W. Baten, W. Schuurman, A. Snooy and J.G.H. Verkerk celebrated their 25th service anniversaries. Capt. J.C. Walter, Chief Engineer G.A. Huetting, Capt. J.W. Zuyderhout and Mr J.Th. Overbeek Bloem retired.



THE FIRST EDITORIAL COMMITTEE inaugurated by Mr J.H. Warning, one of the Managing Directors, during a meeting held on Friday, May 14th 1954. From left to right Messrs A. Witkamp (Manager Personnel Dept.), J.H. Warning, G.M. Pliester (Proxy Pass. Dept. H.K.K.B.), P. van Vliet (Asst. Secretary H.K.H.O.), Lam Yuk Ying (member Special Staff H.K.K.B.), Th. Rose (1st Mate, temporarily attached to H.K.H.O.) and Tse Dick Uan (In charge of the daily affairs of the Chinese Crew Dept. H.K.H.O.).

The first edition of RIL Post also carried an appeal, which has been reiterated many times over the last 20 years, for 'items of interest, articles and news'!

PERSONALITIES

Mr B. Scheffer (Chairman designate of the Executive Board NSU) spent four days in Hong Kong during a tour of the Far East which also included visits to Singapore and Japan.

Drs A.R. van Wel (Manager Audit and Control HK HO) visited Sydney for general discussions from September 24th-October 19th.

Mr F.J.A. Hens (Manager Japan) arrived from Tokyo on October 7th for discussions at HK HO and HK MH.

Mr R. Bakker (Manager RILAIR) arrived in Hong Kong from Singapore on October 8th.

Mr J. Balhuizen (Gen. Manager, Interocean EAC Pty. Ltd.) visited HK HO on October 12th-14th.

Mr E.A. Postuma (Managing Director) accompanied by **Mr W.A. Mulock Houwer** (Manager Planning/LB, HK HO) left Hong Kong for a five-day business visit to the Netherlands, on October 12th.

Mr G. Kastelein (Managing Director) accompanied by **Drs S. Bakker** (Manager CTA, HK HO) visited Tokyo for one week, returning to Hong Kong on November 3rd.

FAMILY NEWS**Weddings**

5th Engineer N. van Gent (Safoccean Adelaide) to Miss L.E. Ling on August 4th at Newcastle.

Miss A. Lau Kam Woon (HK HO) to Mr A. Yiu Chak Lam on September 4th.

3rd Officer R. Bloemendaal (leave) to Miss B. Stok on September 9th at Groningen.

3rd Engineer W.F.J. Smit (Straat Johore) to Miss C.M. van der Horst on September 21st at Vlissingen.

3rd Officer J.M. Groenendijk (leave) to Miss B.J. de Muyser on September 28th at Krimpen a/d IJssel.

3rd Officer H.J.M. Verdegaal (leave) to Miss C. Elfering on October 3rd at Lisse.

New Arrivals

Mr T. Petersen (leave); a son, Oliver James on August 9th.

2nd Engineer D. van Huizen (leave); a son, Marcus Dirk, on September 8th at Leeuwarden.

2nd Officer J.N.M. Smit (leave); a son, Marijn Paul, on September 10th at Nijkerk.

Mr Lam Wai Chun Foan (HK HO); a daughter, Lam Wing Yee, on September 13th.

2nd Officer R.W.A. Chevalier (leave); a son, Diederik Vincent, on September 19th at Middelburg.

2nd Engineer H.W.M. Huveneers (leave); a son, Michiel Dingemann Frans, on September 20th at Vlissingen.

Mr Lam Kam Tin (HK HO); a son, Lam Hok Hang, on September 22nd.

2nd Officer J.A.J.P. van Riet (leave); a daughter Irene Birgit, on September 23rd at 'S-Gravendeel.

3rd Officer M.A. Th. Roodvoets (leave); a daughter, Eeke Sjonkye, on September 23rd at Exmorra.

Mr P.A. Simpson (HK HO); a daughter, Karyn Leanne, on September 23rd.

Mr S. Ferreira (Sao Paulo); a daughter, Any Yvelise, on September 24th.

3rd Engineer R.J. Wolters, (Straat Lagos); a daughter, Miranda Elisabeth, on October 1st at Lichtenvoorde.

