

R I L Post

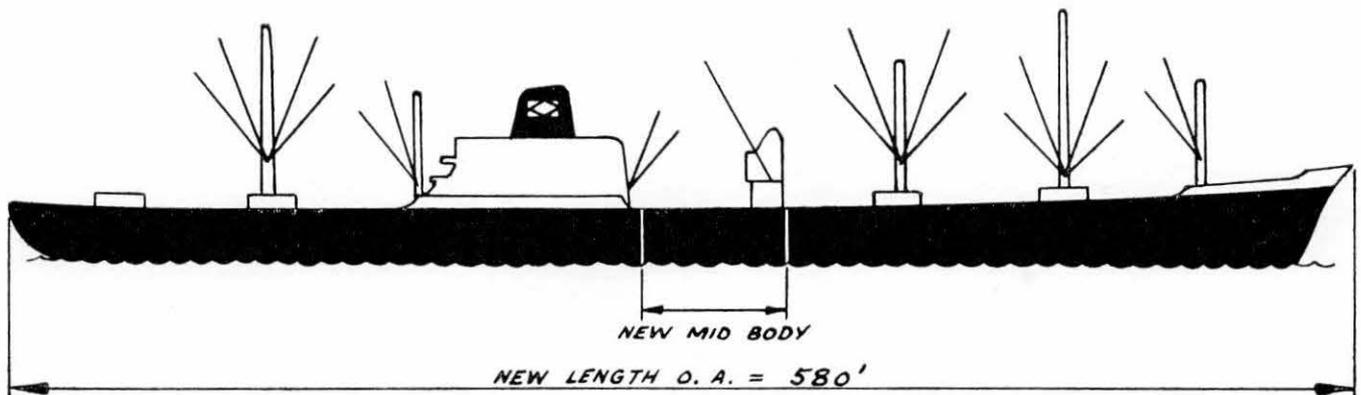
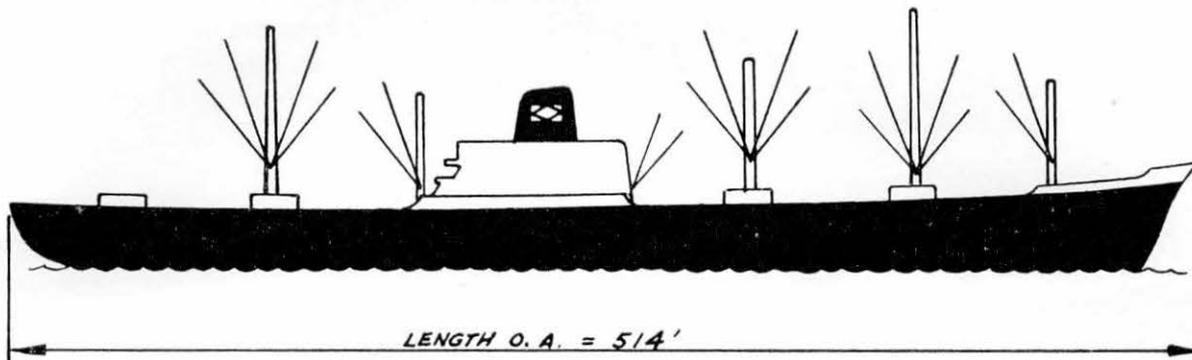
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FLEET FACTS

FOUR MORE SHIPS TO BE LENGTHENED



FOCUS (opposite)

There has been a steady traffic over the years of wild animals from East Africa to oriental zoos. Ships' pets have mostly been cats and dogs, but there was also the pampered, idle ship's rat who regularly appeared on Tegelberg's noticeboard when Captain van der Heijden was Master. We hardly like to mention the ever-present cockroach whose exterminators fight a never-ending battle! Cattle have been carried in large numbers to the Gulf. An exotic 'passenger' was a performing goat aboard Tjitjalengka, and of course the Chinese crews regularly produce their own lions and dragons.

The announcement has just been made that the four Dutch-built Straat F-vessels, Franklin, Frazer, Freetown and Fremantle — are to be lengthened from 157 metres to 177 metres. The work will be carried out in similar fashion to the Straat C's, and NKK will again do the job in their Asano dockyard, fitting the extra 20 metres forward of the super-structure.

Balespace (excluding reefer) will be increased from 503,000 cu. ft. to 645,000 cu. ft. Reefer space will be unchanged — 60,500 cu. ft.

The SDW tonnage will be increased from 12,700 tons to 15,400 tons, and the four ships will then be the longest in the RIL Fleet.

Present plans are for Straat Fremantle to be the first to enter the dockyard,

in August, 1972, and the work will be completed just within a month. A vessel will be chartered to give the 17th August sailing from Japan in the FEWAS, and thereafter each ship will fit neatly into the vacant schedule slot as it emerges from the dockyard. It is a tight programme, but the Company is confident, with NKK's efficient help, of a successful conclusion.

Straat Lombok will be switched from the Gulf, East & South Africa Service (GESAS) to the China-East Africa Service (CHEAS). After reaching Durban at the end of October, she is being worked back to the Far East, and will offer the sailing from Hsinking on 21st December in place of Tjimanuk.

NSU DOUBLES INTEREST IN MARTINAIR



DC.9

NSU's interest in Martinair, Holland has been increased from 24.5% to 49% through the acquisition of shares that were held by Holland-Amerika Lijn and the Scheepvaart-en Steenkolen Mij. The other shares of Martin's Air Charter ('Martinair' is the trade name) are in the hands of KLM (25%), Bank Mees & Hope, Algemene Bank Nederland and other financial institutions.

The President of the NSU Board of Directors, Mr L.P. Ruys, explained the increase of interest in Martinair by pointing at NSU's present policy which is aimed at a more balanced spreading of investments over the various transport branches.

(MAS have just booked their two-millionth passenger, and expect to carry 680,000 passengers this year).

COMPOSITION OF THE FLEET

Two DC-8-55F — 180 passengers, 38 tons cargo	1 DC-9-32 — 110 passengers
1 DC-8-30 — 180 passengers	1 F-28 — 65 passengers
3 DC-9-33RC — 110 passengers or 14 tons cargo "Rapid Change"	Fokker "Fellowship"
	1 Convair 640 — 56 passengers or 6 tons cargo

FAST GROWTH OF MARTINAIR HOLLAND

In 1958, when Mr J.M. Schroder founded Martinair Air Charter, five names were on the payroll. Now, there are more than 500 people working for Martinair during the summer, and instead of chartering planes, the Company has built up its own fleet of modern jets.



F.28

When the company was founded, its policy was fixed, and this policy is still valid: Martinair is a charter company which does not operate in the area of liner companies but wishes to serve markets which are not — or are no longer — served by national airlines. This vision has determined the character and development of Martinair Holland. Not only was a charter market built up (change of ships' crews, carriage of flowers, livestock and other specialised cargo, holiday trips and special group transport), but MAC also won the confidence of all airlines by clearly indicating its policy. These airlines often call on Martinair to carry out liner or charter flights. In this way, Martinair has supplemented the airlines instead of being a competitor. In addition to KLM, the order list shows SAS, Swissair, Lufthansa, BEA, Aer Lingus, Sabena, E1-A1, and many other IATA companies.

This operating as a supplementary company has been the foundation of the success of MAC. In 1963, Martinair had already built up such a strong position that four Dutch shipping companies (SMN, KRL, Holland-Amerika and Scheepvaart-en Steenkolen-maatschappij) decided to join financially. Towards the end of 1964, KLM joined the group with a minority share of 25%. Along with the new structure, went the addition of larger planes to the fleet. Growth towards world coverage received quite a shot in the arm.

Although in 1964, Martinair's planes were already seen in all continents, the period 1964-8 showed considerable growth in inter-continental transport. Whilst in 1958, less than 10,000 passengers were carried, in 1970 some 415,000 flew with Martinair. In that year, nearly 15 million kilos of freight were carried.



