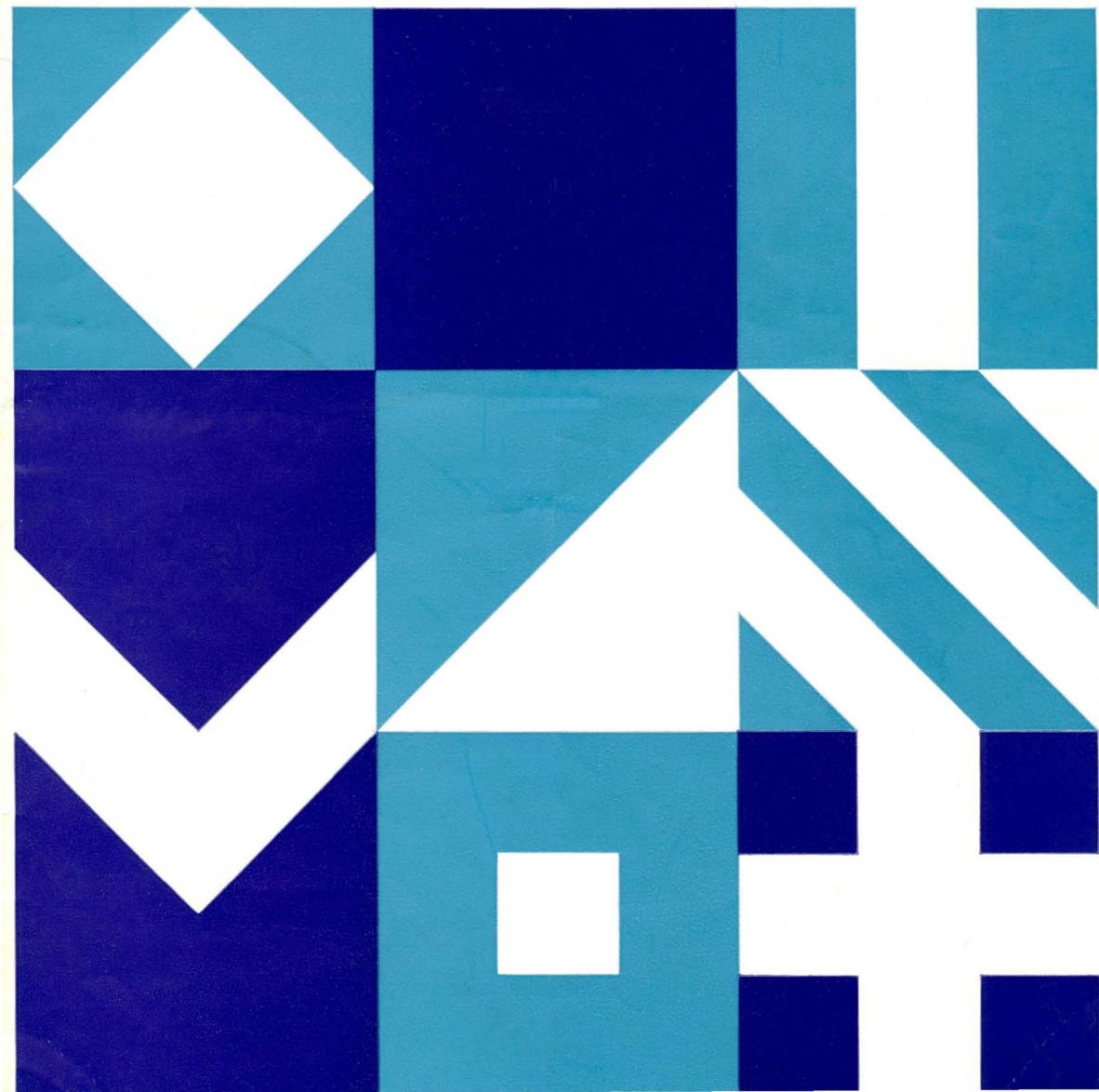


RIL Post

Volume 18 Number 9

A monthly staff publication of Royal InterOcean Lines



£25 MILLION SHIPPING ORDER

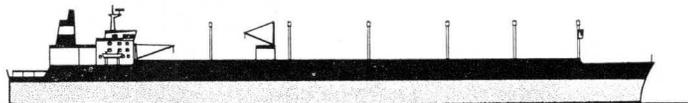
HBT, through Zodiac Shipping (a subsidiary company of the NSU, based in Willemstad) has placed an order for a Liquid Natural Gas (LNG) Carrier of 120,000 cubic metres capacity. HBT already operate one LPG (Liquid Petroleum Gas) Carrier (*Antilla Cape*) and have another one on order through Zodiac (see February, 1970 issue).

The new carrier will be built in the French shipyard Chantiers de L'Atlantique at St. Nazaire at an initial value of about £25 million (216 million guilders), for delivery on 1st September, 1976.

A similar LNG carrier has also been ordered at the same shipyard by Odyssey Trading Company of Bermuda, a subsidiary of the Ocean Steamship Company, for delivery on 1st June, 1977. Odyssey and Zodiac are in the process of establishing a joint commercial venture to market the LNG vessels on lifelong charters. When the two ships will be delivered, the final value of the two orders now placed could be approximately £60 million.

Main Particulars

Length overall	274 metres
Width	40.5 "
Depth	26.5 "
Draught	10.67 "
Tonnage d.w.	55000 metr. tons
Speed	19 knots
Engines	Atlantique/Stal Laval Steam Turbines of 32,000 s.h.p.



Chantiers de l'Atlantique is a world leader in building LNG carriers, having five such vessels in various stages of construction at the present time.

The Carriage of Natural Gas

World demand for natural gas, which is a clean burning fuel, is increasing rapidly as a consequence of worldwide concern about atmospheric pollution and protection for the environment.

LNG is carried in the ship as a liquid at the very low temperature of -162°C and at only a little above atmospheric pressure. Notwithstanding the best possible insulation, there is a certain amount of boiling of the liquid, but it is not practical to condense the vapours during the voyage and to return the liquid into the tanks.

There are two alternatives: the gas can be transported under pressure, or the vapours emanating at the surface can be removed. The second alternative is the economic one, and

during the voyage the boil-off will be used as fuel in the boilers.

The Gas-Transport membrane tank system has been chosen to contain and insulate the cargo on board. From inside the tanks, the very cold liquid is surrounded by a thin layer of Invar Steel, a layer of insulating material, a second barrier of Invar Steel, another layer of insulation, and finally the double plating of the ship's hull.

The two Invar Steel membranes and the insulation transmit the mechanical and dynamical strength from the cargo to the hull of the vessel.

Due to the very small coefficient of expansion of Invar Steel — which contains a large amount of nickel — deformation on refrigeration to -162°C , or warming up to atmospheric temperature is insignificant.

Manning

Each vessel will have a crew of approximately 32 men, who will receive specialist training.

FOCUS (opposite)

Manager M. Yoda sits at his desk in RIL's office which is housed in a tall modern building, in sharp contrast with the Gasshozokuri House, an ancient thatched building in the Higashiyama Park. The 600-foot high T.V. tower is located in the wide parkway which runs through downtown Nagoya. Tourists enjoy the view from here of the well-planned city whose thriving industries include the famous Noritake china. They also flock to see Nagoya Castle, first built in 1612 and completely rebuilt in 1959 after a disastrous fire. In the Gifu Prefecture, not far away, a row of pleasure boats await the sight of cormorant fishing on the Nagara River, a method of catching the freshwater trout (ayu) which has lasted for 1000 years.

FLEET FACTS

Straat Banka has been sold for continued trading, and will be delivered after completion of her current voyage in the Australia-Singapore-Thailand Service (ASTS).

RE 500TH SHIP'S DRYDOCKING/REPAIR. M/V 'STRAAT VAN DIEMEN' YOUR 500TH SHIP OF DRYDOCKING AND REPAIR AT OUR ASANODOCK, HAVE SUCCESSFULLY FINISHED ALL WORK AND SAILED OUT ON 16TH JULY, 1971.

