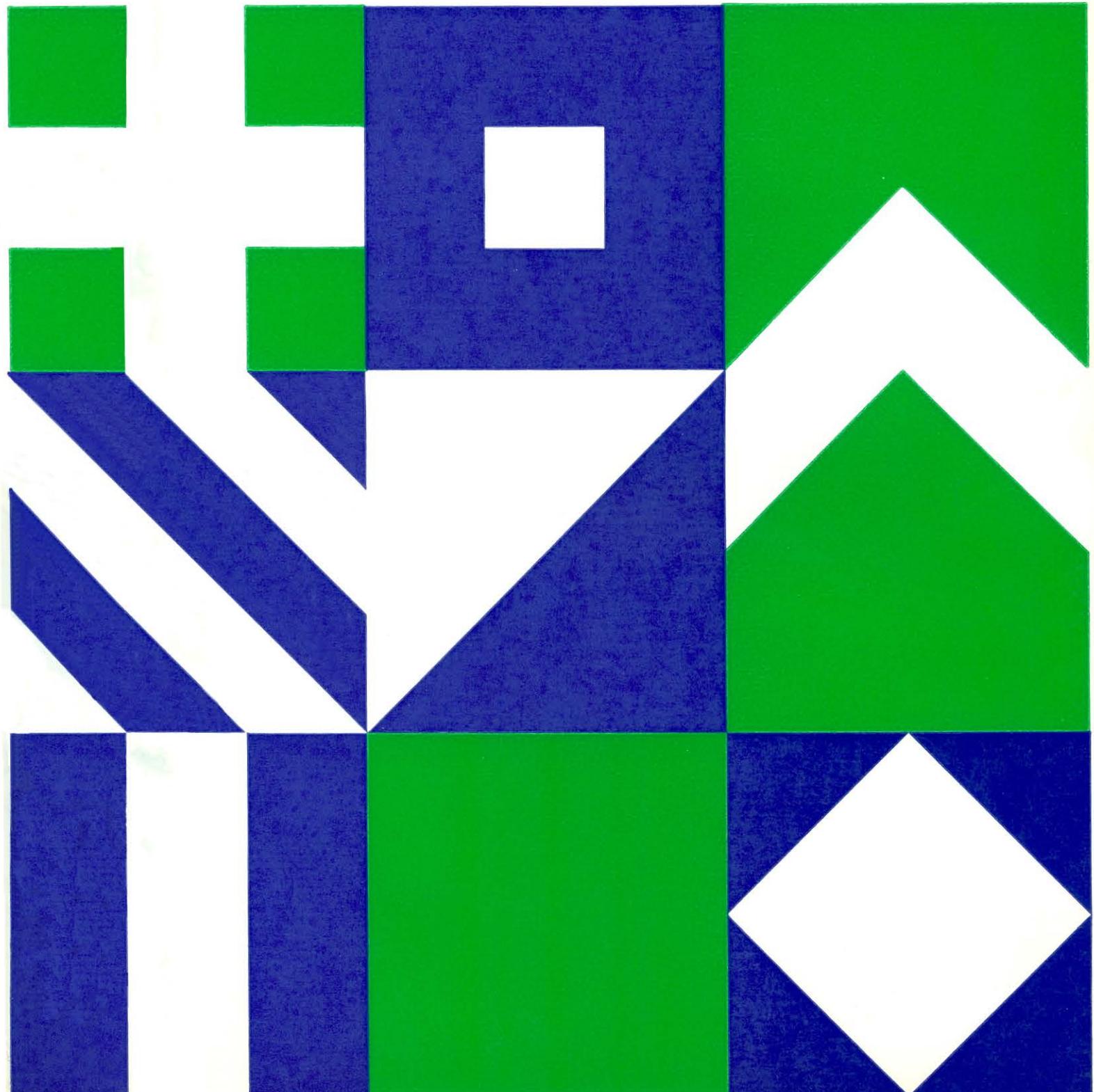


R I L Post

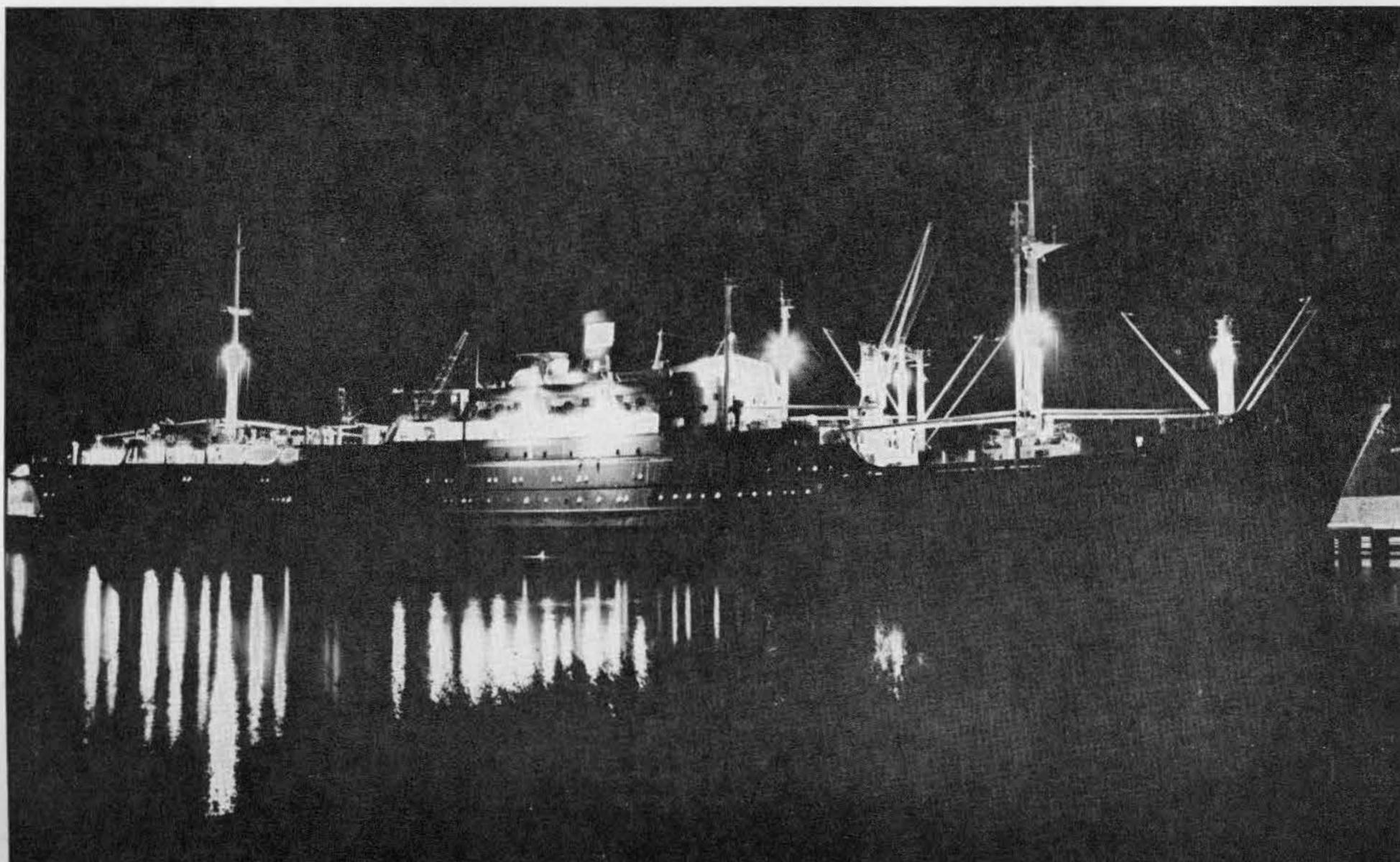
Volume 19 Number 11

A monthly staff publication of Royal InterOcean Lines



NEW
MANAGING
DIRECTOR

It gives us great pleasure to announce that the Raad van Bestuur have appointed Mr E.A. Postuma to be Managing Director in Hong Kong. He will take up his appointment as from March 1973 when Mr F. Terwogt leaves Hong Kong to take up his new post in the Netherlands.



(photograph courtesy Geelong Advertiser)

..... BY NIGHT —

NIEUW HOLLAND



TELL YER WHAT SPORT, I RECON
YOUR MISSUS IS A POOR LOOSER //

AS SEEN BY ROBI NIEUWHOLLAND

— AND BY DAY?



A VILLAGE SCHOOL FOR MA CHO LUNG

In the enginerooms of the RIL fleet, there are at least 200 men who share the family name of Lam. Nor is that all that these RIL crew members have in common. To each one of them, the words "Ma Cho Lung" mean 'home'.

Ma Cho Lung is a quiet village nestling in the hills of Hong Kong's New Territories, close to the border. RIL Post first visited the village in 1968, but the connection between RIL and Ma Cho Lung goes back much further than that.

