

RIL Post

Volume 21 Number 1

A monthly staff publication of Royal InterOcean Lines



A NEW YEAR MESSAGE TO THE PERSONNEL OF ROYAL INTEROCEAN LINES FROM MANAGING DIRECTORS

1973 has been a year of increased activity for the organisations within the NSU Group of Companies, and as was anticipated RIL has played its part in the overall progress and consolidation which has strengthened the ties between Group Members. Our partners in the NSU, particularly Ruys Transport Group and Suret, increased their activities in the sphere of RIL operations, in close cooperation with our offices.

Our efforts have also been directed towards further rationalisation of liner services and an increase in the level of international cooperation; progress has been made and our efforts will continue.

In 1974 the position of RIL will necessarily be related to economic progress throughout the world. Until the problems which currently beset

nations are resolved, at least in part, we cannot voice a message of optimism. In particular the impact of reduced fuel supplies on world trade, industry and transportation will be most serious but our Company is already adapting its policy to deal with the rapidly changing situations.

Yet despite such forebodings there remains a very important element which has always served to offset adverse conditions—and that is the personnel of RIL. The spirit of cooperation and the fine examples of individual effort which have been evident in the past can again play an important role in the future progress of RIL/NSU. We are proud of our staff and their accomplishments!

To all RIL Staff and their families we extend our very good wishes for the coming year.

PROMOTIONS

We extend congratulations to the following ships Officers who were promoted on 1st January 1974.

To Captain
Mr H.K.M. Schot
„ W.R.M. van der Veld

To Chief Officer
Mr P.F. Bijl
„ J. Meyler

To 2nd Officer
Mr H. André de la Porte
„ F.H. Bregman
„ S.A. Hoven
„ E.E. Kip
„ R.P. Koerse

Mr R.P.A. de Kreek
„ J.F. Krijt
„ J. Teygeler

To 3rd Officer
Mr W.H.D. Fockema Andreae
„ D. Kik
„ E.A. Koerse
„ W.R. van Koppenhagen
„ A.M. Lunenburg
„ Ch.L. Oosterwaal
„ J.F. Quast
„ S. Weessies
„ A.M.Th. van Wessum
„ Ch. Wielders

To Chief Engineer
Mr N.M. Meinsma

To 2nd Engineer
Mr G.J. Leuning
„ P.L.Ph. Otter
„ A.J. Smits

To 3rd Engineer
Mr A. de Bree
„ N. Degeling
„ G.J. van de Haar
„ J. Jongman
„ A.J. de Kok
„ G.H. Meijerhof

Mr J.F. Nienhuis
„ R.H.G. Scholder
„ J.P. Schroeder

To 4th Engineer
Mr J.H.V. Austie
„ R.J. Bersma
„ D.O. Burmania
„ R.S.E. Engelken
„ J.M.A. Frings
„ D. Jongeling
„ P.H. de Kroon
„ J.A.W.M. van de Laak
„ R.W.A. Renssen
„ W.M. Vogel
„ E.J. Watz

(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 therefore be published next month.)

FLEET FACTS

The alterations to schedules which have resulted from the present fuel crisis will not be reported in Fleet Facts this month.

All schedules are under constant review and in these circumstances any RIL Post news written in early December may be irrelevant by January 1st.

Our normal information service will be resumed as soon as normal bunkering conditions prevail!

BUNKERING CONTROL

As a result of the present fuel crises a Bunkering Control Team has been formed to coordinate the distribution of bunkers.

Members of the Team are Miss T.R. Reyenga (Mktg.) and Messrs J. Boone (TD), V. Ho (VZ), L. Kwan (VZ), P.J.J. Dingemans (Contr.) and R. Kwok (PZ Crew).

Service Anniversaries



Mr H.C. Kemp: AZ Department, Rotterdam.
entered RIL service 1-11-1948



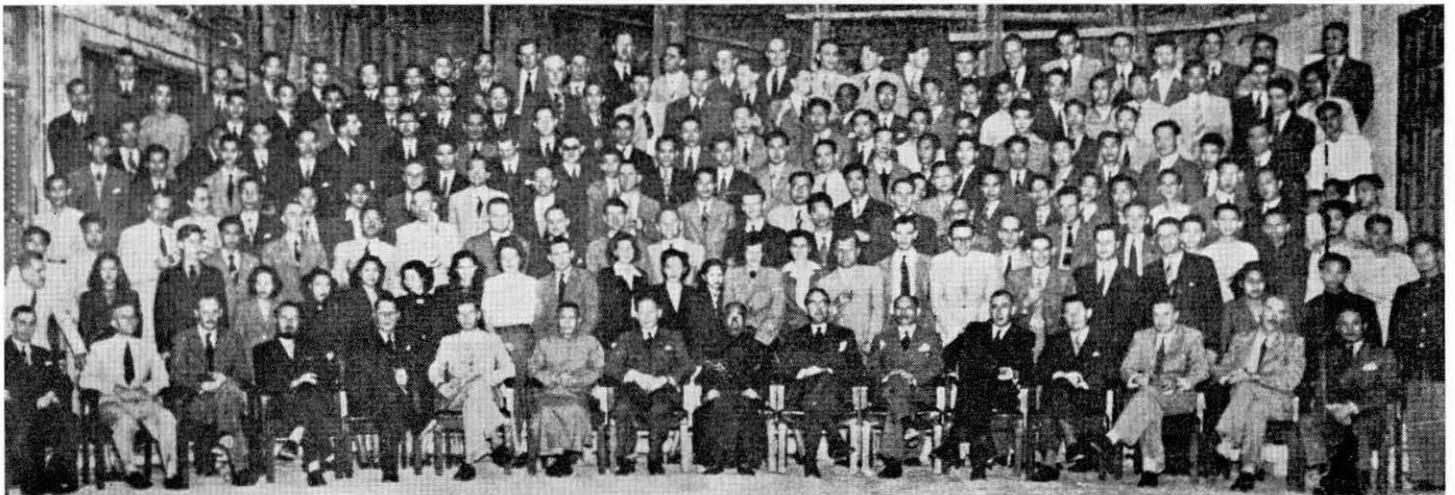
Mr P. Seet: Travel Executive,
Travel and Transportation(S) Pte. Ltd.
entered Nedlloyd service on 9-9-1948

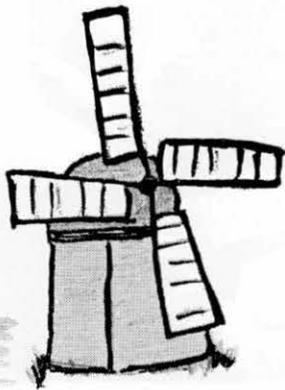


Mr R.J. Thesen Ender: Manager Johannesburg.
entered RIL service on 15-11-1948

THE THREE GENTLEMEN WHOSE PHOTOGRAPHS APPEAR ABOVE HAD CHALKED UP ONE YEAR OF SERVICE WHEN THIS PHOTOGRAPH APPEARED IN THE CHINA MAIL.