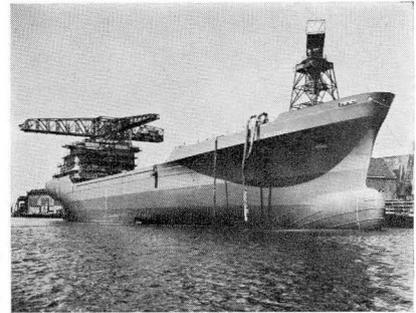
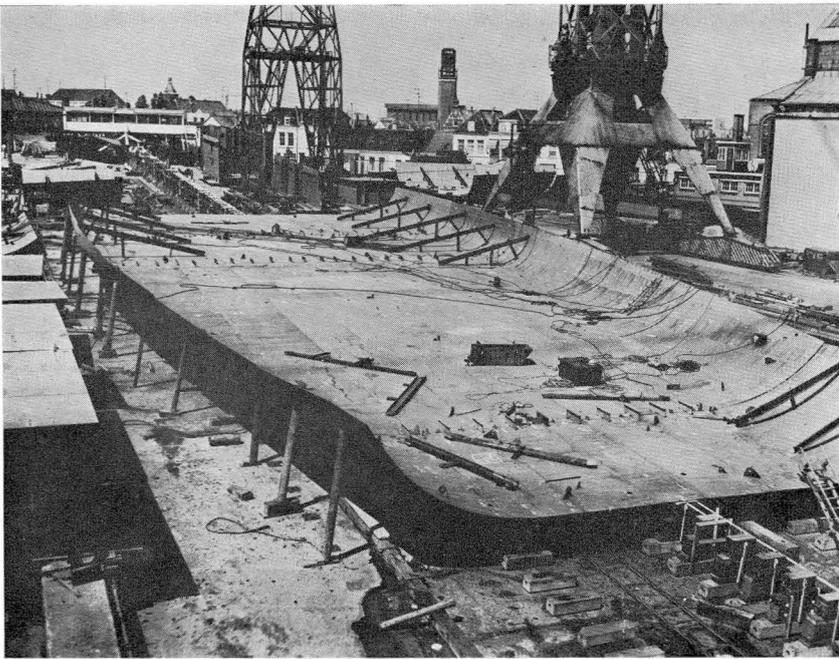
CONGRATULATIONS. WE HEREBY EXPRESS OUR SINCERE THANKS FOR YOUR COOPERATION AND FAVOUR TO US.

HAYASHI, HOROGUCHI/ASANODOCK

When RIL received this cable from their old friends, NKK, in Yokohama, they were delighted to reply with the hope that the pleasant relationship and cooperation would continue in years to come.

STRAAT N'S

The keel of Straat Napier, fourth of the 'N' vessels, is growing apace in the yard of Rijn-Schelde, whilst close by, the first ship — Straat Nagasaki — is taking shape as she floats alongside the quay. She is expected to be delivered in mid-December. The other two vessels — Straat Nagoya and Straat Nassau — being built by the Van der Giessen-Schelde Combine are under construction in Van der Giessen's yard.



'QUEEN KOBE' AGAIN CHOOSES RIL

National 'Marine Day' in Japan falls on 20th July, and whilst RIL line managers do their best to despatch ships before that date, it seems that the beautiful 'Queens Kobe' (as from this year, seven 'Queens Kobe' have replaced 'Miss Kobe' and the 'Sea Queens') do something to keep Straat Frazer in port until the festive day. This year, again, the ship stayed in Kobe on that day!

After a parade by boat in the harbour, the Queens, accompanied by officials and journalists/camera-men, visited two vessels in port — one Japanese and one foreign. Straat Frazer again had the honour of being chosen by them as the *only foreign vessel* to be visited in Kobe.

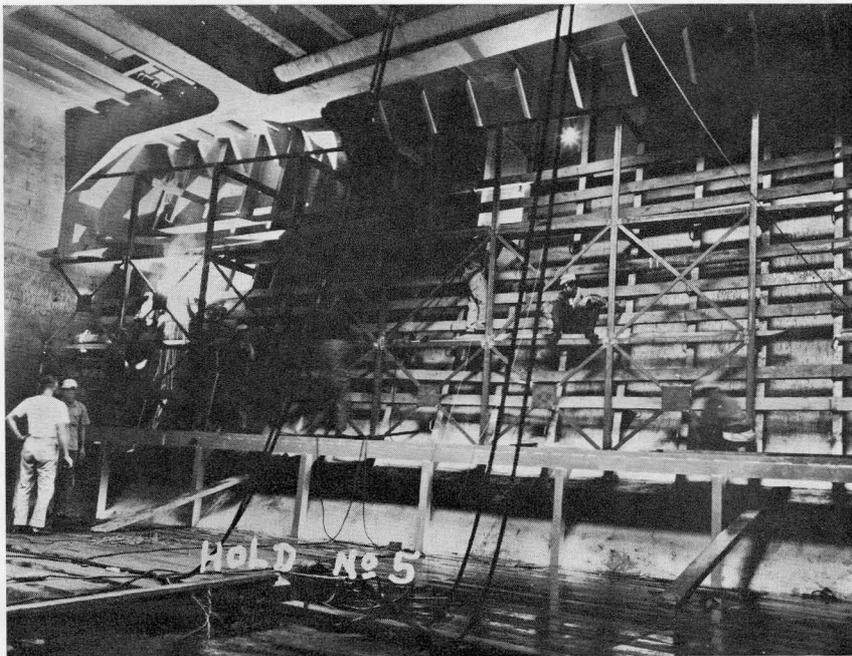
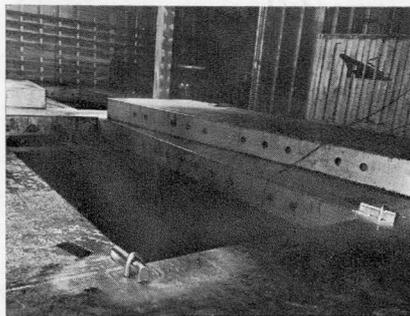
Needless to say, the lovely Queens had a warm welcome on board, and Captain W.F. Klute was the lucky recipient of a beautiful bouquet.



PIPING SCENE

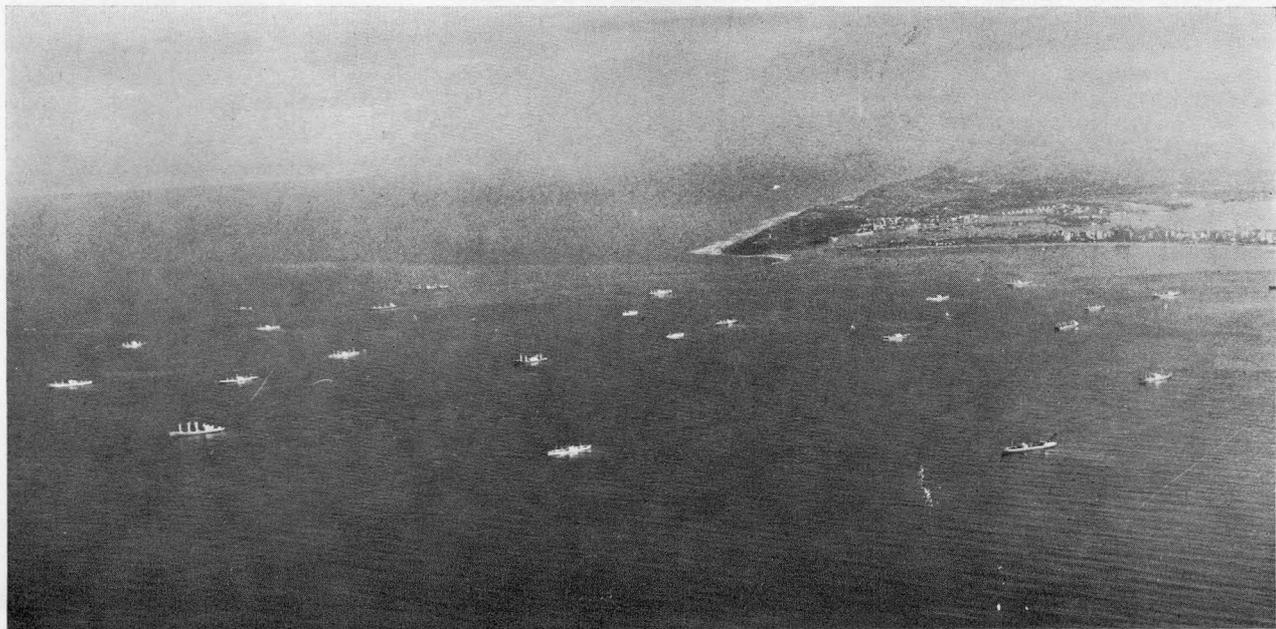
SQUARING OFF

Straat Tauranga has just docked in Singapore, and during the course of her overhaul, steel frameworks have been fitted in to the sides of Holds Nos. 1 and 5, thus eliminating the curves of the hull. This will facilitate the stowage and quick handling of unitized cargo. In holds 2, 4 and 5, pallet racks have been fitted, and quick lashing devices have been fitted on the 'tween deck pontoons.