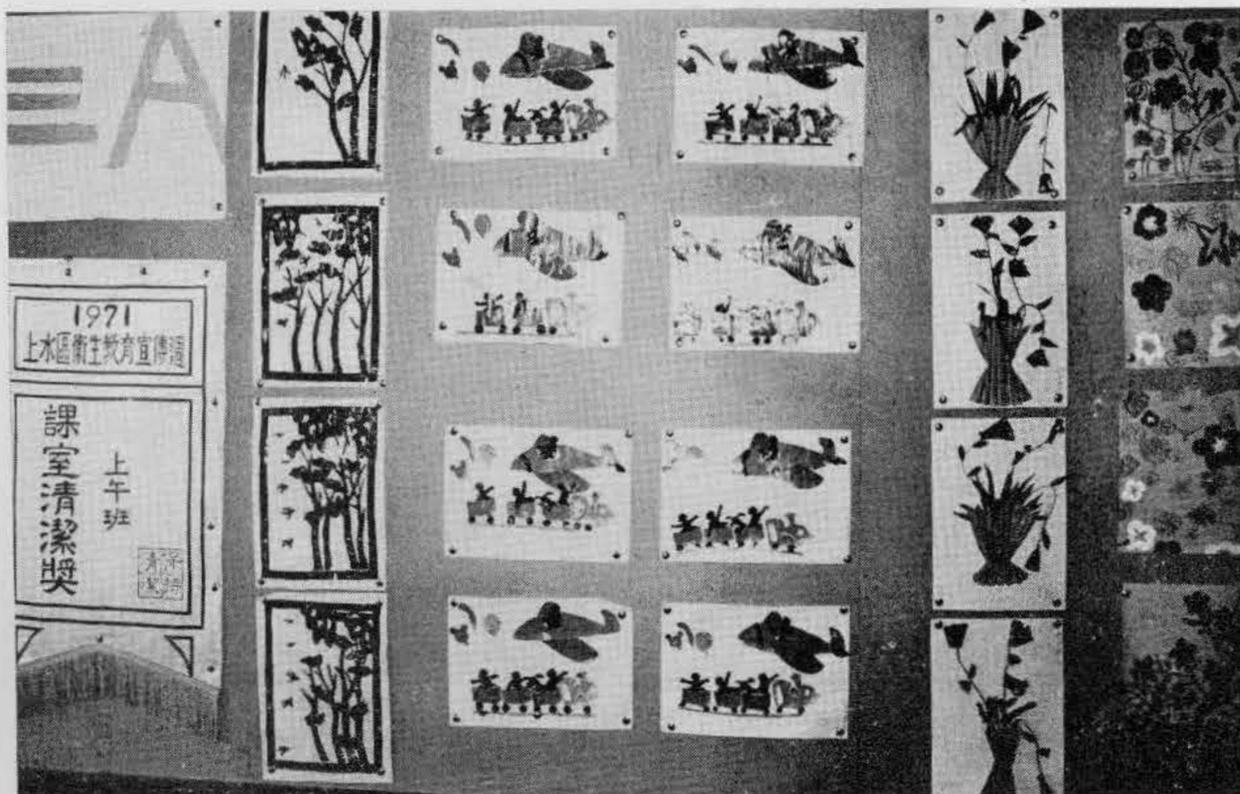
Within the last year there has been

a change of great importance in the village; sufficient funds have been raised to build a school. Most of the HK\$90,000 has been raised by the villagers themselves but other organisations have given donations, including RIL.

The village itself was only established on its present site in 1962. Originally it was situated by the river further down the valley, but the site was continually affected by flooding and so the villagers were allocated an area for resettlement. In 1962 the "new" village was established, many

of the houses being built by the Lutherans, hence the name, Ma Cho Lung Shun Yee Sun Chuen (Ma Cho Lung Lutheran New Village). For the last ten years, the village children have made a 45 minute trek back and forth over the hill to Kwong Yue School. In times of typhoon and heavy rain, they have had to stay at home.

In September RIL Post paid a visit to the school and Mr L. Kwan of the Crew Department presented RIL's cheque for \$5,000 to the school's Directors. The school, known as



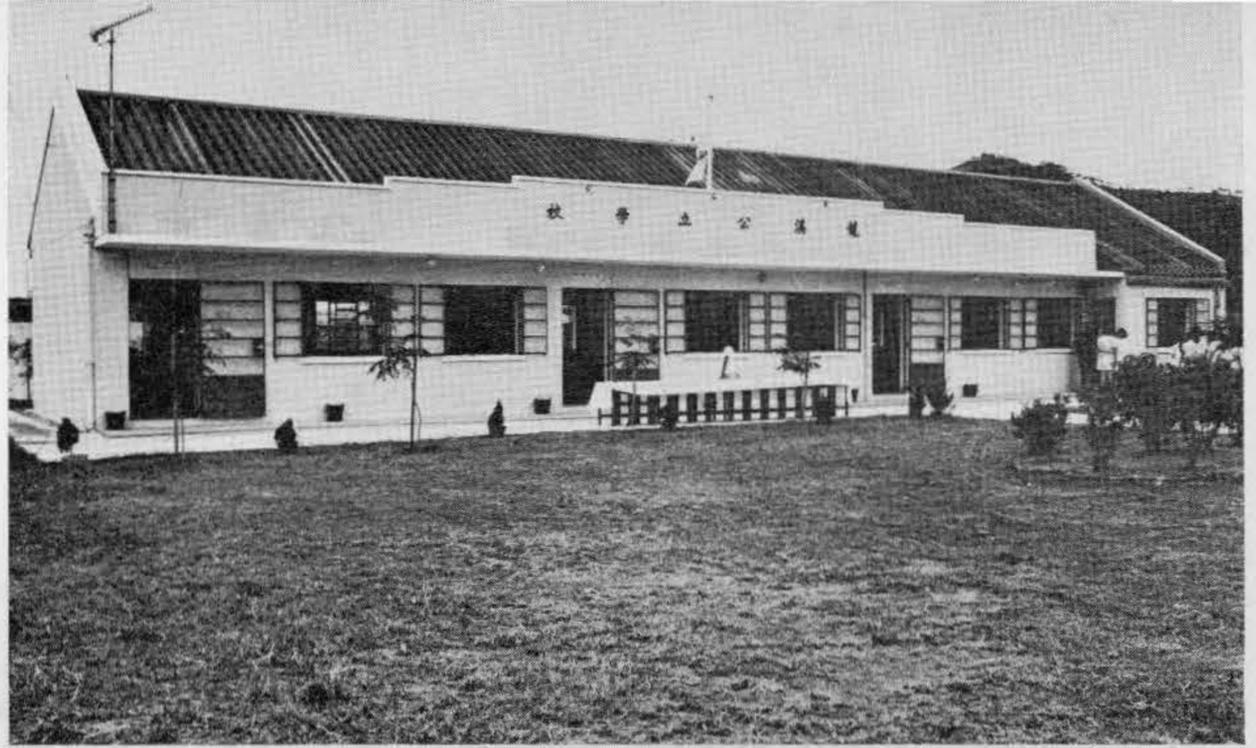
Lung Kai Public School, lies just on the outskirts of the village. Long before we reached it, we were greeted by an orderly line of excited children, gaily clapping their hands in welcome. Of the two hundred children who attend the school, nearly every one has a father or brother working with RIL. The school, consisting of three classrooms, one of which has been named RIL Hall, is neatly laid out, fronted by a well kept garden, a rain shelter/games pavillion, and a tarmac sports pitch. The children seemed delighted with their new school. All the classroom walls were decorated with samples of their work; paintings, drawings, calligraphy and English translation.

It was Mr Lam Luen Fong, one of the heads of the village, who proudly explained to us the school's organisation. Mr Lam's four sons are all former RIL crew members. We also met Mr Lam Lin Foo, a retired RIL seaman who last served on STRAAT TANGA in July 1971 and who now works at the school.

Mr Lam explained that the children join primary 1 class when they are six years old, and carry on through Primary 5. Each class consists of about 45 children, but because there are just three classrooms, the children attend in two sessions, morning and afternoon which is normal practice in Hong Kong. Next year, Government will build two more classrooms and there will be a Primary 6 class. Government also pays the school's running costs and so tuition is free.

There are six teachers altogether including the Principal, Mr Wong Man Tat. Some of the teachers come from as far away as Kowloon, while others come from nearby Sheung Shui.

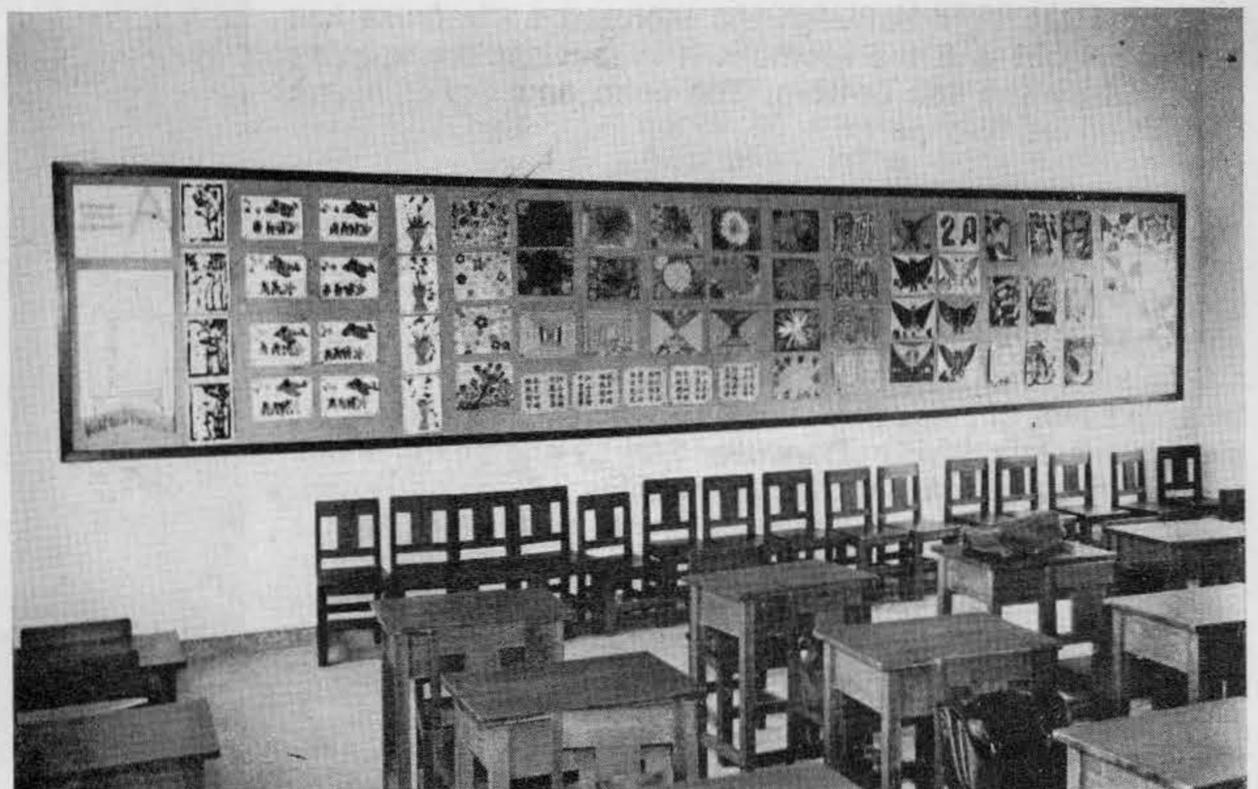
Although so many of the men of Ma Cho Lung are working away from home—apart from those working in RIL, many villagers work in Hong Kong and Kowloon, while others have migrated to Holland and England—villagers at home and overseas have contributed towards the school and the wellbeing of the village children.