Mr Kasteleijn is in the second row (standing) directly behind Mina; Mr Thesen Ender (see anniversaries, above) is seated front row, second right. More than 20 identifications have been made by Head Office people but may be you can do better with the aid of a magnifying glass!



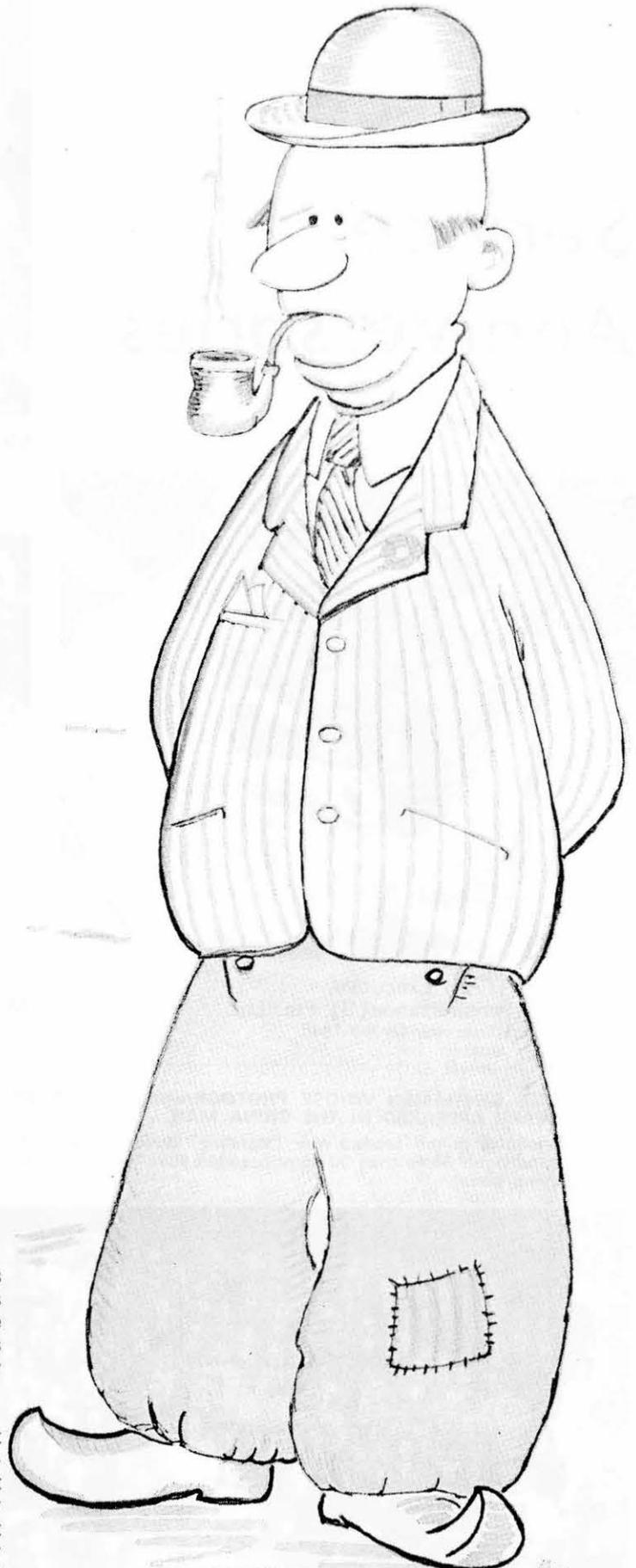


BUSINESSMEN WHO DRIVE HARD BARGAINS WITH AN ORIENTAL TOUCH

by Sue Masterman

There are those who believe you should count your fingers after shaking hands with a Dutchman. There are others who fly off to Holland with the fixed idea that they are going to do business with an overweight giant in clogs and baggy pants whose simplicity is outweighed only by his naivety. The truth lies somewhere in between.

Any general about to go to war—and that is what most business transactions turn out to be—surveys the battlefield and the enemy. When negotiating with the Dutch it is important not to forget where they came from. They are the descendents either of the hordes who swept across Europe from Asia or Scandinavia, or of the hardy Fries folk who balanced century after century on a ridge of sand-dunes next to the North Sea, not the friendliest environment.



H.J.W.

If you tell the Dutch that only a people with a streak of madness would settle for a waterlogged delta which is gradually sinking into the sea and which in normal circumstances would have disappeared under water centuries ago, they will probably agree. But do not forget that the Dutch have constructed their own country, are by nature an agricultural folk who turned to trading from necessity, and still have their roots firmly in what little soil they have managed to preserve.

Holland's geographical insecurity, and a cosy tendency by its people to breed vast families in the fear that either the Catholics or the Protestants would outnumber or exterminate each other, drove many an ambitious lad over the border.

Turn over any paving stone in any major capital in any continent, and the chances are that there is a Dutchman hiding under it. The network of Dutchmen in top positions at the head of Nato, the IMF, the FAO and other multinational private and public institutions has led to reference in higher and jealous circles abroad to "the Dutch Mafia".

Not for nothing are some of the nastiest phrases in the English language directed at the Dutch. All those double-Dutch, Dutch uncle, going Dutch, Dutch treat and other expletives originate from the period when the British fleet tussled with a Dutch navy which did not appreciate a British attempt to do to Dutch East and West Indies trade roughly what the Arabs have just done to our oil.

The result of the series of sea battles was a bloody draw, but the long-term winner was probably the Dutch. A quick survey of Holland's present business relationship with its former East and West Indies is enough to draw the lesson that the Dutch are willing to sit it out if necessary, and are experts in the art of long-term speculation. The British at work in Holland are well known for their short, sharp decision-making. The Dutch like to take their time.

Everyone, even a businessman, makes mistakes. The British sometimes learn from theirs, the French deny that they make any, and the Germans get wildly neurotic if they think they might—but the Dutch have developed the art of learning from those of other people. They are quite happy to let the quick profit pass them by while they sit on the sidelines and watch someone else crash-land or succeed. Not for nothing do they call themselves "the Chinese of Europe".