DC.8

Passenger traffic during the holidays is MAC's principal source of earnings, but the carriage of freight is becoming more and more important. In addition, the Dutch company has carried royalty e.g. H.M. Queen Juliana to Luxemburg, and the Royal Family to Malaysia for various official state visits. The Church Aid organizations made grateful use of MAC equipment for the airbridge to Biafra; in June, 1969, the 25th flight to Sao Tomé was made with provisions, medicine and spare parts for vehicles and aircraft. Recently, more than 100 tons of goods to aid East Pakistan refugees were flown to Calcutta.

The enormous growth of the company has been reflected in its housing. The old office space at Schiphol Oost was soon outgrown and with the celebration of its tenth anniversary, MAC moved into a new building at Schiphol Centrum, officially opened by H.R.H. Prince Bernhard.



A daughter company of Martinair is Luchtreclamebedrijf Nederland (Air Advertising) 'Reclamair' with a fleet of six Piper Super Cubs. If necessary, however, a formation of 40 aircraft can be made airborne.

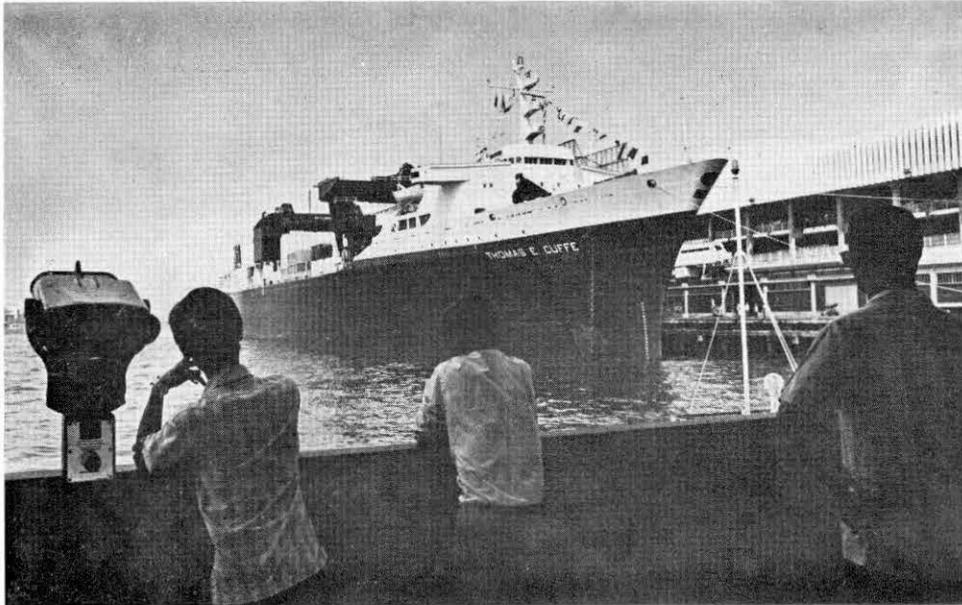
The flying equipment of MAC itself is comparable with that of the airline companies. The DC-8's are maintained by KLM, and the DC-9's by the company's own KLM-trained staff.

Stewardesses are trained by their own company, but some parts of their training — such as security — run parallel with those of KLM. Since a charter company such as Martinair has a peak season during the summer holidays, girls are attracted on a basis of seasonal contract. These 'temporaries' assist the approximately 40 full-time stewardesses. For many, it is a welcome change in their normal daily routine. Enthusiasm for flying is so great that a number of girls apply again the following season. In addition, there is another category of free-lance stewardesses who have had the same schooling but who only work at peak periods such as weekends.

Catering is completely controlled by MAC; during the summer, some 6,000 high-quality meals per day are prepared. By means of mechanization and the use of disposable material, the catering department is very flexible.

This goes for the whole of Martinair.

LASH SHIP DRAWS CROWD



On the forecastle head, above the clipper bow, are two 5-ton hydraulically-operated stores-handling cranes.

It was a free show for Kowloon citizens when the *Thomas E. Cuffe* called for the first time in September. Not only the wharf, but the 1,000 foot long Ocean Terminal roof also was lined with spectators as the big 'Lighter Aboard SHip' vessel demonstrated its capabilities. It is the first of six being built in New Orleans for Pacific Far East Line Inc.

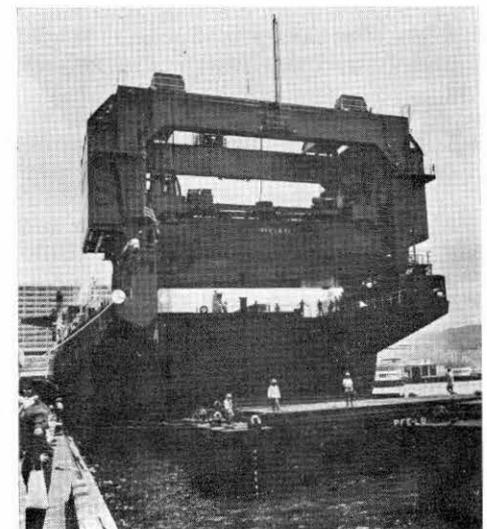
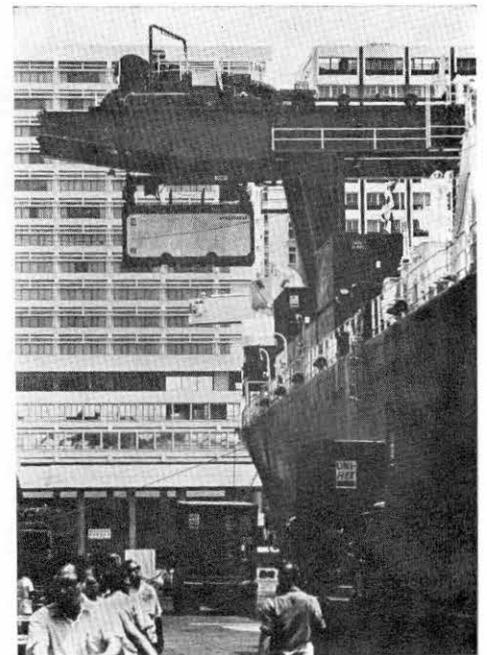
The 24,406 GRT ship laid almost the whole length of the wharf, and the cranes were on a level with the roof. On any other ship, the 30-ton rail-mounted container crane forward (which can handle both 40' and 20' containers with separate spreaders, rotating them through 360°) would be considered an enormous piece of equipment, but here it is dwarfed by the 510-ton LASH crane which travels the full length of the cargo area, serving all lighter stowage positions. From the strong cantilever structure projecting at the stern, 14 empty lighters were slipped into the water on the first call, and a week later the *Thomas E. Cuffe* returned to pick them up. Each barge-like lighter (61' 6" × 31' 2" × 13') can hold 415 tons of cargo. It is planned to carry 49 lighters and 334 20' containers.

The container crane runs on the same rails as the LASH crane, and anti-collision sensors keep them from colliding. Together, the two cranes are rated up to 1,800 long tons of cargo handled (excluding tare weight of units) per hour. The vessel can be worked either as a 100% barge carrier, or a 100% container ship, or any combination of these two forms of unitised cargo.

