

RIL Post

Volume 21 Number 10

A monthly staff publication of Royal InterOcean Lines



A NEW COURSE FOR RIL

Ever since RIL and Nedlloyd became part of the Netherlands Shipping Union (NSU), it was clear that the sister companies would grow closer together. Traditional trading patterns and sometimes an "own way of doing things" kept us steering our own course, but we can no longer afford this. A good organisation gave us a good competitive position, but at times competition becomes cooperation and this in turn means rationalisation. At the same time break-bulk became unitisation and this turned to containerisation. Nedlloyd are going through the same process and, because they are trading mainly with highly industrialised nations, they are ahead in containerisation.

Now it has become obvious that we need each other; pooling of resources, management and expertise, increase of scale and subsequent reduction of costs are all vital points that have led the Executive Board of NSU to decide that our two Liner companies should be integrated. The actual process may take anything up to a year; what has been decided is that on 1-1-75 a new directorate should be established for the integrated organisation, which for the time being will be called NSU Scheepvaart BV ("NSU Shipping Ltd."). This directorate, which for the present will be headed by a member of the Executive Board, Mr J. Groenendijk, will consist of Messrs: (alphabetically)

K. Dirkzwager
G. Kasteleijn
Jhr. C.L.C. van Kretschmar
R.J. Marsman
P. Meeth
E.A. Postuma
D. Pot
B. de Vlaming

and will have its seat in Rotterdam.

Messrs van Kretschmar, Meeth, Pot and De Vlaming will relinquish their function in the course of 1975. Mr Kasteleijn is due to retire on May 1st 1975. Who

will head the restructured RIL organisation in Hong Kong after the present directors have left or been transferred is not yet known, but can hopefully be announced early in 1975.

The following persons will head the various activities of the new Liner organisation:

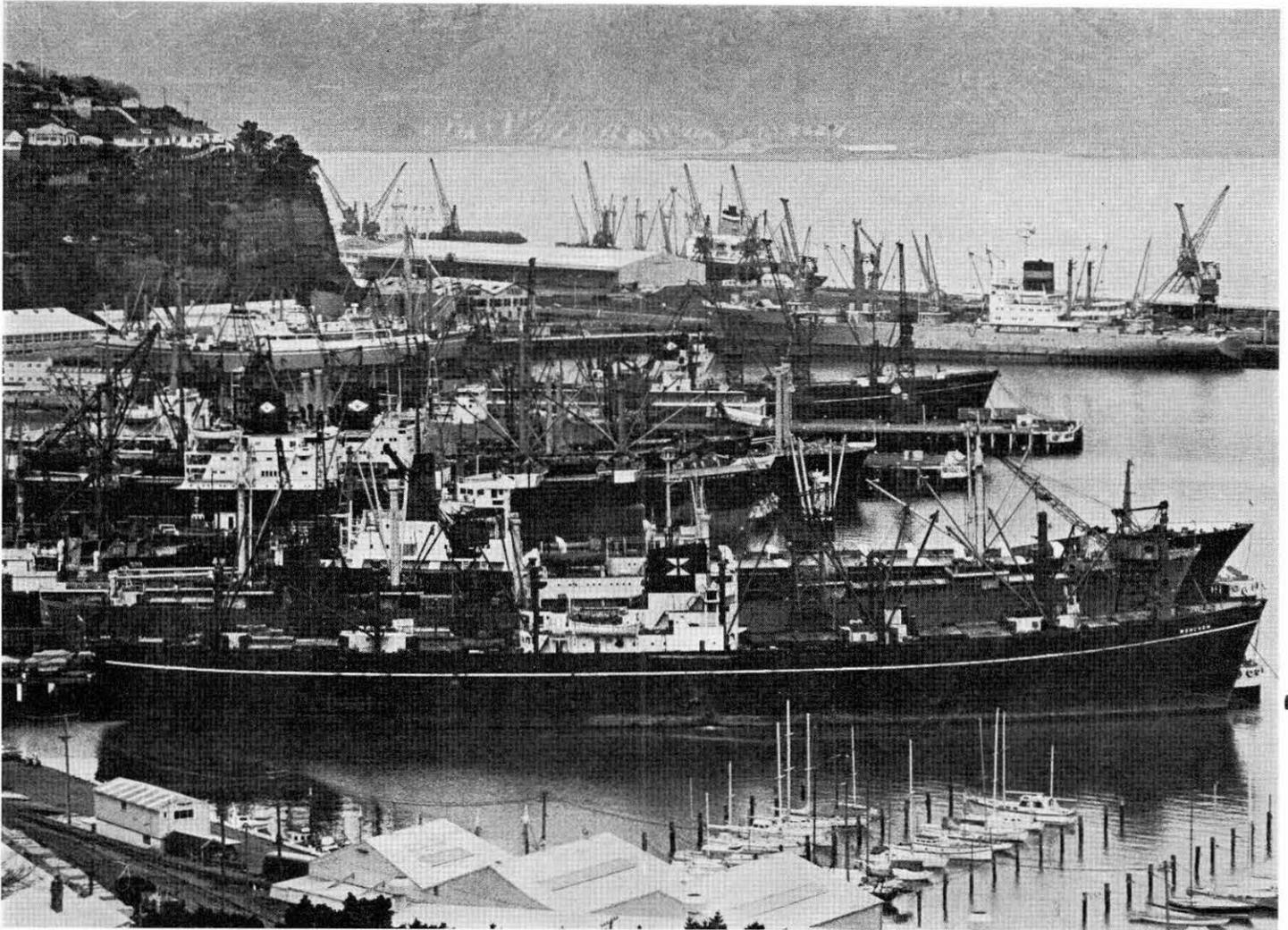
Messrs.
Ir. A. Doyer — Superintendency
J.H.W. Habermehl — Social Affairs Seafaring Personnel
H.N. Hansen — Conferences
A.L. de Jong — Operations
W.A. Mulock Houwer — TAB and Planning/Research
H. Rootliep — International Cooperations
E. Willems — Administration/Finance

Soon more will be known about the new structure of RIL Hong Kong, which will retain the function of "regional headoffice" for most present RIL services as a direct extension of the directorate in Rotterdam. All functions in the new combined organisation which can best be done in Hong Kong, will remain there, and a certain amount of restructuring of departments within the office will take place.

To all staff who will continue to play a role in RIL's (that is NSU-Shipping's) "new" office in Hongkong, we want to say that we believe that we can make our newly-tied family relationship with Nedlloyd within NSU-Shipping work without having to lose the special atmosphere and friendships which have grown within RIL over the years. As you can see, RIL and Nedlloyd are contributing equally to the management team and if we say RIL from now on, we really mean NSU-Shipping. For good commercial reasons we shall retain the name RIL in most of our markets.

We shall steer a new course, but with a bigger ship and hopefully more cargo to the prosperity of us all.

Managing Directors



NEW ZEALAND SERVICES

Berthed in the inner harbour at Lyttelton in June were (from left to right) *Straat Chatham*, *Sinkiang*, *Wanliu* and *Loire Lloyd*. These four vessels represent the full range of RIL and Nedlloyd's New Zealand services, apart from an occasional LACAS caller.

Straat Chatham operates the New Zealand East Asia Service (NZEAS) with *Straat Cumberland* and *Straat Clarence*. *Sinkiang*, on long-term charter from China Navigation Company (CNCo), sails in the New Zealand Unit Express (NZUE), a joint service operated by RIL, CNCo and Mitsui OSK Lines Ltd. *Wanliu*, also on long-term charter from CNCo, operates the Africa New Zealand Service (ANZS) with *Straat Luzon*. *Loire Lloyd* sails in Nedlloyd's Europe New Zealand Service.

All four vessels are handled by our agents, A.R. Guthrey Travel and Shipping Ltd. of Christchurch, who sent us this photograph.

FLEET FACTS

On account of congestion at Cape Town, affecting even vessels calling only for bunkers, it has been decided that CHIWAS vessels should omit Cape Town westbound.

Upon completion of voyage 50, **Straat Bali** will be withdrawn from ASAS. The vessel will give an extra sailing in SAFS from Japan in early October.

The Greek vessel **Tomidis** has been chartered for the September HOSAS sailing and was delivered on 16th September at Surabaya.

To assist ASAS in carrying overflow cargo from Japan to east coast South America, the Liberian vessel **Triana** has been time chartered for delivery in Japan in the first half of November. The vessel's S.D.W. is 26,500 tons and her balespace is 1,077,000 cu. ft.

MEET

LIMA



THE STAFF OF OUR LIMA OFFICE:—MR J. OLMEDO (ACCOUNTS CONTROLLER AND ASSISTANT TO THE REPRESENTATIVE), MRS M. DE PORTOCARRERO (SECRETARY), MR H.J. SEEBREGTS (REPRESENTATIVE WCSA), AND MISS P. BELLO (TELEX OPERATOR).