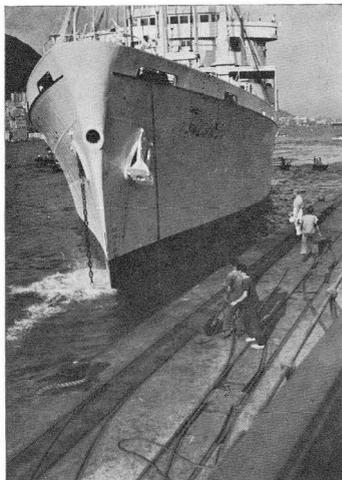


CONGESTION

Last month, RIL Post was reporting the congestion in Durban harbour. This photograph taken by a photographer of the Natal Mercury proves the point: there were times when 25 vessels were lying outside awaiting working berths. Happily — and much to everyone's relief — the position has now improved.



MOORINGS



The nautical term 'moor', is derived from the Middle Dutch, *maren*, to tie, and from the time when man first went to sea in boats there have been many methods of 'tie up' on the shore. The ancient Greeks moored their ships to various objects ashore and in the glory of the classical period moorings became ornate, in keeping with their fine ships and graceful architecture. We learn that long bollards were set up on the wharfs of that maritime power. Philon, the famous engineer, 330 B.C., designed mooring bollards cut in marble, 'waisted' in shape with balloon caps over which the tie up ropes were secured. The Romans used mooring piles of pine and a depiction at Pompeii of an ancient port shows trophies mounted on pillars and mooring bollards on the moles. In Great Britain and Ireland in the Middle Ages, pile mooring posts were in common use in the harbours but in more modern civil engineering granite and other hard

stone were adopted as bollards. Long squared blocks of granite were rounded and waisted at their heads with round caps and sunk in a hole on the quay and grouted in with Roman cement concrete. Cast iron was used for the same purpose in the last century, both hollow and solid cast according to ship sizes. Some of these were in the form of capstans for winding the ship's cable in. In the heyday of yachting, when the elite and the wealthy indulged in this sport of the sea and sailed their exotic yachts, they had mooring bollards to match. Ornate cast iron was in vogue with gleaming brass mountings, and in one case carved oak was used with brass inlay and a mushroom cap of brass. In some harbours mooring floating buoys were used, anchored to screw piles or 'dead men' in the marine floor. Moorings are as ancient as the art of navigation itself.

(From The Nautical Magazine)

TAIFUN - BAROMETER

Following the article published in the July issue of *RIL Post*, Captain J.J. van Rossum (retired, KPM) has very kindly sent us these details:—

The barocyclonometer was designed by Father José Algué, S.J. Director of the Observatory at Manila.

The purpose of the instrument was to identify the existence of a typhoon in the China Sea and surrounding waters, and to work out approximately the typhoon centre and the direction in which it is moving. This was written in 1922 by Mr W.

Noorduyn in his book 'Beginnelsen der Maritieme Meteorologie en Oceanografie.'

In 'De Zee' of 1910 also, Father José Algué was mentioned as the inventor.

I will now give you some particulars about this instrument which was tested for reliability, especially by the JCJL. Captain N. van Wijck Jurriaanse (1874-1963) wrote an extensive report on this subject — see 'De Zee' of 1910, page 736.

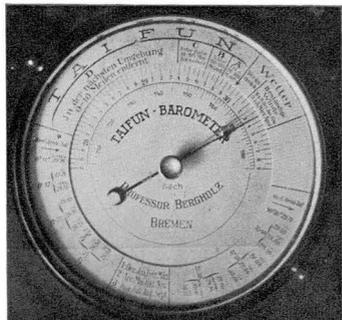
Captain van Wijck Jurriaanse concluded his report with the words. "In my opinion, it is a very handy instrument for one who knows how to use it with due consideration and who does not try to find the relative distance to the centre using the Rule of Fournier or from this rule deduce the relative distance and movement of the typhoon centre." Conclusion: a caution against the use of the Rule of Fournier.

In 1939, a set of books was issued by the KNMI (Royal Netherlands Meteorological Institute), No. 119, titled "Statistieken omtrent typhonen" (typhoon statistics). They were compiled from 3,300 ships' weather

reports made between 1910 and 1935. On page 93 of Volume 1 are the words: "We draw your attention to the fact that the inventor himself (Father Algué) thought the instrument to be reliable only at a short distance from the centre, and at such a short distance according to these statistics that there is a strong chance that a vessel would already be within the storm centre."

The statistics of the KNMI confirmed the experience of Captain van Wijck Jurriaanse. After this, the Rule of Fournier was omitted from the study books.

However, notwithstanding these opinions, in 1948 a series of articles about tropical storms appeared in 'De Zee', and a new light was thrown on the Rule of Fournier. Later, the articles were printed in book form under the title "Het Ontwijken van tropische orkanen". Users of this book, in my opinion, have to be aware of the limited use of the Rule of Fournier, especially because the explanation in the introduction about not mentioning this rule any more, is definitely incorrect.



NEW SEAMARK IN HONG KONG



A hero's welcome was given to Seawise University

A new 'island' has appeared amongst the many which stud the western approaches to Hong Kong harbour: it is the enormous — over 83,000 tons — hull of the Queen Elizabeth I, now lying at ease after a difficult five-month voyage from Florida.

To say that the old lady is but a shadow of her former self is perhaps to under-estimate the majesty of that towering superstructure, but certain it is that the former grandeur is gone, lingering only in the faded luxury of the restaurant, once patronized by the elite of the world.

Bookings for the prestigious Cunard passenger liner, largest in the world, were made up to four years before her actual construction began on Clydebank in 1936. She carried nearly a million allied troops in solo runs during World War II, and from 1946 to 1968, with her sistership Queen Mary, sailed with a crew of 1,500 to carry up to 2,200 passengers in weekly trans-Atlantic crossings.

Cunard retired the Queens when it became clear that they could no longer compete with air travel, and the Elizabeth was sold to a group of Philadelphia businessmen who took her to Port Everglades as an exhibition centre. This proved too costly an operation, and when the company announced bankruptcy in May, 1970, the old vessel was purchased by one of Hong Kong's shipping magnates, Mr C.Y. Tung, who plans a \$24 million refit. Under her new

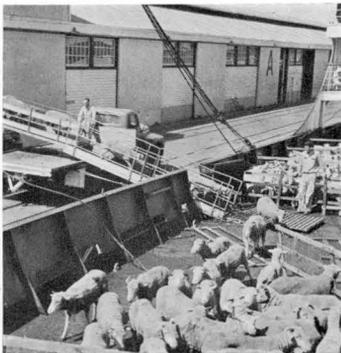
name of Seawise (C.Y.'s) University, she will sail early in 1972 as a cruising passenger ship and floating university combined.

Now Hong Kong is looking with pride at the worn ship, whose machinery had suffered two years' neglect. Under a Chinese Commodore, and with 230 Chinese crew and a handful of her original staff, she managed to reach Hong Kong under her own steam. A boiler tube failure caused her to drift without power for four days in the Caribbean, and she subsequently spent two and a half months in Aruba, but she finally completed the more than 12,000 mile voyage doing nine knots instead of her normal 28, six of her twelve boilers turning only two of her four turbines.