So if you go to do business with the Dutch, do not expect things to move too fast. There is still a touch of the

oriental in Dutch business, but whatever bargain they drive it is sure to be a hard one. They do not like the story that they were the only business people allowed into ancient China because they were the only ones who would spit on the Cross.

It may be coincidence that during the recent car-free Sundays—another symptom of the Dutch habit of tackling problems before they arise and not after—The Hague looked a bit like Peking in the rush hour. It may also be a coincidence that Shell happens to have bought up the rights to exploit vast coalfields in Indonesia just before the oil crisis broke out. A canny crowd, the Dutch.

Holland has some of the highest prices in Europe for luxury goods like washing machines, dishwashers, deep freezers and even cars. This, Dutch retailers explain, is because no Dutchman in his right mind will buy such an item without first going into the clinch with the dealer as if he were in an eastern bazaar, in order to knock a substantial proportion off the price. The purchase of jumbo jets and office blocks tends to get the same treatment.

But once business has been done, you cannot beat the Dutch for pleasure. Mean and penny-pinching as he can be in business, the Dutchman is equally extreme in his hospitality. It is said that the Russians and the Dutch get on so well together because they are the only two groups who can take neat spirits for breakfast dinner, tea and supper. Such habits promote a feeling of brotherhood.

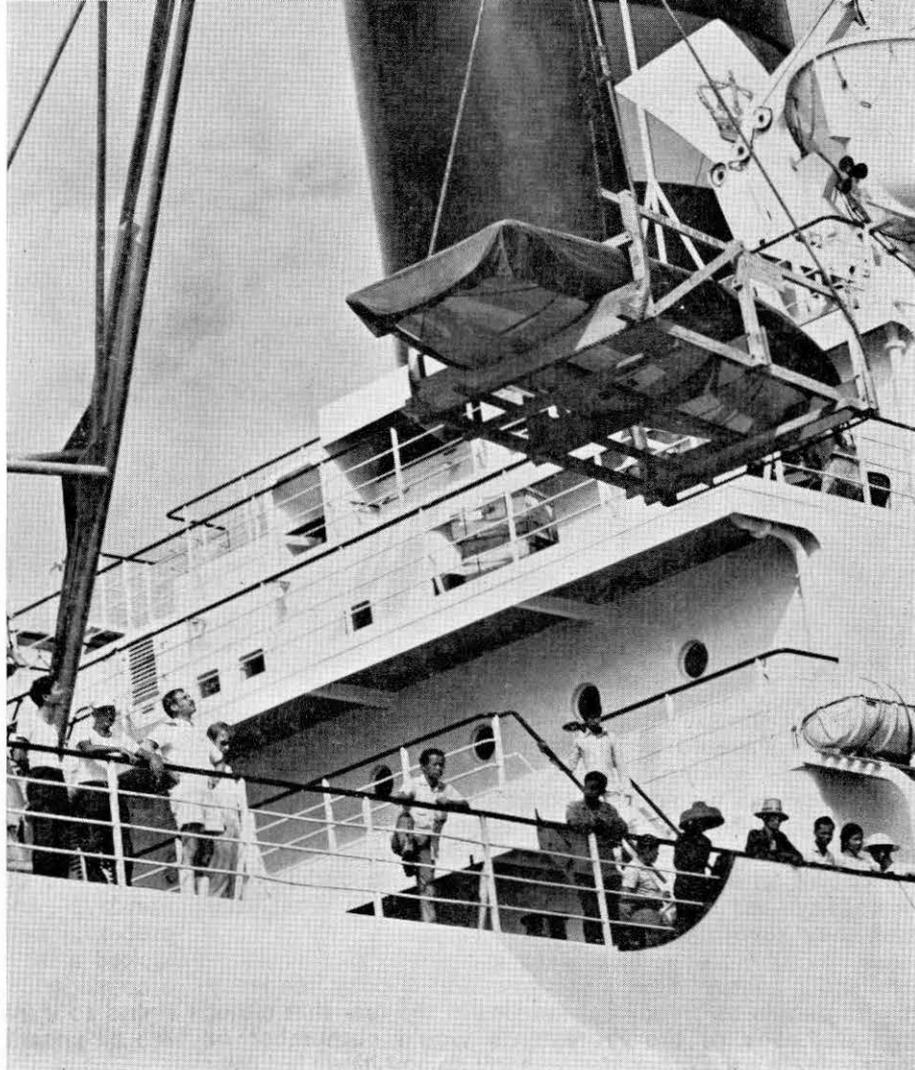
The circumference of many a Dutch businessman is often proportional to his generosity towards his friends. The long, thin version is not necessarily less generous but it is remarkable that Holland seems to have so many well-rounded businessmen and so many tall, thin ministers.

The Dutch were originally a farming folk and their business sense is spiced with a strong dose of common gumption. They do not like taking risks, and they want all the facts before making a decision. They detest the British businessman's habit of deliberate vagueness and his apparent inability to give a straight answer.

Ask a Dutchman a straight question and you will get a straight answer. It may be rude, but it will be straight. The Dutch can drive a hard bargain, but once agreed he will stick to his word. The occasional disaster apart, a Dutchman's word is trustworthy enough to build a dyke on.

World Championships In Hong Kong Waters

In late November the International 505 Class Association, in cooperation with Dunhill International and other commercial sponsors, held the 18th World Championships in Hong Kong waters, South of Lamma Island.



One of the five 505s from Japan being unloaded from Straat Algoa.

Photograph: C. Ho.

For the benefit of the uninitiated (rare types amongst the Dutch in Hong Kong!) the 505 is one of the fastest 2 man sailing dinghies in the entire yachting scene. In addition to the main sail and jib it carries a very large spinnaker, each one having a unique colour scheme. The 505 is equipped with a special feature, a trapeze suspended from the masthead which enables the crew to perform some interesting acrobatics whilst the dinghy heels over at an alarming angle.

In all, 88 of these lightweight racing dinghies were shipped from eighteen countries represented in the Championships. RIL vessels carried a total of twenty six 505s from Melbourne and Sydney on the NIEUW HOLLAND, and from Japan, Singapore and Durban on STRAAT ALGOA, STRAAT MOZAMBIQUE and STRAAT FLORIDA. The message written on the palletised crates read 'Please take care of me' and RIL obliged by loading and unloading each one like a crate of eggs, to be delivered without a scratch to the Royal Hong Kong Yacht Club.

The Club acted as official host to the World Championships which were described by competitors as 'the best organized', 'a credit to the organizers' and 'running smoothly from start to finish'. In case you haven't guessed—some of the R.H.K.Y.C. members involved in the organisation were RIL personnel who contributed brain power and man power, in the best traditions of a shipping company!