Since February 1970 when LACAS came under RIL management, RIL has had its own operational office on the West Coast of South America. Located in Lima, capital of Peru, the office represents not only Peru but also Colombia, Ecuador, Chile and Bolivia and operates under the supervision of Buenos Aires Management

apart from tariff and operational matters.

The main tasks of the Representation WCSA are the coordination of outward cargo bookings, coordination of vessels despatch along WCSA, maintaining contact with the import/export trade, coordination of General

Agents activities in WCSA countries, and checking of port accounts.

With the sudden recovery of the fishmeal export trade from Peru and Chile, outward cargo bookings are once more becoming increasingly important.

Kobe Queens visit Wonosari

RIL vessels visiting the port of Kobe have been chosen on many occasions to take part in various festive activities by the Kobe Port Authorities.

This year—as usual—two vessels, one of which had to be foreign, were chosen to represent all the ships in Kobe Port on "Marine Day", 20th July. Altogether about 100 ocean-going vessels were in port, but it was Wonosari who—notwithstanding her age—was asked to represent the foreign vessels.

Captain W. Benink and his officers and crew gave an extremely warm welcome to the delegation consisting of seven Kobe Queens, Harbourmaster and Assistant Harbourmaster. As a result it was not surprising that the delegation stayed much longer than originally planned.



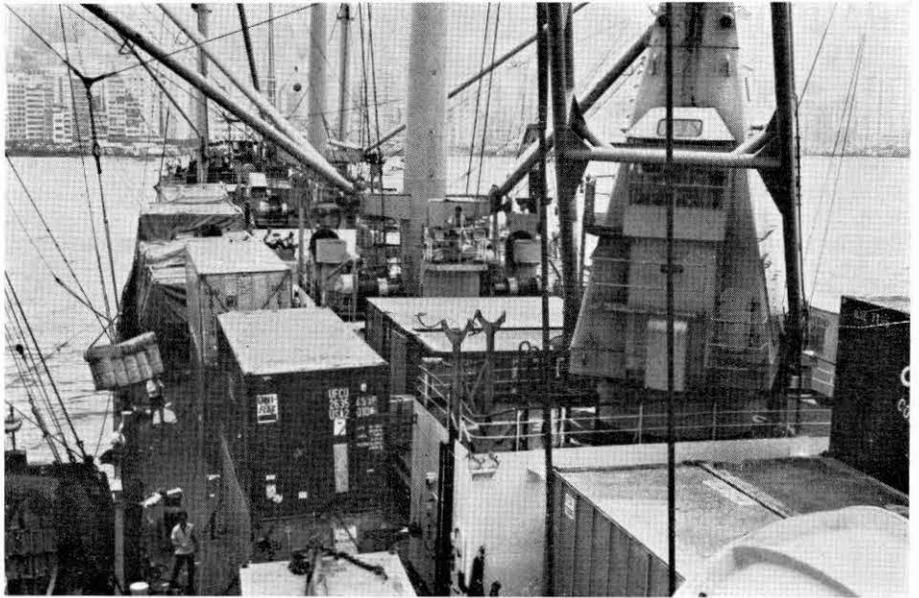
THE DELEGATION FROM KOBE PORT AUTHORITIES WITH CAPTAIN, OFFICERS AND RIL STAFF ON BOARD WONOSARI.

STRAAT FRANKLIN

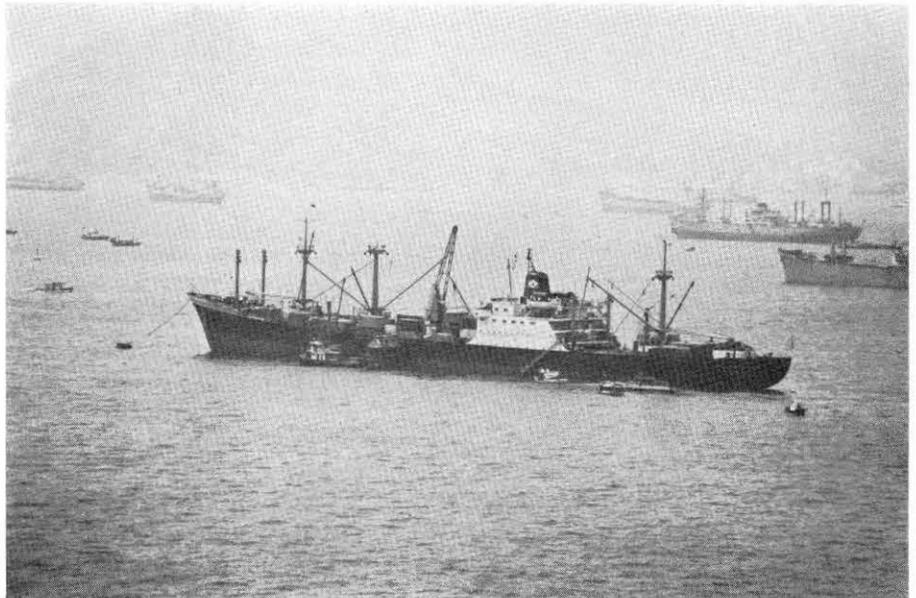
Chock - a - block

When *Straat Franklin* sailed for West Africa from Hong Kong on 8th August, she was carrying a spectacular amount of cargo.

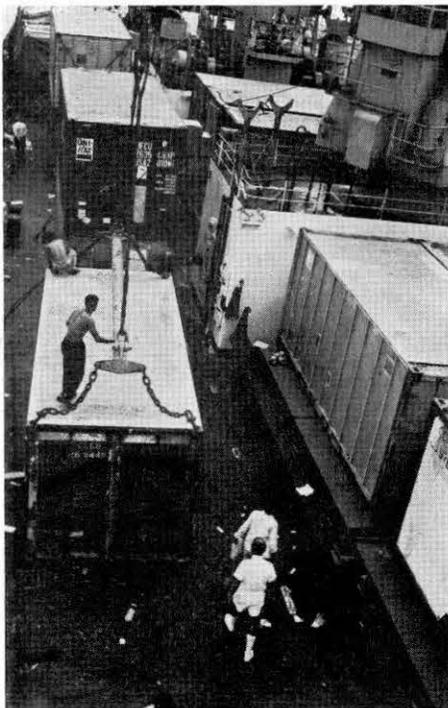
The vessel started loading for the voyage at Yokohama on 9th July. At each subsequent port of call the cargo loaded greatly exceeded the original allotment. With a total capacity of 707,000 cu.ft., 627,000 cu.ft. had already been filled by the time the vessel arrived in Hong Kong. As a result there was not sufficient underdeck space to stow all the Hong Kong cargo for which space had been allotted.



LOADING IN HONG KONG



Photos by Mr Leung Man Hin (RIL (HK) Ltd.)



CONTAINERS WERE ALSO STOWED ON THE HATCHCOVERS.

In order not to disappoint customers by delaying shipment, 20 units of 20 ft. containers were hired "for ship's convenience". The containers, which were placed on deck, enlarged the ship's capacity for loading general cargo, thus enabling the full 141,081 cu.ft. of general cargo booked at Hong Kong to be loaded.

Most of the Hong Kong cargo was discharged at Monrovia and Free-

town, the second and third West African ports. Thus the stowage of containers on hatchcovers and on deck did not interfere with the discharge of the remaining cargo.

Straat Franklin is one of four Straat F vessels maintaining the FEWAS service. The other vessels are *Straat Fresco*, *Straat Forcados* and *Straat Fukuoka*.

TRANSDATA LIMITED

A new company, Transdata Limited, has been formed to take over all present computer operations from Royal InterOcean Lines EDP Department at Hong Kong Head Office. The transfer took place on 1st October 1974.

The formation of a separate company for computer services has been considered a necessity in order to secure outside contracts for idle computer time. At present the com-

puter installation operates two shifts, from 8.00 a.m. till 4.00 p.m. and from 4.00 p.m. till 11.00 p.m., leaving a full shift unattended.

Presentation of our computer services to prospective users under a name independent of RIL, is likely to be more successful. This is especially so in view of our intention to market our Realtime Cargo Documentation System. In order to do this we must approach the shipping industry and proceeding under the

name of RIL might be a deterrent to other shipping lines.

All present EDP staff and equipment will be transferred to the new company.

Present customers of Transdata include:—Royal InterOcean Lines, RIL (HK) Ltd., Lisind International (HK) Ltd., RILAIR and ScanDutch. It is hoped that Transdata will be able to increase this list appreciably in the future!