SERVICE ANNIVERSARY 1974

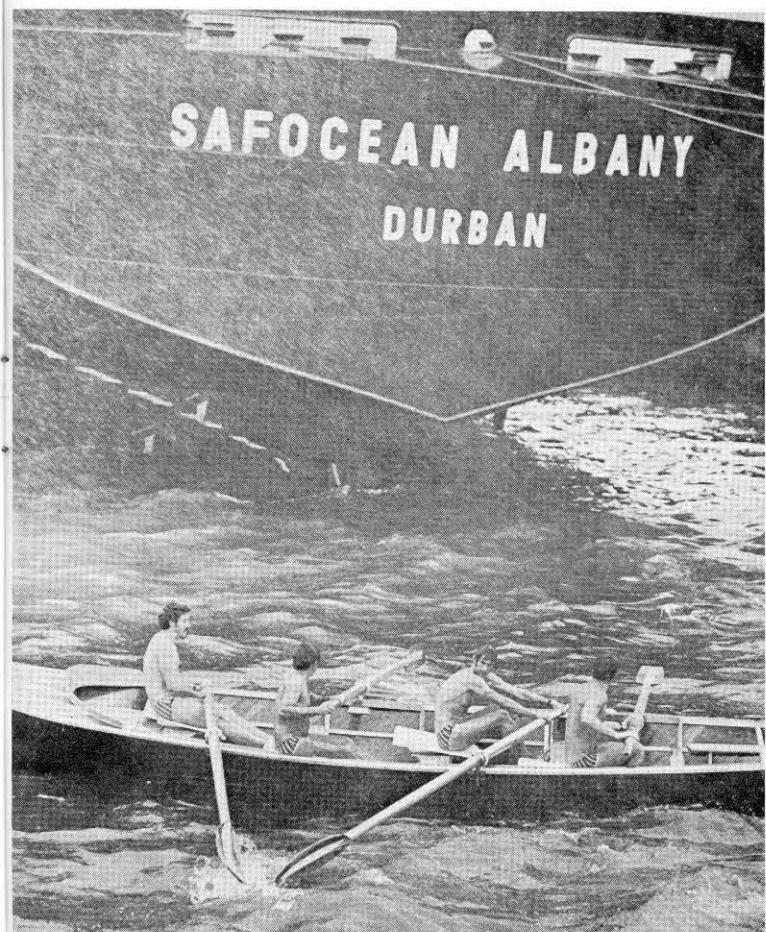
The name of Mr Lee Chung Yao (HK HO) was inadvertently omitted from the 1974 Anniversary List published last month. Mr Lee will celebrate his service anniversary on May 23rd 1974.

RIL SERVICE TO LIFESAVING IN DURBAN

DURBAN'S voluntary lifesaving clubs have received two more Australian-built surf boats from BP Southern Africa. The boats arrived on board the Safoccean Albany after being transported free of charge from Australia. They will increase the fleet of surf boats used by the Surf Lifesaving Association of South Africa (SLASA) to 14 and will go to the Umhlanga Rocks and Pirates lifesaving clubs.

Lifesavers from the two clubs were waiting at the dockside when the boats arrived and could not resist trying them out in the calm water of the bay. Here a Pirates team test their boat.

Photograph by courtesy of The Daily News, Durban.



PERSONNEL

NEW PERSONNEL

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

Mr J. Baart Appr. Engineer
" H.E. Hubers " "