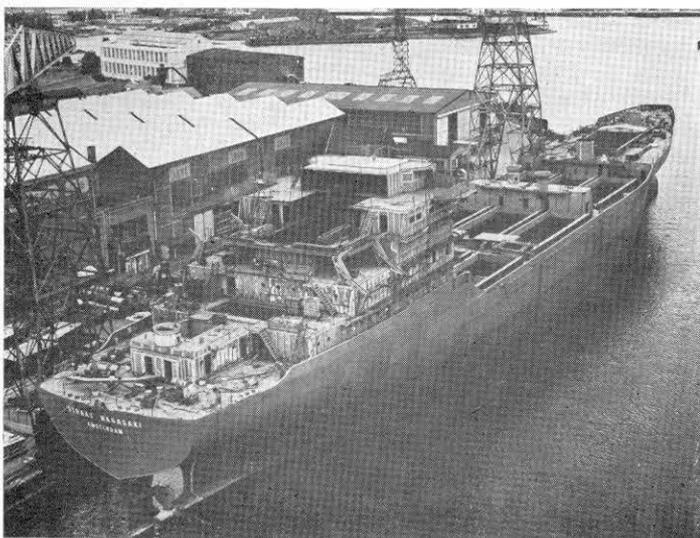
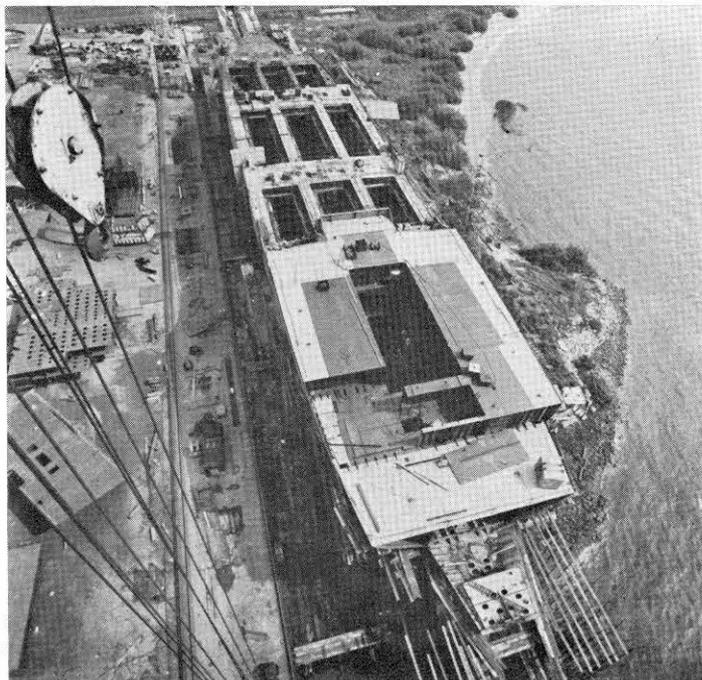
Hong Kong may expect weekly calls from LASH ships when the programme is completed.

(top) The crane driver sits inside a kind of 'plastic bubble' in the middle of the crane, giving him an all-round view when swinging in containers.

(below) Lighters are towed to the stern and lifted by the gantry crane.



SEA FRONT



STRAAT N'S

Latest picture from the 'Straat N- front' is that of Straat Napier at Vlissingen (top left), taken in mid-September when the bulbous bow was beginning to take shape — quite a big step forward from the flat keel shown in our September issue.

Nearby, Straat Nagasaki is fitting out fast (bottom left) and delivery (also of Straat Nagoya from Van der Giessen) should be about the end of the year.

In Van der Giessen's yard at Krimpen a/d IJssel (above), Straat Nassau — No. 3 of the quartet — is also shaping up. She and Straat Napier will be ready in the summer of 1972.

STRAAT FRANKLIN

VISITORS ABOARD

Twenty under-privileged boys swarmed round Chief Officer H.W. Louët Feisser on board Straat Franklin on 1st October, as he explained the use of a sextant. The youngsters were making a goodwill tour of the ship from the Rennie's Mill Student Aid Project in Hong Kong.

After a thorough exploration of Straat Franklin, the boys received presents from the ship's officers.

25TH ANNIVERSARIES

Mr Chan Fan Pauw



It was a cheerful occasion, and that was as it should be, for Mr Chan Fan Pauw is known to all his colleagues as a cheerful man with a keen sense of humour.

More people than ever crowded into the HK MH office on 1st October for the third celebration this year of a 25th Service Anniversary celebration. When addressing the gathering, Baron van Randwyck spoke of Mr Chan's ability in dealing with people and his sense of perseverance. Both qualities have stood him in good stead since he first joined the 'Javaline' in Djakarta in 1946. He was seconded to the Chinese Passage office in Palembang, Sumatra, in 1948, returned in 1949, and barely three years later was made direct assistant to the Chinese Passage

Manager, the late Mr Ling Sing Chow. For the next ten years he was very busy acquiring and handling passengers: those were the hectic days when full loads of passengers—and their bicycles and other personal effects—arrived in Hong Kong from Indonesia en route for China.

Mr Chan came to Hong Kong in 1960, and for the next 5½ years he did sterling work as a cargo canvasser. When the Crew Department was established in 1966, who better to take charge than Mr Chan, with his ability to deal with people? His patience and good humour were sorely tried, a fact to which Managing Directors attested.

In March, 1970, when the Crew Department was transferred to Head Office, MH was glad to be able to return Mr Chan for its new Marketing organization. Since last December, he has been Manager of the Kowloon Branch office.

The Manager for Hong Kong & China expressed the appreciation of Managing Directors and presented Mr Chan with an inscribed wristwatch on their behalf.

Mr Yuen Kwok Ching then followed with the presentation of a portable cassette recorder from management and staff of MH. He reminded everyone of Mr Chan's nicknames and—judging from the hearty laughter—the Chinese equivalents were very much to the point! After reading out the lengthy telegrams, Mr Yuen added the congratulations of all HK MH.

In his reply, Mr Chan thanked everyone, saying that he believed that present ties would continue for many years, and wishing that the Company's prosperity would last for ever.

Captain P. Starkenburg



Captain Starkenburg's 25th Service Anniversary was celebrated in the Bantam Room of the Scheepvaarhuis in Amsterdam on 27th September. Colleagues on leave, as well as Amsterdam staff, were there to congratulate him.

Captain Starkenburg's service began with KPM as an Apprentice Officer on board Ruys, and in the following years he served on very many different types of vessel, being promoted to Captain in January, 1962. With the merger, he joined RIL in January, 1967, but had actually been in command of Tjibantjet since the previous May. His first command was the s.s. Japara, a remarkable vessel in more ways than one, for this old ship was used by the Company for inaugurating new services.

Following his speech, Mr de Haan presented the Captain with a gold wristwatch, inscribed with his name, and telegrams from all over the RIL area were read.

"The Perfect Purser" — Who Went Ashore

Mr J. Leurs

A man with seafaring experience, generally liked, a good administrator, multi-lingual and with a knack for making friends — these were the qualities which the Company sought when in 1962 they were looking for a man to follow Mr J. Dekker as Manager, PZ (Officers). Jan Leurs was an obvious choice and has been the right man in the right job ever since.

When Mr Leurs joined the KPM on 23rd September, 1946, it was as an Apprentice Purser on board Boissevain. Later he was transferred to the Nieuw Holland, and as a promising catering man, he was sent to a premier Catering School at Lausanne where he specialised in kitchen matters and administration, French and Spanish. He is one of the few people in the Company who have mastered four languages.

Mr Leurs then went back to the sea, to the Ruys, with a personality that made him the ideal man for the job: he was the perfect Purser, and along the waterfront in those days it was known that "the Ruys was Leurs." Some of these qualities came to the fore in 1958 when fire broke out in the hold, as the ship laid at Buenos Aires. He was tireless in leading the catering team to assist the firefighters, and he still has the Desk Set which was subsequently presented by Managing Directors as a memento.

Mr Leurs rose to the top of the Purser ranks, but despite this (was it due to feminine persuasion?) he went ashore in 1960 to the Catering Superintendent's office, Yokohama. Since his appointment at Hong Kong Head Office in January, 1963, he has become known and liked by everyone in the Fleet, having a deep concern for what happens in their lives.