In a letter to a local newspaper, this 'unbelievable achievement' was praised by the Principal Surveyor to Bureau Veritas, who gave credit to the seamanship of all concerned in this "'Chinese affair', unprecedented in maritime history."

The man in the street gazes with awe at the big ship, of which it is said that if her bows were to pierce the Central Post Office, her stern would rest in the middle of the Hong Kong Club. She dominates local waters, and her progress will be watched with interest, not least by the some 1000 people who will be employed on board next year.

DUAL PERSONALITY



She was delivered at Rotterdam in 1951 from the yard of Scheepswerf en Machine-Fabriek P. Smit Jr. under the name of *Straat Makassar*, a cargo/passenger vessel with bale-space of 452,000 cu.ft. and room for 40 passengers. With a speed of 16 knots, the 9,000 tonner sailed for the Far East, whence she was to make many voyages to Africa and South America. Indeed, in 1952 she inaugurated the 'ASAS Express', and in 1956 a party was held on board at East London to celebrate the 25th anniversary of the 'Africa Lines'.



Soon after the latter occasion, it was thought that the public at large associated the 'Straat' name with purely cargo vessels, so *Straat Makassar* became *Tjinegara*, named after an older Javaline passenger vessel (see last month's issue).

During these years of sailing in the Far East-Africa-South America Service, *Tjinegara* called twice at the lonely island of Tristan da Cunha in the South Atlantic: in October, 1956 she loaded a cargo of frozen fish for

A Farewell To Tjinegara

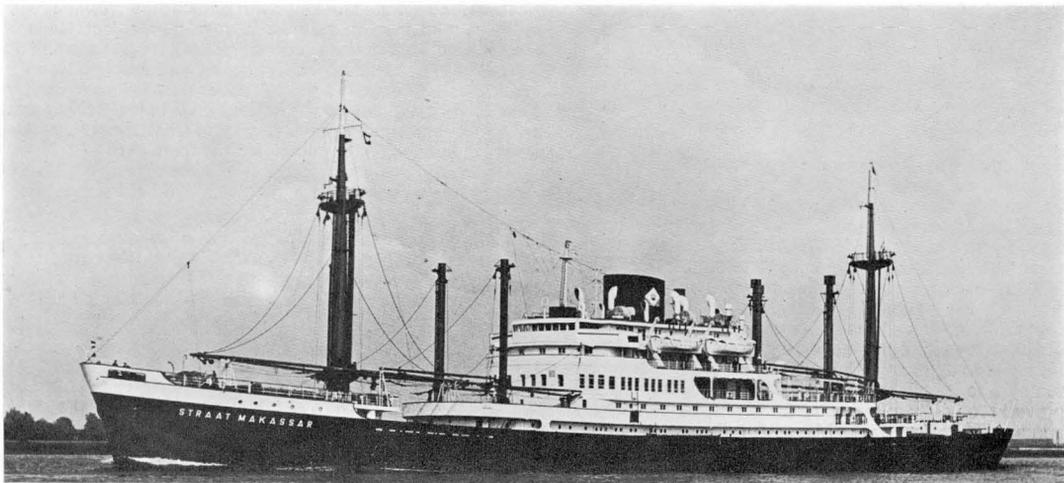
South Africa, and in October, 1959 had a difficult time embarking passengers from the trawler *Frances Repetto* in squally weather with high seas and a heavy swell.

There were some tense moments in 1958 too when *Tjinegara* took *Straat Torres* in tow to Singapore from the coast of Sumatra, a tricky operation requiring first-class seamanship.

1960/61 saw the ship getting a bit of a 'face-lift' with the fitting of airconditioning plant and a new swimming-pool; she then entered the India-Australia Service where she was to remain until November, 1968 when she entered the Africa-New Zealand Service (ANZS). Since 1968, *Tjinegara* has been sailing in the Australia-Singapore-Thailand Service.

Now the ship with two functions—cargo and passengers—and two names—*Straat Makassar* and *Tjinegara*—is finishing her voyages for RIL. They have been quiet undisturbed years, and we wish her the same for the future.

Tjinegara sailed originally as *Straat Makassar*

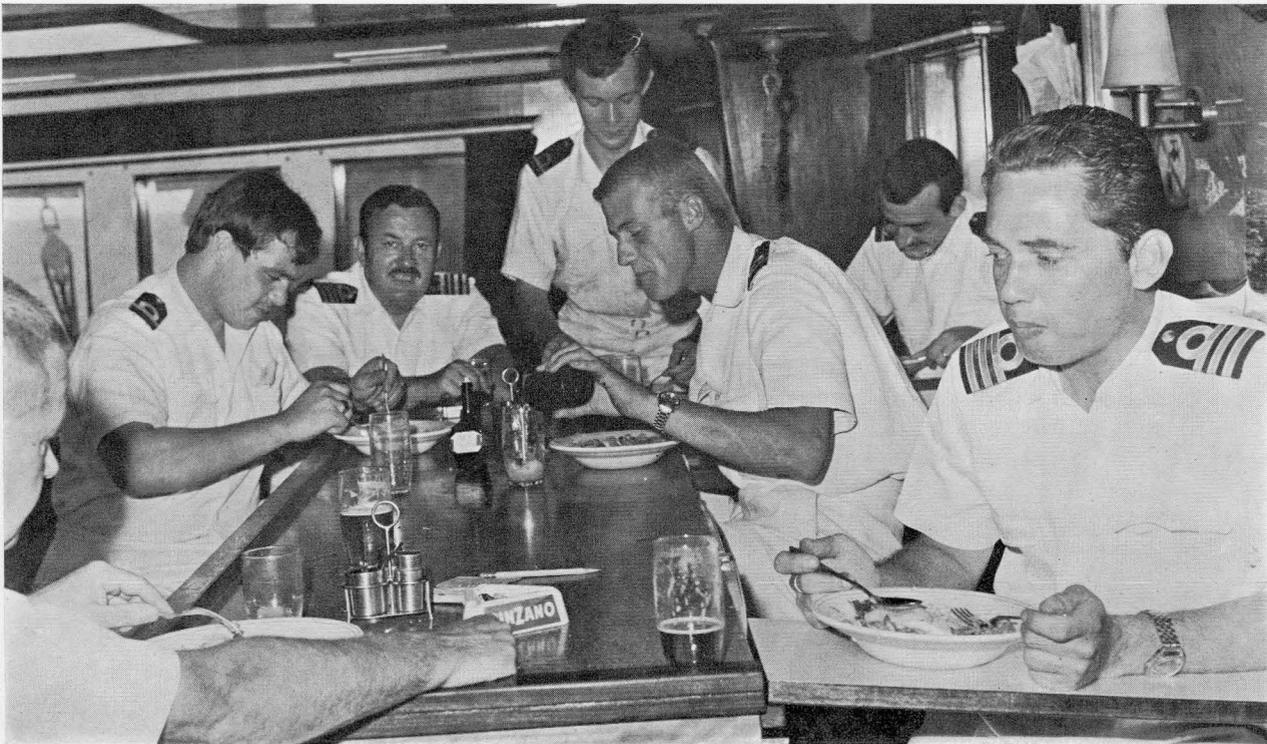
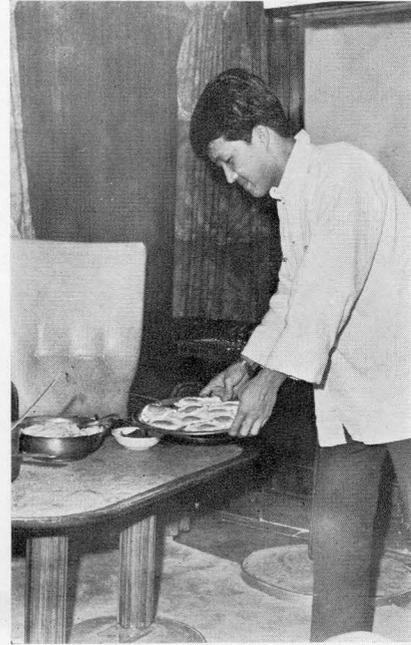
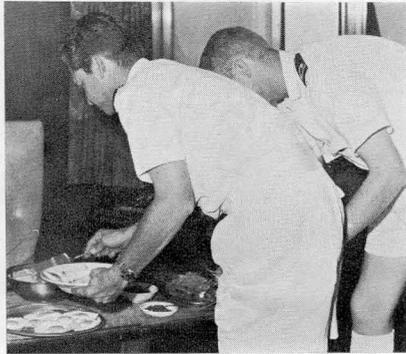