SUCCESSFUL EXAMINATION

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

Mr H.C. Tijsterman 4th Officer III 3-7-73

LEAVE

Mr J.L. Bakels	Chief Officer	Captain F. List, Master of NIEUW HOLLAND went on home leave.
" B.G. Coops	" "	Captain W.H. Schröder was posted to NIEUW HOLLAND following intermediate leave.
" F.E. de Nieuwe	" "	Captain B.L. Legemaate, Master of STRAAT NASSAU went on home leave.
" J. Dolk	2nd "	Captain H. Boerée, was posted to STRAAT NASSAU following home leave.
" F.C. Leliard	" "	Captain B. den Hoed, Master of STRAAT NAPIER went on home leave.
" C. Oudendijk	" "	Captain J.H.W. Voigt was posted to STRAAT NAPIER following home leave.
" A. Robaard	" "	Captain M. Peddemors, Master of STRAAT MOZAMBIQUE was transferred to STRAAT VAN DIEMEN.
" F.A. Scheffer	" "	Act. Captain W.R.M. van der Veld, Master of STRAAT VAN DIEMEN was transferred to STRAAT MOZAMBIQUE.
" E. Dam	3rd "	Captain J.G.M. Spijker, Master of STRAAT FUTAMI went on home leave.
" H.J.W. Speelmeijer	" "	Captain P. Maas was posted to STRAAT FUTAMI following home leave.
" A.J.J. Bijman	2nd Engineer	Captain J.A.H. Faber, Master of STRAAT CUMBERLAND went on home leave.
" H. Jansen	" "	Captain H. Pronk was posted to STRAAT CUMBERLAND following home leave.
" M.C. Uijl	" "	Act. Captain H. de Meyer, Master of STRAAT LUANDA went on home leave.
" J.W. Boidin	3rd "	Chief Officer A. Bikker was posted to STRAAT LUANDA as Act. Captain following home leave.
" Tj.A. Hiddes	" "	Captain L.P. Weststrate, Master of STRAAT TOWA went on home leave.
" A.J. Keller	" "	Captain P.L. Eichhorn was posted to STRAAT TOWA following home leave.
" Sjoerd H.J. Vellinga	" "	Act. Captain J. Ozinga, Master of STRAAT LOMBOK went on home leave.
" R. Wiegers	" "	Chief Officer G.J. van der Heiden was posted to STRAAT LOMBOK as Act. Captain following home leave.
" A. de Bree	4th "	Chief Engineer J. Tamboer of STRAAT HOLLAND went on home leave.
" G.J. Dekker	" "	Chief Engineer H.L. Uijl was posted to STRAAT HOLLAND following home leave.
" R. Dinkelaar	" "	Chief Engineer H.E. Kattenbroek of STRAAT KOREA went on home leave.
" L.A.J. van Eijck	" "	Chief Engineer H. Weevers was posted to STRAAT KOREA following home leave.
" K.H. Stap	" "	Chief Engineer A. Fortgens of STRAAT FUTAMI went on home leave.
" J.H. Weggen	" "	Chief Engineer C.F. Nicolai was posted to STRAAT FUTAMI following home leave.
" P.C. Bernaards	5th "	Chief Engineer J.P. Kalma of STRAAT CHATHAM went on home leave.
" H.W. Braam	" "	2nd Engineer G.L. Dekker of STRAAT AGULHAS was posted to STRAAT CHATHAM as Act. Chief Engineer.
" P.H. de Bruyn	" "	Chief Engineer J.J. Pieterse of STRAAT COOK went on home leave.
" D.O. Burmania	" "	2nd Engineer J.C.M. Noordermeer of STRAAT COOK was appointed as Act. Chief Engineer.
" H. Homburg	Appr. "	Chief Engineer J.A. Pruyt of STRAAT MADURA went on home leave.
" H. Hoogstra	" "	Chief Engineer C. van het Maalpad was posted to STRAAT MADURA following intermediate leave.
" K.T. Lyczak	" "	Act. Chief Engineer L.J. Feuerberg of TJITARUM went on home leave.
" S.H.M. van Schie	" "	2nd Engineer W.C. Geistdörfer of STRAAT MOZAMBIQUE was appointed Act. Chief Engineer of TJITARUM.

TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS

Those who returned are:

	posted to
Mr K. Beekes	Chief Officer Wanliu (Supercargo)
" T.A.J. Gulmans	" " Asian Enterprise
" E.E. Lubach	" " Straat Luzon
" R. Reitsma	" " Straat Holland
" L.A.J. te Boekhorst	2nd " Straat Franklin
" F.N.M. Dessens	" " Straat Algoa
" R. de Jongh	" " Straat Cook
" Th.G. Snel	" " Straat Agulhas
" J.N.M. Smit	" " Straat Luzon
" M. Bakker	3rd " Straat Lombok
" G.J.A. van den Berg	" " Straat Hobart
" J.M. Groenendijk	" " Straat Agulhas
" P. Jansen	2nd Engineer Straat Florida
" E.H. Schiffer	" " Straat Fushimi
" J.H. van Doornik	3rd " Straat Towa
" W.A. Kok	" " Straat Cook
" P.L.Ph. Otter	" " Straat Colombo
" J.W. Ruck	" " Nieuw Holland
" W.F.J. Smit	" " Straat Johore
" A.M. Zandee	" " Straat Franklin
" P.J. Adriaanse	4th " Straat Nagasaki
" G.Th. Bouwman	" " Straat Cook
" A.F.M. Doove	" " Straat Le Maire
" R.J. Keizer	" " Straat Luzon
" G.M. van Koten	" " Straat Tauranga
" J. van Lare	" " Straat Honshu
" J.H. Noteboom	" " Straat Colombo
" R.H.G. Scholder	" " Straat Agulhas
" A. Duitemeyer	" " Straat Lombok
" A.C.L. van Gameren	5th " Straat Hobart
" P.J.M. Geerlings	" " Nieuw Holland
" G.B. Huybrens	" " Straat Lombok
" E.A. Remmelzwaal	" " Straat Van Diemen
" F.O. van Foeken	" " Straat Madura
" W.M. Vogel	" " Straat Franklin