Twenty-five years ago, on 7th September, Mr Mohd. Yunos bin Haji Arshad entered the service of KPM, Singapore, as an office boy. Three years later he was promoted to a clerical position. Apart from a short spell in the Outdoor Department and Freight Department, Mr Mohd. Yunos has all along been attached to the Despatch Department where he has been responsible for the proper despatch of mail.

On 16th September, a 'makan kecil' was held in Inter-ocean House, Singapore, to celebrate his silver jubilee. After reading out a congratulatory message from Managing Directors and thanking Mr Mohd. Yunos for his dedicated service to the Company, Mr E.A. Postuma, Managing Director of I.O.L. Singapore, presented Mr Mohd. Yunos with the traditional engraved watch, and everyone present drank a toast to his good health.

In reply, Mr Mohd. Yunos thanked the Management for the gift and reminisced over his days with the Company.



When relating these facts, Mr van Kretschmar was able to look around the Managing Directors' lunchroom at Interocean House to what was a gathering not only of Mr Leurs' colleagues, but also his friends, including the Captain and Chief Engineer of Tjimanuk, in port at the time. He congratulated him on his varied and successful career, and presented him, on behalf of the Board of Directors and his colleagues, with an engraved gold watch.

In his reply, Mr Leurs thanked everyone, including his wife — "one of my greatest assets" — saying that he had greatly enjoyed his seagoing time but had found his true vocation in his present job, in which he took great pleasure. He paid special tribute to his own staff and to the seagoing staff who understood the problems and not infrequently made personal sacrifices to assist in solving them. He expressed the hope that "this cooperation may grow, and that this will be not only to our benefit but also to the growth and prosperity of RIL."

Mr Mohd. Yunos bin Haji Arshad

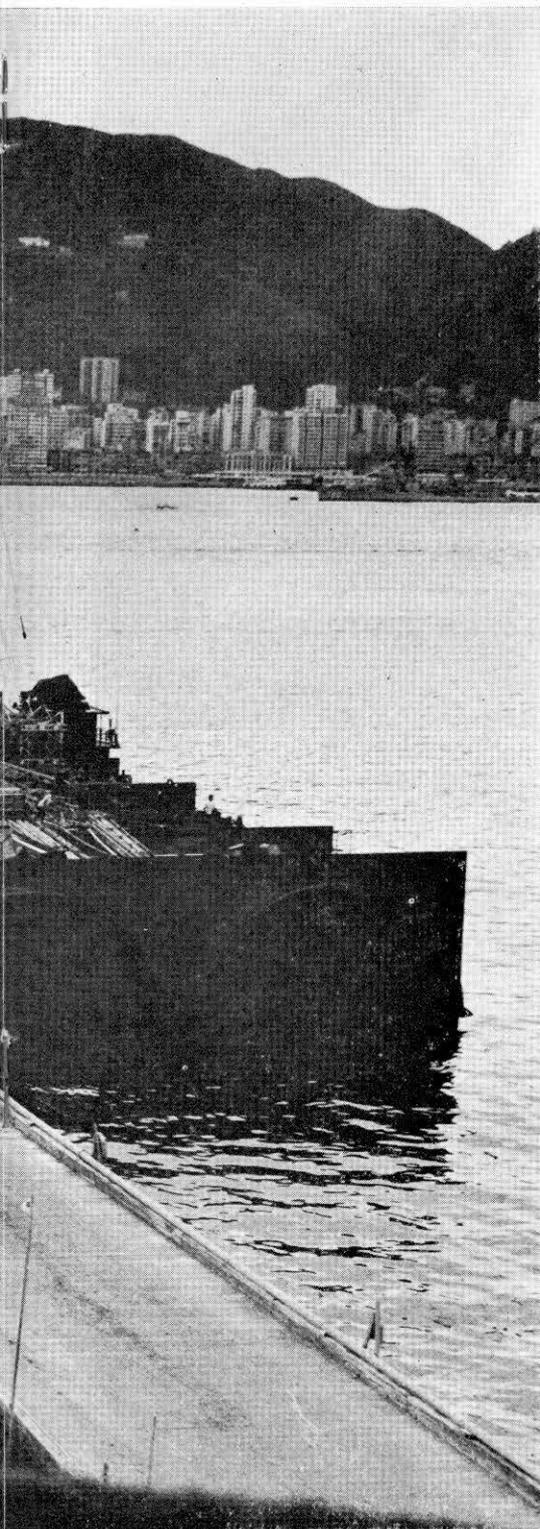


WELL UNDER WAY

The monster sections await their turns to be floated across, as Hong Kong's roadlink with the mainland is laid in the w



ater.



The tunnel which will join Hong Kong island to the mainland at Kowloon is fast snaking its way across the harbour, and with its completion in 1972, a sixty-year old argument about the desirability of a road-link will come to an end. Now is the time for speculation on the difference this tunnel will make to the Colony. Already there are signs of change in land use patterns: speculators are active in Wanchai, Causeway Bay and North Point on the Island, and at the Hung Hom end in Kowloon vast roadworks herald a network which will disperse the expected increase in traffic.

What most excites engineers and other people interested in the project is the method that is being used to construct the tunnel. Basically, it is a system of pre-fabrication. The tunnel is built in segments on dry land; the segments are lowered into the sea and then fitted out with concrete before being towed and sunk into a trench on the harbour bed, where they are joined together to form a continuous tube.

This submerged-tube method of tunnel making was first suggested by a British engineer, John Isaac Hawkins, in 1811 for a tunnel under the River Thames at Rotherhithe. Two experimental cylinders were put down, but the project was later abandoned. Since that time, the method has been used for tunnels in various parts of the world, for example at Montreal and Osaka. It has also been proposed for the Channel Tunnel linking England with France.

The steel units that together will make up the tunnel are being assembled at a fabricating yard at Hung Hom. The steel plate is cut, rolled to the required curvature and welded into 34-foot diameter cans. The cans are welded together in groups of five, and two such groups are joined to form tunnel sections of 320 to 370 feet in length. The sections are sealed at the ends with flat bulkheads and mounted on a series of diaphragms.

To make the sections stable and rigid before they are lowered into the sea, a reinforced concrete keel is poured underneath the tubes and between them. For protection a thin skin of fine concrete is sprayed over the whole unit, which is slowly launched, sideways, into the water and towed to a fitting-out jetty.

Small sections of steelwork — 220 tons in all — are dropped through a hatch in the top of each tube. This is put together to make a pair of travelling forms for casting the structural reinforced concrete lining of the tunnel. As the concrete lining is added, the unit sinks into the water until only about 18 inches of free-board remains. By now the tunnel unit displaces about 22,000 tons and has a draught of some 35 feet.

Next comes the most critical operation of all. The unit has to be manoeuvred by tugs into position between the twin hulls of a screed/lay barge. This vessel, designed in Holland and made in Hong Kong, consists of twin pontoons separated by a high-level gantry. Its job is to support the tunnel unit on four tackles while more concrete is added. Eventually, the unit is gently lowered into position on a smooth bed of crushed stone at the bottom of a trench dug in the sea bed. The sections are joined by a simple tapered pin connection and the joint is sealed with concrete pumped into a steel encasement. Later, the temporary bulkheads are removed and the interior concrete lining is completed.

Fifteen sections are to be laid in this way to form the underwater part of the tunnel. When they have been joined together in position, the trench will be filled with rock and concrete and the roof of the tunnel covered by a 7-foot thick protective blanket of rocks.

Meanwhile excavation work is going on to provide approach ramps and ventilation buildings at both ends of the tunnel. The ventilation buildings

(Continued overleaf)

HONG KONG'S TUNNEL

(continued from previous page)

will pump fresh air into the tunnel, but they will also house closed-circuit television and other equipment.

