RIL Post

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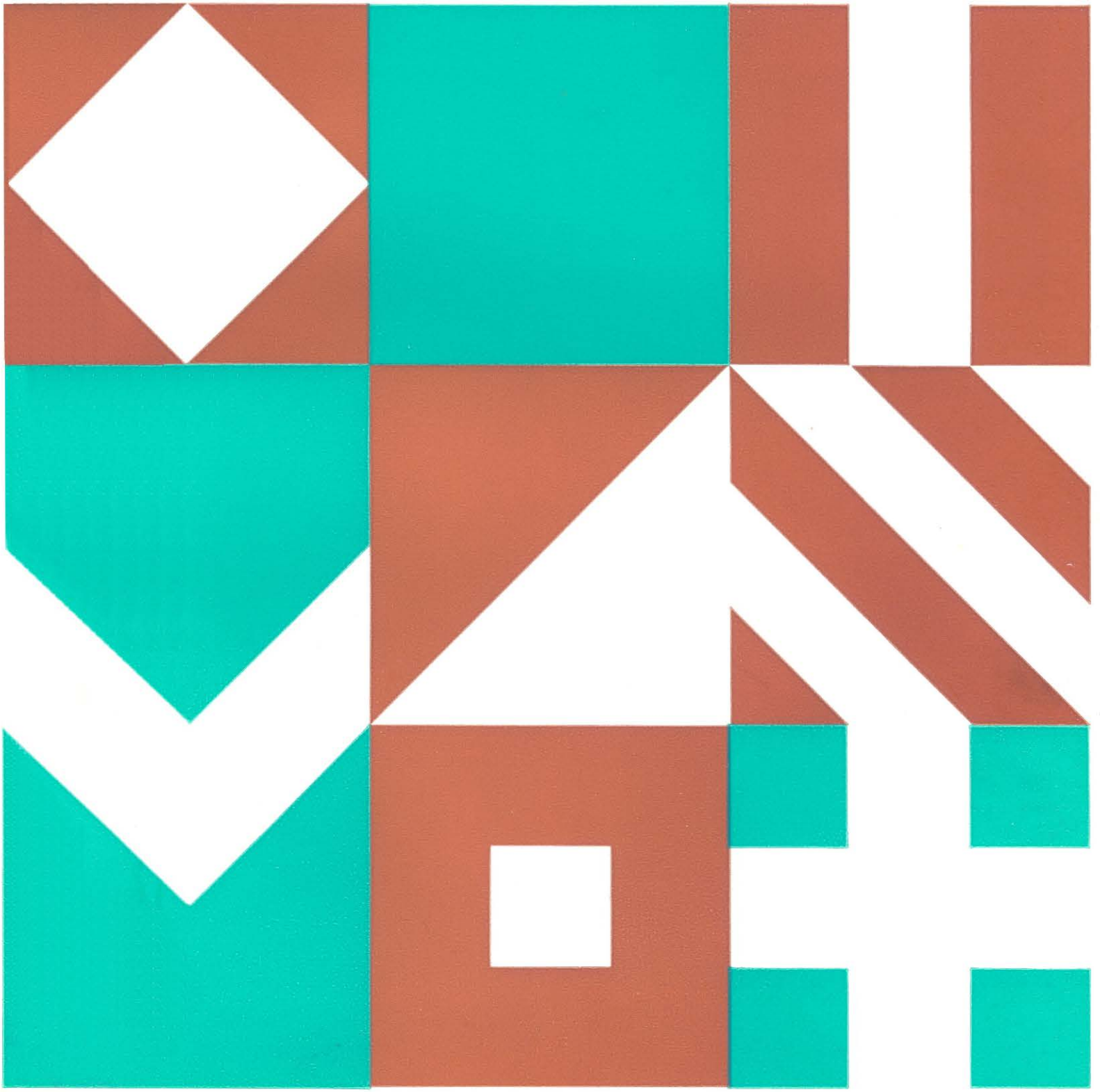
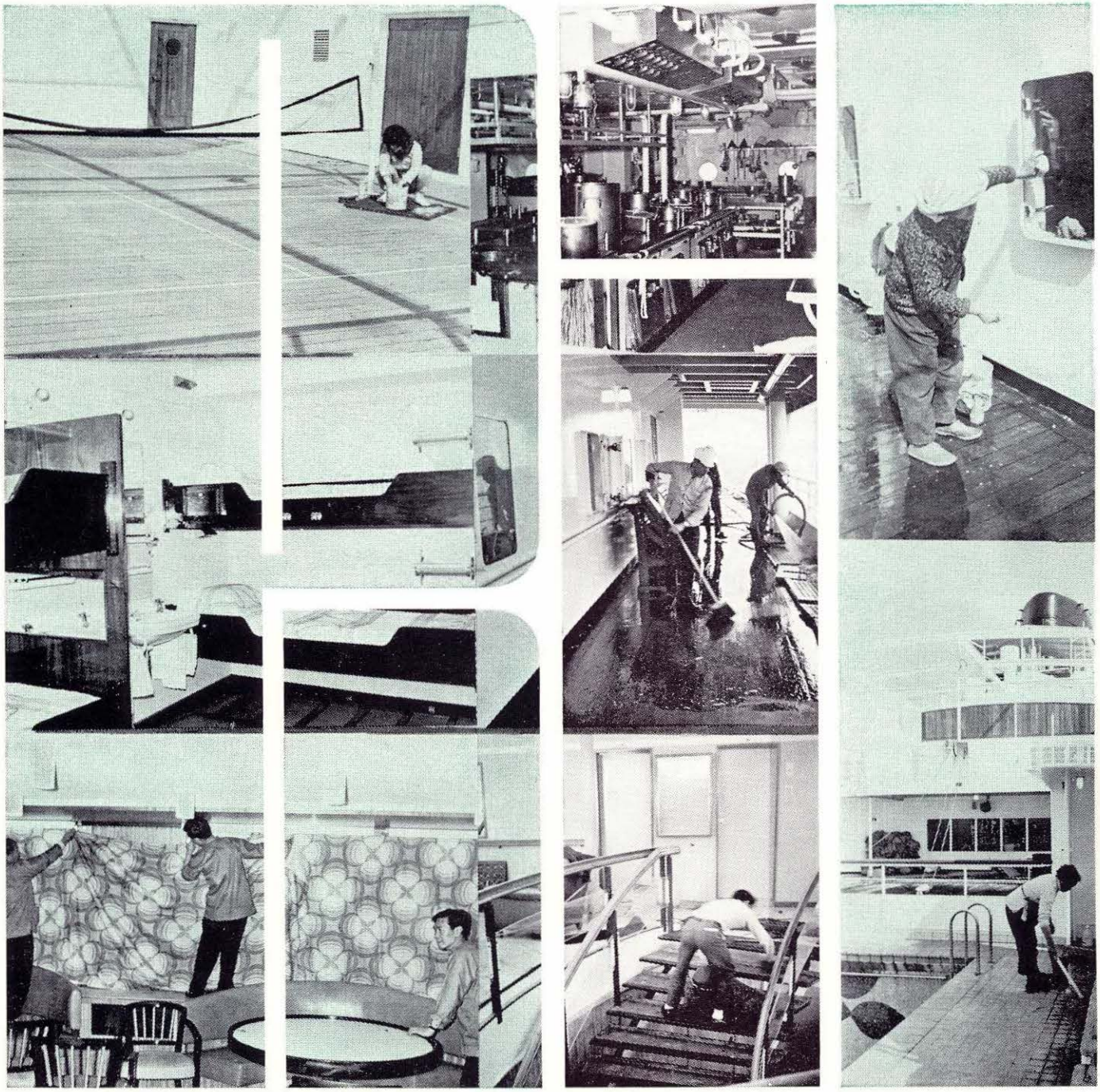


focus

. . . . . on the finishing touches before the maiden voyage of the "new" Nieuw Holland.



DOUBLE JUBILEE

The weather outside on February 3rd was dull and miserable, but the atmosphere inside the Managing Directors' Lunch and Conference room at Hong Kong Head Office was warm and friendly. The occasion was the 25th Jubilee being jointly celebrated by two of the Company's prominent figures.

Managing Director Mr G. Kasteleijn and Chief Administrator Mr E. Willems both entered RIL service on the same date so many years ago.

FOCUS *(opposite)*

Before Nieuw Holland sailed from Hong Kong on her maiden voyage a thousand and one things had to be done. RIL Post went on board the morning of the vessel's departure for Taiwan. The mood of feverish activity is well-reflected in these pictures. The last lick of paint was added and the last square of carpet tacked down in time, we are happy to say. For the vessel in her complete state, just before she left for Australia, with an almost full complement of passengers and full holds, turn to page 50.