*"Sir, respect your dinner!
Idolise it; enjoy it properly.
You will be many hours in the
week, many weeks in the year,
and many years in your life
the happier if you do."*

Thackeray

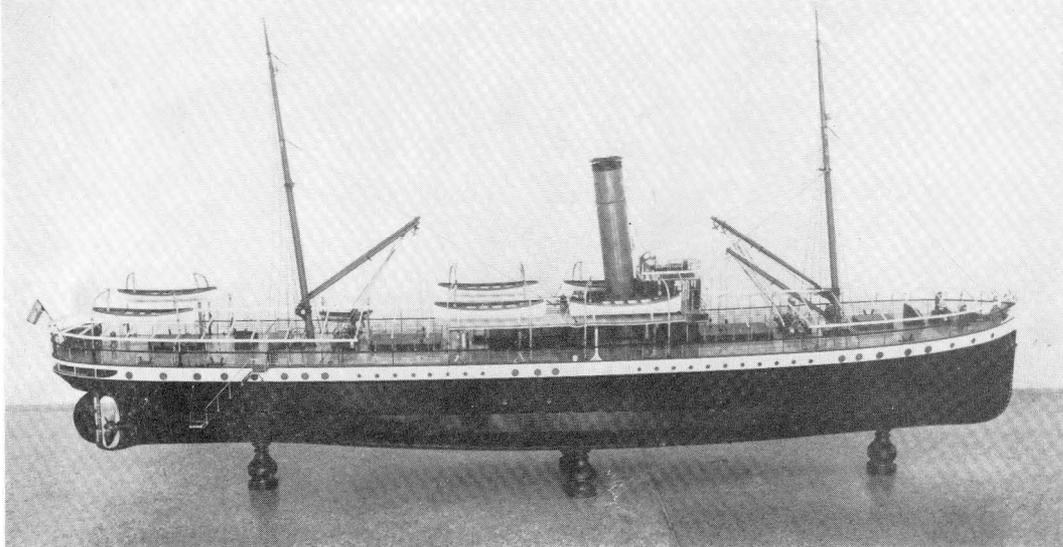
There is no doubt about the enjoyment in the faces of these officers, enjoying their traditional nasi goreng in informal fashion at lunchtime on Sunday.

Steward Wan Chu Leung has helped to set out the rice, the 'krupuk', saté, peanut sauce, fried eggs, 'sambal', fried onion rings and sliced cucumber which all go to make up the succulent collection of dishes. Originally from Indonesia, it is regularly on the menus of RIL ships. And what better to go with it than a good cold beer?



m.v. TEGELBERG

Built for KPM in 1938
N.V. Nederlandsche Scheep-
Maatschappij, Amsterdam
three sister passenger ships
sailed under KPM and the
colours, and which were
breaking in 1968.



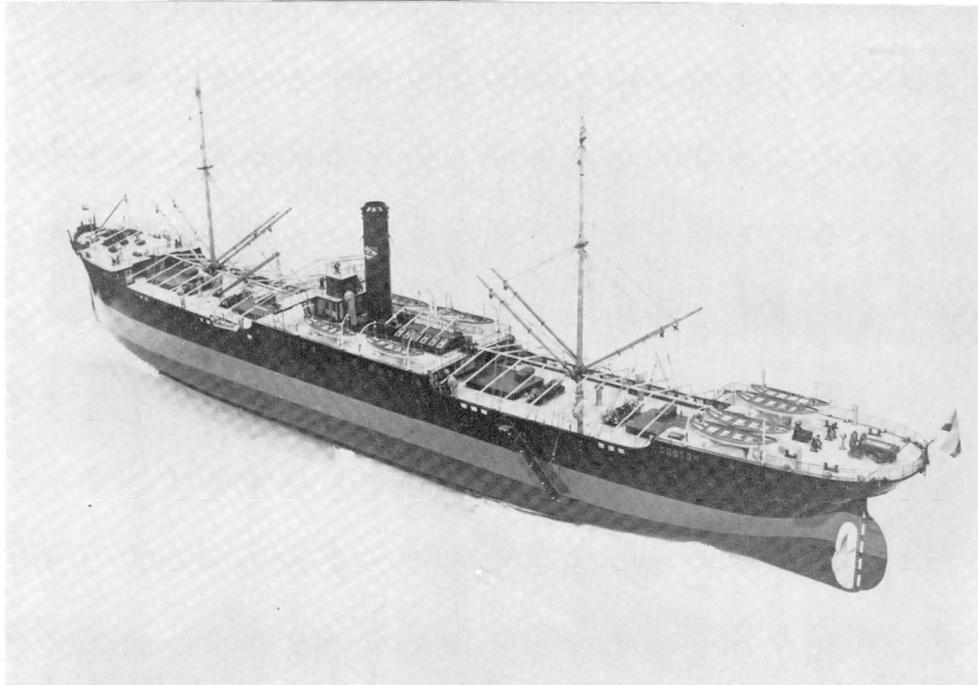
MUSEUM

PIECES

s.s. GOUVERNEUR GENERAAL DAENDELS
Built in Amsterdam for KPM
in 1902
Sold to Singapore buyers
in 1931

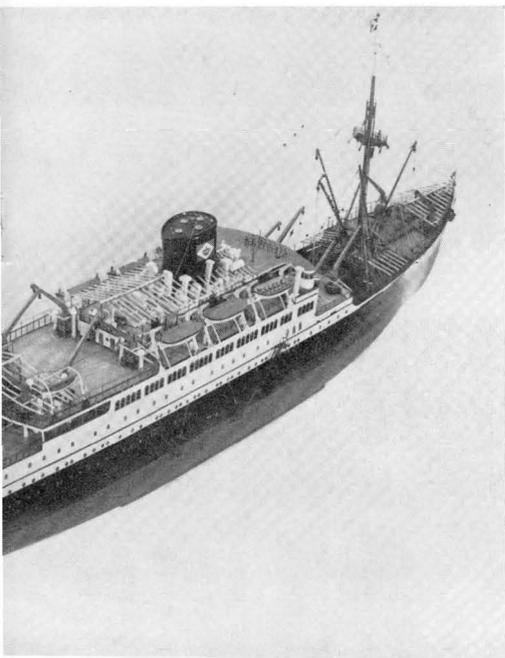


by the
sbouw
One of
s which
en RIL
old for



s.s. TJIPANAS

Built in 1903, JCJL's very first ship, by the N.V. Nederlandsche Scheepsbouw Maatschappij, Amsterdam. Sold for breaking in Japan in 1932.



In the Maritime Museum 'Prins Hendrik' in Rotterdam, the Curator Mr B.C.W. Lap takes a pride in the accuracy of the ships' models there.

One of the three shown on this page will be a familiar sight to many of our readers, and perhaps there are some who remember the two older models, one from KPM and one from JCJL.

All three models are built to a scale of 1:48.

Visitors to the city may like to visit the museum, which is situated in the Burg. S'Jacobplein.



Photo: Connell Aitken, South China Morning Post

HONG KONG DISASTER

Every shipping man must be horrified to see such a picture — aftermath of Typhoon Rose which hit Hong Kong with ferocious violence in the early hours of 17th August.

62 lives lost: over 50 people missing: 313 injured: 1483 homeless: a multimillion fire in a main electrical installation causing a blackout throughout the whole of Kowloon and the New Territories: 37 ships aground: 52 boats sunk: the Macao ferry *Fatshan* capsized with loss of almost all hands: blocked roads, floods, fire and landslides: these are the facts which pinpoint the comparatively small-sized typhoon as the worst since 1957 (when *Tjibantjet* went on the rocks).