STRAAT TAURANGA alongside Panamakade at Amsterdam

(Photo by Mr G. Beek)

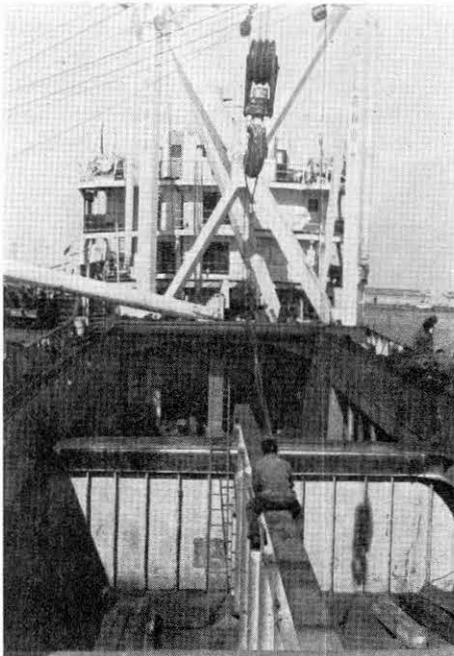


ROLL-ON ROLL-OFF

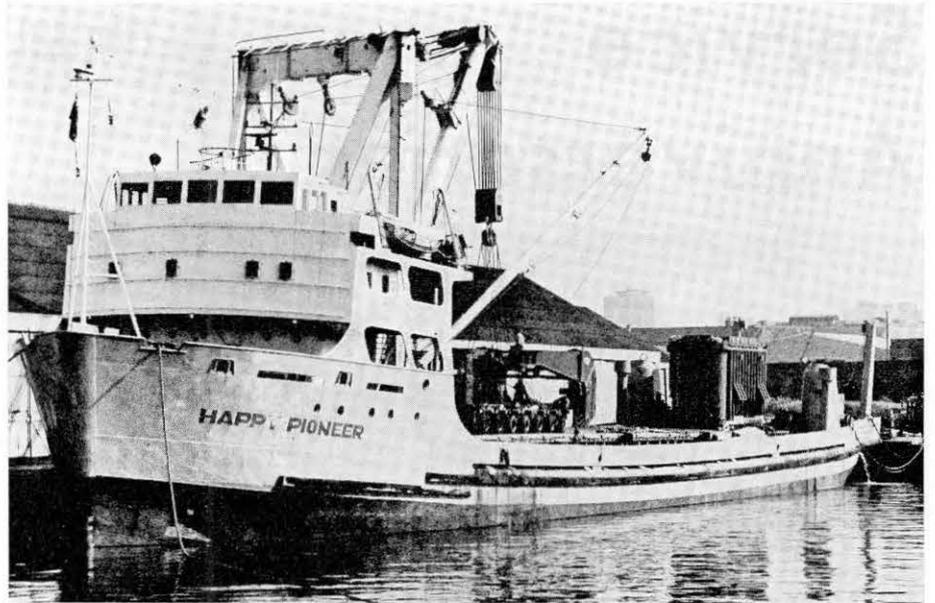
— In Australia

An interesting visitor to Australia recently was the Mammoet Shipping Company's *Happy Pioneer*. This roll-on, roll-off vessel, which was handled in Australia by Interocean Swire, arrived at Melbourne to discharge a cargo of trucks from Japan. On completion of a coastal voyage to Adelaide in early August she loaded a complete mobile oil rig for Balikpapan. The rig will be used for drilling in Kalimantan (Borneo). Altogether 1650 cubic metres of cargo were loaded including trucks, pre-fabricated houses and diesel power equipment.

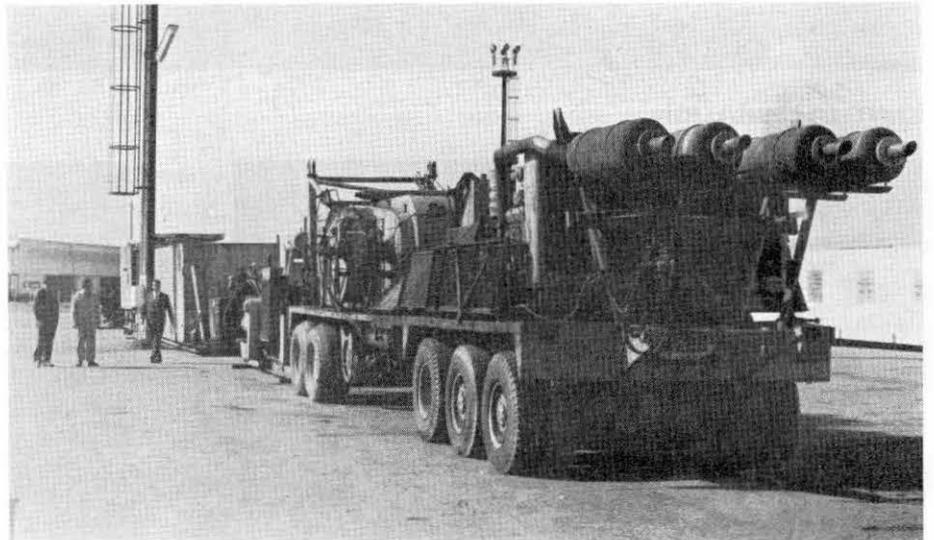
Happy Pioneer was purpose-built to carry heavy and bulky cargo which is difficult to handle. To allow for the most flexible use of stowage



In the holds, beams and pillars can be removed to enlarge the storage area.



Happy Pioneer in her home port of Amsterdam.



Diesel power equipment for the drilling rig is delivered to the vessel.

space, the crew accommodation is at the front of the vessel. Only the funnel protrudes above deck level aft, and this can be removed when cargo is being rolled on and off. In the two holds below deck, beams and pillars can be removed to enlarge the storage area for bulky cargo.

The dimensions of the vessel are:— Length—279'; Breadth—45'; Depth to main deck—18'; Draft—14'. With a capacity of 800 tons, cargo can either be driven on deck by means of a platform which extends from the aft end to the shore, or lifted aboard using the 250 ton Jumbo-derrick.

(Photos by Mr J. Williams, Adelaide Agents)

Service Anniversaries



Mrs Maria Foo: Confidential Secretary, Freight Dept. Singapore.
entered Rotterdam Trading Company on 1-6-1949.



Mr C. Yasui: Accounts Manager, Japan Management Eurobridge Ltd.
entered RIL on 1-7-1949.

JOINT CELEBRATION



40th Anniversary
Mr Ali Ahmad b. Said: Clerical Staff, Marketing Dept. (Booking Section) Singapore.
entered Rotterdam Trading Company on 16-8-1934.

25th Anniversary
Mr Sng. Ti Teck: Headclerk, Marketing Dept. (Transshipment) Singapore.
entered KPM on 16-8-1949.

From left to right, Mr Sng Ti Teck, Miss P. Wee Nga Suan (RIL Post Area Correspondent in Singapore), Mr Ali Ahmad b. Said, and Mr J. Balhuizen (General Manager Interocean EAC Agencies Pte. Ltd.)



Mr Ridai Bin Nadir: Sailor, Straat Madura.

Sailor Ridai, who sailed aboard the KPM vessel *Singkel* for one year before World War II, resumed service with KPM on 9-12-1946. During a career of excellent service, he has worked on many ships in many capacities but mostly as Boatswain.

LUXURY CRUISE WITH LISLIND

Out of Singapore, bound for Indonesia—that's Holland America's newest luxury cruise liner *Prinsendam*. The liner is making a series of two week cruises from Singapore to Penang, Belawan, Sibolga, Nias, Padang, Jakarta, Bali and Semarang. Would-be travellers can book for the whole cruise or part of the cruise from a minimum of two days upwards.

As General Sales Agents for Holland America Cruises, Lisind International (HK) Ltd. have already published some enticing tour brochures for the new cruise programme. To promote the programme they also sponsored an agents' educational tour, in conjunction with Cathay Pacific Airways and Nitours Indonesia, whereby travel executives in Hong Kong were invited to join an "Indonesia Adventure Cruise" from 16th to 23rd September. Flying to Djakarta with Cathay Pacific, the executives boarded *Prinsendam* to enjoy a short cruise to Bali, Semarang and Singapore. From Singapore, they returned to Hong Kong with Cathay Pacific. During their stay in Indonesia, Nitours Indonesia, the incoming operator for Holland America Cruises, arranged inshore tours.

Amongst those who took part in the adventure cruise were representatives of Jardine Airways, Swire Travel, Dodwell Travel, American Express, American International Travel, The Thunderbirds, The Travel Advisers, Pacific Leisure and Hotels & Tourism.

In May 1975, *Prinsendam* will be making a transfer voyage via Hong Kong and Yokohama to Vancouver. Between 22nd May and 27th September she will make a series of eight-day cruises to Alaska. She will resume the Indonesia Cruise Programme in November 1975.