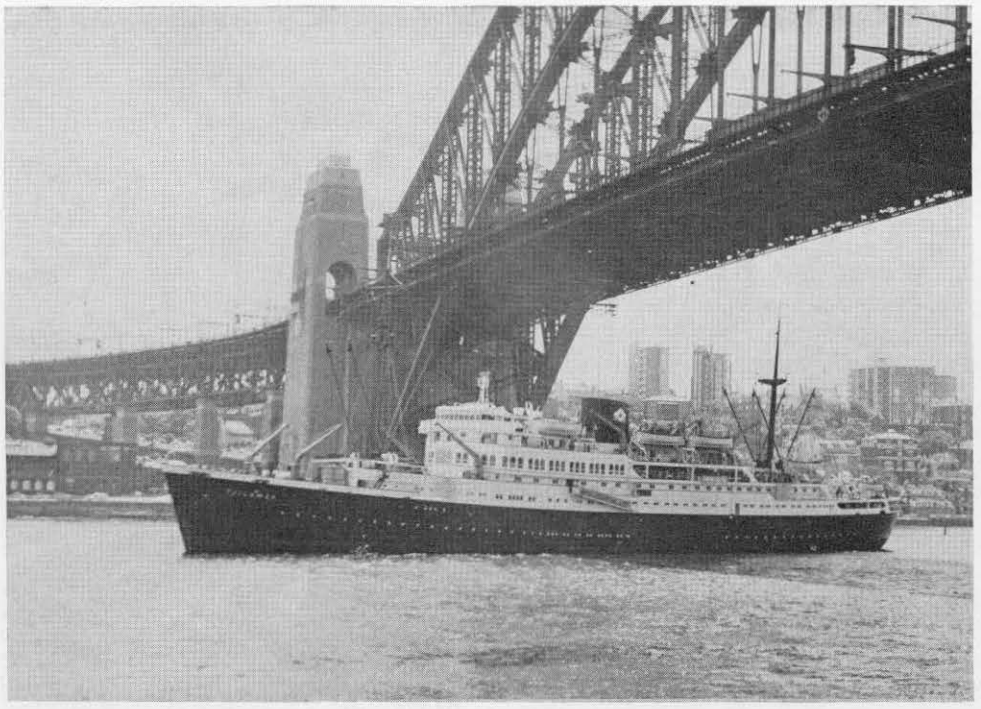
They were addressed by Mr F. Terwogt who had originally welcomed them to Tandjong Priok when they first "embarked" on their careers with the then Java-China-Japan Line, sailing together on m.v. Tegelberg to Indonesia.

Mr Terwogt said that it was difficult for him to address two such dear friends in one speech. However, he assured those present that this double celebration was not intended to be seen as part of an economy drive. He then summarised their careers during the past 25 years. He mentioned that the highlight of Mr Kasteleijn's career was his appointment as Managing Director on February 1, 1970, whilst Mr Willems was appointed Chief Administrator on January 1, 1971. Finally Mr Terwogt thanked them both for their excellent service during the past quarter century with the Company and presented them with their Jubilee mementoes.

In reply, Mr Kasteleijn thanked Mr Terwogt for his kind words and expressed the hope that he would be allowed many more such happy years with the Company in the same nice and friendly spirit.

Mr Willems said that this was a very happy and satisfying day for him. He was sincerely grateful to all the people who had made it possible, and he thanked his assistants in all ranks of the Company, his colleagues and friends, for their splendid team spirit and support during the past 25 years.

After the reading of many congratulatory telegrams received from all over the world, the celebration ended with personal congratulations from the 160 or so Home Staff, Executive Staff and senior seagoing staff in port.



GOODBYE TJILUWAH

In her original colours, passing under Sydney harbour bridge. . . .

Tjiluwah was the third RIL vessel to be delivered after the war. That was in November 1951. She and her sistership Tjiwangi were ordered in 1948 from the yard of C. van der Giessen and sons at Krimpen a/d IJsel. The "White Sisters" as they later became known were always greatly admired. They were particularly well-publicised and known in Australia.

These vessels were originally designed for trading from Indonesia to Hong Kong. But in 1960 they had to be abruptly switched to inaugurate the Australia-Japan-Hong Kong-Australia service. The original route was very much a matter of inter island trading. However, the vessels adapted successfully to their new route and in fact soon built up strong cargo connections, particularly with the Australian wool trade.

On January 25 this year Tjiluwah was delivered to her new owners Pacific International Lines.

The name Tjiluwah comes from a river in Java. "Tji" means river and "luwah" can be translated as both "river" and "canyon". In Sundanese "luwah" means saliva coloured red by chewing betel nuts. It is probable, therefore, that the river Tjiluwah either flows through many canyons or that its waters are coloured red, by flowing through red earth.

Tjiluwah had a most varied range of experiences during her service. There was even a moment of excitement in 1958 when she was at Balikpapan. While in the harbour an unidentified bomber attacked ships, shore installations and the airport. Two British tankers and an Indonesian corvette were hit. The contemporary issue of RIL Post continues:

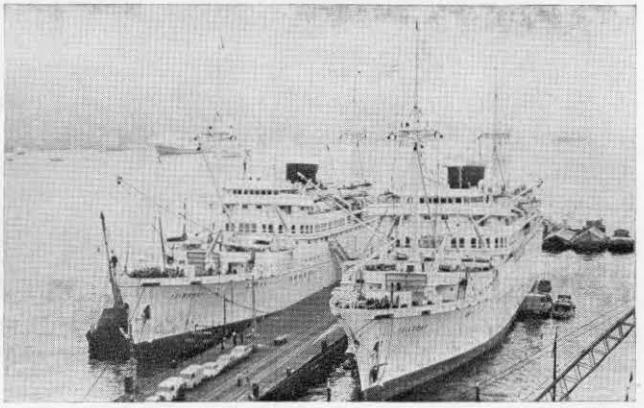
"Fortunately the two motor lifeboats of m.s. Tjiluwah were able to assist in rescuing some sixty survivors, twelve of whom were seriously injured. These received medical assistance from Dr. Chi Tah Chih, Tjiluwah's surgeon. The Tjiluwah was not hit and full marks go to the Captain, Officers and crew for their ready assistance through which lives were saved."

Over the years Tjiluwah carried her fair share of VIP's. In 1954 she carried the entire cast of the Ice Revue "Holiday on Ice" from Hong Kong to Singapore. In 1957 she carried the thirteen member South East Asia Trade Mission sponsored by the Chinese General Chamber of Commerce of Hong Kong. Perhaps Tjiluwah's proudest moment was when she carried Hong Kong's incoming governor. Sir David Trench, in April 1964 from Sydney to Hong Kong. An escort of five Royal Navy vessels surrounded the vessel, two fireboats spouted water by way of salute, aircraft flew past and a salute of 17 guns was fired. One doubts if any other RIL vessel ever had such a splendid welcome into any port!

Eight years after Tjiluwah began her Hong Kong-Singapore-Indonesia Service, in 1959, the route was extended to Japan. At the end of July 1960 Tjiluwah and her sistership began the present Australia-Japan-Hong Kong-Australia service. Their route then ran Melbourne-Sydney-Brisbane-Yokkaichi-Yokohama-Kobe-Hong Kong and then back to the east coast of Australia. Only addition since then has been a call at Taiwan.

Tjiluwah made a special 16-day New Year cruise in 1967, carrying 300 Japanese tourists to Hong Kong and back. In November 1970 she made a highly successful cruise from Australia to New Zealand and back.

Early in 1963 Tjiluwah and her sister were painted white. As the "white sisters" they will certainly long be remembered. The clearest memory all at Hong Kong Head Office will retain is of Tjiluwah sailing through the harbour, still resplendently white, although already with the red funnel of her new owners.



. . . . and as she was in later years, with her "White Sister."

MR DEKKER

RETIRES

Mr P. Fajdiga hands over the memento to Mr Dekker while Dr A.N. Dodero looks on.

On January 11th a luncheon was held at the American Club in Buenos Aires to enable the local RIL staff, as well as the Management and old friends of Messrs Agencia Maritima Dodero to say goodbye to Mr J. Dekker before he left the Company on retirement on 15th January.

Mr van Schaardenburg sketched Mr Dekker's career. He remarked that for RIL Mr Dekker must have created something of a record because he had been breathing the air of Buenos Aires for more than 14 years — having arrived in September 1957. During those years he had made a large circle of friends. Mr van Schaardenburg went on to relate how Mr Dekker had started work before the war in 1940, in what was then Batavia, now Djakarta. Special mention was made of his years during the war and in China, which country he and his wife had only been allowed to leave in 1951.

Mr Dekker's posting to Buenos Aires had first been as Assistant Manager. In 1961 he was made the Company's representative in South America. During all these years in the area, Mr Dekker had always tackled the many problems with gusto, in his own friendly but determined fashion. He had always been firmly guided by the best of traditions — those of an independent operator giving service and running ships to everyone's satisfaction. Mr Dekker took a very active part in the development of this service and of the Dodero organization and all RIL's other agents on the coast of South America, in Argentina and Brazil, most of whom had been associated with our company for many years — although those on the West Coast were more recent. The spirit of working together had almost always resulted in an excellent relationship between RIL and agents and it had been one of the major factors contributing to the success of our operations in the area.

Finally Mr van Schaardenburg paid warm tribute to Mrs Dekker and to her great talents as a hostess. Mr van Schaardenburg then thanked Mr Dekker on behalf of Managing Directors for all the hard work he had put in over the years. Congratulatory telegrams from well wishers inside and outside his area were then read.

Mr Fajdiga then presented Mr Dekker with an attractive Cebu skin as a token of affection from the staff and in a sincere little speech made it clear that it had always been a pleasure to work under him.

Replying, Mr Dekker said how much he appreciated the cooperation he had always received from all in the office, from vessels and from agents. He remarked on the progress made by the Company, as reflected in the fleet strength of the former Java-China-Japan Line with 11 ships compared with the NSU Group's total of nearly 200 today. Mr Dekker finally thanked the speakers for their kind words and proposed a toast to RIL, wishing the Company clear sailing, health and prosperity.

STRAAT M–FOR MODEL

Early in February RIL Post visited the Kowloon workshop where models of the Straat N vessels are being made for RIL. Under the guidance of the young American director of the firm, a dozen workers were busily assembling the models and making the component parts.

Mr W. Zakoske says that he started building model ships when he was six or seven years old. He worked for some years making artificial limbs for handicapped people. Eventually he decided to help the handicapped make a living by training them in his life long enthusiasm—model making.

About eighteen months ago Mr Zakoske arrived in Hong Kong and started recruiting workers. He spent one year training them before undertaking any major jobs, since he is determined to produce models of the highest possible quality. Most of the workers had had some training in a rehabilitation centre and were familiar with basic carpentry.

Moving around the workshop, the tremendous enthusiasm and dedication on the part of the workers were evident. One man was putting the finishing touches on what seemed to be dozens of delicate cranes. Another was turning brass lights on a lathe. Portholes and binnacles were being made by another. Ventilators were being lined up on another table nearby.