Opposite top: A trail of enthusiastic children welcomed us. Above: The village school consisting of three classrooms.



Above: The children in their new sports pavilion. Below: The classroom walls decorated with samples of the children's work.



Far left: A closer look at some of the work. Centre: Mr L. Kwan presents RIL's contribution to Mr Lam Tung Choy, a Director of the school.

THE NEW LOOK

RIL visitors to the new Nedlloyd offices in Rotterdam all returned talking about the revolutionary design and decor. Many of the comments were somewhat facetious but one caught overtones of envy in most reports. It was not long before people began taking a new look at Hong Kong Head Office, wondering whether we could not have a new look here too. Gradually walls were painted a light cream colour and furniture too got a new coating of brighter paint. Blue doors appeared overnight and several different shades are still being tried out for size. Plant troughs have been introduced at one or two strategic points adding a refreshing touch of green to the office.

The latest innovation to cause a considerable boost to morale in some quarters comes in the form of office girls, as a change from the office boys who have always dominated the scene. In fact the arrival of these two new faces is not quite the revolutionary introduction it might have appeared: we understand that in the past RIL used office girls for some eight years in Japan. With the ever-increasing blows for Women's Lib being struck all over the world, perhaps RIL are just following the trend. . . .

What was that about plus a change. . . . ?

FLEET FACTS

Upon completion of discharge in the Gulf, **Straat Lagos** proceeded to Singapore/Malaysia, to take up temporary employment in NZEAS in place of **Straat Chatham**, which vessel ran aground on Gubbins Reef (North East Australia) on October 3.

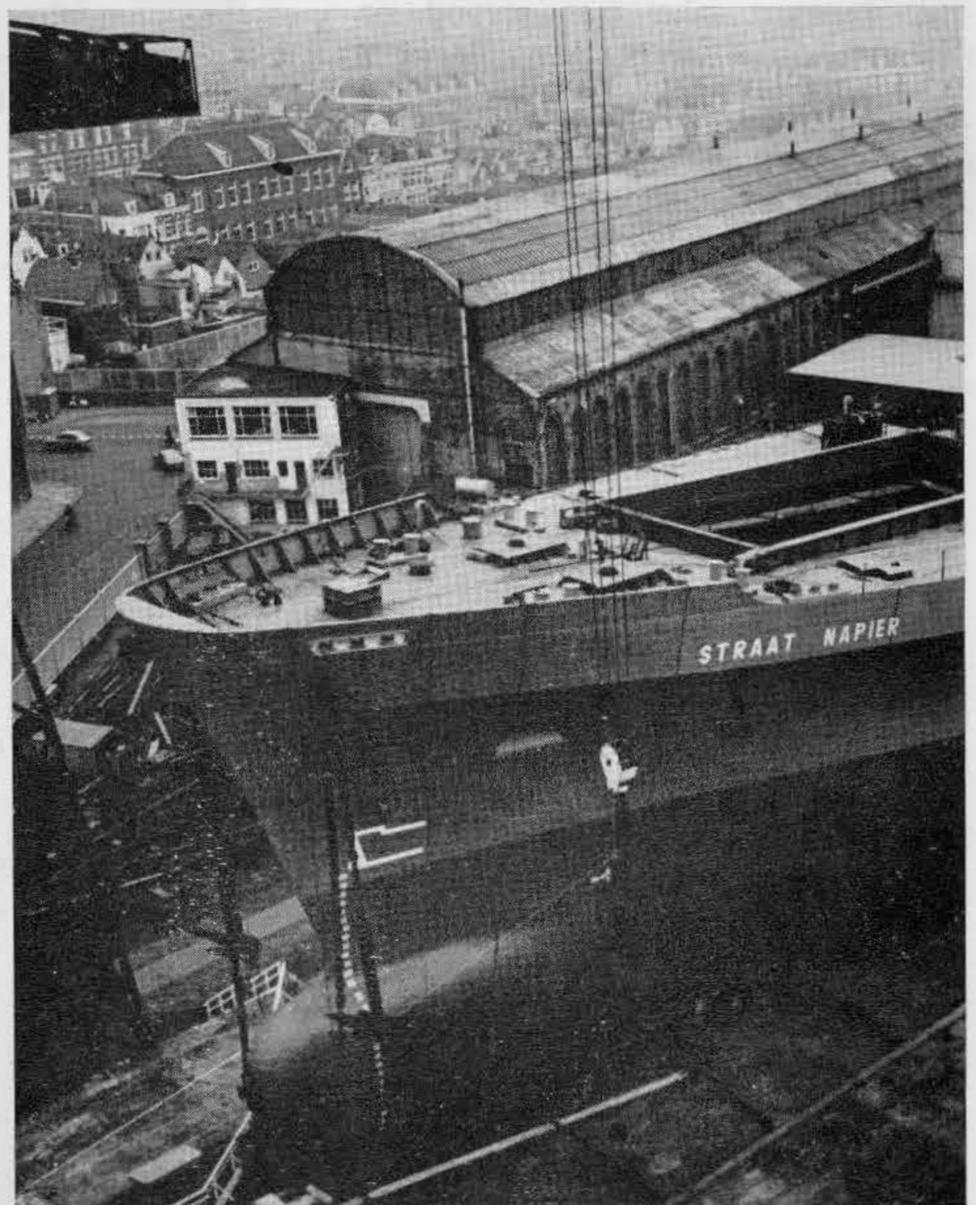
TECHNICAL HITCH

A new ship design poses shipbuilding with a mass of technical problems large and small. One interesting problem emerged from the Straat N-design. When the first Straat N-ship had her trial run, problems arose with the echo sounder.

An echo sounder is an instrument which indicates the depth underneath a vessel. In principle the instrument measures the time between the moment an impulse has been sent out and the moment it is received after being reflected by the sea bottom. The echo sounder is a unit consisting of two parts:

- (a) the depth indicator on the bridge
- (b) a transmitter/receiver placed in a cofferdam in or near the Engine room on the keelplate of the vessel.

In the case of the Straat N's however very often no signals were received after reflection by the sea-bed due to interference caused by airbubbles. Apparently the bulbous bow causes such a degree of turbulence that a mass of airbubbles pass underneath the vessel. Moreover as the ship usually will have a trim in the stern, the effects will be even more pronounced. In order to eliminate this technical hitch the transmitter on *Straat Napier* has been placed in the bulbous bow itself. Through this another but not so technical problem arises viz. the indicator on the bridge now shows the depth under the bulbous bow which might differ from the corresponding one at the stern anything between 0 and "say" 15 ft.



Straat Napier during construction — her bulbous bow can be clearly seen.

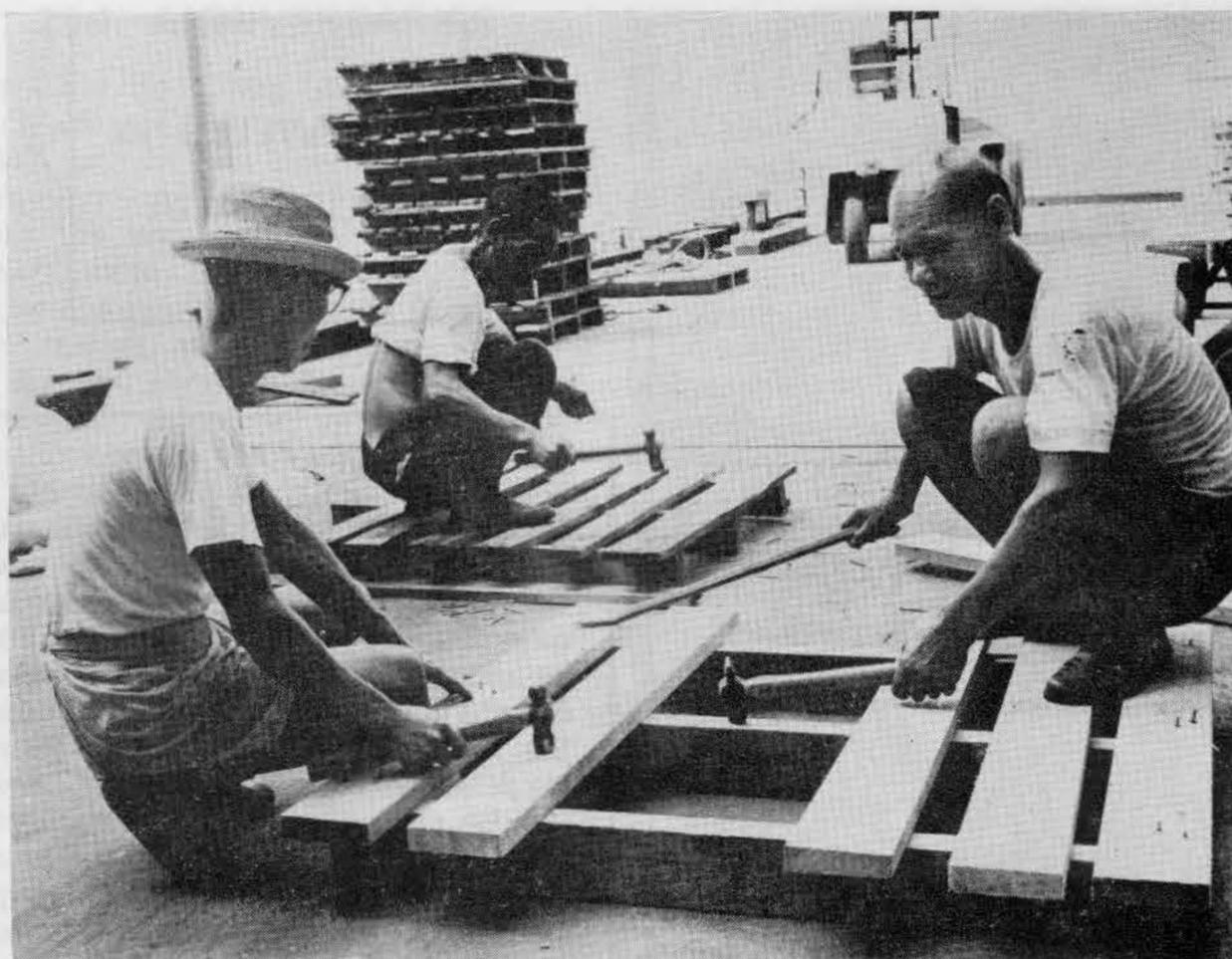
UNITISATION

ASHORE

Observing this scene outside HK HO during the past few weeks, many people must have concluded that RIL was going into the pallet building business; everyone has heard of unitisation, but surely this was taking it a bit too much to heart.