THE 8,700 TON LUXURY CRUISE LINER PRINSENDAM HAS A LENGTH OF 427 FT., A WIDTH OF 62 FT., A DEPTH UP TO THE PROMENADE DECK OF 45 FT. AND A SPEED OF 21 KNOTS.



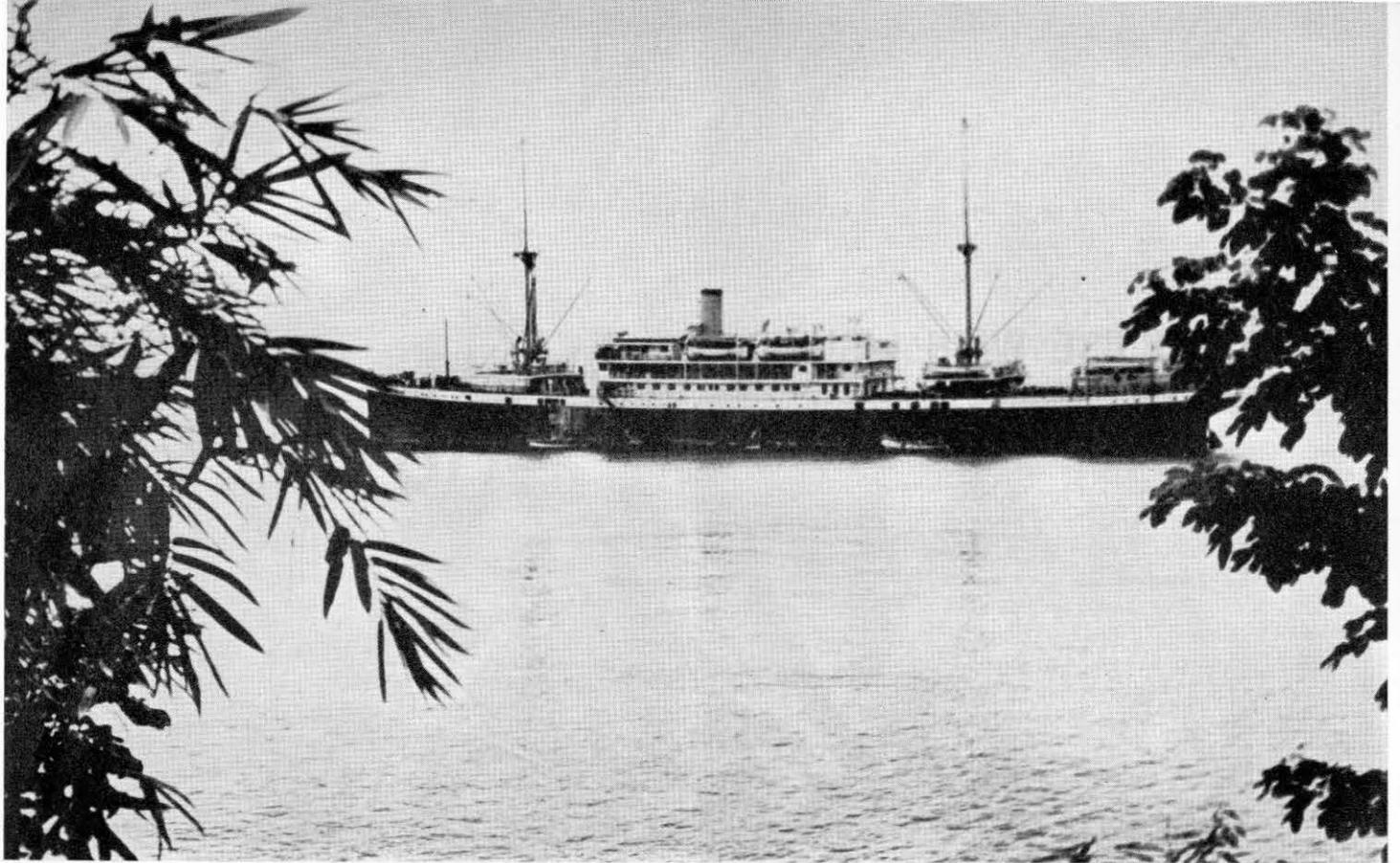


Photo by Captain C. Baak (retired).

SHIPS WITH A HISTORY

mv. VAN HEUTSZ

During the past few weeks, a model of the former KPM (Royal Packet Navigation Co. Ltd.) cargo/passenger vessel VAN HEUTSZ, newly installed in the entrance hall of HK HO, has been arousing considerable interest. The model, made in Holland in the twenties, came from the office of one of our former Passage Brokers in Singapore. The story of VAN HEUTSZ is a rich and colourful one chequered with a series of near disasters which the vessel miraculously survived.

The 8,300 ton *van Heutsz* was built in the Netherlands in 1926 and designed for KPM's Deli-Straits-China line. Plying this route the "*van Heutsz*" soon became better known by her Chinese name, "*Man Fook Si*" (萬福士). Normally she carried between one and two thousand deck passengers in addition to a complete hotch-potch of cargo. In the 1920's and 30's, many of the passengers were contract workers travelling to and from Malaysia,

Singapore and the Indonesian Islands.

Although there are few who remember life on board *van Heutsz* in these early pre-war days, there are many memories of her on the Indonesia-Far East route. Captain C. Baak (retired) recalls:

"When I was posted to *van Heutsz* on 8th November 1946 as second officer, I stepped onto a very busy ship; everybody did many hours of duty. She was in what was then called the Sumatra-Malaya-China Service. She was still armed with four 20 mm. Oerlikon guns, left over from the war, which were retained for a while to deter possible pirates.

The ship was always full of people and cargo of all kinds. The climax was the Hong Kong-Singapore run. Live fish were carried in giant wooden tubs, fresh vegetables, eggs etc. were stowed as deck cargo and there were thousands of steerage passengers, not to mention all cabin classes being overcrowded. Not a square foot was unoccupied; even the boat deck was full. On arrival, all hell broke loose to get the perishable cargo off to the market in the shortest possible time! There was

nothing but work on that ship but it was full of life and interest. Babies were born on every voyage; passengers died and were buried at sea.

The deck crew hailed from Amoy, the engine room crew from Hong Kong, while the catering staff came from Hainan. I learned a little of all three languages. "*Copysai*" is the one word I shall never forget. It is the Hainan word for "white cabbage" which was perennially on the menu!"

Throughout her career, *van Heutsz* survived a fantastic number of near disasters. The first such incident was in September 1937 when a highly destructive typhoon hit Hong Kong. With winds nearing 100 miles per hour and the eye of the typhoon passing seven miles south of the Royal Observatory, it was the worst typhoon to hit Hong Kong since 1896. Out of the 101 steam vessels berthed in Hong Kong harbour and its environs, 28 were stranded including *van Heutsz*. With twelve hundred deck passengers on board, the vessel was cast adrift and rammed into *Gertrude Maersk*, thereby incurring a deep gash from top to bottom on her starboard side. Miraculously there were no casualties, but because of fears that the

ship might founder, all deck passengers were transferred to *Gertrude Maersk*. *Van Heutsz* ended up stranded on Green Island. In November 1948, she survived another severe typhoon at Hoi How harbour on the coast of Hainan.

During the war years, when her sistership *Cremer* was sunk, *van Heutsz* was heavily involved in support action and was seriously damaged by bombs on two occasions. On 6th April 1942, only four weeks after the fall of Java, *Cremer*, *Maetsuycker* and *van Heutsz* were busy transporting 3000 American troops from the Queen Elizabeth to the islands north of Australia which were still in allied hands. *Van Heutsz* was one of the first merchant navy vessels to call at Oro Bay (New Guinea) with supplies. On 10th January 1943 she was struck by a 500 pound bomb and subsequently machine gunned by low-flying aircraft. The attack nearly proved fatal and yet somehow she managed to escape and to reach Australia under her own steam. She was repaired in Newcastle and reappeared in May in the dangerous waters around New Guinea.

Later when the Australians captured the entrance to Milne Bay and man-

aged to occupy a strip of land near Oro Bay, once again the merchant navy played an important role in maintaining the supply lines. These supply vessels were a constant target for attack. During this action *van Heemskerck*, *Bantam* and *s'Jacob* were lost whilst *van Outhoorn*, *Balikipapan* and *van Heutsz* were severely damaged.

Commander Branson of the Royal Navy in Milne Bay recalls: "I remember how the *van Heutsz* returned from Oro Bay. When I boarded the vessel, the forepart was a complete mess. The Captain greeted me enthusiastically—it was a wonder he was still alive as the bridge, on which he stayed permanently, was completely destroyed. The only thing he asked me was what their next job would be . . . and whether I would stay for lunch! As we needed him back as soon as possible, I had to order him to sail at once to Australia for repairs, although I could provide no escort for his damaged vessel."