Kas Draaijer was Chairman of the R.H.K.Y.C. Social Committee (before his forthcoming transfer to Sao Paulo came between his social and business commitments!) and as such made the arrangements for official receptions, dinners, cocktail parties, Chinese dinners and the final

gala dinner attended by H.E. Sir Murray MacLehose, Patron of the 505 Association.

Willem Mulock Houwer was in charge of the Rescue Organisation, and in conjunction with the Marine Department and the Royal Navy he coordinated a very elaborate set up, designed to minimize the risks inherent in high speed yacht yachting.

Marina Rahusen, an ardent Yacht Club member gave assistance as and when local leave would allow!

Fifteen year old Hugo van Kretschmar, competing in both the Far East Championships and the World Championships, was described by overseas yachting commentators as 'Very promising'. A worthy chip off the old block!

The first of the Championship races took place in perfect conditions—brilliant sunshine, 18 knot winds and a light to moderate swell. Taking the first four places were White (Britain) Brauch (US), Marks (Britain), White (Britain), Surtees (US). On the second day many boats beat the starting gun and a second start had to be made. Six boats were disqualified when they failed to return for the restart; several boats collided in the rush to get off and there were ten retirements! Standings after the second race—Brauch (US), Marks (Britain), White (Britain), Surtees (US). The variable winds on the third day caused some upsets in the points table and reigning world champion Nicholas Loday of France suffered a disqualification. Rouhianen (Finland) surged from behind to win the fourth race in rising swells and an absence of fresh winds. Japan's yachtsmen who had surprised many with their expert sailing in the earlier races fell away badly when the wind suddenly dropped in the fifth race; result, a first for Britain followed by France and Australia.



Sails billowing in the breeze, competitors in the World 505 Championships scud across the waves in quest of a first day lead.

On the sixth and last day the British team of Peter White and John Davies ploughed their inaptly named dinghy 'Paralytic' through 12-foot swells to win the World Championship. They were helped along to their convincing victory by the broken spinnaker booms sustained by two of their major challengers, the French 'Cool' and the Australian dinghy crewed by M. Baithwaite and I. Pitt. At the start the dinghies crossed the line helped along by a reasonably steady wind that stayed at about 12 to 16 knots—when they could get it. Often they were out of reach of the wind in the bottom of big swells up to 12 feet that rolled in steadily from the northeast. The yachts would bite their centreboards into the swell as it rolled up to them, crest along the top, then drop into the trough with their sails flapping uselessly.

Despite the threatening clouds, the uncomfortable rolling swells and the generally uncomfortable conditions, a big fleet of pleasure boats put out to watch the end of the world championships.

It was a collection of bobbing junks and motor cruisers, big yachts rolling majestically through the waves, large cruise vessels from leading hotels and a triple-decker ferry packed with 800 photographers from a camera club.

The competing yachtsmen got a rousing welcome as they sailed across the finish line to be greeted by the spectator fleet. The gun aboard the naval minesweeper used as the committee boat boomed out to welcome the winner of the last heat. Hooters blared and spectators cheered when a few minutes later, the gun boomed again to announce the arrival of White and Davies, and the horns and sirens of the pleasure boat fleet must have echoed across the rolling grey waters to the Chinese territorial line as the World Champions were welcomed to the end of the course.

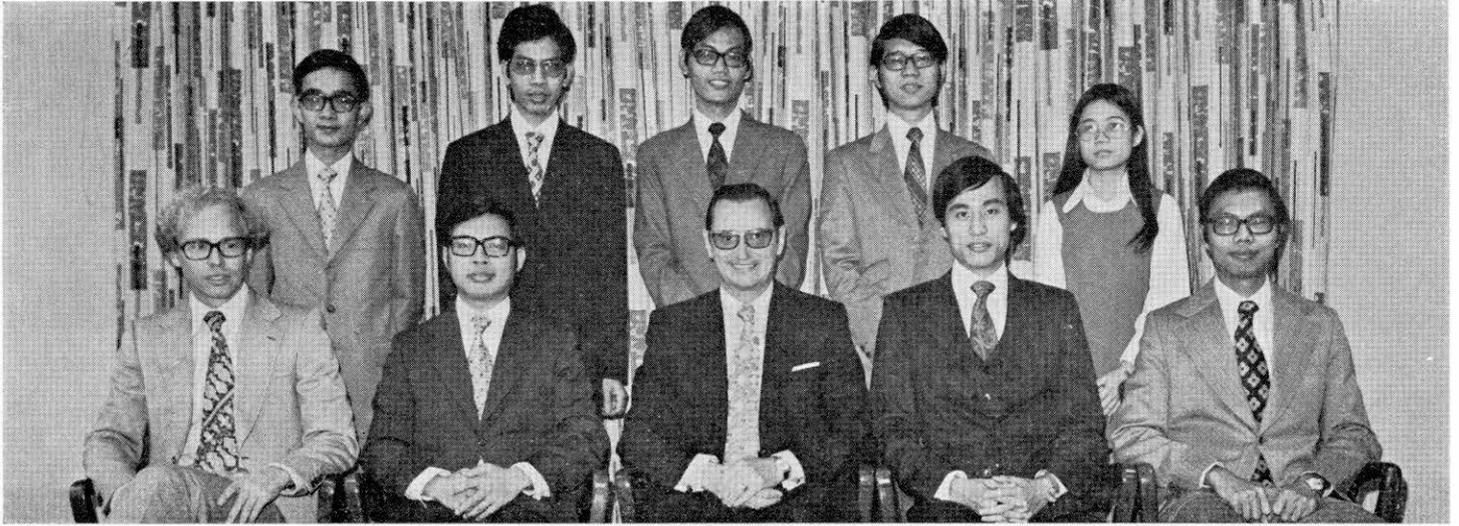
The crowds cheered lustily as the first Hongkong yacht to finish flashed by the orange buoy. It was another yacht with an inappropriate name—Mister Plod—crewed by Eric Lockeyear and Roly Lennox King. The junks, sloops and motor cruisers gave them an ovation and held beer cans high in salute. (The best placed H.K. entry was skippered by Dutchman Kees Nater with crew Mike Hayles).

Taking 2nd place in the Championships was American D. Surtees and his crew S. Owen; followed by the French team Yves Pajot and H. Kerkreis. The social events which took place at the end of the final day were as spectacular as the racing itself—but suffice it to say that a good time was had by all!

Britain's John Davies catches a swell as helmsman Peter White steers their 505 'Paralytic' to victory.

Photographs by courtesy of S.C.M. Post





Front row L-R: H.G.A. Rijntjes, Chan Siu Hung (Secretary of RIL Holdings (Far East) Ltd.), J.G. de Harde (Chief Accountant), Ng Chi Keung, J. Kwan Ning Wah.