Rose had seemed innocuous until mid-morning on the 16th when she suddenly turned north from her westward track and headed straight for Hong Kong. RIL staff were among the many thousands who made for home before the ferries and buses should stop running. The usual precautions were taken of removing pot-plants, chairs and other light

items from balconies, firmly fastening windowcatches and barring doors. There have been many occasions when such measures proved needless, but this time it was not enough. Glass shattered under the force of the screaming wind, houses were flooded during the fall of 13¼ inches of rain, and many had narrow escapes from collapsing walls.

Despite — in some cases — complete lack of sleep and chaotic homes, the RIL staff made their way to work as soon as ferries and roads became available. At HK HO, the new roof had been closed just in time, but the time schedule of the contractors has been delayed a little. *Straat Franklin* and *Tjiwangi* hastened to come in to harbour from their safe positions at sea.

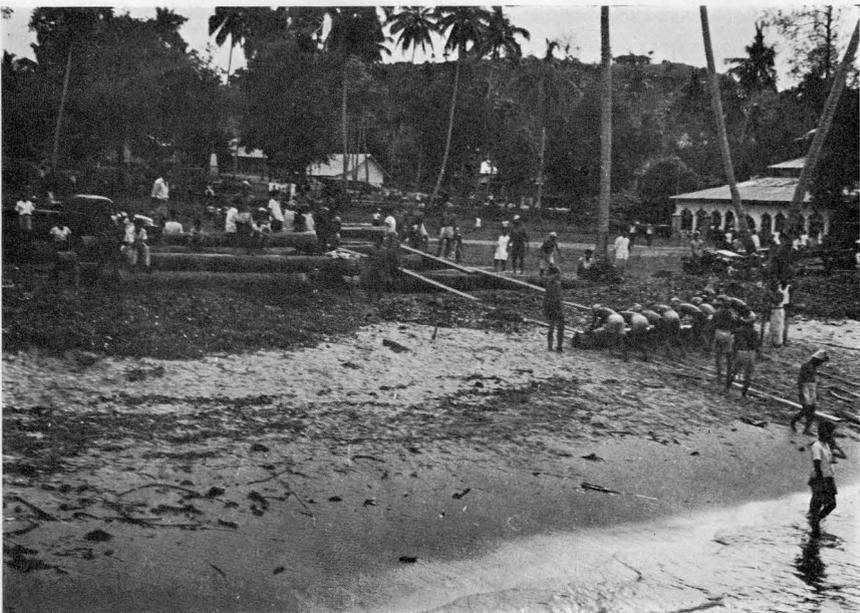
Other shipping companies have suffered: on the rocks of North Lantao are *Fernbank*, *Winfield Trader*, *Gallantry*, *Koyoho Maru*, and *Kaohsiung* ringing the ill-fated *Fatshan* as she lies on her side. All Hong Kong and Macao mourn her loss.

AMONG THE ISLANDS

With Captain
H. Zeylstra
(retired)

In his last set of photographs in this series (May issue), Captain Zeylstra mentioned that the KPM ships regularly carried logs from Sumatra to the island of Nias off the north-west coast.

The unloading of those logs was equally as primitive an affair as the other cargo. After being assembled in rafts and towed ashore, they were laboriously rolled ashore by hand. When the log was square, it was even harder work, as the picture shows. *m.v. Kasimbar* is lying at Gunung Sitoli, where the logs were neatly stacked and stowed.





When the Brazil/Far East/Brazil Freight Conference and the Far East/River Plate/Far East Freight Conference met in Japan in June, the following were seen at a reception: (l. to r.) S. Hatakenaka (RIL), G.D.M. Boot (RIL), Dr. R.G. Lebrero and Capt. Carlos Fraguio (Empresa Lineas Maritimas Argentinas), I. Kannauchi (NYK), G. Kasteleijn (RIL), J. Gonda (Mitsui OSK — General Chairman), Capt. Fernando S.G. Frota (Frota Oceanica Brasileira S/A), E.M. van Rhooon (RIL).

CONFERRING

"Abel Tasman" School Calling all Old Boys to the 115th Anniversary

Aan alle oud-leerlingen van de Hogere Zeevaartschool "Abel Tasman", Delfzijl.

Zaterdag 20 november a.s. viert de Hogere Zeevaartschool "Abel Tasman" te Delfzijl zijn 23ste Iustrum.

— 115 jaar bestaat Uw oude school !!! —

Oud-leerlingen! Kom in grote getale die dag naar Delfzijl om dit feest te vieren!

In deze tijd, dat het zeevaartonderwijs en ook onze school in de volle belangstelling staat, zal Uw tegenwoordigheid op dit feest een teken zijn, dat er in het hele land en daarbuiten velen zijn, die de school een goed hart toedragen en hun oud-leerlen op hun makkers nog eens willen ontmoeten.

De dag begint met een herdenking aan de in de wereldoorlog gevallen oud-leerlingen en een ontvangst op de school.

Hierna aperitief en lunch op het aloude internaatschip, waarna een aantrekkelijk programma volgt, zoals een vaartocht naar de Eemshaven (heren: jaarvergadering, voor de dames modeshow tijdens de vaart). Bustoch door Delfzijl.

's Avonds feest op hetzelfde schip met lopend buffet.

Er is een aantrekkelijk alternatief bij slecht weer.

De kosten voor deze reunie zijn voor de leden van de vereniging begroot op f. 10,- p.p. voor de halve en f. 20,- voor de gehele dag. Voor niet-leden zal het natuurlijk hoger zijn.

Oud-leerlingen wordt dus lid van de vereniging van oud-leerlingen als U dit nog niet bent en komt allen op 20 november naar het aloude, doch dynamische en veranderende Delfzijl !!!!

Opgave voor deelname en lidmaatschap bij de secretaris: schriftelijk bij K.P. Magendans, Burg. Boeremalaan 6, Delfzijl of telefonisch aan de school: tel. 05961-3574.

Het comité:

E.L. Vuursteen, voorzitter.
K.P. Magendans, secretaris.

SHIPS OF THE WEEK

Straat Mozambique, Safocan Albany and Straat Cook were recipients of recorded messages from relatives in

Holland on 2nd August. They were relayed by Radio Nederland, who recorded them at Hilversum on 28th July.

TOT ZIENS 'DON ANTONIO'

Since 1st August, RIL officers will have been missing the popular figure of an old RIL friend, Mr Antonio Zuidwijk, raising his voice on the decks of vessels calling at Buenos Aires.

For over fifteen years, 'Don Antonio' has assisted RIL with its ships' stevedoring problems in his function as Port Chief of our stevedore contractors. Seagoing staff have appreciated not only his valuable experience, but also his friendship which has so readily been given.

Now 'Don Antonio' has transferred to a similar position in the Port Section of another B.A. agency. Before he left, however, the RIL staff there were happy at a 'thank you' luncheon to present him with a fine set of "voorsnijmes", fork and sharpener (useful instruments in the land of beef) and a travelling clock, by way of appreciation for the past and to wish him well for the future.

Mr Zuidwijk's successor is Mr J. Cannistraci, ex-Chief Officer.



PERSONALITIES

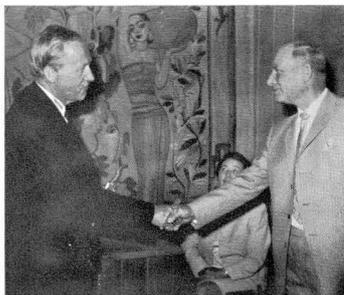
Mr E.M. van Rhooon (Manager for Japan) made a brief business trip to Hong Kong at the end of July.

RIL SCHEDULES

We hope that many readers have had a chance to admire the cover photograph on the Company's latest schedule booklet. This is the coloured version of the trio of ships first published in RIL Post's June issue.

Congratulations to Mrs M. Steen-voorde!

Does anyone else have a good sharp colour negative or transparency of RIL ship(s)? HK HO VZ are always looking for them.