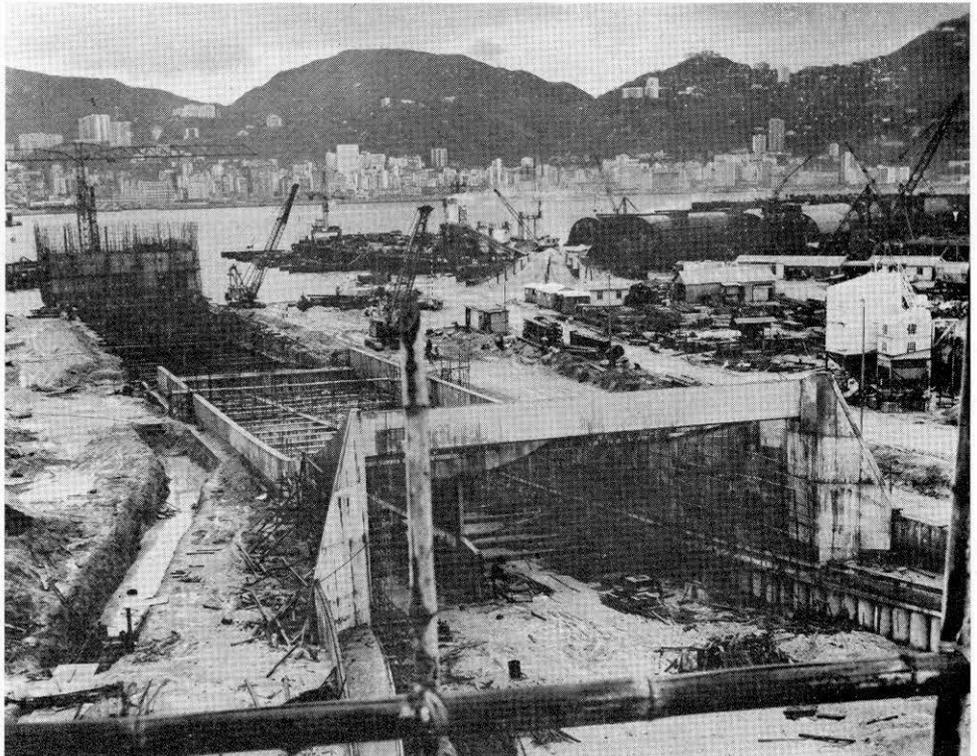
Two thousand Hong Kong workers are helping to build this tunnel, and the project is very much under the public eye, especially the 'Severn River', the barge already referred to, whose squat square shape stands out amid the scurrying ferries, sampans and walla-wallas. The fury of Typhoon Rose in August did not seem to disturb her, and indeed the tunnel itself may turn out to be a potent factor in the alleviation of disruption during the course of these annual cyclones. When all boats are tucked up in the typhoon shelters, traffic can continue through the mile-long, dual-tube road tunnel. Commercial traffic will find it cheaper to travel by road, and tourists from Kai Tak Airport will be thankful not to endure the existing long car drive and ferry crossing.

October, 1972 should see an end to the twin-city economy, and 'togetherness' — an uneasy word in this overcrowded metropolis — will be more of a reality than ever before.

(We are indebted to Shell Magazine for much of the foregoing material, as well as Messrs. Wheelock Marden and Trans-harbour Constructors Ltd.).

Figures inside a section give some idea of the immense size of each segment (above).

On Kowloon side, at Hung Hom, the tunnel entrance takes shape whilst the last sections are being welded on the adjacent site. At the far side, the Yacht Club can just be seen; the anchorage space there has been considerably reduced since the tunnel work began.



ROYAL AWARD

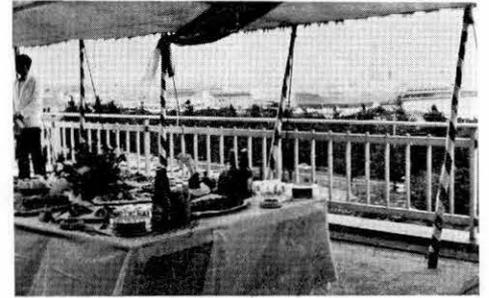


Mr S. Sato, who has worked for RIL in Yokohama for 23 years, received a special award on 21st September. All the staff from Yokohama (Man.) and Yokohama (Ag.) gathered on the Fifth Floor of Interocean House to see H.E. The Netherlands Ambassador, Dr. Th.P. Bergsma, bestow the Honour Medal in gold of the order of Oranje Nassau on Mr Sato.

Mr Sato, who learned the Dutch language during many years in Medan, Sumatra, has carried out duties in the Netherlands Consulate in Yokohama since its opening in 1949. Dr. Bergsma expressed appreciation of his excellent services and his ever-continued efforts to deepen the relationship between the Netherlands and Japan, and stressed the utmost importance of Royal Interocean Lines to both countries.

After the ceremony, a luncheon party was held for Mr and Mrs Sato.

FACE LIFT



Interocean House in Yokohama was constructed originally with a facade of granite and marble, but the passage of time had seriously impaired the appearance of the slabs. The owner, therefore, has covered the whole of the outside with metal sheets, a work which was carried out between January and May this year.

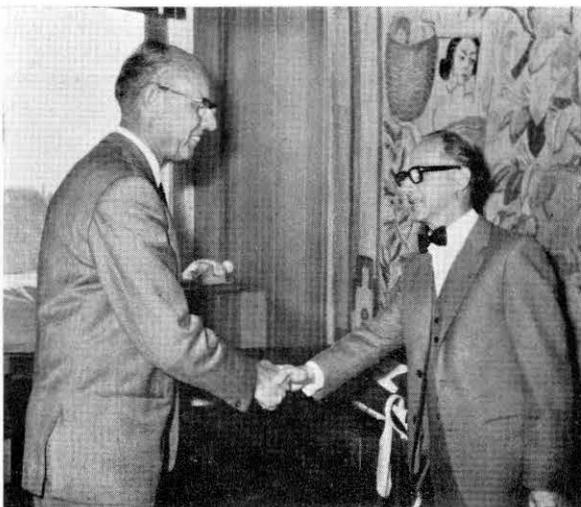
In order to express his regrets to tenants for any inconvenience, the owner invited some 150 of them to a gathering on the 5th floor. Here is a corner of the attractive buffet laid on for the occasion.

25TH ANNIVERSARY

Mr J. Visser

For many years, Mr Volcklandt and Mr Visser were good friends; they went to the same school, sat for and passed the final examination together. No wonder, therefore, that Mr Volcklandt persuaded his friend to come and join him in working for the same employer—whom he liked very much—within a few days of his own arrival (*see October issue*). That is why Mr Visser entered JCJL service a

Congratulations from Mr Dirkzwager.



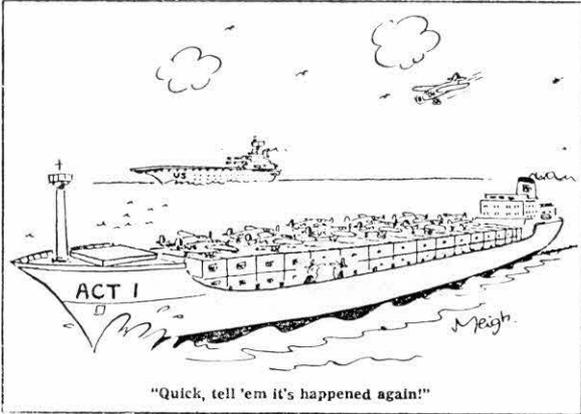
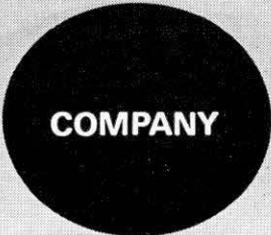
fortnight later than Mr Volcklandt, and accordingly the jubilee was celebrated on 16th September.