In the troubled days after World War II and before the liberation of China, *van Heutsz* was held up by pirates between Hong Kong and Swatow on 14th and 15th December 1947. Captain K.A. Vliek made this voyage report:

14-12-'47

12.18 hrs: Departure from Hong Kong. Soon afterwards the bridge was over-run by 15 men. The odds were too great for a fight. All officers were rounded up and directed into the Officers' deck-house where they were guarded by pirates. I was forced to hand over all revolvers, rifles and ammunition.

The engineroom was seized by pirates and guarded from the upper engineroom grating.

The deck crew were locked up in the boatswain's storeroom, the stewards in the "kraton" and the compradore staff in their own quarters.

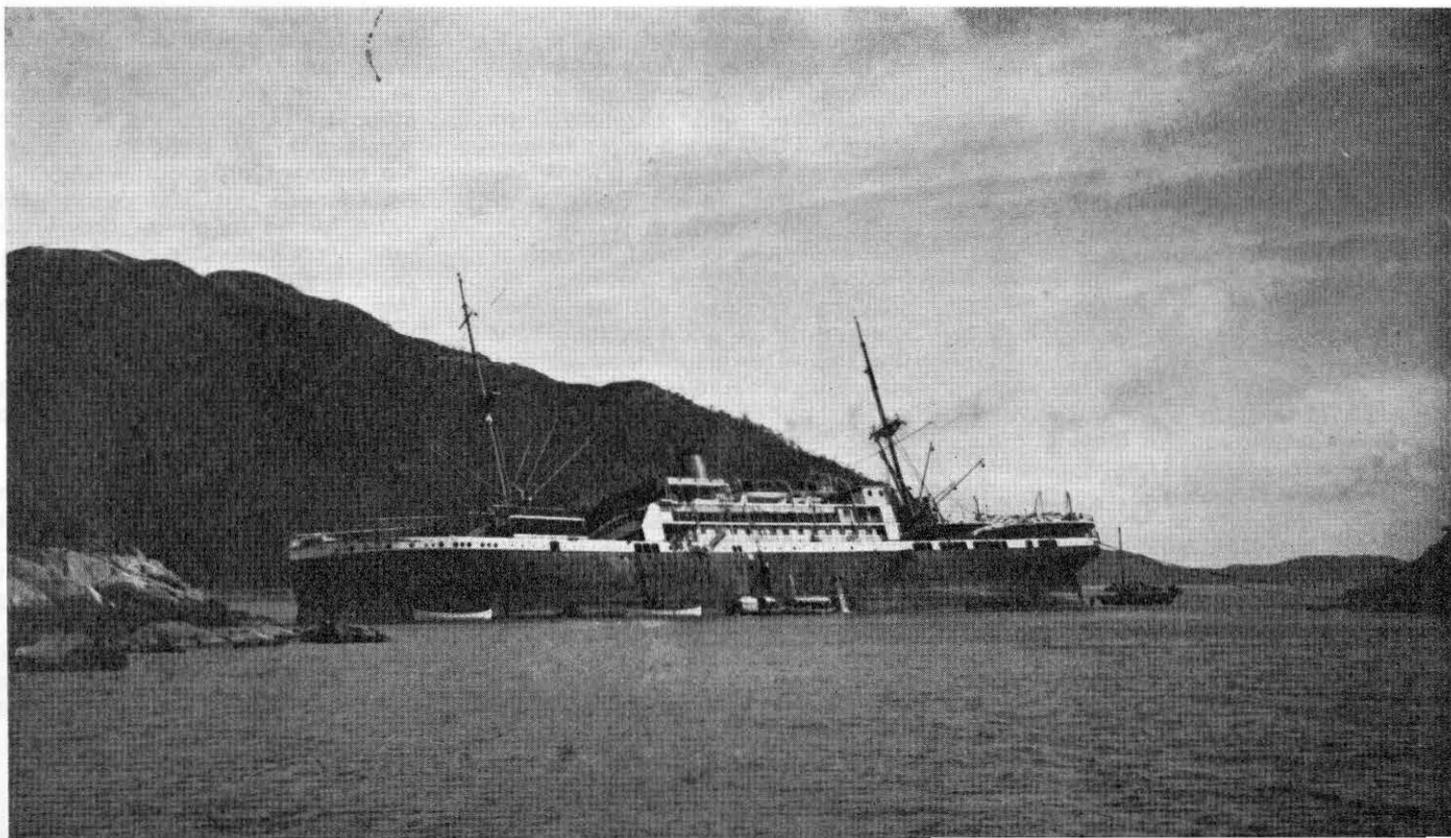
Looting of 1st Class, 2nd Class and deck passengers had already begun.

17.30 hrs: I was taken to my cabin. A salver, piled up with watches, ornaments and money, was on my table, and the masked pirate leader was making an inventory. I had to stay in my sleeping cabin.

21.45 hrs: Taken to the bridge again and ordered to steer the ship to Kweilin Island. This name was not known to us, but we gathered that it was an island near Chilang Pt.

STRANDED ON GREEN ISLAND IN 1937 FOLLOWING A SEVERE TYPHOON

Photo by Mr F.P.M. Driessen.





CARGO BEING DISCHARGED BY SURF BOATS

Photo by Captain C. Baak (retired).

23.30 hrs: Sighted Reef Island. Manoeuvred with utmost care in this dangerous area.

15-12-'47

00.10 hrs: Anchored at a distance of half a mile east of the island. Between 21.45 and 24.10 the pirates were summoned in turn to my cabin and the loot was probably divided up there.

Those engineers who had not been working in the engine-room were instructed to open the safe in the Chief Officer's cabin. This was not an easy task as the key was "missing".

04.00 hrs: Ordered to bring the ship closer in to shore as the sea was getting too rough for leaving the ship. We weighed anchor and manoeuvred round. The pirate leader promised to shoot us all if I grounded the ship.

04.30 hrs: Sighted a ship coming from Hong Kong. This was a fearful moment as the pirates got very excited and demanded to know what kind of ship it was. We were able to convince them

that it must be a merchant-ship. Thereupon the leader ordered all lights to be extinguished and we sailed under "black out"!

This saved the Chief Officer's safe as the engineers could no longer see what they were doing. Manoeuvred very carefully into Hong Hai Bay avoiding the fishing fleet which was going out. When I arrived at Tsiech Point with some difficulty and wanted to anchor, I was ordered to stop a junk. However this met with no success because all the junks sheered off as soon as they saw the ship. The leader was getting increasingly nervous and threatened to shoot us if I did not succeed in stopping a junk quickly.

06.30 hrs: Daybreak.

I saw four junks sailing out under Tsiech Point and decided to cut them off; two of them went about, but the others hesitated, and this saved us. The pirates fired revolvers and rifles and shouted to the junks to come alongside. They made fast to the lowered 1st Class portside gangway.

The junks were requisitioned for transporting the loot and the crew were ordered to lower No. 2 lifeboat. The Chief Officer and I were then taken below and told that we, together with six sailors, were to put the pirates ashore in the lifeboat after which we would be allowed to row back to the ship. No pleasant prospect.

Six Chinese 1st Class passengers were forced to go on board the junk lying alongside the gangway and the stolen trunks were loaded. We boarded the lifeboat which was then made fast to a junk.

07.30 hrs: Departed for shore.

Halfway across, the line was cut and we were allowed to return to the *van Heutsz*.

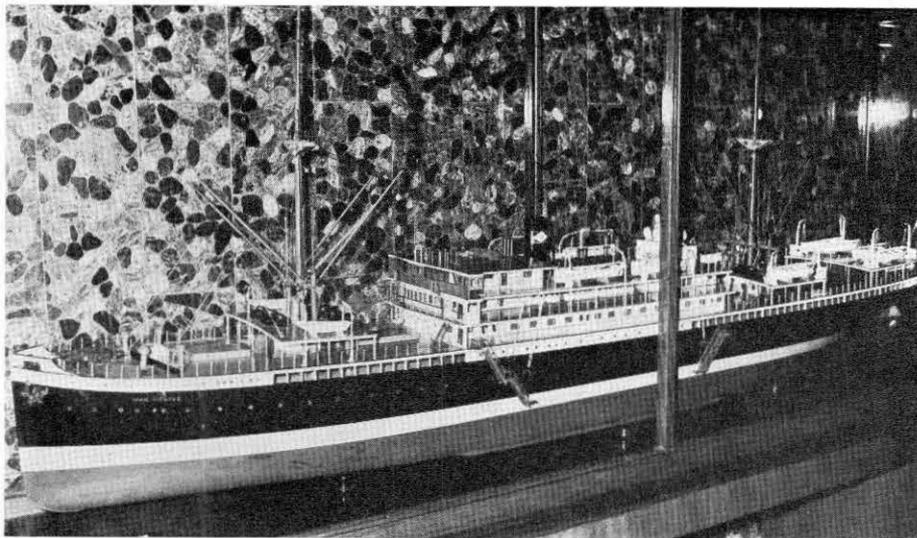
In the 1950's *van Heutsz* served on RIL's Japan-East Africa route. It was on this run that she carried a consignment of wild animals from East Africa to Japanese zoos consisting of 27 giraffes, 7 zebras, 3 rhinoceros, 3 ostriches, 3 cheetahs, 2 elands, 2 wart-hogs, 6 secretary birds and a monkey . . . not to mention the three

guinea pigs who tested the food given to the animals throughout the journey. An early edition of RIL Post commented, "one of the giraffes and one zebra were sick during the voyage but recovered"!