It was the third day of the New York boat show and spirits were very high because, Mr Zakoske proudly announced, some 500 models had already been ordered. Certainly the finished RIL models will be almost as eagerly awaited as their full size originals.

FLEET FACTS

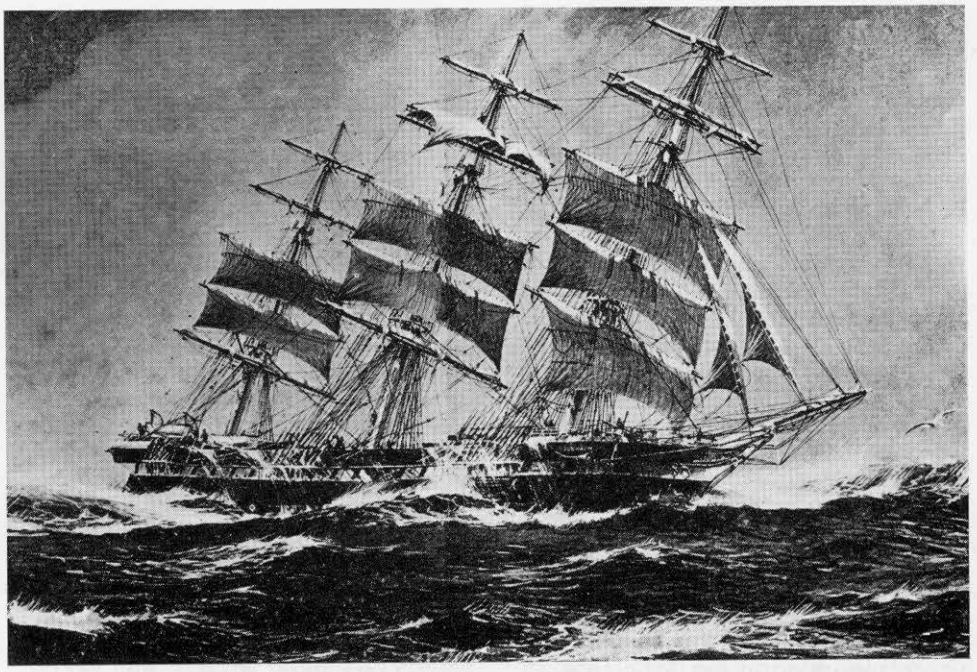
Straat Tanga, upon completion of her present EAFS (Far East—East Africa) westbound sailing from Japan in early April will be transferred to GESAS (Gulf, East and South Africa) in East Africa for one trip to the Gulf. Thereafter she will be worked back to the Far East as an extra sailing and subsequently will be sold.

Straat Korea originally scheduled to effect the February Eastbound EAFS sailing to the Far East, assisted with an overflow from South and East Africa to the Gulf from where she will sail to the Far East around March 10.

Tjiliwong took over the East Africa-Japan commitments of Straat Korea.

Straat Torres, upon return to East Africa from the Gulf in early April will be switched to CHEAS (China-East Africa Service), taking over from Tjitarum.

Tjitarum will effect the East Africa-Japan sailing in EAFS in April as the charter vessel Sklerion will be re-delivered in East Africa.



The clipper SOBRAON which sailed in the London-Sydney trade with ninety first-class and forty second-class passengers on an average trip.

In an age when medical men were fond of prescribing a sea voyage for every kind of ailment, SOBRAON was far the most popular among the physicians. So famous did she become for her health-giving voyages, that when the usual passengers deserted sail for the shorter yoyage in steam, the consumptives and those suffering from neurasthenia and overwork continued to fill the ship's cabins.

When the ship was dry-docked in 1911 after 45 years afloat, she was found to be as sound as a bell.

A FIRST CLASS PASSAGE

By Dorothy Cowlin

By the middle of the last century, 80 years after Cook's first landing at Botany Bay, Australia was a firmly-established feature of every English mind. Your uncle went out there to make his fortune. Your n'er-do-well son could be disposed of there. Ships sailed regularly. Passages could be booked.

But there was no guarantee of a safe or comfortable voyage when Dr. Scoresby and his wife and her maid did the trip in 1856.

Their ship, The Royal Charter, had been newly built for the Liverpool and Australian Steam Navigation Company. Clipper-built for speed 326 feet long, and of 3,000 tons burthen, she was provided with an auxiliary screw, and carried for motive-power 64,000 gallons of water and 600 tons of coal for the 12 furnaces.

But the Royal Charter was essentially a sailing-ship, three-masted and fully rigged with double topsails on the American plan. Her screw was truly auxiliary, for use only when winds failed. The supply of coal would not have lasted for more than 30 days if used continuously.

The ship carried 300 passengers and 106 crew, and accommodation, at least for the First Class or Saloon passengers who numbered 58, was pretty good by the standards of the time. There was even a Ladies Boudoir across the stern of the poop deck, lighted by a row of large windows and provided with cushioned window-seats.

The poop cabin, where they ate, seated up to 60 people and the food was excellent. Breakfast was at 9 a.m. and dinner at 4 p.m., with lunch and tea between.

The following is a specimen menu for dinner, given in the journal Dr. Scoresby kept on this voyage:
"2 joints of roast beef, 2 of mutton, 1 of boiled mutton, 2 of roast pork, 2 roast and 2 boiled chickens, 4 dishes of mutton cutlets, 4 dishes of mutton curry, 1 ham, 2 tongues, 2 mutton pies, potatoes, carrots, rice and cabbage.

"To follow: 4 plum puddings (brandied), 4 rice puddings, 6 fruit tarts, 4 open tarts, 2 sago puddings and pastry."

Breakfast was a real 'break fast'—with cutlets, beefsteaks, Irish stew and spiced ham, tea or coffee, and what Dr. Scoresby describes as 'capital hot rolls'.

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Everything was served on silver, and punctually. Only once, and that during the worst storm of the voyage, was breakfast as much as five minutes late.

In the days before refrigerators, to feed 58 people at this level for at least two months, presumably with fresh meat, must have necessitated a pretty large zoological cargo, though the only mention of live-stock made in the journal is of some sheep-pens and bales of hay, situated too near to one of the ship's compasses, causing disturbance because of the iron rails.

Dr. Scoresby had made a lifelong study of magnetism and ships' compasses, beginning in his youth in the early years of the century, when he was Captain Scoresby, commanding a series of whaling-vessels working in the Artic seas.

It was to investigate this problem that Dr. Scoresby, a recognised authority by now, had offered to undertake a voyage in a newly-built iron ship, travelling to the Antipodes, a journey likely to expose a ship to the maximum of magnetic change. His journey was sponsored, and his passage (£240) paid for by a group of Liverpool shipowners.

The Royal Charter made a bad start, running into rough weather off the coast of Ireland. Her stone ballast, plus an unexpected quantity of cargo at the last minute, had loaded her too deeply, by more than two feet, and she began to ship an alarming amount of water. At the end of a week it was two or three inches deep in the lower decks, dashing from side to side as the ship heeled over. The Second and Third Class passengers were in a miserable state, their bedding soaked, their clothes saturated up to the knees, and no means whatever of drying anything. Even in the First Class quarters there was no form of heat aboard the Royal Charter. And this was mid-January!

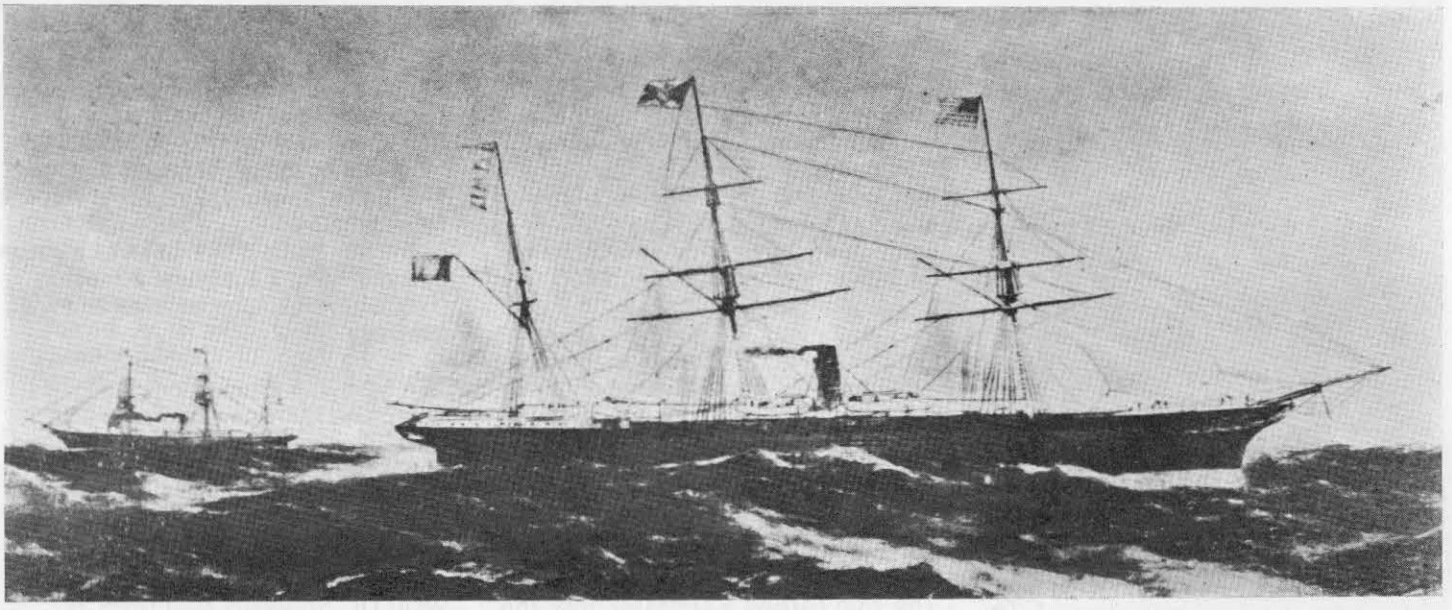
Greatly to everybody's relief, Captain Boyce decided to turn back to Plymouth to unload the surplus ballast.