Mr Visser started work in the Accounts Department, but in 1948 he was called up for military service, which he carried out mostly in Indonesia.

Back to the Accounts Department for four years; he was transferred to Purchasing Department, and then again to Accounts, in particular the Insurance Department, of which he has been Manager since 1967. His activities cover a wide range: from a broken tea-pot in a consignment of household goods to the insurance of the whole RIL fleet. Among his colleagues, Mr Visser has a splendid press, since he manages to keep the insurance premium for the car-pool low and the settlement of damages high.

It may be of interest to readers to know that Mr Visser celebrated another jubilee on that day—that of the 'best-dressed' man in RIL for 25 years; in fact, no one can recall ever having seen the perfectly tied butterfly bowtie otherwise than in its correct position!

As Mr Visser is devoted to classical music, especially opera, the jubilee presents from both company and colleagues were attuned to this hobby. Indulging his other hobby, Mr Visser was also presented with ten beautiful and rare shells for his collection.



SHIPS OF THE WEEK

Messages from relatives in Holland were relayed to officers on board Straat Luanda, Straat Lagos and Tjiliwong on 4th October. The messages were pre-recorded by Radio Nederland at Hilversum on 29th September.

PERSONALITIES

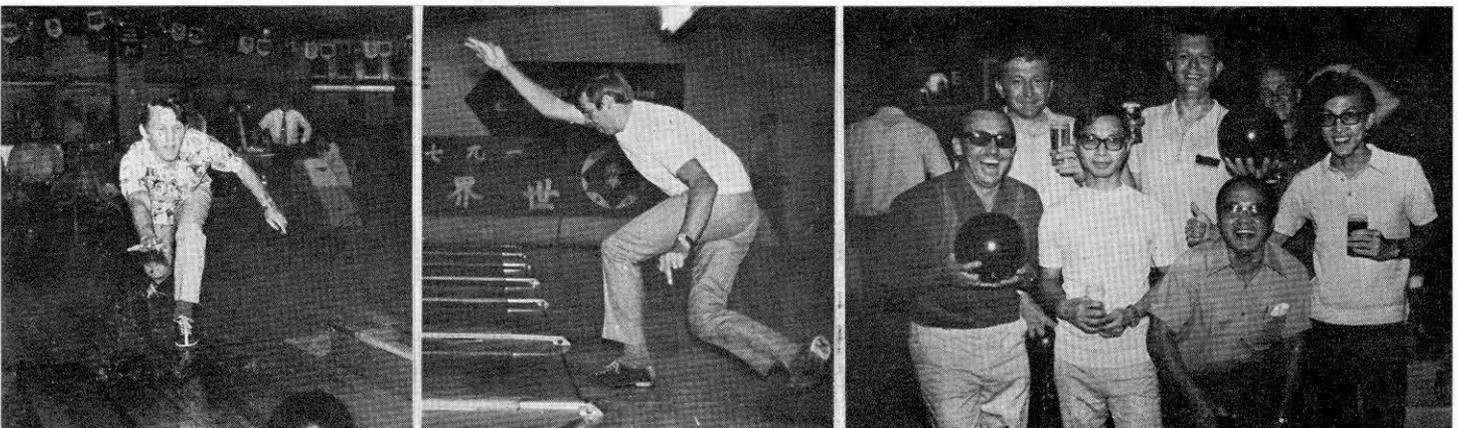
- Mr F. Terwogt** (Managing Director) returned to Hong Kong from home leave on 20th October.
- Mr W. Boogerman** (Personnel Manager) returned to Hong Kong on 23rd October after a month's business trip to Africa.
- Mr J.G. de Harde** took over as Manager of the Audit & Control Department on 1st October. He made a short business trip to Singapore towards the end of the month.
- Mr Ph. Bangert** (Representative in New Zealand) made a week's business trip to Hong Kong at the beginning of October.
- Mr P. Hulleman** (General Superintendent) left Hong Kong on 18th October for a business trip to Singapore, Sydney and New Zealand.
- Mr E.A. Postuma** (Manager, Singapore & Malaysia) made a business trip to Hong Kong at the end of October.
- Mr G.D.M. Boot** (Commercial Director) left Hong Kong on 27th October for business discussions in Bombay, and will then fly to Cape Town to attend the Principals' Meeting of the Japan & Hong Kong/South Africa Shipping Conference, accompanied by **Mr J. van Middelkoop** (General Manager for Africa) and **Mr J.W.H. Weissink** (Tokyo, Man.).

CHAMPION SERIES



Contr./EDP (de Boer, Bongers and Dingemans — below) made a valiant effort, and the old ND/TD rivalry ensured a good 'local Derby', but you can't keep a good (TD) team down, and here they are (right) — THE WINNERS of the RIL Sports Club Bowling Tournament in Hong Kong.

A special 'thumbs-up' sign from Man Pak-Lai (right) for overall champion Mok Ho Shum (centre), and a big smile from happy Dick Linggo who, with his enthusiastic committee, organized a thoroughly enjoyable series. Prizes to be awarded at a later date.



LOG BOOK

FAMILY NEWS

Weddings

3rd Officer D. Nagtegaal (Straat Hong Kong) to Miss A. Schmidt on 15th July at Cape Town.
4th Engineer J.M. van Ede (Straat Luanda) to Miss J. de Bruijn by proxy on 24th August.
3rd Officer O.J. Pannevis (Nieuw Holland) to Miss H. Meyboom on 17th September at Rotterdam.
5th Engineer B.J. Knegt (leave) to Miss C.W.T. Overbeeke on 17th September at Vlissingen.
Mr Ip Fu Hung (HK HO Driver) to Miss Kwan Fu Heung on 19th September.
2nd Officer A.J.M. van Schijndel (leave) to Miss I. Dortland on 28th September at Gouda.
Mr J.H. de Kroon (Amsterdam) to Miss C.M. Goosens on 30th September.
3rd Officer A.A. de Lijster (leave) to Miss M.D. de Nooyer on 1st October at Alphen a/d Rijn.
Miss G. Schouten (Amsterdam) to Mr D. Schipper on 1st October.
4th Engineer F. Boquer (leave) to Miss E. Chicaud on 1st October.
Mr H.J. de Loos (HK HO CTA) to Miss D. Lauwaars on 30th October at Rotterdam.

New Arrivals

Mr T. Nishimura (Yokohama, Ag.): a son, Hiroshi, on 24th August.
Mr Y. Suzuki (Yokohama, Ag.): a daughter, Hiromi, on 29th August.
5th Engineer H.J. Morsink (leave): a daughter, Jennifer Alexandra, on 7th September.
3rd Engineer J.G. de Rooy (leave): a son, Patrick Leander Gerwin Johan, on 24th September.
2nd Engineer W.C. Geistdorfer (Tjiluwah): a son, David Jan Willem, on 28th September.
Mr A. Leung (HK HO VZ): a daughter, Leung Fung Ning, Valerie, on 30th September.
Mr A.J. van de Meent (Amsterdam): a son, Albert Jan, on 8th October.
Mr Patrick Chong Choy Foo (HK HO Crew): a son, Chong Tin Yam, on 4th October.

FOOTNOTE

Last month we published a report that efforts were being made in Japan to salvage the sunken 'Op ten Noort'. The ship was built in 1927, was requisitioned by the Government of the Netherlands Indies and converted into a hospital ship. After the war, the KPM was indemnified for her loss by the Netherlands Government.

FROM MR CHAN FAN PAUW

(see report on page 212)

"My wife joins with me in expressing our heartiest thanks and appreciation to those who extended their good wishes in the form of letters, telegrams and flowers on the occasion of my 25 years' service anniversary with the Company."