October 9, 1973

Dear Sirs,

I write in appreciation of travel by freighters, especially RIL freighters. I am at present enjoying quite the most pleasant voyage I have ever made, on the ms. STRAAT CUMBERLAND, where the informal and friendly atmosphere makes one feel a welcome guest. I think many more people would travel in this way if they realized its advantages. From the time ship leaves port, it becomes 'home'. The cabins are spacious, the air-conditioning, even and adjustable—a great advantage. You are not merely one of a mass of passengers. You quickly make friends, and my own experience is that on each voyage I have made at least one or two lasting friendships.

After a busy day in an exciting Eastern port one comes 'home' weary and laden, to find ample hot water, a long cool drink with fellow-passengers, and a friendly comparison of shopping loot. There is none of the rush and bustle of catching taxis to planes and constant packing and unpacking—one just leaves crowds behind to spend a few restful days between ports, reading, talking, swimming, in fact, in complete relaxation.

The one disadvantage, if it may be considered so, is the absolutely excellent cooking. In the end one just gives up 'calorie counting' until the voyage ends.

I must say that RIL ships are to be highly commended for the kindly and helpful interest taken in their passengers. Everyone of the ship's company seems to be more than willing to make the voyage an enjoyable one for us.

I myself hope I shall be able to make yet another voyage under such happy circumstances.

May the RIL never give up the passenger side of its delightful freighters, I am a most appreciative passenger.

Yours faithfully,

Edith C-Lawes (Miss)

Sept. 9th, 1973

Dear Sir,

Having just returned from a delightful cruise on NIEUW HOLLAND I should like to record my appreciation of staff & crew, especially so to the Chinese Maitre de Hotel & Chief Stewards Head Waiters, in fact every one of the staff went out of their way to ensure the comfort of the travellers.

The ship the cleanest I have been on—and my cabin 20A—a delight, in fact, would book again right now on one of the Singapore cruises next year in the same cabin and with the same crew aboard. My sincere & grateful thanks to them one & all.

Yours sincerely,

Mrs Jean E. Perrier

6th October 1973

Dear Sirs,

My husband and I are passengers at sea on the ms. STRAAT CUMBERLAND having boarded the ship at Mt. Maunganui, Tauranga, New Zealand. It is a trip full of interest calling at eastern ports. May I recommend to one and all the great pleasure of travel by a freighter of Royal Intercean Lines. A restful time at sea with friendly captain and officers, thoughtful at all times for our comfort and at every port ready with helpful information regarding sightseeing tours and shopping places.

We are only half way through the trip—already we plan another with this fine shipping line.

Yours faithfully,

Jean Murray
Suva, Fiji**IN MEMORIAM**

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

G. Muller (retired Chief Officer KPM) on 31st August at Delfzijl.
J.W.A. Veer (retired Chief Engineer KPM) on 9th September at Den Haag.
J. Hamerslag (retired Captain KPM) on 30th September at Hastings.

THANKYOU

Dear Mr Willemse,

11th September, 1973

Having just returned from a delightful cruise to Japan on the "Nieuw Holland", I feel I must write on behalf of Mr Oliver and myself to congratulate your Company on this very comfortable ship and the excellent manner in which the crew conducted themselves to ensure the passengers received the best possible attention.

Would you kindly convey our appreciation to Captain List and his staff. The co-operation of Officers and Crew reflect their confidence in the Captain. They all carried out their duties pleasantly and competently and any particular attention was never a trouble. The very enjoyable meals left nothing to be desired. I feel this is a very happy ship and the Crew enjoy their work.

In my opinion the "Nieuw Holland" is one of the best ships in which it has been my pleasure to travel and compares very favorably with the high standard your Company maintains. I trust I shall have the pleasure to again travel with Royal Intercean Lines before too long.