This little episode alone confirmed Dr. Scoresby in his distrust of 'corrected' compasses. For when they finally sighted the Lizard Light on their return course, its bearing was 22° out! If only a week's battering in rough weather could produce so marked a change in the magnetism of the ship, what would the whole voyage produce? He was thankful that he had insisted upon the installing of a compass for reference up on the wooden mizzen-mast.

The false start had also revealed certain disadvantages in the auxiliary screw. In rough weather, and at any speed more than 7 knots, it had proved a hindrance rather than otherwise. And though it was designed to lift out of the water when not needed, the machinery for this purpose seemed to be either rusty or too close-fitting. Even when successfully lifted it was only 18 inches above the surface of the sea, and in rough weather tended to dip in and interfere with the action of the sails.

However, freed from excessive ballast, the Royal Charter sailed very well. Dr. Scoresby was in fact greatly impressed by her performance. Even in a squall, he noticed, she heeled over no more than 10° or 12°, and when re-trimmed shipped not a drop of water. Her speed was impressive. 12 or 13 knots could be achieved without any strain. On occasions she reached even 16 knots without the screw. On the other hand, when the wind failed, the screw kept her going at a low but steady speed.

(continued)



HAPAG's first steamships on the Atlantic run: s.s. Hammonia (1855), 2,000 gross tons, and her sistership s.s. Borussia.

A FIRST-CLASS PASSAGE

(continued)

The Royal Charter, though a ship of mixed power, was taking the usual route for sailing-vessels bound for Australia, getting as far south as possible by using the trade-winds, which of course entailed a big sweep westwards, almost to within sight of South America.

Passengers began to bring out their summer clothes and relax. There was singing and dancing, talk and story-telling, cards and chess on all decks. Presently the sun was so high that the ladies' shadows were nothing but slightly elliptical discs, representing their broad-brimmed hats.

Ventilation, even below, was good, with as much as 8 feet between decks. Only the unfortunate engineers suffered, in a suffocating engine-room, where the temperature was often up to 130°F. Several men fainted, and Dr. Scoresby made a note to advise the shipowners to install windows capable of being opened, and ventilating fans, which he thought might be run from the engines.

In 26 days, the Royal Charter had covered about 80° of Latitude, chiefly by sail, and was now headed eastwards, to make use of the westerly winds of the Forties.

The weather became cold again, and presently bitterly so. Straw hats disappeared, and all available warm clothing was brought out. Nobody had enough. Passengers were obliged to walk in battalions, sharply up and down the decks, for hours on end, trying to keep their blood circulating, with little enough success. Only the crew were prepared, turning-out dressed like 'Greenlanders', as Dr. Scoresby put it, with mittens, waterproof coats, long fishermen's boots, and ear-flaps for the helmsmen.

He was amazed at the lack of stoves for all classes of passengers. He himself, in all his life at sea, had never known a ship without stoves, or some form of heating.

Some of the passengers, to his horror, amused themselves by shooting the albatrosses which were now following the ship in great numbers. 'But these birds are savage!' people said, when he protested against this inhuman slaughter. Evidently the Ancient Mariner was not compulsory school reading in the 1850s!

Storms, of course, were to be expected in the Forties. There was indeed one storm of a violence William Scoresby had never experienced in his 20 years as a whaler. Waves rose to a height of more than 40 feet, with a span, from crest to crest, of more than a quarter of a mile. But the Royal Charter (if not her passengers) seemed to thrive on such a gale, sweeping along before it at 13-16 knots, in fine style.

The prolonged pounding of the seas on her hull, and the prolonged course eastwards, played havoc with her compasses, however, just as Dr. Scoresby had expected. For days on end, Captain Boyce was extremely hazy as to his exact whereabouts. Dr. Scoresby made a few rough checks with home-made magnets on the condition of the ship's hull, and found that its magnetism had been almost reversed since the start of the voyage. He was not in the least surprised, when land was at last sighted, that there was an error of about one and a half points (16°-17°, say) in the bearing. It seemed to him a miracle that they hadn't sailed right past Australia into the Pacific Ocean! And navigators should not have to rely upon miracles, in his opinion!

However, here they were, on April 16, 1856, 59 days after leaving Plymouth, safely at anchor in Hobson's Bay, the roadstead of the port of Melbourne.

Fifty-nine days was a record. Up to now, 90 days had been the best time achieved for this journey.

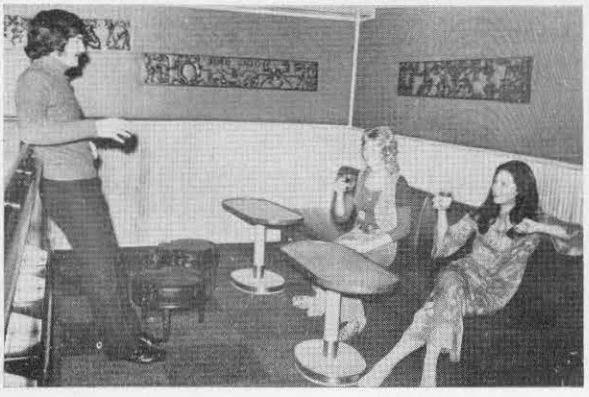
Before disembarking, the Saloon passengers presented Captain Boyce with a purse of sovereigns, in recognition of his part in so successful and (on the whole) so comfortable a voyage.

Not so comfortable were the thousands of miserable emigrants who travelled steerage, especially during the 'Hungry Forties.

The staircase leading to the first class lounge gives pride of place to a panel showing various types of sailing ships, formerly on the Tjibadak.

The first class dining room was almost empty when we photographed it but we could easily imagine the magnificent meals soon to be provided for the passengers.

First class lounge—the aft separation bulkhead. The carving consists of three panels, formerly the doors of the library book case on the Boissevain.



The new Polynesian bar, constructed in place of the former tourist class nursery. The colour scheme is rich red and blue. The carvings were formerly on Tjiluwah.

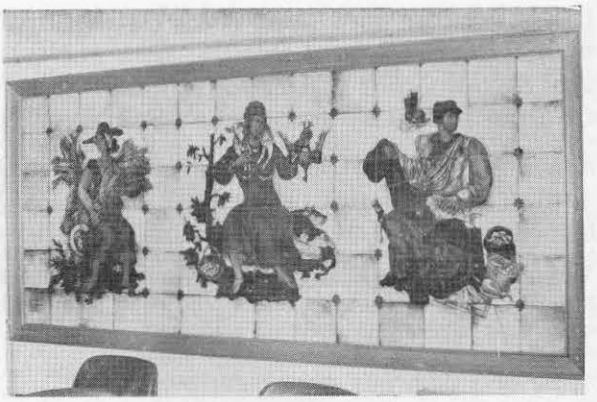
BON VOYAGE

"NEW"

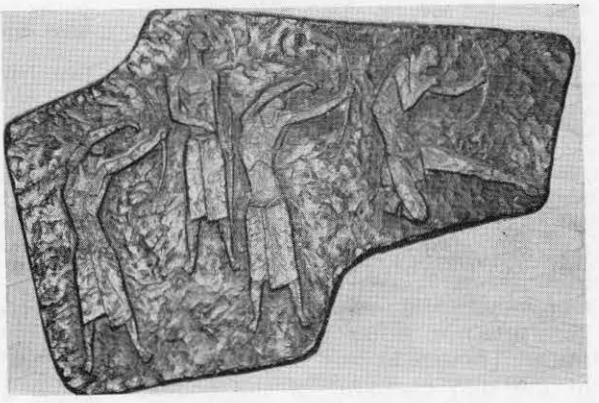
NIEUW

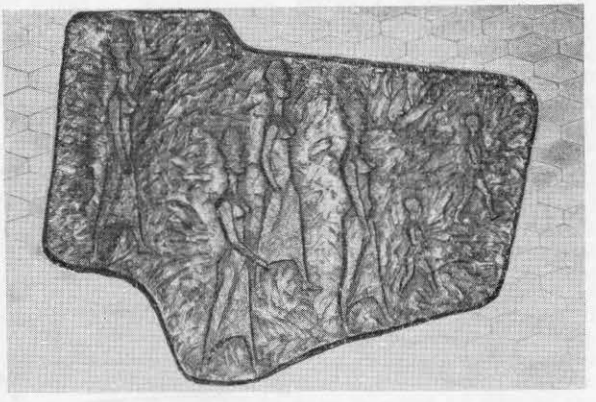
HOLLAND

The elegant French cafe, complete with miniature garden and striped awning at one side of the tourist class lounge.



Panel showing agriculture, animal husbandry and fishing hanging in the tourist class dining room. This was the original dining room decoration of the Ruys, from where it went to the first class dining room staircase of Tjiluwah.

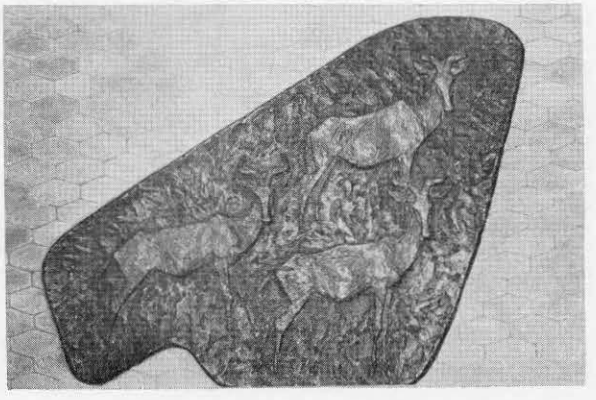




These three wooden panels, depicting people and animals of South Africa hang in the first class dining room. These were the only decorative items on the former Randfontein.