Upon further investigation, it appeared that the pallets under construction were not destined for a RIL ship, or for any ship at all. They are for use in the Stores Department. Thus spreads the fever for palletisation—but there is a sensible explanation.

Originally supplies in the Stores Department were stacked and transported on Collis Platform trucks, while they were being assembled before being carried to the ships by lighter. By this method, one rather expensive truck was needed to assemble each load. Last year it was decided that stacking on pallets offered far more flexibility. Not only



can the pallets be stacked on top of each other, but one fork lift truck is sufficient to manoeuvre many pallet loads. Originally RIL ships provided the necessary pallets, but when the supply ran short, the ever versatile storemen proved that making their own was no problem at all.

Here you see Lo Yau (left) and Tse Man Wai (right) constructing a new pallet, while Wong Wat is repairing an old one. These three storemen have all been with RIL for at least 10 years, so you may well have seen them bringing your ship its stores supply.

SAFOCEAN AT AUSTRALIAN INDUSTRIAL TRADE DISPLAY



A most successful trade exhibition was staged in Durban from 11th to 16th September, and a number of valuable orders were secured. Products of one hundred and eleven Australian firms were displayed on more than seventy stalls, amongst them general agricultural equipment, heavy earth moving and road building machines, yachting and boating requisites, footwear manufacturing equipment, builders hardware and a wide variety of automotive products. To give an indication of the extent of the trade, the import rate of Australian goods into South Africa has risen from R.25m in 1968 to R.77m in 1971.

Described as one of the largest exhibits of Australian products on the African continent, Safocan (Pty.) Ltd. was represented by its regional managing agents in Australia, Inter-ocean Australia Services Pty. Ltd.

Mrs N. West

Mrs Nell West joined RIL's Sydney office in 1956 as a stenographer in the Passage Department, later becoming secretary to the Passage Manager, who at the time was Mr den Boer. In 1965, she was transferred to Management as secretary to the Assistant General Managers. After 16 years with RIL, Mrs West left on 12th June for long service



Mr J.C.P. van Diepen made the farewell speech to Mrs West.

leave. Over the years Mrs West has endeared herself to all RIL Sydney staff on account of her friendly and helpful manner and on her departure, a social club luncheon was held in her honour in "Ye Olde Crusty Taverne", apparently a much favoured restaurant with Sydney staff, being situated in the basement of the former "Paketvaart House" building. Mrs West then departed on a round trip in *Nieuw Holland*.

FAREWELLS IN AUSTRALIA

Mr S. Altman

On 14th July, Mr Sid Altman retired from the company. This genial gentleman was well known in the old days at "Paketvaart House" where he did some most useful part-time maintenance work. In 1962 he joined the Company permanently as Caretaker at Interocean House, where he will be remembered by everyone as the man who stood in the foyer each morning to greet us with his beaming smile, and make sure there was a place for everyone in the elevators. During the day he was seen all over the building, perhaps with a hammer, or a spanner or a ladder on his way to change a light or adjust the air-conditioning, or perform some other essential duty.

A presentation was made to Mr Altman on his retirement; then Mr Altman and his wife departed on *Tjiwangi* for a well earned holiday cruise.



Mr R. Jonkhoff

On 28th July, Mr Ralph Jonkhoff resigned after eight years as Catering Superintendent in Australia. Prior to this Mr Jonkhoff had already served the Company, for five years as a member of RIL floating staff, including a term as assistant purser on board the old "Nieuw Holland", and for approximately five years in Hong Kong.



Mr R. Jonkhoff at his farewell luncheon.

Apart from his helpful assistance in business matters, Sydney office personnel are grateful to Mr Jonkhoff for his tireless assistance to the Social Club, especially in the catering field. A luncheon was held for Mr Jonkhoff at "Ye Olde Crusty Taverne", where a presentation was made. We wish him well in his new executive position with one of Australia's largest Motel/Hotel chains.



Mr Chiu Se Ching

On 18th September, a quiet gathering took place in the conference room of HK MH, to celebrate the silver jubilees of two staff members. The colleagues of Mr Chiu Se Ching from the Mailing Department and Mr Loo Ka Sing from the Travel Department, were present, as well as Home and Executive Staff.

25th ANNIVERSARIES

Mr Chiu Se Ching joined HK MH as Mailing Clerk on 8th September 1947, and he has been in charge of outgoing mail ever since. To cope with the work as efficiently as Mr Chiu, there are many things one must always bear in mind for example, transit time, the relative costs of airmail, second class airmail and airfreight as well as the postal restrictions in the various countries of destination. Mr Chiu has coped with all this quite independently and most conscientiously for the past twenty-five years. In fact he had to be carefully reassured that the mail would be properly taken care of, before he agreed to take the day off for his silver jubilee!

Mr Loo Ka Sing joined HK MH on 29th September 1947, as a typist. For a year he was responsible for typing the Bills of Lading in the Outward Freight Department, as many as four or five hundred sets per sailing; on many occasions he worked late to finalise these. After spending another year in the Transshipment Department and later working in Claims, he was transferred to the Passage (now Travel) Department, where he has been working ever since.



Mr Loo Ka Sing

During his early years in Passage, Mr Loo was very busy with Chinese Deck Passengers, travelling from Indonesia to China via Hong Kong and Macau aboard *Tjiluwah* and *Tjiwangi*. In fact, he was one of the first to visit China in 1949, to arrange for parties of a thousand or more people, to travel into China by train.

Mr J.C. Hulsbos

It was Friday 1st September when Mr Hulsbos completed twenty-five years of service in the Amsterdam office of R.I.L. Many of his colleagues and retired friends gathered in the 'Bantamkamer' and everyone was in high spirits.

Unlike many other R.I.L. staff members who started their careers with other companies now united in NSU, Mr Hulsbos has always had R.I.L. as his employer.