Yours sincerely,

O.J. Nilsen

ONE MAN AND HIS DOG

by W.B. Post, Radio Officer WONOSOBO

In Peru, one day, a small bedraggled dog hung around near the harbour at Callao with a bunch of other street-dogs, looking for food. He passed the gate without worrying anyone and at the gangway of a greypainted ship he finally fell down with a thud. In the shade of a chest that had to be loaded he lay there, sleeping.

Kwok Ping Kwong, the Chinese clerk of the Wonosobo planned to climb the gangway when he saw the tiny dog sitting there. Kwok looked down at him, wanted to put another foot on the gangway . . . but then he turned around, got the dog and took it on board.

Kwok and Wono became inseparable friends. When Kwok was working in the office you could be sure that Wono was guarding the door. Wono lay near Kwok's feet when we were having dinner, and if Kwok had to go ashore and Wono had to stay home, he was restless until his master joined the ship again.

In the summer of this year we were in Chile, Antofagasta was the port. Kwok sat in the office, behind his machine. A lot of papers had to be filled up for the next port of Valparaiso. Wono was having a nap near the door and from time to time some wild barking sounded. A big hand closed the door, and it was quiet again. The ship had to depart. Wono wasn't there. General alarm was given and everyone was searching.

The agent came on board and Kwok's face was pale with misery when he told his story. Though the agent couldn't promise him a thing, he would take a look ashore. Thursday night 9 o'clock we sailed bound for Valparaiso. The ship's dog had disappeared.

Next Saturday the ship arrived at Valparaiso. In suspense we were awaiting messages. There had been a call; Wono was found. He had come back Friday morning and yelped for hours on the quay until the agent picked him up and took him home.

Kwok phoned the agent, 'Si' he shouted in the telephone, 'Si, perro blanco y poco rojo, si Señor, mi perro señor, muy bien, fantástico señor.' He had tears in his eyes when he put down the receiver on the clamp.

'I'm gonna get him!', he stated.

We were all struck dumb. 'Hombre, that's nearly 1400 kilometers to Antofagasta, and then the way back.' a foreman said.

'Never mind. I'm gonna get him!'

Kwok went down on the harbourground, looking for a taxi. When he returned half an hour later it was all settled.

Sunday morning 9 o'clock sharp they left.

Wono, the street-dog had to be back, whatever it might cost. From Antofagasta to Valparaiso, a distance comparable to that from Amsterdam to Barcelona. In a taxi . . .



Monday night 10 o'clock the Fiat was back again. With Kwok and with Wono. They had been driven almost night and day. Steam came out of the motor when the car stopped near the ship. Wono was totally out of his mind! Elated, he was constantly running through the corridors of the ship. He jumped against all his friends who were perceptably glad to see him back safely. It was quite a big party until Wono fell deep asleep on the bench in the ship's bar.

Kwok sat on a stool and told his story.

—The drivers of the car were relieving each other every two hours and the only places at which they stopped were the gasoline stations.

Just after 12 o'clock and already having driven 300 kilometers they passed a place called Ovalle where a traffic accident had just happened. There were a few seriously wounded people and one of them was taken by the taxi to the port of Coquimbo where they left her at the hospital. Then they went on again.

Kwok fell asleep and did not remember a lot of the last stretch. He was aroused when the car braked quickly in the suburbs of Antofagasta. With the address of the shipping agent in front of them and a small map they drove through the town. When they finally arrived at the house it was half past one in the night.

Kwok only called one time 'Woonooo . . . !', when an enormous barking was heard from the patio. Almost immediately there came a few people from the house awakened by the noise.

The Chileans of the agency could not accept that the travellers went back to the south without first having some food and some sleep.

Understandably, the drivers appreciated this.

The clerk finished his story here.

'But what the hell did this all cost you Kwok?', someone asked him.

'Twentysix hundred kilometers in a taxi!'

'Forty American dollars, sixty thousand escudos only.'

Kwok turned around to Wono who opened one eye.

'You go with me?', he asked, 'I'll bring you to your own basket.'

The dog got up, pushed his head against the leg of the clerk and they walked away.

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

A Member of the Netherlands Shipping Union Group of Companies

VOL. XX No. 11

NOVEMBER 1973

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Will the man whose photograph
appears on page 204 please return
the match sticks to Head Office.

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 Intercean Lines

*A member of the
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Group of Companies*