In September 1955, *van Heutsz* was chartered to KPM for the inter-island trade and in December 1956 she was sold back to KPM and re-named *Barentsz*. Captain C. Baak was once again posted on board, this time as Master.

Van Heutsz ran for some time in a more or less regular service between Belawan and Makassar with many ports in between. She also made extra voyages to Bassein, Rangoon and some of the most eastern parts of the Indonesian archipelago. She still transported large numbers of passengers and all kinds of cargo plus cattle, poultry and other livestock. Six surf boats were also carried for handling cargo on the beaches.

Chief Engineer H. Noort (HK HO TD), who was posted to *van Heutsz* between 1955 and 1957, vividly remembers problems in the engine room.



MODEL OF VAN HEUTSZ MADE IN THE 1920's, NOW IN HK HO.

"Because the engine room was so complex, ten to fifteen engineers were required to man it. The auxiliary engines operated by the very old fashioned technique of blast injection. This technique depends on a very high air pressure. Failure to maintain this high air pressure caused frequent black-outs on board."

Despite the lack of modern conveniences, all those who sailed aboard *van Heutsz* seem to agree that it is an experience never to be forgotten. There was never a dull moment on board . . . and the most delicious Rijsttafel (Indonesian Ricetable) was served on Sundays, the like of which no-one has tasted since.

ANNIVERSARIES — 1975

During 1975, the following anniversaries will be celebrated:

40 years

Mr J.S. Thorpe (Sydney Management) 17th April

25 years

Mr G.H.J. van Echten (Hong Kong H.O.) 6th January
 Captain H. de Geest 12th January
 Captain A.M. Frigge 12th January
 Mr Khoo Thiam Watt (Singapore) 1st February
 Mr D.M. Cook (Melbourne) 1st February
 Captain Th.H. Rappard 1st March
 Mr Chan Yui (Hong Kong M.H.) 1st March
 Captain E. van de Wetering 16th March
 Mr B.A. Hinwood (Sydney Intercocean Swire) 24th March
 Mr Lam Mook Po (Hong Kong H.O.) 3rd April
 Mr Lau Sun (Hong Kong H.O.) 6th April
 Mr A.J. Kleber (Hong Kong H.O.) 8th April
 Captain G.E. Kaersenhout 11th April
 Mr K. Namura (Tokyo Management) 24th April

Mr T. Murayama (Nagoya) 1st May
 Mr Y. Matsumura (Kobe) 15th May
 Mr H. Endo (Yokohama Agency) 4th July
 Mr H. Wakita (Kobe Eurobridge) 19th July
 Chief Officer J.W. Swaving 20th July
 Mr Fong Bun (Hong Kong H.O.) 21st July
 Chief Officer H.A. van Geldere 29th July
 Mr P.A. Saman (Yokohama Supt) 1st August
 Mr Chua Teck Bee (Singapore) 24th August
 Mr Li Chau Shing (Hong Kong H.O.) 1st September
 Mr Wong Chee Meng (Singapore) 1st September
 Chief Officer H. Samson 6th September
 Mr Wu Sing Liong (Hong Kong H.O.) 15th September
 Mr J. Balhuizen (Singapore) 1st October
 Mr J.A. Brew (Takoradi) 1st October
 Mr F.J.A. Hens (Tokyo Management) 3rd October
 Mr K. Teramoto (Kobe) 3rd October
 Mr O. Miura (Kobe) 6th October
 Mr S. Hatakenaka (Tokyo Management) 16th October
 Captain L.J. Eyken 23rd October
 Mr Li Shiu Tong (Hong Kong H.O.) 26th October
 Captain J. Verburg 6th November
 Mr Leung Kwok Chu (Hong Kong M.H.) 20th November
 Captain G.J. Noë 21st November
 Mr E.F. Aalberts (Hong Kong H.O.) 28th December

“Gracias” Sparks

On Wednesday July 31st at about 9.00 hours, *Straat Agulhas* arrived at the Santos roads anchorage. On account of port congestion, about 25 ships were waiting there. Earlier in the morning the ship had made contact with the Pilot Station, but no particulars were available. Thus they were keeping standby watch on VHF channel 16.

At about 10.15 the 4th Officer, on instructions from the Captain, contacted the Pilot Station again on VHF to find out about berthing particulars. For more than fifteen minutes he called the pilot station in English, receiving no response at all.

Then the “Sparks” suggested that for fun he might try calling the Pilots. He did so, not in English, but using the few words of Portuguese he had learned while sailing with RIL in ASAS.

It went like this:—

Pilotos Santos aqui holandes Straat Agulhas escoute, gambio?

Santos pilots, this is the Dutch vessel *Straat Agulhas*, do you hear me, over?

Instantly the reply came:

Straat Agulhas, Santos Pilotos, canal onze, gambio.

Straat Agulhas, Santos pilots, channel eleven, over.

On channel eleven the conversation continued:

Straat Agulhas, Pilotos Santos practicos a borda Straat Agulhas de 11 horas para entrada la puerto.

Straat Agulhas, Santos pilots will board Straat Agulhas at 11.00 hours to enter port.

The Sparks repeated the message in Portuguese, but he made a slight mistake, closing the conversation with “gracias” (“thanks” in Spanish), instead of “obrigado” (“thanks” in Portuguese).

By this time everyone on board was laughing and cheering but the greatest appreciation was shown at 5 p.m. when everyone who was free raced ashore to enjoy themselves.

S.G.M. Reitsma

Nedlloyd Delft at Madurodam



From left to right, Prince Bernhard, Mr L.P. Ruys, Mr J. van Dapperen (Chairman of the Madurodam Foundation) and the Mayor of Madurodam.

Earlier this year Prince Bernhard of the Netherlands opened the newest—and the smallest—container harbour in the world.

The new port, modelled after the Europe Container Terminus in Rotterdam, is the latest addition to Madurodam, the scaled-down replica of a typical Dutch town. A top tourist attraction in the Hague, Madurodam covers an area of 18,000 square metres.

This year a model of Nedlloyd Delft is the centre of attraction. Accurately built to the Madurodam scale of 1 to 25, the model is a true copy of the huge containership which has been in ScanDutch service between the Far East and Europe since September 1973. The “Nedlloyd Delft” model was made by Verhoef at Aalsmeer; the 1700 containers came from the Madurodam workshop, and Conrad Stork helped to build the electrically operated cranes.

A containership is obviously useless without a terminal, and so last winter the latter also had to be built. Madurodam hibernates from October to March when the models are restored and repainted and new *Straat Agulhas* models are built.

Amongst those present at the opening ceremony was Mr L.P. Ruys, former Chairman of the NSU Executive Board.

FAMILY NEWS

Weddings

4th Engineer P. Bogaert (*Asian Explorer*) to Miss W. Warrens, on 9th August at Ossensisse.

3rd Officer C.E.J. Bemelmans (Leave) to Miss S.M. Cotterell, on 22nd August at Vlissingen.

4th Officer J. van Meeuwen (Leave) to Miss J. Boer, on 30th August at Nieuwendijk.

Miss R. Leone (Sao Paulo) to Mr Jorge Zakzuk Neto, on 6th September.

3rd Officer M.C. Valois (*Straat Hong Kong*) to Miss A.M.M. Francissen, on 6th September at Vlissingen.

2nd Officer P.H.M. Bosman (Leave) to Miss S. Ridley, on 7th September at Ballarat, Victoria.

4th Engineer C.J. Teekman (Leave) to Miss N. Mensink, on 13th September at Arnhem.

New Arrivals

Mrs W.Y. Shigekura (Tokyo Ag.); a son, Shigekura Jun, on 17th July.

Mr S.R.A. Quin (Melbourne); a son, Paul Keith, on 19th July.

Chief Engineer J. Verdonk (*Straat van Diemen*); a son, Paul Anthony, on 6th August at Perth, Australia.

Mr Y. Susuki (Tokyo Ag.); a son, Susuki Jiji, on 9th August.