*Back row L-R: Wong Cho Hung, N. Liu Chi Tim, A. Chan Ho Sang, S. Chan Yau Kwan, Miss A. Cheung Siu King.
On study leave: Mr J. Frieszo, Manager of Companies Department.*

COMPANIES DEPARTMENT

Until a decade ago RIL was a straightforward organisation embodied in one legal entity, KJCPL, which dealt with passenger/cargo liner services only.

In 1967 RIL's first venture outside its traditional sphere was the acquisition of a 50% share in Smit-Lloyd Australia.

On January 1st 1967 RIL merged with KPM and acquired, amongst others, Heap Eng Moh and Soon Bee companies.

Subsequently RIL's branch offices in various countries were locally incorporated thereby creating autonomous units which could identify with the country of incorporation.

The RIL organisation had also created RILAIR/CHARTAIR and wholesale travel in Sydney, which could be integrated in RTG and Suret when the large NSU merger of various Dutch shipping enterprises started to become effective.

The administration of a more complex organisation involved quite a lot of work and Companies Department gradually came into being as the co-ordinating body for the various members of the NSU/RIL family.

Although RTG and Suret meanwhile assumed full responsibility for business activities and results of companies such as RILAIR and Lisind International, the administration remains largely a responsibility of RIL. This is not only economical for all parties concerned, but also automatically leads to the formation of a team spirit between the NSU partners (and their offshoots) who can play the ball into each other's court. For instance RIL cargo canvassers in Japan nowadays also sell air cargo space.

When it was decided to transfer the substantial accounting activities previously carried out by RIL's Amsterdam office to Hong Kong Head Office, it was a logical move to entrust Companies Department with a major part of the transferred work as there exists a close connection between RIL's end accounting and the accounts of the various subsidiary companies, all of which have to be 'pre-consolidated' for final consolidation with the other major NSU working companies in Rijswijk.

Already last year, the year end pre-consolidating work proved to be an enormous task requiring setting up of a working team from staff of Companies Department in a special room to cope with the huge quantity of documents. It is envisaged that the closing of the 1973 books—now also encompassing the RIL pre-consolidation work formerly done in Amsterdam—will be an enormous job. Companies Department will be assisted for the first year with a specialist team flown out from the Netherlands. Needless to say that muscles are being flexed to master all techniques as soon as possible.

Naturally, the administrative involvement of Companies Department in the activities of so many companies automatically leads to handling of certain matters with a more commercial aspect insofar as it concerns RIL connected business.

The variety of work described above makes the work of Companies Department quite interesting. As all administrative threads come together in this department the staff automatically acquires a very comprehensive picture of what is going on in RIL.

Organisation wise the department resorts under the Chief Accountant, Mr J.G. de Harde, and ultimately under the Financial Director and Managing Directors.

PAGINA 9 t/m 12

ontbreken

Wie helpt?

SPORTS DAY IN SINGAPORE

reported by J. Tan Swee Ann

This year, INTEAC Sports Day departed from the usual programme—except for the football match, everything else was new and probably original.

There were medley relays in which team members, both male and female, had to perform varying feats from gulping down a whole bottle of Coca-Cola in record time to hauling team-mates on mini-trolleys.

The football match for the Kasteleijn Shield also took on a change, instead of the usual 'Marrieds versus Singles', this year saw a match between 'The Veterans & The Rest', since it has proved to be more and more difficult to field a team of bachelors! The Veterans (comprising staff members over 35 years of age) were unable to use their experience to advantage and 'The Rest' walked away with the Shield with a score of 4-2.

A Challenge Shield was also introduced for the Tug-of-War, in which 4 teams, one from each floor, vied for the championship. The First Floor Team which included Mr Balhuizen and Mr Larsen proved to be the most formidable.

All went extremely well until a sudden heavy tropical downpour scattered the participants and spectators in all directions for shelter. This, however, did not dampen the high spirits and later when the rain lessened the programme went into full swing again and every event was successfully completed.

All, in all, the occasion proved to be a day of great fun and gaiety and is not likely to be forgotten for a long time by the 90% or more of the total staff of INTEAC who turned up.



John Chin gulping down the Coca-Cola as fast as team-mate Florence Chan could pour.

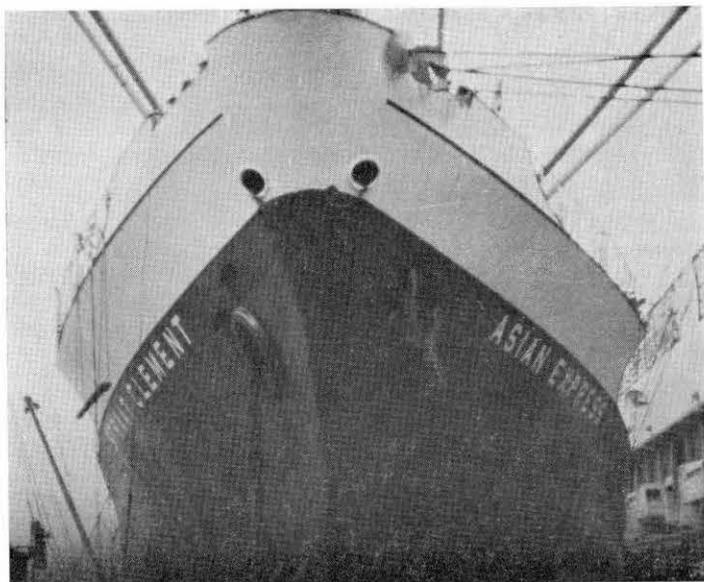
Lim Lam Hua hauls team-mate Alice Teo in one of the medley relay events, whilst Team Captain J. Wiss gives full encouragement.



Sumadi bin Dolahman, Captain of "The Rest", receiving the Kasteleijn Shield and a pewter mug from Mrs K.C. Larsen, wife of INTEAC Deputy General Manager, after winning the soccer match.

First Floor Team making a final heave to victory.





And all the other names there are
Who stuck like limpets to the spot.
Lest they forgot, lest they forgot.

Verse by G.K. Chesterton, photograph by Dick Linggo!

GONE QUACK

An extract from notes written by Mr B.W. le Coultre (Johannesburg) on the occasion of Mr Thesen Ender's service anniversary:

'Mr Thesen Ender, who takes his gardening problems seriously was also presented with an unusual gift, for keeping the grass short and at the same time serving as an automatic fertiliser—four ducklings.'

How's that for originality!