FAREWELL MR PREESMAN

After an industrious life of over 50 years — he started working at the age of 13 — Mr A.S. Preesman retired from the Amsterdam office on 1st August.

The last 17 years only were concerned directly with KPM and RIL: having had wide experience in the yards of Boele Van Duyvendijk and Pot (names familiar in KPM and RIL new building circles), Mr Preesman entered KPM's service in 1954 at the age of 48 as supervisor of the Shipbuilding Department.

During these seventeen years, Mr Preesman supervised 19 vessels — an average of more than one per year. He went to Japan four times: for Straat Fiji, Straat Hobart, Straat Honshu and Hollands Brink. What he most appreciated there was that the — much younger — RIL staff did not treat him as an 'old man' (he was already over 60) but included him in all their social events.

Farewells were said to Mr Preesman, who was accompanied by his wife, on 27th July from Mr van der Schalk and his colleagues.

MANAGING DIRECTOR'S VISIT



When Mr Terwogt visited South America in June, a cocktail party was held in Lima to introduce him to business associates there. (l. to r.) Messrs. N.L. Padt (RIL), De Bruine (Naviera Humboldt — Van Ommeren), J.B.S. Lankamp (Netherlands Ambassador to Peru), F. Terwogt and J. Dekker (RIL's Manager for South America).

TO SEAGOING STAFF IN THE ASAS

We draw your attention to the 'Shipping Agent's Handbook' (Manual do Agente Marítimo), written by Mrs S.M. Philbert who has been working as a secretary to the Managers of RIL's agents at Santos, S.A. Martinelli, for the last seven years.

Mrs Philbert noticed that there were sometimes language difficulties on both sides when ships called at Brazil, so she compiled this pocket-sized book to help with English/Portuguese shipping terms. There is other Brazilian information as well, and it is altogether a useful little aid to ships calling at Santos and other Portuguese-speaking ports.

ANOTHER RIL WEDDING

When Miss Patricia Kain came to work as a secretary for Mr C. Moes in the Durban office over a year ago, it was obvious — as Correspondent Meurer says — that they took note of each other! For here they are on the church steps at Pietermaritzburg after a wedding service which was attended by a large gathering of friends. As we write, they are on their way to Europe aboard the *Windsor Castle*, and we wish them every happiness.



FAMILY NEWS

Weddings

Miss G. Miggins (Sydney) to Mr R.M. Scott on 12th June.

New Arrivals

Mr K. Singh (Durban): a daughter, Serene, on 20th June.
 3rd Engineer J.W. Derks (Straat Holland): a daughter, Katja, on 3rd July.
 2nd Engineer H.W. van der Molen (leave): a son, Willem Frederik, on 4th July.
 2nd Engineer H.C. Versluis (Straat Agulhas): a son, Einar Michael, on 11th July.
 3rd Officer H. de Baat Doelman (leave): a daughter, Janneke, on 24th July.
 Mr H.A. de Vink (Tokyo, Man.): a daughter, Claudia Henriette, on 27th July.
 Mr J.L. de Jong (HK MH): a son, Jan Lauwrens, on 31st July.
 Mr Yiu Wai Kong (HK HO Accs.): a daughter, Yiu Chuk Qun, on 2nd August.
 4th Engineer G.H. Meijerhof (Tijluwah): a son, Lex, on 3rd August.

PERSONNEL

NEW PERSONNEL

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

Miss H.M. Rahusen (Secretary), posted to HK HO.
Mr B.W. le Coulter (Employé), posted to HK MH.

Appr. Officer

Mr P.J. van Deventer
" D. Kik
" G.I. Koffeman
" A.T. Ludden
" J.F. Quast
" F.J. Smelik
" S. Weessies
" A.M.Th. van Wessum

Appr. Engineer

Mr F. Aarts
" L.S. Anthony
" W.C. Baars
" H.J.A.M. Baaijens
" Th.S.M. Bekker
" J.F.V.R. van Beusekom
" G.R. Bauritius
" J. Bouw
" P.G. van den Braken
" C. de Bruijne
" D. Claus
" A.L. Conijn
" J.R. van der Duim
" O. van Foeken
" R.J. Gerdes
" G. de Groot
" W. Hykoop
" R.M.V. Imming
" H.B. Jansen Schipper
" J.J. Koers
" J. van der Meulen
" M.A. Peters
" R.B. Poeteray
" W.K. Schaalma
" J. van Selm
" J.B. Speelberg
" J.C. Spraakman
" R.J. Stap
" R. van Suijlekom
" R.E. van Urk
" C. Weyers
" P.R. Wispelaere
" L. Zuurmond

Asp. Appr. Officer

Mr H.R. Bosch
" R. Busink
" M. Dekkinga
" R.P. Dijkstra
" A.C. Eckhardt
" M.L.J. Essers
" J. Klein
" P. Kramer
" J.H. Kuipers
" H.J. Leyte
" J. van Meeuwen
" J.H. Schut
" J.L. Wilken

TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS

Captain J. Maan, Master of STRAAT BANKA, went on home leave after the delivery of the vessel to her new owners.

Captain J. Jacobs, Master of TJINEGARA, was transferred to STRAAT CLEMENT after the delivery of TJINEGARA to her new owners.

Captain A.M. Frigge, Master of STRAAT CLEMENT, was transferred to STRAAT LE MAIRE.

Captain J.L. van Schoondrager, Master of STRAAT LE MAIRE, went on home leave.

Captain J.G.M. Spijker, Master of STRAAT BALI, went on home leave.

Captain H.L. van Dam was posted to STRAAT BALI following home leave.

Captain D.J. Smit, Master of STRAAT MOZAMBIQUE, went on home leave.

Captain H.N. Schepman was posted to STRAAT MOZAMBIQUE following home leave.

Captain J.J. van Nus, was posted to STRAAT MAGELHAEN following home leave.

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

Captain J.H. Mak was posted to STRAAT FUSHIMI following home leave.

Captain F.W. Kaptijn was posted to TJIBANTJET following inter-mediate leave.

Captain W. Ineke, Master of TJIBANTJET, was transferred to STRAAT CLARENCE.

Captain J.A. Haringsma, Master of STRAAT CLARENCE, went on home leave.

Captain A.J. Zonnevillje, Master of STRAAT CUMBERLAND, went on home leave.

Captain R. Severin was posted to STRAAT CUMBERLAND following home leave.

Captain G.P. Proper, Master of STRAAT COLOMBO, went on home leave.

Captain G. Verkerk was posted to STRAAT COLOMBO following home leave.

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

Captain G.E. Kaersenhout was posted to STRAAT TORRES following home leave.

Captain P. Maas, Master of TJIMANUK, went on home leave.

Captain H. Pronk was posted to TJIMANUK following home leave.

Captain H. de Geest, Master of TJITARUM, went on home leave.

Captain W. Lautenbach was posted to TJITARUM following home leave.

Chief Engineer R.F. Schols of STRAAT BANKA was transferred to TJIBANTJET after the delivery of STRAAT BANKA to her new owners.

Chief Engineer R. Jonker of TJIBANTJET went on home leave.

Chief Engineer A. Minnesma of TJINEGARA was transferred to STRAAT BALI after the delivery of TJINEGARA to her new owners.

Chief Engineer J.J. Pieterse of STRAAT FRAZER went on home leave.

Chief Engineer W. van Dam was posted to STRAAT FRAZER following home leave.

Act. Chief Engineer L.J. Feuerberg of STRAAT LUANDA was transferred to STRAAT SINGAPORE as 2nd Engineer.

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

Chief Engineer J. Verdonk of SAFOCEAN AMSTERDAM went on home leave.

Chief Engineer H.J. van der Veer was posted to SAFOCEAN AMSTERDAM following home leave.

2nd Engineer CMK J.C.M. Noordermeer of MUSI was transferred to STRAAT FRANKLIN as 2nd Engineer.

2nd Engineer C. Ligtenberg was appointed 2nd Engineer CMK MUSI following home leave.