STRAAT BANKA — SHOW BOAT

"With trumpeting and a waving of trunks! That is how an RIL ship entered Hong Kong harbour on the morning of September 18th. Surrounding small craft heard what sounded like the soundtrack from a 'Tarzan' film. By the time she reached Kowloon Wharf, it was obvious that the **Straat Banka** had brought the Circus to town. The trunks and sound effects, in fact, belonged to the **Circo Brasil**, which was taken aboard in Singapore on the last lap of an extensive African and Far Eastern tour. This was its second trip on an RIL vessel, having travelled on the **Straat Johore** from Colombo to Singapore."



The whole family joined in the celebration of Mr J. Visser's 25th Service Anniversary in Amsterdam (page 217), and the Misses Visser were the proud wearers of sailor dresses made especially for the occasion.

FAREWELL SHIP'S DOG

We have just heard of the death of Holly, aged 14, ship's dog on board **Waingapoe** for 7½ years. She was 'pensioned off' in 1967 and has been in retirement in Holland ever since.

TEN YEARS AGO

From RIL Post, 1st November, 1961



... the service was wonderful

PERSONNEL

NEW PERSONNEL

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

Mr P. van der Ent	Asp. Appr. Officer
" R. van de Geer	" " "
" C.E. Korteweg	" " "
" F. Kalkman	Appr. Engineer
" H. Vogelpoel	" " "

Mr J.H.M.G. Bolscher	5th Engineer
" D.O. Burmania	" "
" F.A.B. Dekker	" "
" M.T.M. Hengeveld	" "
" A. Mondeel	" "
" C.J. Teekman	" "
" Tj.R. Topée	" "
" R.J. Bersma	Appr. "
" J.N. Eisenloeffel	" "
" J.J.B. Jongma	" "
" J.M. Schamper	" "

SUCCESSFUL EXAMINATION

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

Mr J.F. Huizinga	2nd Officer	Th.I	9/9/71
" L.J.B. Lagendijk	" "	I	1/9/71
" A.J.M. van Schijndel	" "	I	1/9/71
" J.J. Bakker	3rd "	II	20/9/71
" C.E.J. Bemelmans	" "	II	30/8/71
" P.P. Buitelaar	" "	II	8/10/71
" H. Jansen	2nd Engineer	Th.C	30/9/71
" R. Dinkelaar	5th "	A	15/9/71

Those who returned are:

posted to

Mr J.J. Duit	Chief Officer	Straat Nagoya
" R. Edsen	" "	Nieuw Holland
" W. Flach	" "	Straat Cumberland
" K.P.C.A. Gramberg	" "	Straat Tanga
" J.M. Jansen	" "	Straat Freetown
" F.E. de Nieuwe	" "	Straat Colombo
" L.J.B. Lagendijk	2nd "	Straat Futami
" F.H. Santman	" "	Nieuw Holland
" H.K.Ch.B. Veenhuysen	" "	Tjiliwong
" J.J. Bakker	3rd "	Straat Cook
" P.H.M. Bosman	" "	Straat Lombok
" O.J. Pannevis	" "	Nieuw Holland
" J.A. Thijsse	" "	Straat Nagoya
" J.G.D. Kramer	4th "	Nieuw Holland
" R.H. Schröder	" "	Straat Magelhaen
" H.C.W. Speelmeyer	" "	Houtman
" L. Baljé	2nd Engineer	Straat Nagasaki
" R. de Best	" "	Straat Cook
" F.H.A. Crooymans	" "	Nieuw Holland
" N. Filius	" "	Straat Florida
" A.J. Koomans	" "	Straat Rio
" A.W. Noort	" "	Straat Nagoya
" W.G. Alberda	3rd "	Straat Luanda
" C.J.M. Boerma	" "	Straat Le Maire
" A. Bosch	" "	Straat Rio
" K.J.A. Bouma	" "	Straat Nagoya
" J. van Doorne	" "	Straat Clement
" A.J. Gulmans	" "	Safocan Auckland
" P.A. Kopmels	" "	Straat Towa
" L. Olivier	" "	Straat Talbot
" C. Rog	" "	Tjiliwong
" R.L. Sinnema	" "	Straat Honshu
" F.R. Wijkel	" "	Nieuw Holland
" A. Eygenraam	4th "	Nieuw Holland
" P.J. van Geuns	" "	Straat Colombo
" Th.B. den Haak	" "	Nieuw Holland
" A.W. Huve	" "	Straat Nagasaki
" R.L. Kooiman	" "	Safocan Auckland
" J.F. Nienhuis	" "	Straat Clarence
" H.C. Stam	" "	Straat Nagasaki
" W. Visser	" "	Straat Nagoya
" P.J. Adriaanse	5th "	Nieuw Holland
" G.B. Huybens	" "	Nieuw Holland
" P.H. de Kroon	" "	Nieuw Holland
" W. Matzinger	" "	Straat Holland
" A. Pronk	" "	Straat Agulhas
" M.C. Renshof	" "	Straat Tanga
" C.A. Tempelaars	" "	Straat Van Diemen
" R.D. van der Veen	" "	Straat Rio
" E.J. Watz	" "	Straat Johore

LEAVE

Mr P. Cox	Chief Officer
" G. Daman	" "
" R. Hol	" "
" C. van der Knaap	" "
" E. van Laren	" "
" R.J. Piso	" "
" R.J. Vleerbos	" "
" R.F. Backer Dirks	2nd "
" A.F. Kuiper	" "
" E.E. Lubach	" "
" H.J. Minderhoud	" "
" R. van Willigenburg	" "
" F. van Woerkom	" "
" P. Bootsman	3rd "
" J. Hoogstad	" "
" J.F. Krijt	" "
" Th. J. Machiels	" "
" J. Teygeler	" "
" R. Westerhuis	" "
" L.A. Oosthuizen	4th "
" P.J. van Zijl de Jong	" "
" C.F.H.G.M. van den Goorbergh	2nd Engineer
" J. Hendriks	" "
" J. Mazereeuw	" "
" Ch. van Spronsen	" "
" W. Stortelers	" "
" H.W.M. Veugelers	" "
" J. Wildering	" "
" E. de Buyzer	3rd "
" W.J.M. van Eijndhoven	" "
" G.J. Nijland	" "
" D. van der Pol	" "
" P.L.Ph. Otter	" "
" J.G. de Rooy	" "
" A. Bovenschen	4th "
" A.H.J. Büchner	" "
" J.W. Dieters	" "
" J.L.M. Geuskens	" "
" L. Jansen	" "
" W.J.M. Uytterhoeven	" "
" D. van de Vlies	" "
" A.J.W.J. Wouters	" "

TRANSFER OF SHORE STAFF

Mr C. Moes was transferred from Durban (and subsequent home leave) to Accra.
 Jhr W.M. de Brauw was transferred from HK HO (and subsequent home leave) to Durban.