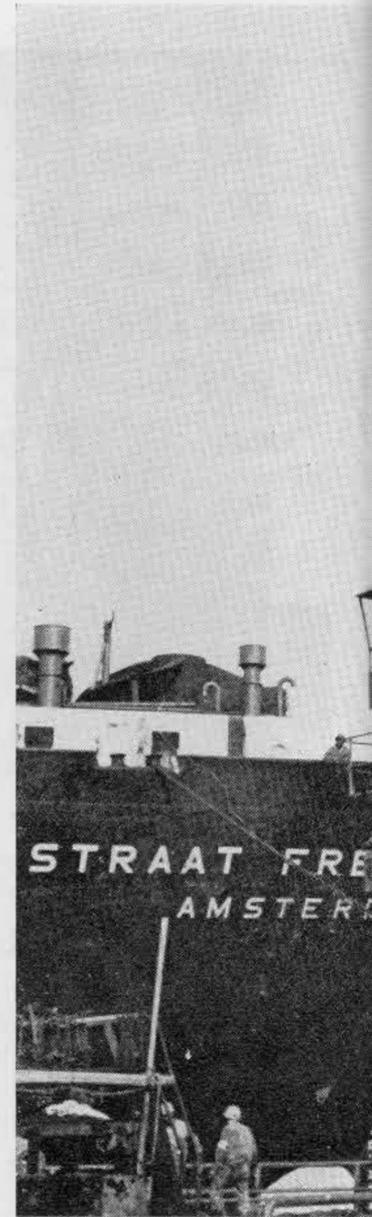
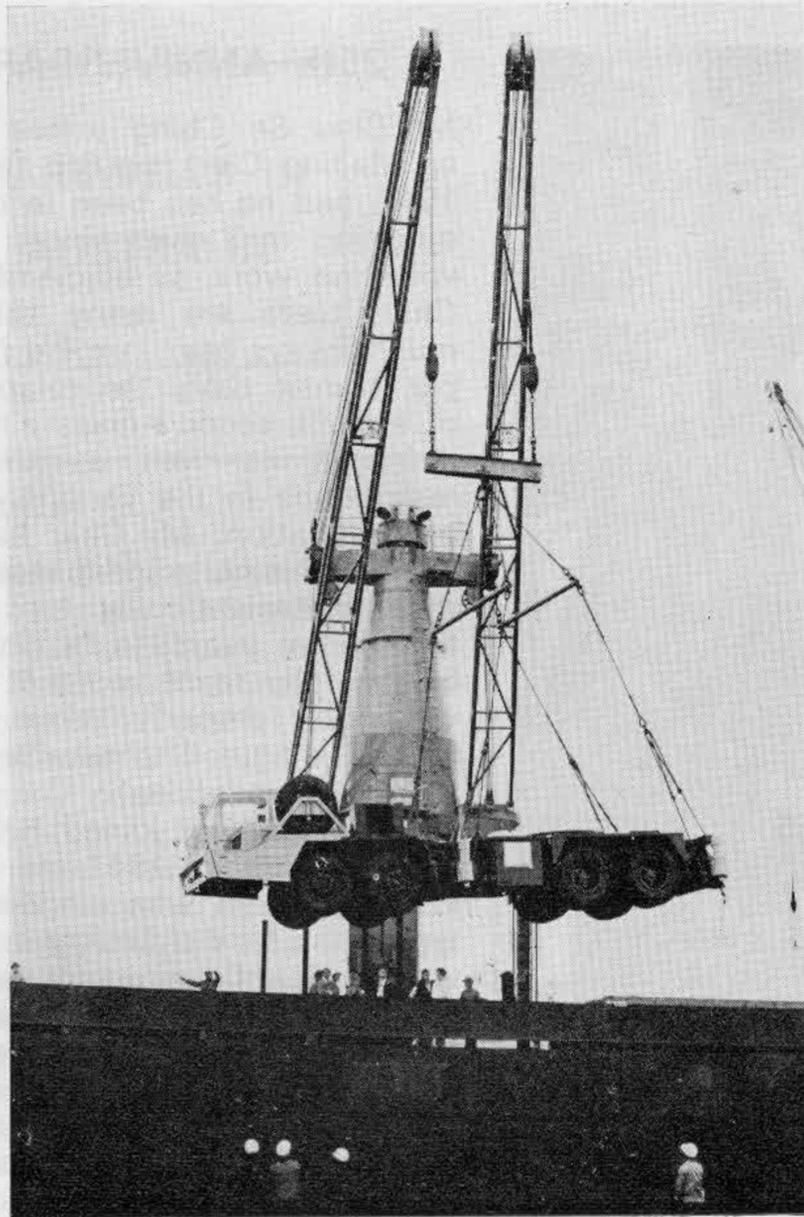
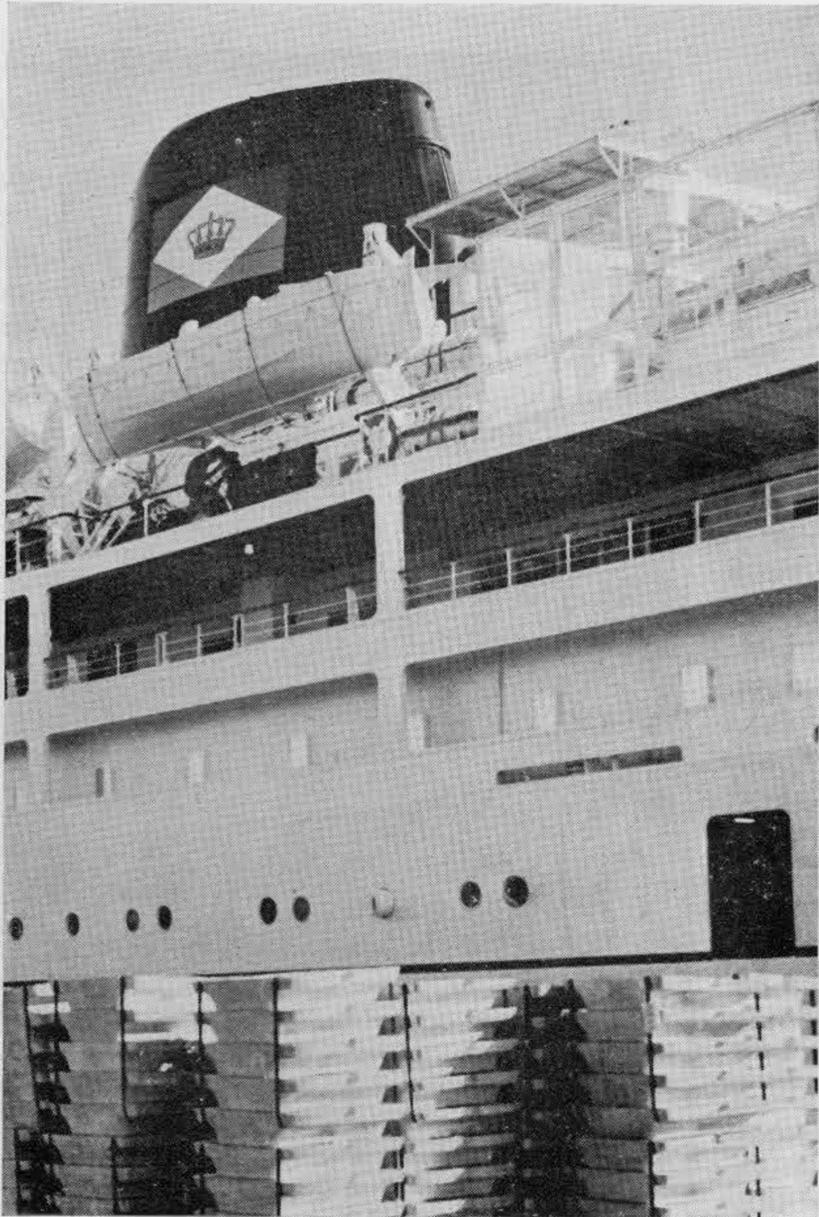
Having completed his schooling with unusual speed and ease, Mr Hulsbos started work at the age of fifteen. Since then, he has combined work with spare time study and has obtained professional qualifications in accountancy and taxation, and in correspondence. Mr van der Schalk pointed out that Mr Hulsbos has also acquired vast experience in many different jobs in the office.

Before the KPM merger, he was destined to become R.I.L.'s fiscal expert; after the merger, he was entrusted with the responsibility of the R.I.L. and KPM pension funds. In consequence, Mr Hulsbos has become a very expert real estate investor.

After Mr van der Schalk had presented the traditional gold watch on behalf of Managing Directors, Mr A. P. Krul presented gifts on behalf of staff colleagues and read out the telegrams.

In his speech of thanks, Mr Hulsbos said how grateful he was for all the friends he had made in the Company and for the many things he had learned; he only regretted that over twenty-five years he had lost quite so much hair! As a parting shot he mentioned that after fifteen years, he is still the unchallenged office chess champion.





RIL ships have carried most things at one time or another, but we wonder how often some of the pictures on these pages could have been taken — not very often in most cases, we feel.

Above: aluminium ingots are stacked ready to be carried by Nieuw Holland to Japan and Hong Kong. (photograph Geelong Advertiser).