Mr N. Chan Hok Tsing (HK HO AZ); a son, Chan Ho Yin, on 15th September.

Personalities

Mr E.A. Postuma (Managing Director) left on a business trip to Rotterdam on 9th September prior to attending Principals Meetings in Buenos Aires, Rio de Janeiro and London. He will return to Hong Kong via Rotterdam in mid October.

Mr W. Boogerman (Personnel Director) made a business trip to Japan on 4th September returning on 9th September.

Mr W. Boogerman (Personnel Director) and **Mr W.A. Mulock Houwer** (designated to the Planning/Research Departments and TAB of NSUS) made a two-week business trip to Rotterdam on 13th September.

Mr E. Willems (Financial Director) made a business trip to Rotterdam on 5th September returning on 18th September.

Captain G. van Altena (Cargo Superintendent for Australia) made a business trip to Singapore, Sri Lanka and India on 1st August returning on 10th September.

Mr W.J. Gerharz of Trabis B.V., Rijswijk (Transport Advisory Bureau of Information Systems of NSU) made

an orientation visit to Hong Kong on 7th September, returning on 15th September.

Mr S. Mak (HK HO LB) and **Mr W.J. Schipholt** (Durban) made a business trip to Japan on 9th September, returning on 17th September.

Principals Meetings

On 23rd and 24th September, Messrs **E.A. Postuma** (Managing Director), **G.D.M. Boot** (Commercial Director), **P. van Schaardenburg** (Manager South America) and **H.A. de Vink** (Assistant Manager Tokyo Man.) attended the Far East/River Plate/Far East Freight Conference (FERPFEC) Principals Meeting in Buenos Aires.

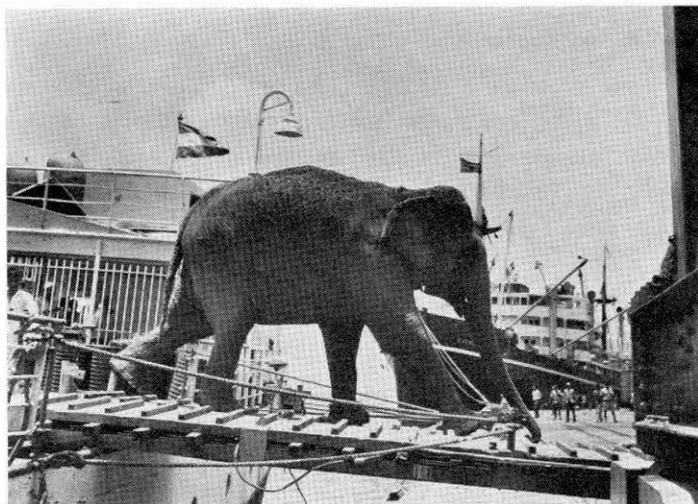
On 26th and 27th September they also attended the Brazil/Far East/Brazil Freight Conference (BFEBFC) Principals Meeting in Rio de Janeiro, together with **Mr G. Th. M. Sweijen** (RIL Representative Brazil).

From 2nd to 5th October, Messrs **E.A. Postuma**, **G.D.M. Boot** and **S. Bakker** (Manager CTA HK HO) will attend the Japan/Hong Kong/South Africa Shipping Conference (JAHOSASCON) Principals Meeting in London.

Travelling in style!

When we heard that **Straat Rio/41** was due to load wild animals in East Africa, we had visions of a picturesque story for RIL Post and promptly asked for photographs of the loading operation. Altogether 3 elephants, 46 zebra, 4 giraffe, 1 rhino and 4 tortoises made the voyage from Mombasa to Nagoya in July, but much to our dismay not one of them emerged from their crates to pose for a photo.

Nostalgically we recall those "good old days" when seasoned travellers, like this dignified elephant, disembarked from Camphuys with enviable panache, at the end of a long voyage.



PERSONNEL

NEW PERSONNEL

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

Mr H. van der Brink	Appr. Engineer
" A.H.L. Dankfort	" "
" P. van Doorne	" "
" M.J.M. de Haan	" "
" M.J. Liakat Hoesein	" "
" G.H.M. van der Veer	" "
" M. Vercammen	" "

SUCCESSFUL EXAMINATION

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

Mr S.A. Hoven	2nd Officer	I	10-9-74
" A.J. Oranje	3rd Officer	II	1-7-74
" H.Y.P. Kortekaas	2nd Engineer	CI	8-7-74
" L. de Regt	3rd Engineer	B	26-6-74
" J. Evers	4th "	B	27-6-74
" R.K. Eerhart	5th "	A	4-9-74

LEAVE

Mr P.D. Algra	Chief Officer
" P.F. Bijl	" "
" F. Bakker	" "
" J. Jonkman	" "
" H.K. Labrie	" "
" H.W. Lijding	" "
" H. de Meyer	" "
" J. Ozinga	" "
" W. Verbaan	" "
" R. van Willigenburg	" "
" C.J.G. van den Hurk	2nd "
" A.J. van der Leest	" "
" A.J. Martijn	" "
" J. Reitsma	" "
" R. Rijckaert	" "
" L.M. Drewes	3rd "
" R.P. Dros	" "
" E.A. Koerse	" "
" W.R. van Koppenhagen	" "
" J.A. Thijsse	" "
" H. van Woerkom	" "
" Th. van Hilten	4th "
" H.C. Tijsterman	" "
" W.G. Alberda	2nd Engineer
" F.H.A. Crooymans	" "
" J. Hendriks	" "
" A.J. Koomans	" "
" L. Smit	" "
" H.B. Wiersma	" "
" A.W. Huve	3rd "
" K.J. Jansma	" "
" J. de Konink	" "
" D. van der Pol	" "
" C.J. van der Have	4th "
" H. Huiskamp	" "
" J.J.B. Jongma	" "
" B.J. Knegt	" "
" P.J.A. Moereels	" "
" J.H. Weyermars	" "

Mr L.R. van Hilst	5th "
" W. Kars	" "
" A. Hoekman	" "
" K.T. Lyczak	" "
" M.C. Renshof	" "
" P.J. Roelse	" "
" S.H.M. van Schie	" "
" P. Spoelstra	" "
" G.J. Zijderveld	" "
" E.Ch.W. Baars	Appr. "
" J.J. Bakker	" "
" Th.M. van Cauter	" "
" R. Duivenbode	" "
" C. van Gernerden	" "
" J.O. Kieffer	" "
" D. Kuiper	" "
" F.A.W. Michels	" "
" M. de Nooyer	" "
" A.J. Scherpbier	" "
" J. Sinke	" "
" W.H. van der Sluys	" "
" A.W. Tempelmans Plat	" "
" W.A. Uyt den Bogaard	" "
" G. Vos	" "
" E.J. Weijtjens	" "

Those who returned are:

posted to

Mr M.L. van den Arend	Chief Officer	Christos (Supercargo)
" H.L. Brandes	" "	Tjitarum
" B.G. Coops	" "	Asian Express
" J.J. Duit	" "	Straat Nagoya
" H.K. Kruk	" "	Straat Honshu
" C.H.P. te Lintelo	" "	Tolmidis (Supercargo)
" H.W. Louët Feisser	" "	Straat Fushimi
" J.L. Nobels	" "	Straat Towa (correction)
" E.G. van Tellingen	" "	Straat Agulhas
" A. Treffers	" "	Asian Ensign
" G. Verkroost	" "	Straat Bali
" R.B. de Vries	" "	Straat Luzon
" G. IJtsma	" "	Straat Forcados
" F.N.M. Dessens	2nd "	Straat Le Maire
" S.A. Hoven	" "	Straat Luanda
" A.J. van der Schrieck	" "	Straat Rio
" J.W. Moerbeek	" "	Straat Clarence
" C. Oudendijk	" "	Straat Chatham
" F.A. Scheffer	" "	Straat Kobe
" F.L.N. van der Ven	" "	Straat Fiji
" J. Rijpstra	3rd "	Asian Enterprise
" P. Talsma	" "	Straat Franklin
" M.C. Valois	" "	Straat Hong Kong
" A.J. Broek	4th "	Straat Singapore
" P.J. van Deventer	" "	Straat Holland
" H. Zwaak	" "	Safocan Auckland
" A.C.M. Blijlevens	2nd Engineer	Straat Honshu
" H.W. Braam	3rd "	Straat Nagasaki
" A. de Bree	" "	Safocan Albany
" A.J. Keller	" "	Straat Luanda
" G.H. Meijerhof	" "	Straat Fiji
" A.J. Niehof	" "	Straat Fukuoka
" Sjoerd H.J. Vellinga	" "	Straat Futami
" J.H.V. Austie	4th "	Straat Magelhaen
" P.A.M. Bogaert	" "	Asian Explorer
" R.W.A. Renssen	" "	Nieuw Holland
" J.J. van der Schoor	" "	Straat Florida
" P.E. de Wit	" "	Straat Fushimi

Mr W.J.C. Fukkink	5th Engineer	Straat Torres
„ W. Hijkoop	„ „	Safocean Albany
„ R.M.V. Imming	„ „	Asian Express
„ H. Kerkhof	„ „	Straat Algoa
„ S.A.J.M. Ooms	„ „	Straat Johore
„ J.A. van Oortmersse	„ „	Straat Luanda
„ P.L.G. den Toom	„ „	Safocean Amsterdam
„ A.J. Salakory	„ „	Nieuw Holland
„ C. Weyers	„ „	Asian Enterprise
„ R.J. Stap	„ „	Straat Rio

TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS

Captain W. Ineke, Master of STRAAT ALGOA went on home leave.