By arrangement with the Netherlands Association of Hong Kong, in cooperation with RIL, Sinterklaas arrived at the Head Office pier by motor launch right on time despite fuel problems! Three Black Peters were also in attendance to complete the atmosphere of excitement—and apprehension—at the traditional festivities.

PERSONALITIES

Captain J.H. Mak (HK HO LB) spent three weeks in Sydney returning to Hong Kong on November 3rd.

Mr B.C. Faasse (HK HO LB) returned to Hong Kong on December 6th following a brief business visit to Tokyo.

Mr E.A. Postuma (Managing Director) left Hong Kong for Japan on December 7th to preside as Chairman of the JAHOSASCON principals' meeting. The RIL delegates to the meeting were Mr G.D.M. Boot (Commercial Director), Mr S. Bakker (Manager C.T.A.), Mr F.J.A. Hens (Manager Japan) and Mr J.W.H. Weissink (Deputy Manager Japan).

Mr J.M. Feringa (Manager Safoccean Project Team) spent a week at HK HO prior to his departure on leave on December 12th.

Mr A. Chiu (HK HO Executive Staff) left Hong Kong on January 1st for a short visit to Sydney prior to spending three months in Singapore.

Mr Kampen (External Auditor) accompanied by Mr Koot and Miss Beekman (LNSU Rotterdam) will arrive in Hong Kong on January 11th for a stay of approximately one month.

Mr H. Oike (RIL K.K. Japan) has recently returned to Japan after making a six week visit to South America.

FAMILY NEWS

New Arrivals

Mr Yano Takashi (Tokyo); a son, Yano Tsutomu, on October 13th.
Mr W.L.G. van der Raaij (Wellington); a daughter, Annette Elisabeth, on October 31st.
4th Engineer L. Jansen (leave); a daughter, on November 17th at Oost-Souburg.
Mr O.M. Abdul Muthaliff s/o O.S. Mydin (Penang); a son, Basheer Bin Abdul, on November 20th.
2nd Engineer A.W. Noort (leave); a daughter, Arianne, on November 20th at Rotterdam.
Chief Officer B.G. Coops (leave); a daughter, Suzanne Margaretha, on November 23rd at Oosterbeek.
Chief Officer H.K. Labrie (leave); a son, Philip Adriaan, on November 23rd at Brisbane.

Weddings

Miss Hama Etsuko (Kobe) to Mr Kai Junichi on October 6th.
Mr Tou Che Sum (Rilair (Hong Kong) Ltd.) to Miss Li Yuk on October 8th.
Mr J. Poon Woon Tong (HK HO PZ) to Miss L. Loo Lai Lee on October 27th.
Miss G. Leung Ngar Lai (HK HO, VZ) to Mr S. Lai on November 4th.
Appr. Officer J. Wilken (leave) to Miss J. Nijland on November 16th at Zuidhorn.
Mr H.J. Hagens (Durban) to Miss J.C. Moody on November 27th.
3rd Officer B. Mevius (leave) to Miss M. Flipse on November 30th at Arnhem.
Miss Cheung Yuet Sim (HK HO FIN 1) to Mr Wong Kam on November 6th.
Miss C. To Sik Wah (HK HO EDP) to Mr Sham Yau Tak on November 14th.

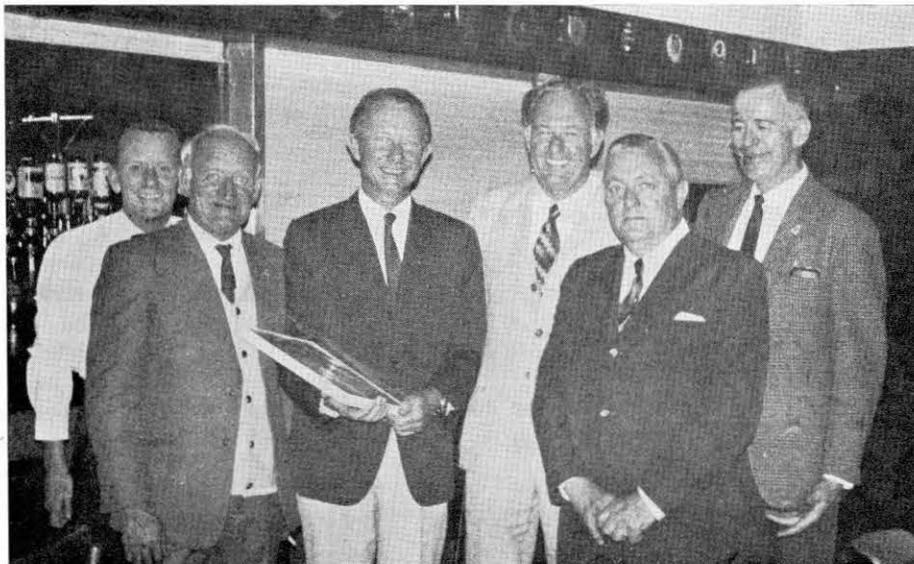
TJI CLUB PRESENTATION

Bert White, President of the Australian Tji Club writes:

Recently the Tji Club held a dinner at Victoria Barracks in honour of Captain Peter Helleman. Peter was presented with a silver tray as a token of the Club's appreciation of his kindness to us whilst Master of the Tjiwangi. Captain van der Kroft was also present and so we had the past and the present Master there, which will be the last time two captains of such a fine ship will be together before the Tjiwangi service ends.

I would like to say how sorry we all are here in the Tji Club to see the Tjiwangi go, as for fourteen years we have made a lot of friends with the Ship's Officers and Crew. We in Sydney are going to miss her very much,

but the club will keep going and we hope to see our friends on the Nieuw Holland.



FAREWELL IN DURBAN

On November 5th Captain Bouter, Master m.v. STRAAT FUSHIMI, staff members of the Durban Office and those Masters and Chief Engineers on leave in Durban, assembled in the Durban Club to bid farewell to Mr J. Coers, Chief Engineer m.v. STRAAT FUSHIMI, who was to depart the following day for Holland on leave prior to retirement. On behalf of Managing Directors, Mr J. van Middelkoop addressed Mr Coers, thanking him for sterling services rendered during his career with K.P.M. and R.I.L., and wishing him and his wife a very happy retirement, part of which will be spent on Mr & Mrs Coers' hobby, mountaineering.

As a memento of this occasion the Durban Staff presented Chief Engineer Coers with a book 'Scenic Beauties of Southern Africa'.

Following an address by Captain Bouter Mr Coers extended a toast to the prosperity of the Company and its personnel.