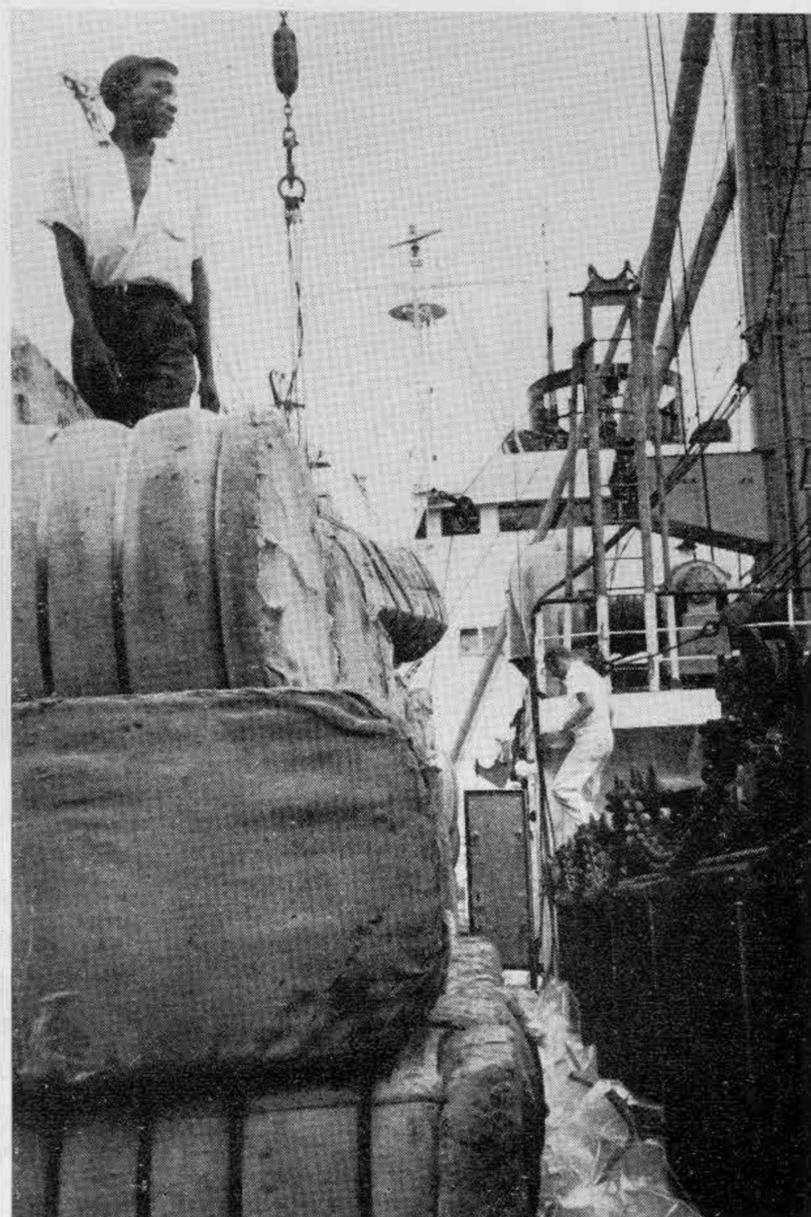
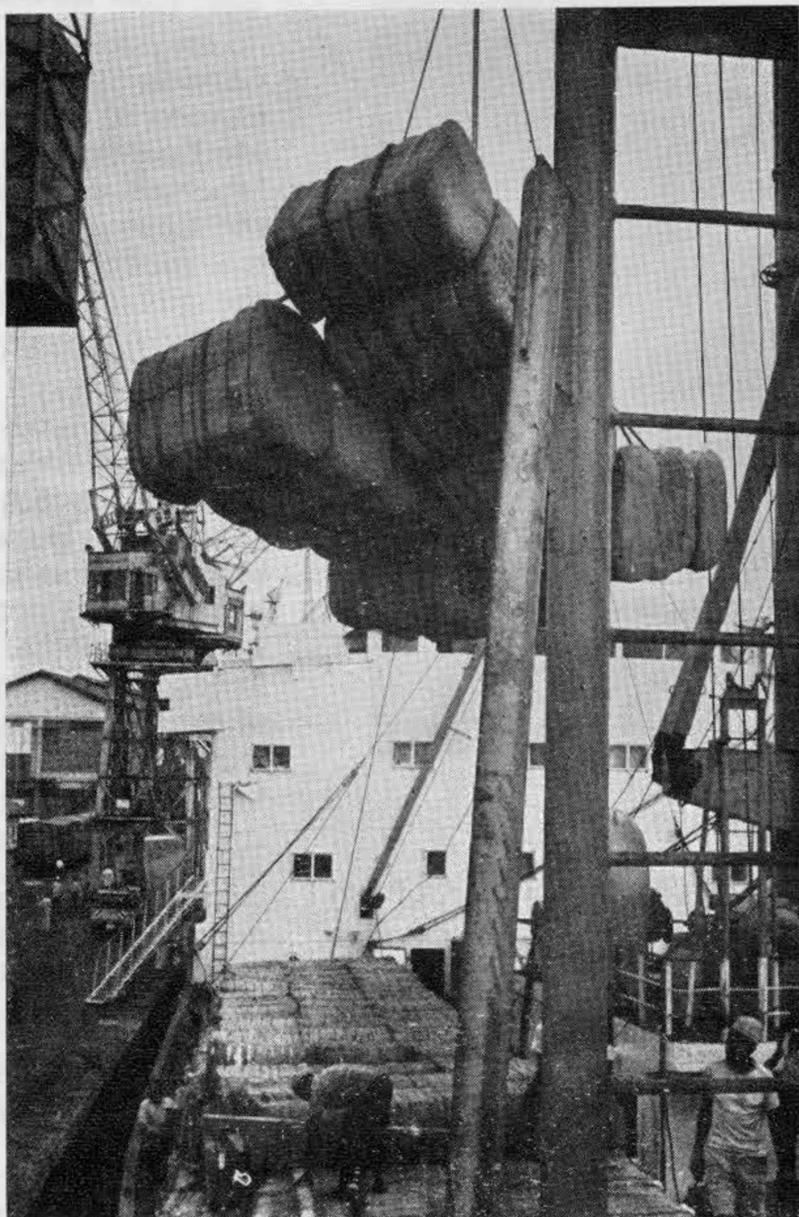
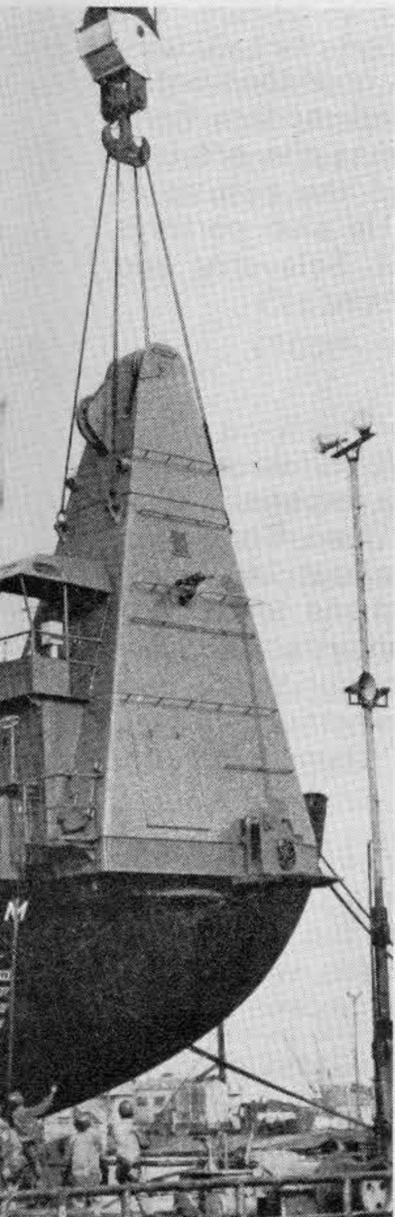
Radio Officer A. de Jager captured the moment as Straat Nagasaki's twin cranes took on board an 18-ton crane car at Yokohama.

Cranes lifting other cranes are not such a common sight — the new 22-ton crane fitted on the new section forward of the super structure is hoisted on board Straat Fremantle.

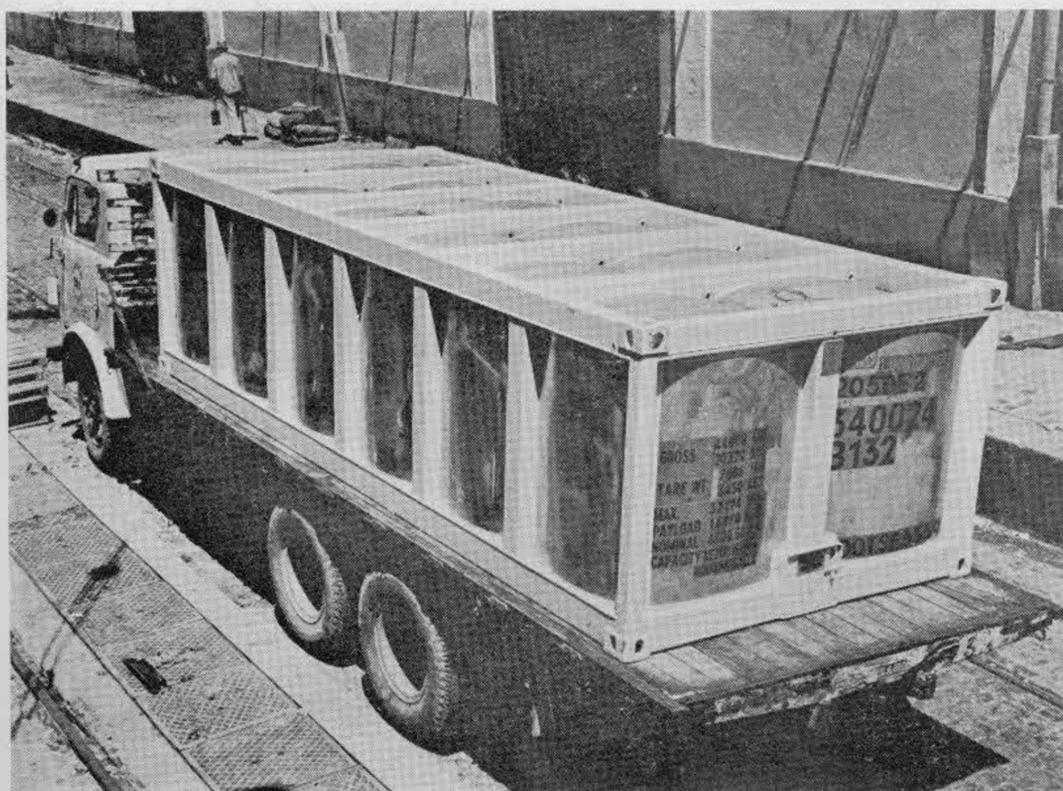
Mr W.M. de Brauw, office of our representative in East Africa, was on the spot with his camera when

CRANES AND





D CARGOES



Straat Lombok loaded a considerable quantity of cargo on deck at Mombasa.

At left: Straat Nagasaki again at Kawasaki. During her maiden voyage she made a special call at this port to pick up four electric locomotives destined for Santos. Loading took eight hours and looking at the size of the locomotive seen here, it seems amazing that it was ever brought on board at all — let alone its three brothers! (photograph Yu Choi, Maitre d'Hotel, report Mok Hon-kwong, Cargo clerk SG).

Finally a warming sight, containers of Bacardi rum ready to be shipped to Australia. Our Agents in Recife, Messrs. Agencia Nacional de Navegacao took this photograph which was forwarded to us by Mr R.F. Janssens in Buenos Aires. Would anyone care to guess how many "Cuba-libres" could be poured from one container?

The harbour at Salaverry dominated by the large sugar terminal.
(photograph courtesy of George Wimpey & Co.)



SALAVERRY (above)

This port is only occasionally visited by Lacas vessels in order to load paper (corrugated medium) manufactured from bagasse (residual of sugar cane). The region has rich sugar fields, in the irrigated valleys and the harbour scene at Salaverry is dominated by an enormous bulk sugar terminal (capacity 60,000 tons) from which the sugar is delivered to bulk carriers.

The port was recently dredged by the Dutch mammoth dredger Volvox Hollandia of the Company VO2 (Van Oord—Van Ommeren). Results: one marriage—two engagements and 2.5 million cubic metres of sand removed in 16 weeks.

TRUJILLO

Trujillo, seven kilometres North from Salaverry, is the Capital of the Department of La Libertad, and the fourth largest city in Peru, with a population of about 135,000. The town was founded by Spanish conqueror Pizarro in 1536.

Charles V ordered a wall to be built around it. It is a charming city with attractive parks and graceful colonial buildings with balconies and windows overhanging the pavements. Unfortunately the strong earthquake of May 31st 1970 destroyed many of the old buildings.

THE LACAS SCENE

— PERU (continued)

Continuing his account of the coastal regions of ancient and modern Peru, Mr N.L. Padt describes the pre-Inca Mochica culture and the culture of the Chimu Empire. He also portrays the modern port of Salaverry and the city of Chan Chan.

CHAN CHAN

Just North West of Trujillo are the vast remnants of the imperial city of the Chimu Empire, Chan Chan. The Incas invaded it in about 1466 A.D. but they did not loot the town. This was left to the Spaniards who despoiled Chan Chan's burial mounds of the rich gold and silver ornaments, which were buried there with the Chimu nobles.

The dilapidated city walls of adobe bricks enclose an area of 11 square miles which contains the remains of temples, palaces, houses, workshops, streets, gardens and a canal.

In the walls are some well-preserved moulded decorations in artistic patterns.