When Nieuw Holland II left on her maiden voyage very early in the morning of January 21st those who had been working so hard to prepare her for the great day must have given a big sigh of relief. With an almost full complement of passengers (including many RIL-ers) and full holds the omens were all most auspicious for her future prosperous sailing. There was an even bigger sigh of relief when a telegram from the Master, Captain Jelys, was received three days later. It said: Cool and comfortable under extreme tropical conditions with everybody in high spirits and only minor teething troubles.

The first class bar area is distinguished by the handsome carved panels which came from the lounge of the original Nieuw Holland.



In September last year RIL Post reported the £25 million order by HBT for a Liquid Natural Gas (LNG) carrier. The new carrier will be delivered in 1976 and is being built at the French shipyard Chantiers de L'Atlantique at St. Nazaire.

Artist Norman Hoad went along to the shipyard to sketch a similar LNG carrier being built for Shell. What he saw impressed him so much that he wrote as follows:—

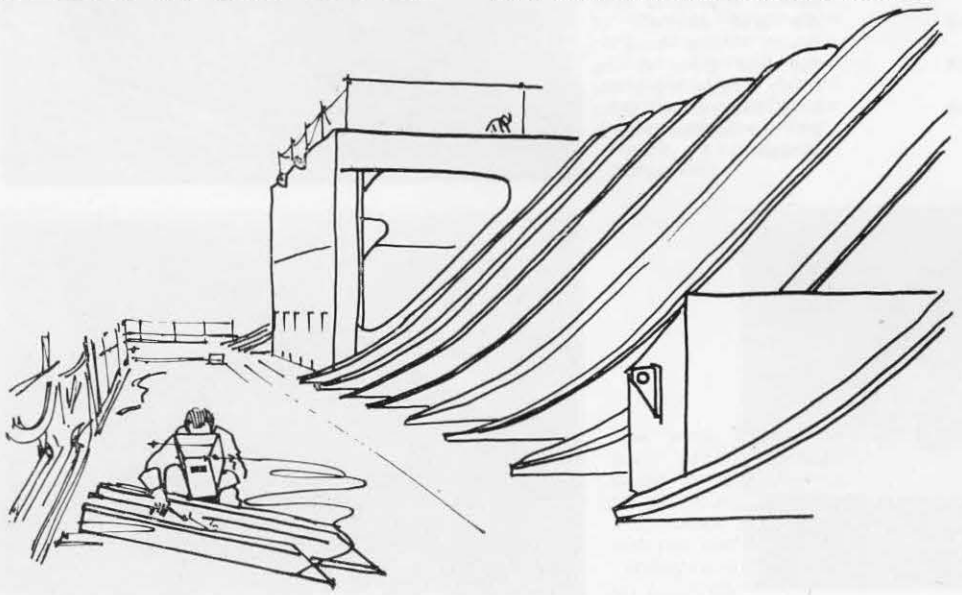
INSULATED BOXES – OR HOW AN LPG CARRIER IS BUILT

The surprise at St Nazaire is the way they build the ships. I had a vague idea that they laid a keel, built up ribs in the shape that the hull was to be and then put steel plate over the skeleton to keep the water out. Not a bit of it. Alec Waugh, the stocky Scottish head of the Shell team at St Nazaire, showed me how these days the ship designers divide the plan of the ship into so many 'blocks', each of which is approximately a cube shaped box. Then, in sheds like hangars, on the dockside, the shipyard men make up each box in turn, welding together those 'rust-red sheets of iron' — actually expensive mild steel. Each box is two or three times the size of the average house. Where they are built, in the dim clangour of the sheds, the sizzle and crackle of welding electrodes is everywhere—but hardly a man to be seen. Then you pass a two foot by two foot hole, through which pipes will presumably pass eventually, and a pale face peers out. There are dozens of these holes. Nearly every one has its face and you realise that inside these steel boxes are dozens of unseen welders working away like mites in cheese.

When a block is finished, an overhead crane hauls it along the rollers on which it has been built and shuffles it carefully on to a 52 wheeled transporter. The transporter trundles it 100 to 200 yards to the dock side. There, giant cranes hoist it high in the air, place it on top of the blocks that have gone before, and the welders start in again to fix it in place. Assuming it fits, that is. It usually does because the Chantiers have been at it a long time and there are four engineers working with Alec Waugh, whose job it is to inspect every piece of metal at every stage from delivery to incorporation in the hull. Another Clydesider, two from the Tyne, a Dutchman, and a French secretary make up the Shell team.

This must be the oddest tanker they have ever had to build because LNG has to be cooled to be transported. Therefore it has to be insulated and the insulation is balsa wood. I had visions of them packing the space between the hull and the gas tanks with trillions of bits of balsa. I thought they'd have to be pretty small to fill up all the funny-shaped spaces and to get a good, closely-packed, dense mass. But wrong again!

What they do is to line the gas tanks with it and then line the balsa insulation with corrugated sheets of stainless steel. They've put a lot of effort into working out exactly

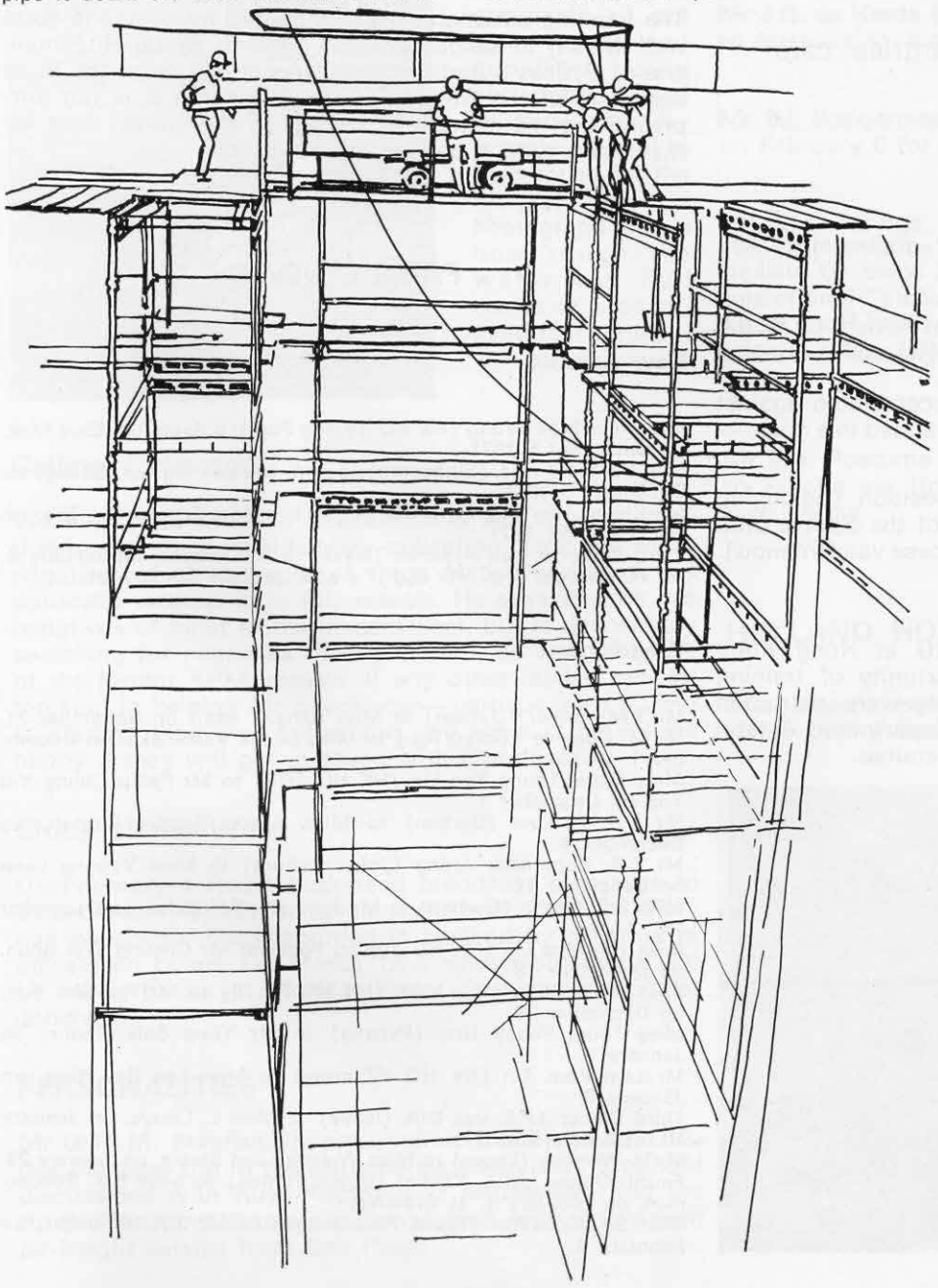


how to do this and to get the right answer but it hasn't been easy. Balsa's not strong enough to be used in its natural state but whatever they do mustn't affect its low coefficient of conductivity. First of all the raw balsa is cut into thickish strips and then built-up into a sort of cross-ply sheeting at a timber works inland. The sheets are then glued together and brought to St Nazaire for fashioning into pre-fabricated sections. Each one is tailor-made for its particular position in the tank lining.

I asked Alec Waugh how effective it was.

"Oh, it's effective alright," he told me, "Some of the methane boils off, so we pipe it down the back end and use it to help drive the ship. But it's a pretty small percentage. Don't forget, too, that this insulation has got to work both ways. If all that 'cold' got out, the ship would end up as the biggest ice lolly in the business. "There are five methane tanks and we've had to design the ship around them. The owners naturally want the biggest carrying capacity for their money so most of the working part of the ship is squashed up at the back end. The tops of the methane tanks rise clear of the main deck, hence all the ribbing support. It doesn't help the look of the ship but then we're not in the tourist trade".