From left to right: Ch. Eng. Tamboer, R.F. Halkema, Capt. Legemaate, Capt. van Hekken, B.A. Ashworth, J. van Middelkoop, Ch. Eng. J. Coers, S. Heijkoop, Capt. Bouter, R. Rowlands, Capt. den Hoed.

Photo: D.K. Shackleton

MOMBASA

At a farewell party held in honour of Mr W. Winkelman VIPs were introduced to Mr A.J. Dijkstra, the recently appointed Area Representative East Africa.

From left to right: Mr A. Jansen (Area Rep. Nedlloyd), Mr Mturi (Port Manager), Mr A.J. Dijkstra, Mr Wahome (E. Africa Railways Representative), Mr W. Winkelman, Mrs Jansen.



PERSONNEL

NEW PERSONNEL

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

Mr A. v.d. Mey Asp. Appr. Officer

PROMOTION

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

Mr J.M. Boumans	as from	18-9-73
„ J.C. Klap	„ „	24-8-73
„ R. Krijt	„ „	31-8-73
„ R.H. Meijer	„ „	14-8-73
„ A.T. Nienhuis	„ „	14-8-73
„ S.M.J.M. Ooms	„ „	17-7-73
„ P.L.G. den Toom	„ „	13-8-73
„ G.J. Zijderveld	„ „	13-9-73

SUCCESSFUL EXAMINATION

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

Mr P.H.M. Bosman	2nd Officer	I	13-11-73
„ U.C.J. Brand	„ „	Th.I	31-10-73
„ F.D.R.L.A. Berger	3rd „	Th.I	31-10-73
„ A.J. Muys	„ „	Th.I	15-11-73
„ M.C. Valois	„ „	II	15-11-73
„ C.J. Weststrate	„ „	Th.II	31-10-73
„ G.I. Koffeman	4th „	III	13-11-73
„ L.F. van de Nadort	„ „	III	5-10-73
„ J.P.H.M. Smets	2nd Engineer	CI	20-10-73
„ J.J. de Beer	3rd „	CI	27- 9-73
„ J.H. van Doornik	„ „	B	5-10-73
„ P.L.Ph. Otter	„ „	B	9-10-73
„ J.G. de Rooy	„ „	BI	2-11-73
„ A.C.R. Schreuders	„ „	B	12-10-73
„ J.H.V. Austie	5th „	A	5-10-73
„ J.M. Boumans	„ „	A	13-11-73
„ R.S.E. Engelken	„ „	A	28- 9-73
„ D. Jongeling	„ „	A	6-11-73
„ J.C. Klap	„ „	A	5-11-73
„ P.H. de Kroon	„ „	A	28- 9-73
„ R. Krijt	„ „	A	2-11-73
„ J.A.W.M. van de Laak	„ „	A	11-10-73
„ R.H. Meijer	„ „	A	2-11-73
„ A.T. Nienhuis	„ „	A	1-11-73
„ S.M.J.M. Ooms	„ „	A	2-11-73
„ P.L.G. den Toom	„ „	A	7-11-73
„ W.M. Vogel	„ „	A	8-10-73
„ E.J. Watz	„ „	A	9-10-73

LEAVE

Mr K. Beekes Chief Officer

„ R.A. Corten	„ „
„ G. Daman	„ „
„ J.L. Nobels	„ „
„ R. van Willigenburg	„ „
„ G. IJtsma	„ „
„ H. de Baat Doelman	2nd „
„ C.J.G. van den Hurk	„ „
„ P.C. Klaassen	„ „
„ P.G. Langeveld	„ „
„ A.J. Martijn	„ „
„ R.P. Dros	3rd „
„ F.H. Idema	„ „
„ J. ten Kate	„ „
„ J.R.L. Lucassen	„ „
„ J.P. Prince	„ „
„ R.H. Schröder	„ „
„ H.H. van der Wilt	„ „
„ E.A. Koerse	4th „
„ J.F. Quast	„ „
„ J. Hendriks	2nd Engineer
„ A.J. Koomans	„ „
„ J.H.W. van Oostveen	„ „
„ J.N. Sol	„ „
„ A.A.C.M. Wouters	„ „
„ P.A. Alstede	3rd „
„ D.W. Bras	„ „
„ N.R. Klaus	„ „
„ H.R. de Lange	„ „
„ D.G. van Lopik	„ „
„ G.V. Nijdam	„ „
„ L. Olivier	„ „
„ G.Th. Pauli	„ „
„ E.B. Saalmink	„ „
„ R. Wiegers	„ „
„ F.J.J. Berting	4th „
„ J. Evers	„ „
„ G.J. van de Haar	„ „
„ M.H. Kegel	„ „
„ H.L. van Riel	„ „
„ C.J. Teekman	„ „
„ J. Bouw	5th „
„ J.R. van der Duim	„ „
„ R.J. Gerdes	„ „
„ J.J. Koers	„ „
„ L. Poort	„ „
„ J.B. Speelberg	„ „
„ J.W. Tak	„ „
„ L. Wiggers	„ „
„ J.A. Kakisina	Appr. „
„ A.P. de Kok	„ „
„ A.J. Kuypers	„ „
„ H. Rouw	„ „
„ H.E. Sijlsing	„ „
„ E.W. van de Wel	„ „

TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS

Captain A.J. Zonnevrijlle, Master of STRAAT NAGOYA went on home leave.

Captain A.N. Kloots was posted to STRAAT NAGOYA following home leave.

Captain G. van der Spoel, Master of STRAAT AGULHAS went on home leave.

Captain E. Pels was posted to STRAAT AGULHAS following home leave.

Captain O.J. van der Baan, Master of STRAAT HONG KONG was transferred to STRAAT FIJI and subsequently went on home leave.

Captain N. Kroone, Master of STRAAT FIJI was transferred to STRAAT HONG KONG.

Captain J.A.H. Faber was posted to STRAAT FIJI following home leave.

Captain Tj. van der Molen, Master of STRAAT MAGELHAEN went on home leave.

Captain D. van Hekken was temporarily posted to STRAAT MAGELHAEN and subsequently resume home leave.

Captain W.F. Klute was posted to STRAAT MAGELHAEN following home leave.

Captain E. van de Wetering, Master of STRAAT RIO went on home leave.

Chief Officer J. Jonkman of STRAAT NAPIER was transferred as Acting Captain to STRAAT RIO.

Captain M.M. Adamse, Master of STRAAT CLARENCE went on home leave.

Captain H. Koch was posted to STRAAT CLARENCE following home leave.

Acting Captain F. Bakker, Master of TJITARUM went on home leave.

Chief Officer J.J. Duit of STRAAT NAGASAKI was transferred as Acting Captain to TJITARUM.