PROMOTION

Mr F.A.C. Borsboom	5th Engineer	2/8/71
" F.M.S.M. Elshout	" "	12/8/71
" P.J.M. Geerlings	" "	20/8/71
" G.B. Huybens	" "	17/8/71
" J.A.W.M. van de Laak	" "	16/8/71
" B.A.J. Mes	" "	13/8/71
" J.J. van der Schoor	" "	4/8/71
" J.A. de Vries	" "	14/8/71
" E.J. Watz	" "	20/8/71
" P.E. de Wit	" "	4/8/71

TRANSFER OF CAPTAINS AND

CHIEF ENGINEERS

Captain J. Jacobs, Master of TJILUWAH, went on home leave.
 Captain J. Maan was posted to TJILUWAH following home leave.
 Captain G. van der Spoel, Master of SAFOCEAN ALBANY, went on home leave.
 Captain B.L. Legemaate was posted to SAFOCEAN ALBANY following home leave.
 Captain W.C. Bouter, Master of STRAAT AGULHAS, went on home leave.
 Captain Tj. van der Molen was posted to STRAAT AGULHAS following home leave.
 Captain H. Boérée, Master of STRAAT HOLLAND, went on home leave.
 Captain A.J. Zonnevillje was posted to STRAAT HOLLAND following home leave.
 Captain J.Ch. Beynon, Master of STRAAT HOBART, went on home leave.
 Captain J.G.M. Spijker was posted to STRAAT HOBART following home leave.
 Captain J. de Jong, Master of STRAAT HONSHU, went on home leave.
 Captain A.J.M. Michielsen, Master of STRAAT COOK, was transferred to STRAAT HONSHU.
 Chief Officer H.K.M. Schot was posted as Acting Captain to STRAAT COOK following home leave.
 Captain E. Pels, Master of STRAAT KOREA, went on home leave.
 Captain D.J. Smit was posted to STRAAT KOREA following home leave.
 Captain F. List, Master of STRAAT KOBE, went on intermediate leave, and was subsequently posted to STRAAT NAGOYA.
 Captain J. Bruin, Master of HOUTMAN, was transferred to STRAAT KOBE.
 Chief Officer L.J. Eyken was posted as Acting Captain to HOUTMAN following home leave.
 Captain S. Westerweel, Master of STRAAT TANGA, went on home leave.
 Captain E. van de Wetering was posted to STRAAT TANGA following home leave.
 Captain P. Starckenburg, Master of STRAAT FIJI, went on home leave.
 Captain H. Muys was posted to STRAAT FIJI following home leave.
 Captain J. Verburg, Master of STRAAT FLORIDA, went on home leave.
 Captain D. van Hekken, Master of STRAAT LOMBOK, was transferred to STRAAT FLORIDA.
 Chief Officer P. Hoogland was posted as Acting Captain to STRAAT LOMBOK following home leave.
 Captain J.G. ten Bhömer, Master of STRAAT CHATHAM, went on home leave.
 Chief Officer G.J. van der Heiden was posted as Acting Captain to STRAAT CHATHAM following home leave.

Captain H. Peddemors, Master of STRAAT LUANDA, went on home leave.
 Captain H. de Geest was posted to STRAAT LUANDA following home leave.
 Captain O.J. van der Baan, Master of STRAAT LAGOS, went on home leave.
 Acting Captain C.W. de Jong, Master of TJILIWONG, went on intermediate leave and was subsequently posted to STRAAT LAGOS.
 Captain L.A. Cijssouw was posted to TJILIWONG following home leave.
 Captain J.H. van Dijk, Master of STRAAT SINGAPORE, went on home leave.
 Captain G.P. Proper was posted to STRAAT SINGAPORE following home leave.
 Captain J.D. Jelijs was posted to NIEUW HOLLAND following home leave.
 Chief Officer (BMC) H. Samson of MUSI went on home leave.
 Chief Officer J. de Boer was posted to MUSI as Chief Officer (BMC).
 Chief Engineer J.H.M. van Miltenburg was posted to STRAAT NAGASAKI following home leave.
 Chief Engineer J. Schriemer was posted to STRAAT NAGOYA following home leave.
 Chief Engineer J.G. Maijoor was posted to NIEUW HOLLAND following home leave.
 Chief Engineer D.J.B. Valk of TJILUWAH went on home leave.
 Chief Engineer C.H.A. den Boogert of STRAAT CLEMENT was transferred to TJILUWAH.
 2nd Engineer N.M. Meinsma of STRAAT CLEMENT was appointed Acting Chief Engineer.
 Chief Engineer A. Minnesma of STRAAT BALI went on home leave.
 Chief Engineer J. van Willigen was posted to STRAAT BALI following home leave.
 Chief Engineer M.G. de Wever of STRAAT AGULHAS went on home leave.
 Chief Engineer H.E. Kattenbroek was posted to STRAAT AGULHAS following home leave.
 Chief Engineer H.L. Frenks of STRAAT KOREA was transferred to STRAAT FUSHIMI.
 Acting Chief Engineer A.M.P. van der Avert of STRAAT FUSHIMI was transferred as Acting Chief Engineer to STRAAT KOREA.
 Chief Engineer R.K.K. Lie of STRAAT CHATHAM went on intermediate leave.
 Chief Engineer Th.J. Bronsvoot was posted to STRAAT CHATHAM following home leave.
 Chief Engineer B.L. Herkemij of STRAAT TORRES went on home leave.
 Chief Engineer F. Huizinga was posted to STRAAT TORRES following intermediate leave.
 Chief Engineer D.W.J.B. van Hattem of HOUTMAN went on home leave.
 2nd Engineer H.H. Smulders of STRAAT LUANDA was transferred to HOUTMAN as Acting Chief Engineer.

IN MEMORIAM

We announce with regret the deaths of the following:—

W. Dijkstra (retired Captain, KPM) on 10th September at Putten, aged 74.
 F.H. Zeijdel (retired Head Employee, KPM) on 30th September at The Hague, aged 65.
 W.I. Poetiray (retired Chief Engineer, KPM) on 1st October at The Hague, aged 81.
 J. Baljé (retired 2nd Engineer, KPM) on 6th October at Souburg, aged 61.
 Y. Tomita (retired Regional staff, RIL) on 20th October, aged 64.

CALLING ALL PARENTS

Can your children paint pictures? Please explain the RIL Post competition to them and send along their entries.

"My Dad Works For RIL"

"What do you *do*, Dad?" A question common to all children and parents in every country. Fathers (and sometimes mothers) disappear to that seemingly mythical place called 'Work', and the child is left to imagine in its own way what 'RIL' stands for.

Some of these children will have the inclination and ability to convey their ideas in pictures. We invite them all to send us a painting of their idea of RIL in any shape, colour or design, of a size not less than 270 sq. ins. Attractive prizes, suitable to the ages of the winners, will be given in each class.

Age Groups	Under 7
	7—11
	12—15

Closing Date 30th April, 1972

Full names, ages and addresses to be written on the *back* of each entry which should be forwarded by the parent (who should also give his or her name and place of work) to:—

The Editor
RIL Post
(Painting Competition)
P.O. Box 725
Hong Kong

Please pack carefully. Mounting on cardboard would assist in preventing damage, and despatch by ship's box — where possible — would ensure safe transit.

THE FLYING TOMATO

The activities of Ruys-RSK, a member of the NSU group of companies, cover a wide field. One of them is the transport of tomatoes across the Atlantic.

During the last five years, almost 1,000 tons of tomatoes — exactly 937,000 kg. — were flown across the Atlantic through Ruys-RSK Rotterdam and Schiphol.

In Canada, the first Dutch tomatoes appeared in 1967 when a bad harvest there made tomatoes scarce. After

that lucky year, the Dutch producers had to aim more at quality and price, and they also became interested in the States. Tomato quotations were telexed daily to Holland and, when prices were good, shipments were made. It has sometimes happened that there has been a sudden change in the market, in which case there have been cancellations of bookings.

Since there are many other areas of production of tomatoes, the export season from Holland is not long. This year, Ruys-RSK handled some

500 tons between 29th June and 28th July; after that, not a pound more. California and Mexico were harvesting, and the "Westland" (the growing area round The Hague) could not compete.

That the 'flying tomato' is a commodity for world trade is also shown by the figures of Martinair who carried some 2,700 tons from the Canary Islands to Schiphol between December, 1970 and April, 1971.

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The interesting news that NSU have further spread their investments by acquiring a larger holding in Martinair, an air charter company, is reported on pages 208/9. A sample of charter operation is reported opposite and shown in the picture on the right.

Animals are notable 'show-stealers'. The item under *Ten Years Ago* (page 219) focussed our interest this month, with the result seen on page 206. Alas, poor Holly has died — page 219.



Contents, with the exception of articles from other sources, may be reprinted; acknowledgement of the source, however, would be appreciated, and the editor would like to receive a copy of the reprint.

Royal Interocean Lines

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