"And what about the crew? They must find it all a bit cramped!"



"Well, first of all there aren't that many of them. From Captain to cabin boy the planned complement is only 43 and once the ship has been worked-up, she'll probably sail with even less. So much is automated these days that boredom on passage is a real problem. Still, they'll all have cabins and comforts that would have been thought cissy in the old days."

We left the ship and walked through the work shops set aside for making the balsa linings. There was an overpowering reek of the glue used in making the linings.

"See that chap over there? He does nothing else but make up pots of the stuff. Been at it now for a twelve-month. Doesn't seem to mind. All the other chaps do various kinds of cutting, trimming and fitting the sections together for glueing. Then the pieces go into jigs or presses to hold them under pressure while they dry!"

* * *

The economics of operating ships and the finance of building them seemed far away. But here was the end product of those distant decisions. Taking shape hour by hour, and now within a month of taking to the water for the first time. After that would come the weeks of fitting out and then trials at sea. By then, she would sit low in the water, with so much that could now be seen hidden from view—including that monstrous, bulbous shape seemingly tacked on the bow as an after-thought.

"What's it for? I should think a thing that size stuck on the front below the waterline, would create enough drag to knock several knots off the top speed."

"Well, it's a complex technical matter which is not easy to explain but 'below the waterline' is the key. A good deal of power has to be expended to force the hull through the water. The amount of 'drag' it creates, and the amount of power needed to overcome the drag, are a function of the length of the hull and the speed at which you want it to travel. Some of this drag is caused by the wave pattern the ship makes—you can see it when there's a high bow wave and a turbulent wake. That probe sticking out ahead of the ship's stem may look as though it would be forcing its way rather brutally through the water but it's intended to achieve a wave pattern which creates minimum drag for this size of ship at the speeds at which we want to operate. That way we minimise the energy lost in making the wave pattern."

"You'll be telling me next that she goes faster loaded than empty."

"Well, as a matter of fact, there will be little or no difference. The draught of the ship when it's loaded with methane is not very different from its draught when it's empty of cargo and carrying water ballast in the wing tanks. We won't really know the precise situation until next summer when we put her through her paces on sea trials. By that time, the next ship will be in the water and the third one will be growing fast in the dock."

(slightly adapted from Shell magazine)

"MY DAD WORKS FOR RIL"

Perhaps your child needs to be reminded about the RIL Post Painting Competition, which closes on April 30 (see November RIL Post for full details).

Get out the paper and brushes and paint and start creating something good! RIL Post is looking forward to publishing the winning entries.

(Remember to pack your entries carefully!)

RIL WALKERS

The RIL Sports Club has been very active since the beginning of the year. On January 16 some 40 walkers took part in the "Walk for a million dollars" fund-raising event sponsored by the Community Chest of Hong Kong. The RIL contribution amounted to 450 miles, raising HK$6,300 and a few assorted blisters.
Earlier in January the Club held a soccer match against the Nieuw Holland/Tjiwangi team. This ended in a draw:—

one goal for the Sports Club
one dislocated finger for the opposition (belonging to their goalie, a former member of the Sports Club soccer team in former years, Mr Broese van Groenou).

ALL ABOARD

While Tjiwangi was undergoing DMO in Hong Kong recently the Company took the opportunity of training the crew in operating the lifeboats. They were instructed by Mr Woo Yau Cheung of the crew department. A total of 11 crew members took part in the course.

Sydney Regatta

We hear from our correspondent (Mr B. Polain) in Australia that I.A.S. accepted an invitation to enter the 15th annual Maritime Services Board of N.S.W. Regatta in Sydney harbour on January 21. Our correspondent entered his own Flying 15 with Peter Kingsmill (Sydney Traffic) assisting as crew. The weather was excellent and 17 boats crossed the line on the starter's signal. Messrs Polain and Kingsmill came 6th outright and were handicap winners of division 2 and also of the "overall" regatta.

The winning catamaran was skippered by someone quite well known to seagoing staff—Captain Bruce Hitchman, one of Sydney's harbour pilots. As he is one of the three designers of the Stingray class catamaran it is not surprising that he managed to establish the fastest time for that class, with speeds up to 20 knots.

FAMILY NEWS

New Arrivals

Mrs Millie Mak-Wong (HK HO Typing Pool): a daughter, Elsie Mak, on December 5 1971.
Mrs Ng Siew Hua (Singapore): a son, Reuben Ng Lee Keong, on December 5 1971.
Mr Chang Wai Loy (HK HO PZ Off.): a son, Chang Chi Tao, on December 30, 1971
Third Officer F. van Akkeren (leave): a son, Marco, on January 8.
Mr H. de Boer (HK HO EDP): a son, Jos, on January 21.

Weddings

Mr T.M. Pather (Durban) to Miss Ranglin Asari on November 21.
Mr M. Kogawa (Tokyo Ag.) to Miss Sumie Yoshinaka, on December 1.
Miss Elaine Leung Yee Lin (HK HO EDP) to Mr Philip Chung Yiu Yiu, on December 1.
Mr S.J. Perkins (Durban) to Miss Alison Sandra Burnett, on December 4.
Mr E.H. Carpentier Alting (Johannesburg) to Miss Yvonne Lynn on December 11.
Miss D.E. Cason (Durban) to Mr John Adolf Heckler, on December 18.
Miss Hosanna Liu (HK HO Typing Pool) to Mr Cheung Wai Shun, on December 18.
Miss Anna Cheung Lai Wah (HK HO Fin. II) to Mr Hui Shu Yun, on December 28.
Miss Thum Phoay Hun (Penang) to Mr Yong Saik Khoon, on January 2.
Mr Lam Kam Tin (HK HO PZ crew) to Miss Lee Sau Ying, on January 9.
Third Officer J.F.E. van Dijk (leave) to Miss L. Lisova, on January 10, at Amsterdam.
Mr H. Wernink (Lagos) to Miss Wieneke van Stenis, on January 29.
Fourth Officer I.M.A. Klinker (Straat Florida) to Miss R.J. Schuurman, on February 1, at Groningen.
Miss J.F. Beekman (typist Amsterdam) to Mr J.J. Herweijer, on February 4.

LOG BOOK

INTEROCEAN RESCUE

It was a bitterly cold and windy January day when the Head Office stores department boat spotted a sailing boat struggling just beyond the RIL jetty. The occupants of the boat (which had capsized) could not right it and so they were extremely grateful to be rescued by the RIL staff. Even this photograph shows how rough the water was. Full marks to a sharp-eyed cameraman!

Calling Collectors

We hear from Mr D.K. Shackleton of our Durban office that he has an unusual hobby—collecting black and white negatives of photographs of ships. Naturally enough his particular interest is in RIL vessels. He says that he has negatives of most of the present fleet, but is desperately searching for negatives of one or two, as well as many of the former KPM vessels. If any other readers are interested in helping Mr Shackleton—perhaps with a view to starting their own collections, we are sure he will be happy if they will get in touch with him direct.

Ships of the Week

On February 4 Radio Nederland broadcast messages to Straat Frazer, Straat Fremantle and Straat Chatham. They had previously been recorded in Holland by relatives of officers on board. On March 13 a similar broadcast will be made to Straat Florida, Straat Fushimi and Straat Johore.

PERSONALITIES

Mr G.Th.M. Sweijen (Representative Brazil) made a 12-day business trip to the Netherlands on January 5 to hold discussions with Ruys-Aeronaut at Amsterdam and the Ruys Transport Group, in connection with a planned air-freight service from Sao Paulo.

Mr Wu Hon Cheong (Managing Director RILAIR Hong Kong) and **Mr R. Bakker** (RILAIR Singapore) left on January 21 for a three-week trip through Europe to the USA and Canada for discussions with representatives of PANALPINA World Transport.

During his home leave in Europe, **Baron F.O. van Randwyck** (Manager for Hong Kong and China) joined Mr Wu and Mr Bakker for meetings in Amsterdam and Zurich, before returning to Hong Kong on February 11.

Mr J.G. de Harde (Manager HK HO Audit & Control) flew to Australia for a month's business trip on January 26.

Mr W. Boogerman (Personnel Manager) flew to Japan on February 6 for a five-day business trip.

Mr J.M. Feringa (HK HO CRD) flew to Indonesia on February 6 for an extended business trip.

Mr P.A. Saman took over as TD Superintendent Yokohama on February 7, following the retirement of Mr E.F. Moen.

Mr E.A. Postuma (Manager Singapore & Malaysia) flew to Europe via Hong Kong on February 8 for business discussions.

HOLLAND HOUSE

This elegant mansion is where RIL's representative in Accra both lives and has his office.