MOCHICA CULTURE (+400—1000 A.D.)

These people were moon worshippers (in contrast to the Incas who worshipped the sun).

The Mochicas (also called Moche) buried their dead in shallow graves lined with adobe (unbaked) bricks.



Examples of Chimu metalwork — in gold

In these they placed stirrup-shaped pottery filled with chicha — still a very popular Peruvian drink extracted from a red maize — to nourish the dead. The mouth of the mummy was stuffed with cotton and the body was wrapped in many layers of long white cotton cloth. No special embalming processes were employed — the dry desert sand provided the preservative.

CHIMU CULTURE (1000—1466 A.D.)

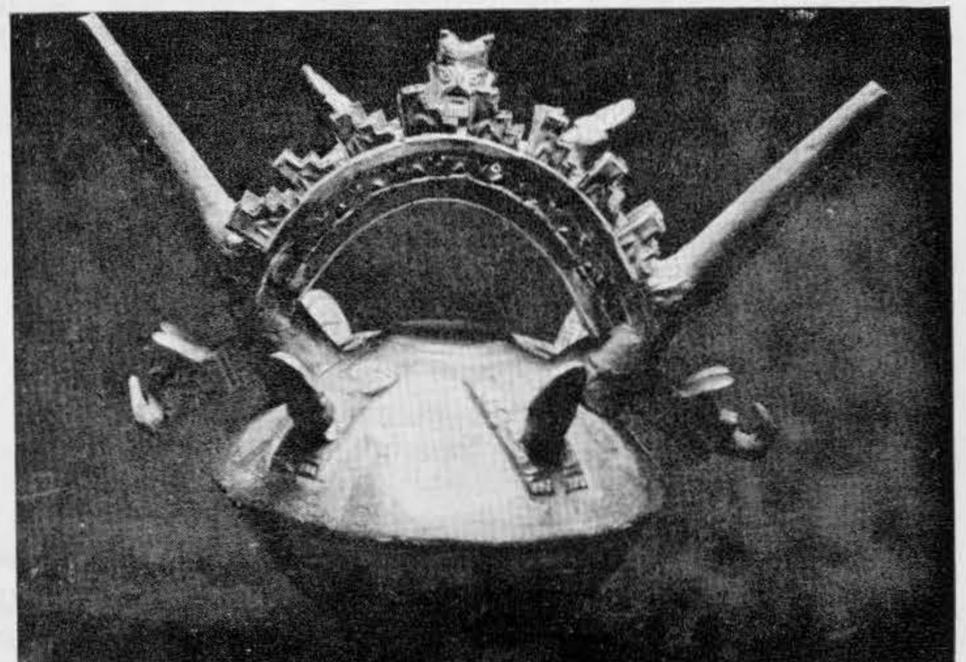
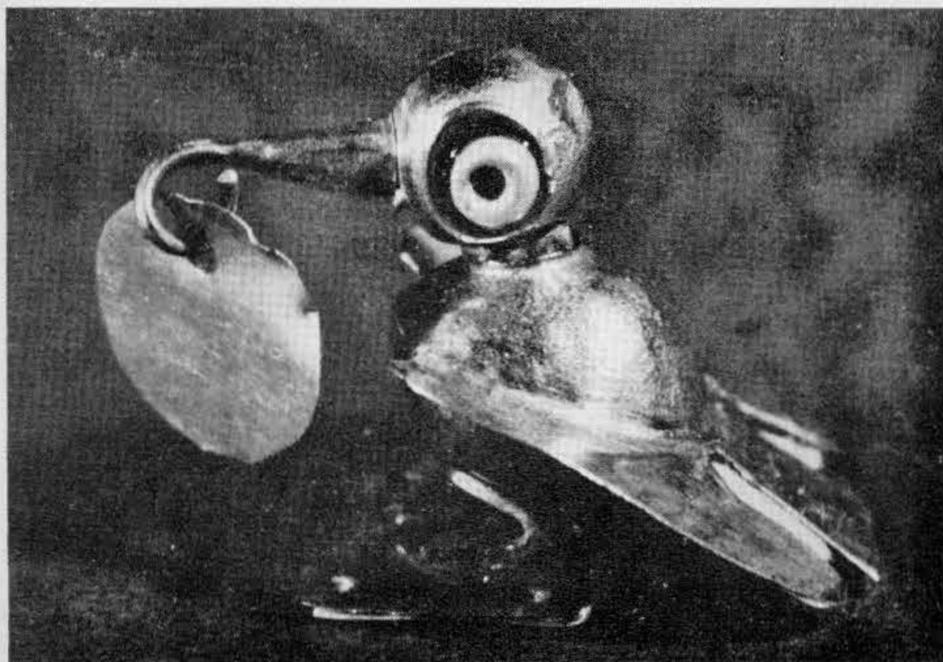
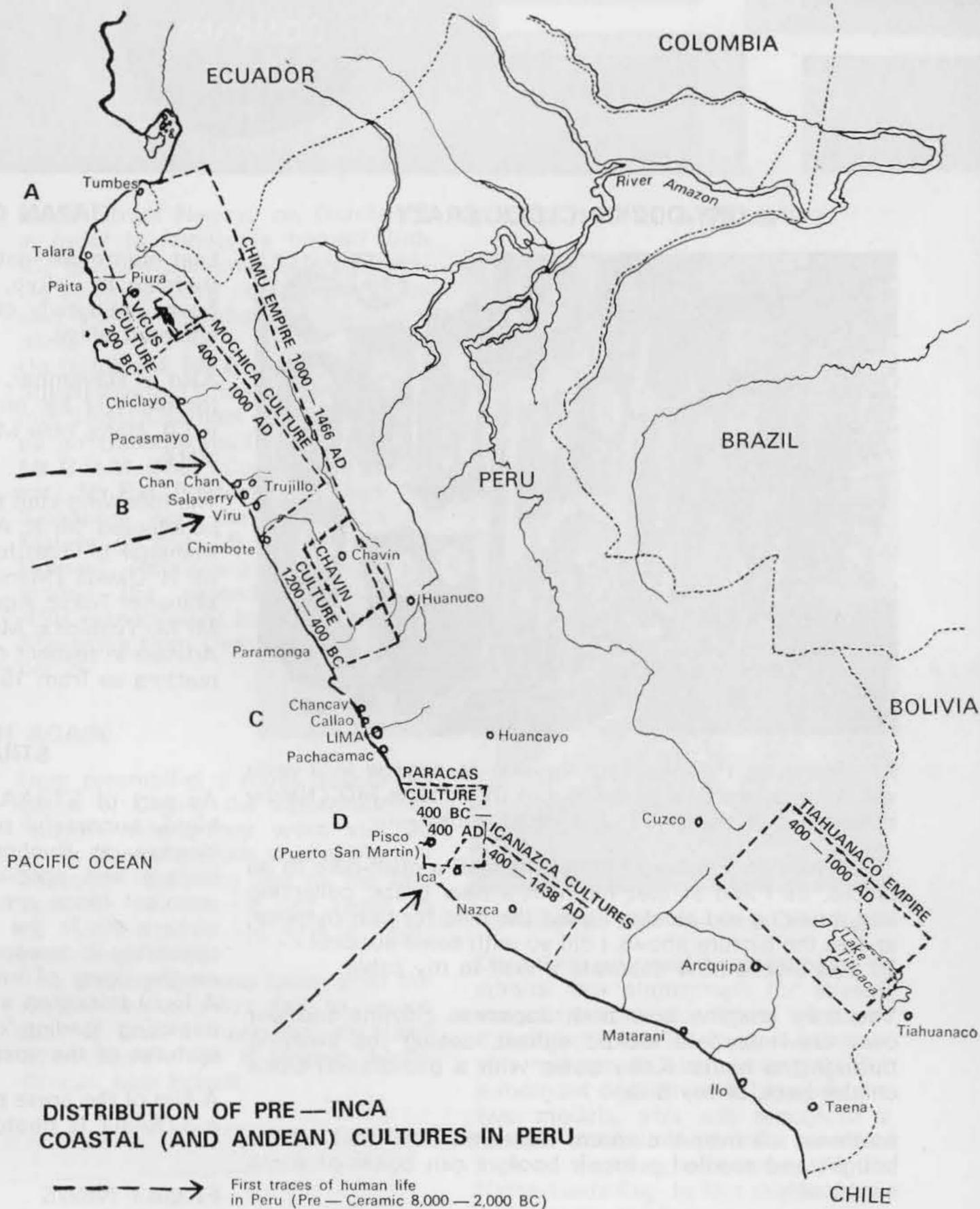
Their polychromic ceramics often show sculptured animals e.g. frogs, ducks, sea-lions, birds, jaguars, monkeys etc. Painted hunting and fishing scenes also commonly occur on their pots.

There are beautiful examples of erotic scenes, and of surgical operations (even of brain operations) which suggest that this culture was already very advanced in these fields. Both the Mochica and Chimu cultures produced beautiful gold and silver-work.

The Chimu Empire was the last to be conquered by the Incas, as late as around 1466, and it is common knowledge that the Incas learned a lot from these very advanced people, especially about techniques of irrigation.

From about 1370 onwards, the Chimu pottery was made in large quantities by the use of moulds; it was burned in kilns to a lustrous jet-black colour.

(To be concluded)



Examples of Mochica ceramics

DRY-DOCK'S CLOCK CRAZY



RIL Seagoing Personnel are known to engage in a wide variety of spare time pursuits, but Dr. Alberts MD (Nieuw Holland) has really found a novel hobby:—

"Last year on Tjiwangi I bought myself a push-bike to go places, as I had at that moment a new craze; collecting and repairing old clocks. I used the bike for that purpose, and as the picture shows I did so with some success - - - 20 odd clocks now decorate a wall in my cabin.

You may imagine how both Japanese citizens and our own crewmembers looked aghast, seeing me swaying through the hectic Kobe traffic with a grandfather-clock on the back of my bike!

scattered all over the room. However, now that I have bought and studied a repair book, I can boast of some successes.