Chief Engineer J. Dirkse of STRAAT NASSAU went on home leave.

Chief Engineer J. Schriemer was posted to STRAAT NASSAU following home leave.

Chief Engineer G.E. Godschalk of SAFOCEAN AUCKLAND went on home leave.

2nd Engineer L. Balje was posted to SAFOCEAN AUCKLAND as Acting Chief Engineer following home leave.

Chief Engineer J.G. Maijoor of STRAAT AGULHAS went on home leave.

Chief Engineer C. Ligtenberg was posted to STRAAT AGULHAS following home leave.

Chief Engineer B.L. Herkemij of STRAAT VAN DIEMEN went on home leave.

Chief Engineer F.L.Th.M. Pietersma was posted to STRAAT VAN DIEMEN following home leave.

Chief Engineer G.H. Menses of STRAAT TAURANGA went on home leave.

Chief Engineer Th.J. Bronsvoot was posted to STRAAT TAURANGA following home leave.

Chief Engineer M.G. de Wever of STRAAT FIJI went on home leave.

Chief Engineer H.B. Visser was posted to STRAAT FIJI following home leave.

Acting Chief Engineer G.L. Dekker of STRAAT CHATHAM went on home leave.

2nd Engineer D. van Huizen was posted to STRAAT CHATHAM as Acting Chief Engineer following home leave.

Chief Engineer H.R. Meyjes of STRAAT LUZON went on home leave.

Chief Engineer J.C. van Dinteren was posted to STRAAT LUZON following home leave.

Chief Engineer H.C. Smeenk of STRAAT LOMBOK went on home leave.

Chief Engineer G. van Beek was posted to STRAAT LOMBOK following sick leave.

TRANSFER OF SHORE STAFF

Mr H.K. van der Schatte Olivier has been transferred from HK HO VZ to Eurobridge, Japan.

Mr J.M. Feringa has been transferred from the Safocan Project Team to Planning/LB, HK HO.

Those who returned are:

posted to

Mr F.G. van Amersfoorth	Chief Officer	Straat Singapore
" M.L. van den Arend	" "	Safocan Albany
" J.M. Jansen	" "	Straat Napier
" F. van der Linden	" "	Nieuw Holland
" H.W. Louët Feisser	" "	Straat Florida
" R.J. Vleerbos	" "	Straat Algoa
" R.B. de Vries	" "	Straat Fresco
" H. van de Beek	2nd	Straat Magelhaen
" L.A.J. te Boekhorst	" "	Straat Chatham
" D.B. Kubbe	" "	Straat Talbot
" L.J.B. Lagendijk	" "	Wan Liu (Supercargo)
" F.J.H. Roelofsen	" "	Straat Hong Kong
" F.A. Scheffer	" "	London Statesman (Supercargo)
" W. IJpma	" "	Straat Le Maire
" J. Rijpstra	3rd	Straat Honshu
" P. Talsma	" "	Straat Fiji
" M.C. Valois	" "	Safocan Amsterdam
" G.I. Koffeman	4th	Straat Le Maire
" J.H. Kuipers	" "	Straat Towa
" E. Maugenest	" "	Straat Bali
" A.C.M. Blijlevens	2nd Engineer	Straat Magelhaen
" B.G. Hakstege	" "	Straat Mozambique
" J. van Doorne	3rd	Asian Enterprise
" G.J. Gulmans	" "	Straat Nagoya
" A.W. Huve	" "	Safocan Albany
" A.J. Keller	" "	Straat Luzon
" A.A. Schraverus	" "	Straat Tauranga (correction)
" Sjoerd H.J. Vellinga	" "	Straat Algoa
" S. de Wilde	" "	Asian Endeavour
" Th.B. den Haak	4th	Straat Holland
" A.J. de Kok	" "	Straat Magelhaen
" G.H. Meijerhof	" "	Straat Towa
" J.H. Noteboom	" "	Asian Explorer
" A.A. van Pel	" "	Straat Bali
" M.C.M. van Ravenstein	" "	Straat Florida
" L. van Wageningen	" "	Straat Nagoya
" J.M. Schamper	" "	Asian Enterprise (correction)
" R.J. Bersma	5th	Straat Singapore
" A.T. Nienhuis	" "	Straat Nassau
" J.A. van Oostmerssen	" "	Straat Korea
" W. Matzinger	" "	Straat Hong Kong

IN MEMORIAM

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

P. Weide (retired Captain) on 16th November at Heemstede, aged 86.

J. Simons (retired Captain) on 17th November at Klans, Austria, aged 78.



The Annual Soccer Match between the Over and Under 35s of the Durban Office—Score 4-2 in favour of the Unders.
Liquid refreshments by courtesy of Martin Rosholt & Co. (Pty) Ltd! Photograph by D.K. Shackleton

Back Row L-R: G. Christie, J. van den Broek, L. Smorenburg, H.J. Hagens, R.P. Margeot, M.J. Hofland, C.A. van Vark, G.C. Spiers, B.A. Ashworth, T.J. ter Poorten, J. Hendrikse, G. Jones, J. de Rooy, J. van Middelkoop, R.W. Schats, J. Feringa.

Front Row L-R: R.J. Abdinor, T. Burger, S. Perkins, J. West, M. Aldworth, P. Aarsen, J. van den Akker.

AUSTRALIAN TRADE DISPLAY



report by J.H. Meurer

Products of Australia were highlighted at a recent Trade Display in Johannesburg during which about 40 Australian Manufacturers showed products suitable for export to South Africa.

His Excellency the Ambassador for Australia officially opened the display during a luncheon held in the exhibition hall. Saffocean was represented by Mr J. van Middelkoop, Mr R.J. Thesen Ender and Mr A.Z. Farr of Safmarine.

Some people were so fascinated by the Saffocean stand that they could not wait to be "palletised", see photograph showing Mr van Middelkoop promoting the shippers Packed Unit with the assistance of (left to right) Mr Thesen Ender, Mr Tony Farr and an old friend Mr Bryan Maxwell, Australian Government Trade Commissioner in Cape Town.

CONTENTS

		page
SHIPS	Fleet Facts	2
	World Championships in Hong Kong	6/7
	Straat Clement/Asian Express	14
STAFF	Message from Managing Directors	2
	Promotions	2
	Service Anniversaries	3
	Sports Day in Singapore	13
	Durban Soccer Match	18
FEATURES	Businessmen who drive Hard Bargains with an Oriental touch	4/5
	Companies Department	8
	Your pull-out Guide to NSU Companies within the Areas of RIL Operations	10/11

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Referees and Players first—see opposite

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