PERSONNEL

PROMOTIONS

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

Mr J.H.V. Austie	as from	6- 9-71
,, J.N. Eisenloeffel	,, ,,	12-10-71

SUCCESSFUL EXAMINATIONS

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

Mr J. Mazereeuw	2nd Engineer	Th.C	10-1-72
,, H. de Baat Doelman	3rd Officer	II	17-1-72
,, J.H. van Dijk	,, ,,	Th.II	13-1-72

LEAVE

Mr N. Dijns	Chief	Officer
,, W.J. Florie	,,	,,
,, T.A.J. Gulmans	,,	,,
,, J. Jonkman	,,	,,
,, H. van Kapel	,,	,,
,, H.W. Louët Feisser	,,	,,
,, H. de Meyer	,,	,,
,, J.A. van Es	2nd	,,
,, Th.J.H. Groeneveld	,,	,,
,, W. IJpma	,,	,,
,, N.E.F.M. van der Schrieck	,,	,,
,, U.C.J. Brand	3rd	,,
,, J.G. van Delden	,,	,,
,, J. Dolk	,,	,,
,, R. de Jongh	,,	,,
,, M.Th. Zurhake	,,	,,
,, G.L. Dekker	2nd	Engineer
,, N. Filius	,,	,,
,, M.W.M. Huveneers	,,	,,
,, Tj.A. Hiddes	3rd	,,
,, A.P. van der Hoeven	,,	,,
,, P.A.J.M. Pennings	,,	,,
,, C.F. von Stein	,,	,,
,, H.G. Tans	,,	,,
,, G.H. Meijerhof	4th	,,
,, G.Th. Pauli	,,	,,
,, Th. Burger	5th	,,
,, Th. Dekker	,,	,,
,, A.C.L. van Gameren	,,	,,

Those who returned are:			**posted to**
Mr F.J. Broersma	Chief	Officer	Straat Franklin
,, E.E. Lubach	,,	,,	Straat Madura
,, J.L. Nobels	,,	,,	Straat Torres
,, B.C. Steenensz	,,	,,	Straat Luanda
,, J.W. Swaving	,,	,,	Straat Clement
,, R.J. Vleerbos	,,	,,	Tjibantjet
,, A. Krüger	2nd	,,	Straat Le Maire
,, F.C. Leliard	,,	,,	Straat Hong Kong
,, A. Robaard	,,	,,	Safocean Albany
,, Wiebe Verbaan	,,	,,	Straat Towa
,, H. de Baat Doelman	3rd	,,	Straat Bali
,, D.J. de Jong	,,	,,	Straat Luzon
,, J. Jonkers	,,	,,	Straat Towa
,, R.P. Koerse	,,	,,	Straat Lagos
,, R.G. Koopmans	2nd	Engineer	Straat Florida
,, Hielke S.J. Vellinga	,,	,,	Safocean Adelaide
,, H.C. Versluis	,,	,,	Safocean Auckland
Mr E. de Buyzer	3rd	Engineer	Straat Lombok
,, P. Brommers	,,	,,	Straat Nagoya
,, R.J. Wolters	,,	,,	Straat Holland
,, H.R. Gleisberg	4th	,,	Straat Fiji
,, R. den Hartoog	,,	,,	Straat Kobe
,, A.G. Kamperman	,,	,,	Straat Rio
,, F.R.M. Kousbroek	,,	,,	Straat Johore
,, C.C.O.J. Teulings	,,	,,	Straat Towa
,, R.J. Bersma	5th	,,	Houtman
,, R.J. Keizer	,,	,,	Straat Tanga
,, J.N. Eisenloeffel	,,	,,	Straat Le Maire
,, C. van Grootveld	,,	,,	Straat Chatham

TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS

Captain J. Maan, Master of TJILUWAH went on home leave after the delivery of the vessel to her new owners.
Captain E.P. Helleman was posted to TJIWANGI following intermediate leave.
Captain A.J.M. Michielsen, Master of STRAAT HONSHU went on home leave.
Captain B. den Hoed was posted to STRAAT HONSHU following intermediate leave.
Captain H.L. van Dam, Master of STRAAT BALI went on home leave.
Captain G.W.E. Gerritsen was posted to STRAAT BALI following home leave.
Captain W.F. Klute, Master of STRAAT FRAZER went on home leave.
Captain H.J. Brons was posted to STRAAT FRAZER following home leave.
Captain J. Ch. Beynon was posted to STRAAT FUSHIMI following home leave.
Captain G. Verkerk, Master of STRAAT COLOMBO went on home leave.
Captain W. Ineke was posted to STRAAT COLOMBO following home leave.
Captain H. de Geest, Master of STRAAT LUANDA was transferred to STRAAT TORRES.
Captain W.H. Schröder was posted to STRAAT LUANDA following home leave.
Acting Captain A. Bikker, Master of STRAAT TORRES went on home leave.
Captain H. Koch, Master of STRAAT TOWA went on home leave.
Captain Tj. van der Molen was posted to STRAAT TOWA following home leave.
Acting Chief Engineer R.C.L. Camphorst of STRAAT TAURANGA was transferred as 2nd Engineer to NIEUW HOLLAND.
2nd Engineer F.H.A. Crooymans of NIEUW HOLLAND was transferred as Acting Chief Engineer to STRAAT TAURANGA.
Chief Engineer C.H.A. den Boogert of TJILUWAH went on intermediate leave after the delivery of the vessel to her new owners and subsequently was posted to STRAAT LUANDA.
Chief Engineer J.C. van Dinteren of STRAAT LUANDA went on home leave.
Chief Engineer J.J. Kalkhoven of SAFOCEAN ALBANY went on intermediate leave.
Chief Engineer A. Vink was posted to SAFOCEAN ALBANY following home leave.
Chief Engineer J.C.S. van Bijsterveld of STRAAT MAGELHAEN was transferred to TJITARUM.
Chief Engineer J.A. Pruyt of TJITARUM was transferred to STRAAT MAGELHAEN.
Chief Engineer J. Coers of STRAAT VAN DIEMEN went on intermediate leave.
Chief Engineer M.G. de Wever was posted to STRAAT VAN DIEMEN following home leave.
Chief Engineer H. Weevers of STRAAT FREMANTLE went on home leave.
Chief Engineer A. Minnesma was posted to STRAAT FREMANTLE following home leave.
Chief Engineer J.J.A. Guitoneau of STRAAT TOWA went on home leave.

Chief Engineer H. Hoogberg was posted to STRAAT TOWA following home leave.
2nd Engineer L.J. Feuerberg-CMK of MUSI went on home leave.
2nd Engineer A.J. Bongers of STRAAT FUSHIMI was transferred to MUSI as 2nd Engineer CMK.
Chief Engineer H. Spruyt was posted to the New Built STRAAT NAPIER.
Chief Engineer (extra) C. Ligtenberg of SAFOCEAN ADELAIDE went on home leave.

TRANSFER OF SHORE STAFF

Mr J. Boone was transferred from Yokohama (Supts.) after subsequent home leave to Hong Kong Head Office.
Mr H.J. Seebregts was transferred from Hong Kong Head Office after subsequent home leave to Hong Kong RILAIR.
Mr G.J.J. Wernink was transferred from Lagos after subsequent home leave to Hong Kong Head Office.

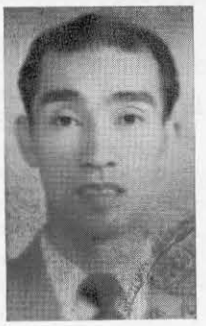
IN MEMORIAM

We regret to announce the deaths of the following:—

W. den Boer (retired Superintendent K.P.M.) at Sassenheim, on January 10, aged 82.
M.P.L. Steenberghe (member of the Supervisory Board of N.S.U.) on January 22, aged 72.
J.J. Visser (retired Captain K.P.M.) at Naarden, on January 28, aged 82.

It is with much regret that we have to report the death of Mr Ting sai, in hospital on January 19, 1972.
Mr Ting started his career with the company in 1949 when he served as Sailor on the Tegelberg. His last posting was as Quartermaster on the Tjibodas.
He entered hospital in December 1969.
Our sympathy goes to his wife and five children.

Mr Ting Sai



訃聞 丁細先生

吾人謹以婉惜之心情報導丁細先生於一九七二年一月十九日在醫院逝世。

丁先生於一九四九年開始在本公司服務。當時他受僱於「德基保」爲水手。一九六九年十二月離開「芝保大士」後在香港留醫。後來在「芝保大士」時當舵手之職。

吾人謹向他的妻子和五位兒子致以同情。

'IN' PHRASES

RIL's agents in Wellington, Messrs. Russell & Somers, with their usual helpfulness, have forwarded a schedule of phrases which may be of assistance to those readers who from time to time require a suitable phrase to express the unexpressable. Whilst some may already be known, there are other new ones which seem to hit the spot. Author and origins are obscure, but meanings are now crystal clear:—

Clarification — To fill in the background with so many details, that the foreground goes underground

Policy — Common substitute for good judgement

An Attitude of Watchful Waiting — Dignified way of doing nothing

Taking a long, hard look — A cover-up for indecision

A programme — Any assignment that can't be completed by one telephone call

Consultant (or Expert) — Any ordinary guy more than 50 miles from home

Under consideration — Somewhere in that stack of papers on the corner of the desk

Under active consideration — Will soon begin looking for it in that stack of papers on the corner of the desk

Promotion from within — A system of moving incompetents up to a policy-making level where they can't wreck incompetents

Let's get together on this — I'm assuming you are as confused as I am

We are making a survey — We need more time to think of an answer

We will advise you in due course — If we ever figure it all out, we'll let you know

To give someone the picture — A long, confused and inaccurate statement to a newcomer

Channels — The trail left by inter-office memos

It is in process — So wrapped up in red tape that the situation is almost hopeless

A conference — Place where conversation is substituted for the dreariness of labour and the loneliness of thought

Expedite — To confound confusion with commotion

Co-ordinator — The guy who has a desk between two expeditors

We will look into it — By the time we get around to doing anything about this, we assume you will have forgotten it too

To activate — To make carbons and add more names to the memo

To negotiate — To seek a meeting of the minds without knocking together of heads

Re-orientation — Getting used to work again after the holidays

Note and initial — Let's spread the responsibility for this

TEN YEARS AGO

1st March, 1962

S.O.S. . . . . S.O.S. . . . .

This universal appeal for help was heard on board m.v. Tjimenteng on January 27th, when the ship was northbound, having just left Singapore. The call was from s.s. Stanvac Sumatra, on its way from the Persian Gulf with 10,000 tons of oil. That same afternoon the tanker broke in half.

Fortunately, the two halves remained afloat and other ships in the vicinity were able to rescue all the crew except one. The position of the floating halves was reported to all shipping. When m.v. Tjimenteng was 5 days out of Singapore, the Master (Captain T. Terhorst) noted that he could expect to see the stern half of Stanvac Sumatra on his port side, if it was still drifting in the same direction. Somewhat to his surprise it was suddenly spotted on the starboard bow at about 11 a.m.