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

Captain A.M. Frigge, Master of STRAAT VAN DIEMEN went on home leave.

Captain H. de Geest was posted to STRAAT VAN DIEMEN following home leave.

Captain W.C. Bouter, Master of STRAAT FIJI went on home leave.

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

Captain P.L. Eichhorn, Master of STRAAT CLARENCE went on home leave.

Captain G.E. Kaersenhout was posted to STRAAT CLARENCE following intermediate leave.

Captain A.J.M. Michielsen was posted to ASIAN EXPLORER following home leave.

Captain W.R.M. van der Veld, Master of STRAAT LUZON went on home leave.

Captain H.K.M. Schot was posted to STRAAT LUZON following home leave.

Act. Captain A. Bikker, Master of TJITARUM was transferred to STRAAT NAGASAKI as Chief Officer.

Chief Engineer G.H. Menses of ASIAN ENDEAVOUR went on home leave.

Chief Engineer H.E. Kattenbroek was posted to ASIAN ENDEAVOUR following home leave.

Chief Engineer H.A. Klazema of STRAAT FUTAMI went on home leave.

Chief Engineer G. van Beek was posted to STRAAT FUTAMI following home leave.

Chief Engineer A. Vink of STRAAT FLORIDA went on home leave.

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

Chief Engineer R. Jonker of STRAAT CLARENCE went on home leave.

Chief Engineer H.L. Uijl was posted to STRAAT CLARENCE following home leave.

Chief Engineer M. van der Toorn (NLL) of STRAAT FUKUOKA went on home leave.

Chief Engineer C. Nieuwenhuyze (NLL) was posted to STRAAT FUKUOKA following home leave.

Act. Chief Engineer R.C.L. Camphorst of STRAAT LAGOS went on home leave.

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

TRANSFER OF SHORE STAFF

Mr R.H. Bezuijen (Home Staff) was transferred from Wellington to Hong Kong Head Office after subsequent home leave.

Mr G.E. Delle Vedove (Home Staff) of Tokyo (Management) was seconded to Eurobridge Ltd. Tokyo.

Mr J.C. Pasman (Chief Engineer) terminated his secondment to HK HO Engineering Dept.

IN MEMORIAM



It is with deep regret that we report the death of **Mr R. Romswinckel**, aged 62, on 22nd August at Amsterdam, following a severe illness.

Mr Romswinckel, who was Chief of the Filing and Mailing Department at Amsterdam, joined KPM on 1st January 1935. He was due to celebrate his 40th anniversary with RIL during 1975.

After the KPM/RIL merger in 1967, Mr Romswinckel was given the demanding task of integrating the KPM files into RIL's filing system. In 1973 he became responsible for the management of the Filing and Mailing Department at Amsterdam. The high standard of RIL's filing systems reflects the zeal and insight with which he approached his work.

Throughout his career Mr Romswinckel has tackled each successive task with energy and enthusiasm. Even when his health deteriorated he always put work first. He was greatly admired by his colleagues for the way in which by sheer strength of will he withstood several operations during the past years.

We offer our deepest sympathy to his wife and two sons who ceaselessly gave all their mental support to help ease his suffering.

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

S. Rimper (retired Employee KPM) on 30th July, at Jakarta, aged 79.

G.J. van't Pad (retired Employee KPM) on 5th August, at Culemborg, aged 73.

J. de Vries (retired Employee KPM) on 20th August, at Wassenaar, aged 79.

H. Gomes (retired Chief Engineer RIL) on 24th August, at IJmuiden, aged 70.

D.P. Zacharias (retired Employee KPM) on 26th August, at Hoogvliet, aged 68.

J.W.J. Oosterman (retired Adjunct Chef RIL) on 30th August, at Voorschoten, aged 68.

L.M.S. Barkelau (retired Captain/Hoofd-Employee KPM) on 3rd September, at Heelsum, aged 75.

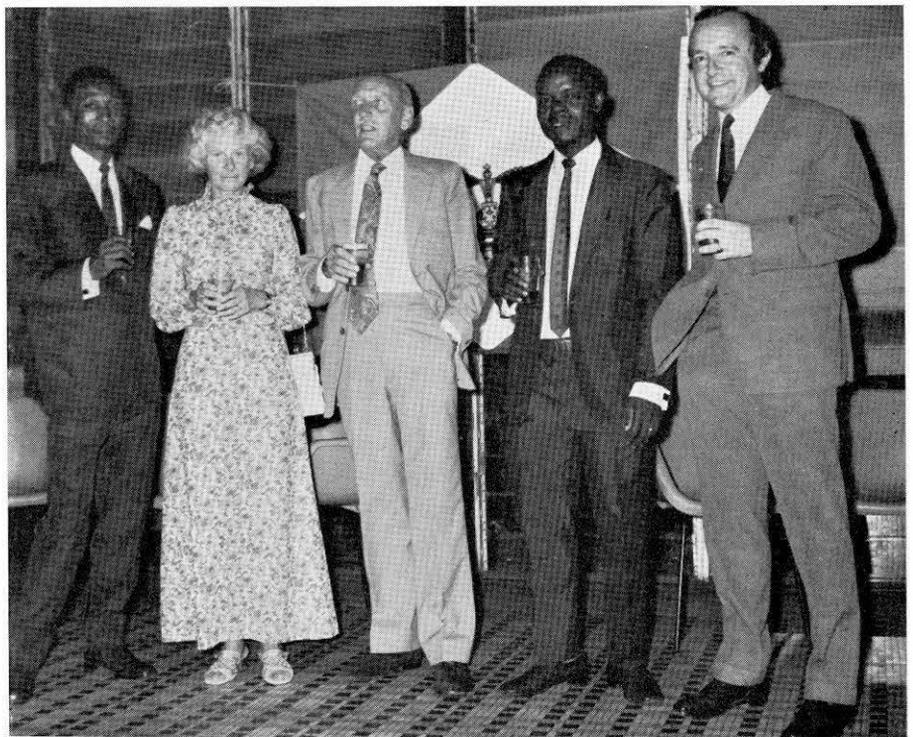
RIL functions in West Africa

During the recent business trip of Mr Chr. Moes (RIL Representative in West Africa) to Freetown and Monrovia, two cocktail parties were organised by RIL's agents, Umarco. This was the first time that RIL have held cocktail functions in these two important West African ports. Both parties were highly successful being attended by many RIL clients and Officers of ships in port.

The party in Freetown was held on 29th July in the Paramount Hotel. The cocktail party in Monrovia was held on 1st August in the Ducor Hotel.

Top: The hosts in Freetown from left to right; Mr J.A.C. Johnson (Umarco's Marketing Officer in Freetown), Mrs R.A. Hughes, Mr R.A. Hughes (Umarco's Manager for Sierra Leone), Mr J. Nagbeh (Umarco's Shipping Manager in Freetown) and Mr Chr. Moes (RIL Representative in West Africa).

Below: At the Freetown cocktail party from left to right; Mr R.A. Hughes, Mr Chr. Moes, Mr A. Thomas, Mrs A. Thomas, Mrs R.A. Hughes, Mr A. Wilson, Mrs A. Wilson and Mr J.A.C. Johnson.



Left: Amongst those present at the Monrovia cocktail party were, from left to right, front; Chief Engineer M. van der Toorn (Straat Fukuoka), Mr T. Roobol (Port Captain and Operations Manager of Umarco, Monrovia) and Mr M. Vincent (Umarco General Manager for Liberia); From left to right, back; Chief Officer D.A.P. Algra (Straat Fukuoka), Captain A.M. Meily (Straat Fukuoka), Mrs D.R. Pen, Mr Chr. Moes, Mrs A. Roobol, Miss M. Roobol, Mr J. Kleynenberg (Shipping Manager Umarco, Monrovia) and Mr D.R. Pen (Agency Shipping Manager Umarco, Monrovia).

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Many RIL clients attended the cocktail party organised by RIL's agents, Umarco, at the Ducor Hotel, Monrovia on 1st August.



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