SUCCESSFUL EXAMINATION

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

Mr Th.J.H. Groeneveld	2nd Officer		29/6/71
" S.A. Hoven	3rd "	Th.II	3/2/71
" J.C. Vermunt	" "	II	21/6/71
" R.L. Kooiman	4th Engineer	A	1/7/71
" J. van Lare	" "	A	17/6/71
" R. van Lelieveld	" "	A	18/6/71
" W. Uiterwijk	" "	A	17/6/71
" M.A. Brons	" "	A	18/6/71
" A. Eygenraam	" "	A	22/6/71
" J.W. Hermans	" "	A	17/6/71

TRANSFER OF SHORE STAFF

Mr A.J. Kleber was transferred from HK MH to HK HO.

Mr M. Pach was transferred from Singapore to HK HO following home leave.

Mr K.W. Draaijer was transferred from Lagos to Hong Kong following home leave.

LEAVE

Mr J. de Boer	Ch. Officer
" J.J. Duit	" "
" W. Flach	" "
" K.P.C.A. Gramberg	" "
" G.J. van der Heiden	" "
" R.L. Hessel	" "
" J.M. Jansen	" "
" F.E. de Nieuwe	" "
" H.K.M. Schot	" "
" R.B. de Vries	" "
" P.J.M. van den Ende	2nd
" J.P. Duijn	" "
" G. Mulder	" "
" J.N.M. Smit	" "
" M. Bakker	3rd
" C.J. Bruchner	" "
" J.M. Groenendijk	" "
" F.H. Idema	" "
" A.R. Kruissink	" "
" M.H. de Vries	" "
" A.O. Vuurens	" "
" H.H. van der Wilt	4th
" F.H.A. Crooymans	2nd Engineer
" N. Filius	" "
" R. Philippi	" "
" J.P.H.M. Smets	" "
" H.L. Uijl	" "
" R.R.W. van Beek	3rd
" W. Best	" "
" C.J.M. Boerma	" "
" A. Bosch	" "
" J.J. Koeman	" "
" J. van der Kooy	" "
" E.B. Saalmink	" "
" R.J. van der Spoel	" "
" F. Boquer	4th
" P.J. van Geuns	" "
" A.C.R. Schreuders	" "
" M.H. Brugman	5th
" R.R. Gellaerts	" "
" R.J. Keizer	" "
" S.H. Lim	" "
" H.J. Morsink	" "

Mr S.J. Voogt	5th Engineer
" J.H. Weijermars	" "
" R. Wiegiers	" "
" J.E. Wijnans	" "
" C.J. Zomerdijk	" "
" G.B. Huybens	Appr. "
" P.H. de Kroon	" "
" E.J. Watz	" "

Those who returned are:

		posted to
Mr F.G. van Amersfoort	Ch. Officer	Straat Tanga
" N. Dijns	" "	Tjibantjet
" A. Bikker	" "	Straat Fiji
" W.J. Florie	" "	Straat Fremantle
" T.A.J. Gulmans	" "	Straat Towa
" H. van Kapel	" "	Straat Le Maire
" J.V. Mulder	2nd	Straat Freetown
" R. de Jongh	3rd	Straat Johore
" J. Reitsma	" "	Straat Luanda
" S.N. Zuurbier	" "	Tjiwangi
" J. Kommers	2nd Engineer	Straat Tanga
" H.H. Smulders	" "	Straat Banka
" P. Alblas	3rd	Straat Mozambique
" A.M.L. van Hooff	" "	Straat Kobe
" A.J. Smits	" "	Straat Johore
" J. Evers	4th	Straat Hong Kong
" G.H. Meijerhof	" "	Tjiluwah
" N.P.C. Claus	5th	Straat Fushimi
" R. de Knecht	" "	Straat Lombok
" P.J.A. Moereels	" "	Straat Hong Kong

IN MEMORIAM

We announce with regret the deaths of the following:—

C.A. Poot (formerly Technical Superintendent of JCJL and KPM) on 16th July, aged 82.

J. Dijkshoorn (retired Onder-directeur, KJCPJ) on 8th August, aged 79.

FORTY-FOUR YEARS AGO

25TH ANNIVERSARY

15th September was 'Anniversary Day' for the Java-China-Japan Line, and in 1927 s.s. Tjiluwong celebrated the Company's 25th Anniversary whilst lying at Semarang.

It was, of course, 'business as usual', but the ship was dressed overall.

Photo: W.Z. Mulder (Capt. ret'd.)



25TH ANNIVERSARIES

Mr H.F. Meijer—24th June

When, 25 years ago, Mr Meijer entered the service of the KPM in Amsterdam, his first duties were to look after the stencil-machine and the photocopy apparatus. Later on he arranged for the subscription and distribution of magazines.

After the reorganization of the KPM, Mr Meijer became responsible for the filing system in the Accounts Department. Even before the merger, he had started to work part-time for RIL, operating the address-o-graph for the distribution of RIL Post. Following the merger, he was posted to the filing and mailing department.

In the 'Bantam' room of Het Scheepvaarthuis, the Amsterdam staff congratulated Mr and Mrs Meijer and their small daughter on the happy occasion, and presentations were made from the Company and colleagues. Mr Meijer has proved a hard worker, helpful to everyone in the office, especially with the supply of stationery, and he has also been responsible for the upkeep and maintenance of office equipment. He is a true Amsterdammer (who immigrated some years ago to the small North-Holland village of Koedijk) with a keen sense of humour.



Mr & Mrs Meijer with their daughter

Chief Engineer P. Reuvers—21st May

Straat Rio was the scene of the celebration of another 25th Service Anniversary in July, this time for Chief Engineer P. Reuvers. In his speech, RIL's General Manager for Africa, Mr J. van Middelkoop, spoke of Mr Reuvers' 25 years, first with KPM and then RIL. He started on 21st May, 1946 and made his first voyage on board RUYS on the way to Indonesia. Many of the vessels in which he sailed subsequently — Tjisadane, Melchior Treub, Boissevain, Tjipondok, Straat Soenda and Camphuys — have since been disposed of, mostly for scrapping, but the memories remain for those who sailed in them. Straat Soenda, particularly, has special associations for Mr Reuvers, who was promoted to Chief Engineer in 1962 whilst serving on board (under the name 'Kota Selatan', she was shipwrecked in May this year — see July issue).

Mr van Middelkoop thanked Mr Reuvers on behalf of Managing Directors for all the loyalty and hard work he had given to the Company, and presented him with the traditional gold watch, wishing him many years of good health with his family.



Mr van Middelkoop fastened on the Jubilee watch

In the evening, Mr & Mrs Reuvers were at home to all their friends in their lovely home in Kloof (near Durban),

and a congenial atmosphere prevailed into the early hours of the morning.

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Editor
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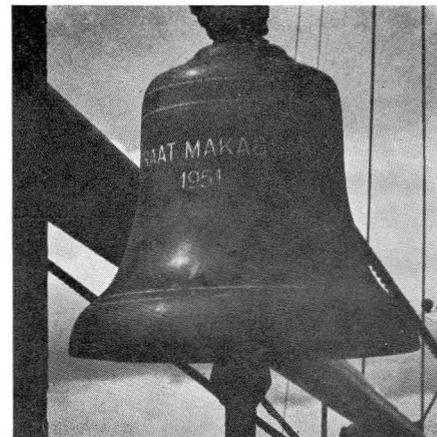
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Japan	<i>H. Oike</i>
Australia	<i>B. Polain</i>
Africa	<i>J. H. Meurer</i>
S. America	<i>P. van Schaardenburg</i>
Singapore	<i>J. Tan Swee Ann</i>

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.

In just a few years, the events of today will be past history. As we look back with astonishment, awe, or amusement to the efforts of our ancestors, so our descendants—perhaps with the same mixed reactions—will read in the pages of RIL Post of the ships and events which are important to us now.

Already, some of the methods of two decades ago are out-dated, but thanks to people like Captain H. Zeylstra (page 173) and Captain J.J. van Rossum (page 166), we can record them for our own interest and for those who will come. RIL Post will welcome any other contributions which will tell us about past Company history.



Eight bells and the glass is turned, this time to say goodbye to a ship with two names and a twin function (page 168).

Royal Interocean Lines

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