There was quite a rush on board Tjimenteng to see this unusual sight, and as the vessel closed in as near as possible, many photographs were taken from all angles. The ropes on the empty lifeboat davits dangled idly, just as they had been left, and —perhaps the most remarkable sight in a rather choppy sea—the broken stern-half floated in a little oasis of calm, as a thin film of its own leaking oil flattened out the waves.

A T.T.T. (navigational danger) signal was made immediately.

The next day Tjimenteng passed what was undoubtedly the scene of the original break-up: the smell of oil pervaded the air and an extensive patch of very smooth water marked the spot. A not-too-unhappy ending to the story came with the arrival in Singapore on February 6th of the rear section of the Stanvac under tow, and the announcement that the forward section was also being salvaged.

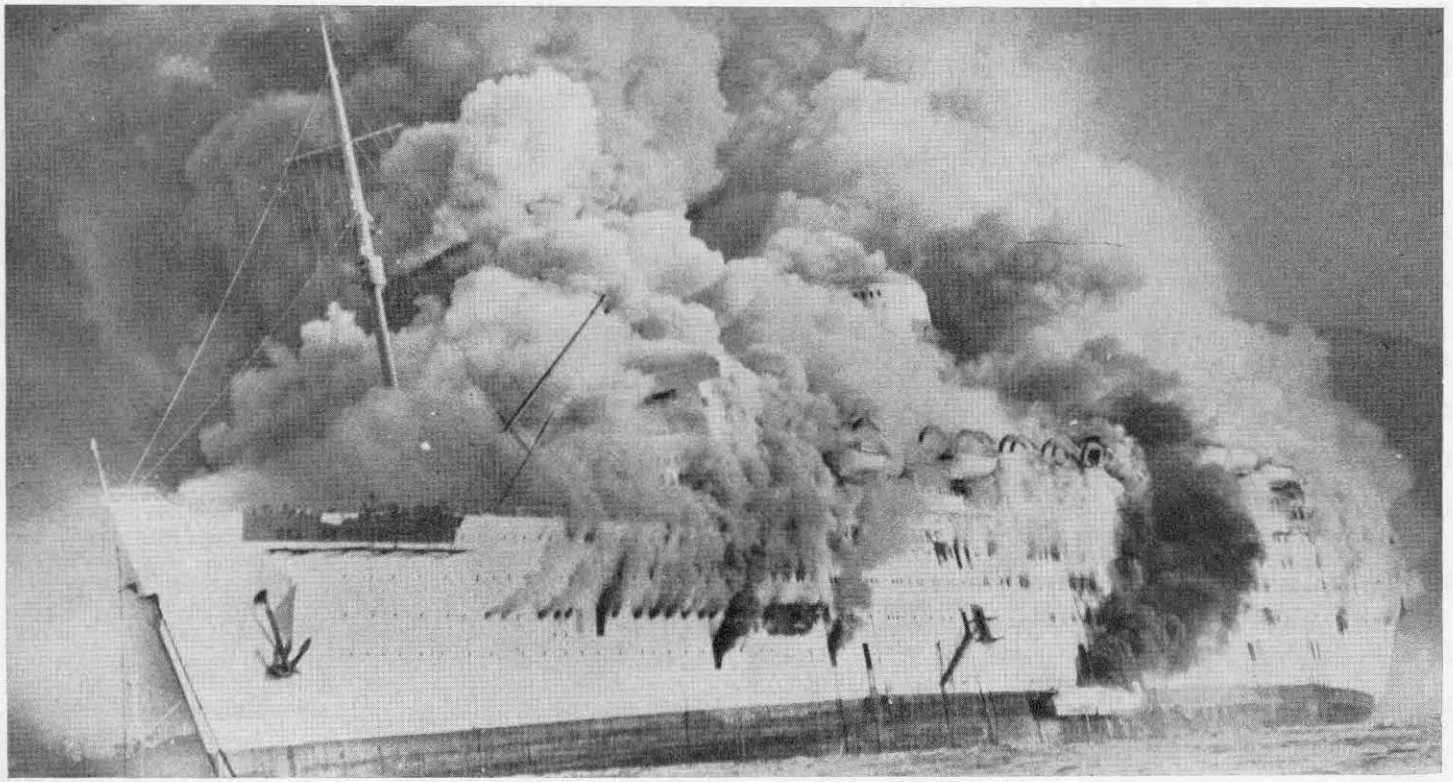
T. Terhorst.

END OF A DREAM

Every shipping enthusiast must have been horrified at hearing the story of the disastrous fire on board the former Queen Elizabeth (renamed the Seawise University) which broke out on January 10 this year. Refitting of the vessel (estimated to have cost HK$30 million) was virtually completed and her sea trials were due to begin in five days time. 24 hours after the fire started, the vessel had capsized. Miraculously, only two of the several hundred workmen on board were seriously injured.

It was not many months previously that the Queen Elizabeth had been welcomed into Hong Kong harbour by fire boats spraying majestic plumes and fountains of water. Now they were spraying again, but in earnest this time. The Director of Marine in Hong Kong described the fire as one of the biggest in maritime history.

Investigations are now being made into the best way of salvaging the vessel. Meanwhile the remains of the dream of shipping magnate C.Y. Tung have become a new attraction for water tour parties — apparently almost as popular as the tours to see the vessel while she was still floating upright.



RIL Post

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A Member of the Netherlands Shipping Union Group of Companies

VOL. XIX No. 3 MARCH 1972

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FAREWELL . . . .

to a lady who served RIL well for a quarter of a century. Towards the end of her career she was involved in carrying the cargo seen in the photograph (unitised bales of wool from Australia). She was originally built for completely different trade in a different region. She was even a different colour . . . turn to page 44 for more details.

WELCOME . . . .

to Mr R.F. Janssens who will be our Area Correspondent in South America from now on.

THANKS . . . .

to Mr P. van Schaardenburg for his efforts on behalf of RIL Post over the past two years.

P.O. Box 725, Hong Kong

Editor
Mrs. J. Ram

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Holland	*P.W.A. Keller*
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S. America	*R. F. Janssens*
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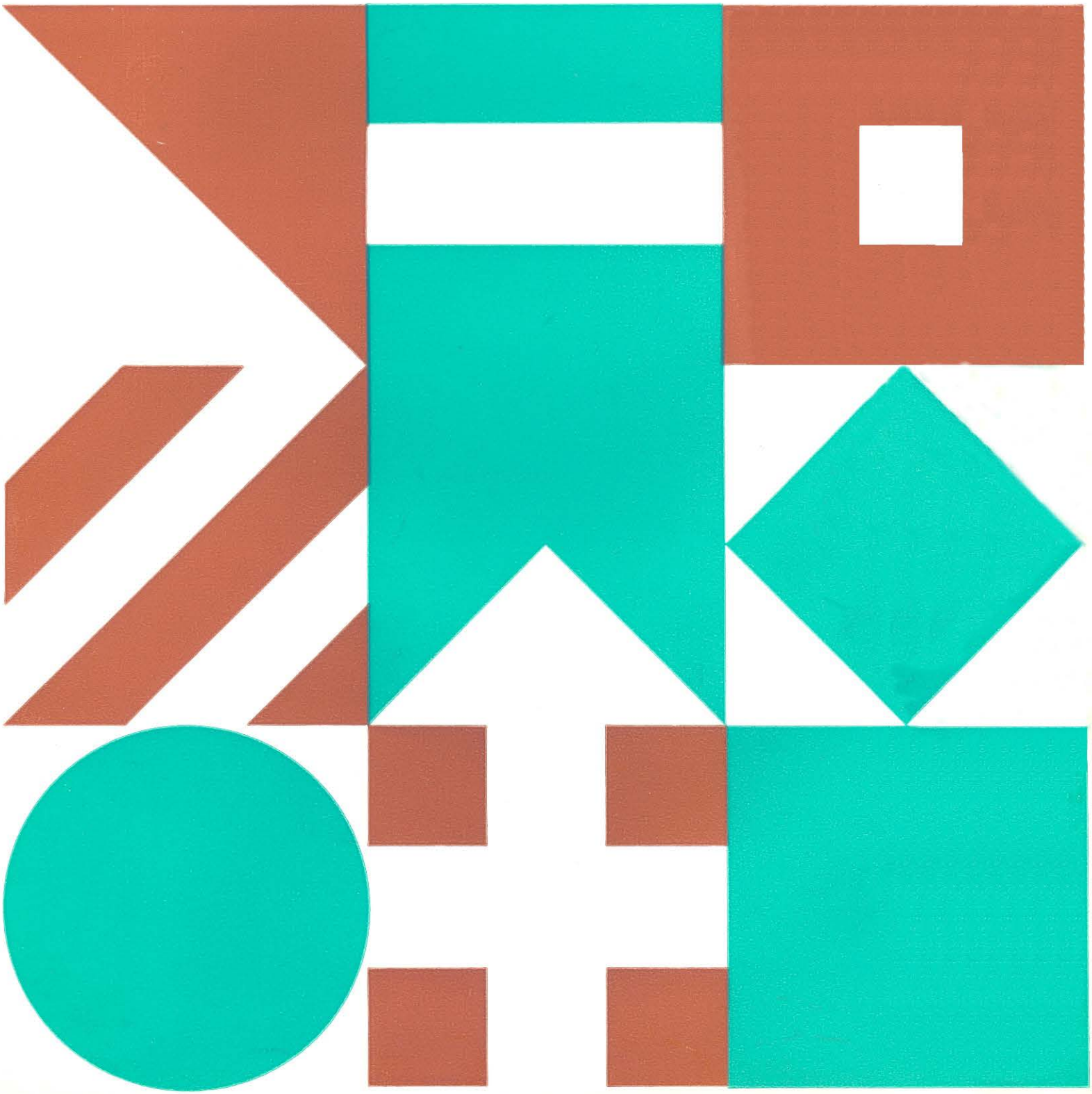
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