The first operation I performed was disastrous; with sudden force the clock's wheels and cogs released and Unfortunately the prices of these clocks have trebled; perhaps it's because of my eager buying?"

Signed: "Dry-Dock", who "wishes his RIL friends all over the world a good time".

CONGRATULATIONS

Whilst in RIL service, some of our seagoing personnel have been studying in their spare time for higher non—nautical certificates.

Our congratulations go to 3rd Officer F.N.M. Dessens on passing the "Straats—examen H.B.S.—B" after studying for the certificate by means of the I.L.O. correspondence course. More congratulations to Mr H.J. Nieuwland on passing the examination "M.O. Economie".

JAPAN OFFICE REORGANISATION

Last month we featured a photograph of the new Daitoh Building in Tokyo, which from November onwards will house the newly combined Tokyo and Yokohama Management office.

Also in November, the Manager for Japan, Mr E.M. van Rhoon, will be retiring and will be succeeded by Mr F.J.A. Hens, now Manager of the Yokohama Management office.

The following staff transfers/appointments have been/will be effected. Mr K. Ajita (Yokohama Man.) was appointed Manager of Yokohama Agency on 1st September 1972. Mr H. Okuda (Manager Yokohama Ag.) will be appointed Manager Tokyo Agency on about 15th October, replacing Mr M. Yoshioka. Mr Yoshioka will be appointed Japanese Adviser in respect of commercial and Japanese personnel matters as from 15th October.

STRAAT N IN THE NEWS

As part of STRAAT N promotion in South America, a highly successful press party was held on board Straat Nagoya at Buenos Aires on 25th August. Publicity folders and special leather coasters were distributed amongst those present. The STRAAT N's have caused quite a stir in the press in the South American region, appearing in newspapers and journals, and being featured on the cover of one technical nautical monthly review. A local television station made a film of the STRAAT N depicting loading/discharging operations and the main features of the vessel.

A film of the press party also appeared on television. Now a STRAAT N photographic contest is being organised.

FAMILY NEWS

Weddings

Mr Yeo Siak Chong (Singapore) to Miss Yeo Kim Tuay, on May 28.
Miss G. Canziani (Sydney) to Mr M. Traversari, on August 12.
Miss C. Chia Boon Choo (Singapore) to Mr A. Chin Hin Siang, on August 22.
3rd Engineer F.J. van der Westen (leave) to Miss A. Sales, on October 5, at Dordrecht.

New Arrivals

Mrs S. Chew (Singapore); a son, Chew Sung Yeow, on August 12.
Mr R. Bisunath (Durban); a son, Farrell, on August 16.
Mrs Wee Tiew Lee (Singapore); a son, Wee Eu Gene, on August 18.
Mr K. Hirano (Osaka); a daughter, Keiko, on September 9.
Chief Engineer J.B. Nolthenius (leave); a son, Maarten, on September 17.
2nd Officer D.B. Kubbe (leave); a son, Maarten Sebastiaan, on September 20.
3rd Officer C.J. Bruchner (leave); a daughter, Simone Ellen, on September 24.
Mr H.J. Seebregts (RILAIR HK); a daughter, Jocelyn Antonia, on October 7.
Mr S. Bennema (HK MH); a son, Philip Jan, on October 8.
Mr J.L. de Jong (HK HO VZ); a daughter, Annemarie, on October 16.

PERSONALITIES

Mr W. Boogerman (Personnel Manager) made a 13-day business trip to Europe, returning to Hong Kong on September 28. He then left for a short visit to Sydney on October 5. **Mr G. van Altena** (Sydney) and **Mr V. van Kesteren** (Wellington) spent three days in Hong Kong for general discussions before departing for Oslo on September 29 to attend a seminar on modern cargo handling methods. They returned home on October 10, having made another three-day stay in Hong Kong en route. **Mr E. van't Sant** (Superintendent Engineer) sailed from Hong Kong on

board Straat Nagoya on October 6 in order to familiarise himself with the new installations. Before returning to Hong Kong on October 12 he also visited Yokohama Superintendents. On October 4, **Mr D. Kuiken** (Marine Superintendent) flew to Brisbane to join Straat Chatham which is stranded on Gubbins Reef. **Mr G.D.M. Boot** (Commercial Director), **Mr E.A. Postuma** (Manager for Singapore and the Federation of Malaysia) and **Mr W.A. Mulock Houwer** (Managing Planning) attended the second part of an NSU management course in Kasteel Staverden from October 13 to October 25.

DURBAN UNDER THIRTIES TRIUMPH AGAIN

At the end of August an important event in the RIL Sporting Calendar took place in Durban; the annual soccer match between the "under — thirties" and the "over — thirties". As usual the match was a tremendous success, with the "under — thirties" winning 4-2. "To everybody's surprise, the best man of the field was the "goalie", Mr van Middelkoop, whose sterling work prevented the result of the game

from resembling a rugby score. His tactic of urging the opposition to "shoot" when they were still 30 yards from the goals was extremely effective, especially due to the fact that the referee did not seem to be "eyekeeping" (or was it "ear-grounding")?" This photograph was taken after the match; we couldn't fail to notice that it would make an excellent advertisement for a famous South African beer brand!

COULD THIS BE A RIL SHIP?



(Photograph from the Melbourne Age)

Doubtless you will have stopped to admire this photograph for several minutes before wondering whatever it is doing in the RIL Post. If however you manage to avert your gaze for a moment and direct it between the two models, you will recognise a familiar funnel. And take another look at that flag; of course, it's the Netherlands flag. In fact the boulders and ropes in the foreground are those on board the Nieuw Holland. Have any ships officers put in for a transfer yet?

The photograph was one of a series taken by a go-ahead Melbourne boutique, using Nieuw Holland as a backdrop, but from the RIL viewpoint, to quote Mr Fernand (Melbourne) who sent us the photograph, "I do not think any RIL funnel has ever been flanked by two such attractive models before".

APOLOGIES

Our apologies to Chief Engineer A. Vink for a misprint in the October RIL Post report of his silver jubilee. Mr Vink was appointed Chief Engineer in 1961, not in 1971 as the report stated.



From l. to r. standing: P. Aarsen, J.v.d. Broek, P. Blok, J.v. Middelkoop, R. Oord, D. Shackleton, R. Schats, B. Ashworth, J. Meurer, J.v.d. Akker, B. Brown, R. Lecoultre, T. Burger, G. Christie, J. West, P. Simpson.
Kneeling: Th. Strauss, J.v. Steenbergen, F. Bijker, W. Schipholt, J. de Rooy, F. Westerhuys.

PERSONNEL

NEW PERSONNEL

A hearty welcome is extended to the following new R.I.L. personnel who recently took up employment:

Mr F.D.R.L.A. Bergen	3rd Officer
" E.C. Kalkman	Appr. Officer
" Verweij	" "
" A.H.J. Weerman	" "
" B. Rutte	Asp. Appr. Officer
" A.J. Westerink	" "
" Zwaan	" "
" N. van Gent	5th Engineer
" Kerkhof	Appr. "
" A.J. Kuypers	" "
" J.W. Tak	" "
" A.C. Raucamp	" "

SUCCESSFUL EXAMINATIONS

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

Mr A.F. Kuiper	2nd Officer	Th.I	6/9/72
" J.J. Kol	" "	I	7/9/72
" S.A. Hoven	3rd "	II	4/9/72
" G.M. van Koten	5th Engineer	A	14/7/72

PROMOTION

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

Mr R.B. Poeteray	as from	19/7/72
" M.A. Peters	" "	18/8/72
" R. van Suylekom	" "	26/7/72
" M.M.A.J. Verstraeten	" "	17/7/72

LEAVE

Mr A. Bikker	Chief Officer
" J.P. Goossens	" "
" H. van Kapel	" "
" J.G. Ormel	" "
" J. Ozinga	" "
" R.J. Vleerbos	" "
" E.P. van der Bijl	2nd "
" W.A. van Erk	" "
" P.G.A. Gerretsen	" "
" W. Ijpma	" "
" P.C. Klaassen	" "
" A.Ch.O. Meynderts	" "
" N.E.F.M. van der Schrieck	" "
" J.N.M. Smit	" "
" L.H. Veenenbos	" "
" J.Tj. Wouda	" "
" A.O. Aardse	3rd "
" M. Boomgaard	" "
" J.J. Bakker	" "
" R. de Jongh	" "
" J.G.D. Kramer	" "
" J. Teygeler	" "
" U.C. van Baal	2nd Engineer
" J.P.H.M. Smets	" "
" W. Best	3rd "
" W.A. Kok	" "
" J. van Laar	" "
" L. Olivier	" "

" J.W. Ruck	3rd Engineer/Elect.
" A.H.J. Büchner	4th "
" W.B.A. Busser	" "
" W.F. den Dulk	" "
" L.A.J. van Eijck	" "
" P.J. van Geuns	" "
" R.J. Keizer	" "
" A. Kolkman	" "
" J. Kools	" "
" J.F. Nienhuis	" "
" W.F.J. Smit	" "
" C.A. Tempelaars	" "
" H.C. Visser	" "
" E.P.M. Bouchier	5th "
" H.W. Braam	" "
" E.V. Haag	" "
" R. Hofland	" "
" G.B. Huybens	" "
" W. Matzinger	" "
" R.B. Poeteray	" "
" M.C. Renshof	" "
" R.W.A. Renssen	" "
" J.A. Tomassen	" "
" E.J. Watz	" "
" J.H. Weijermars	" "
" C. Weyers	Appr. "
" L. Zuurmond	" "

Those who returned are:

Mr R.A. Corten	Chief Officer	Straat Freetown
" R.L. Hessel	" "	Straat Chatham
" H.K. Kruk	" "	Straat Hong Kong
" J.L. Nobels	" "	Straat Rio
" J.W. Swaving	" "	Straat Colombo
" W. Boot	2nd "	Straat Singapore
" R. Dasia	" "	Straat Freetown
" A.C. Ekelschot	" "	Straat Nassau
" P.G. Langeveld	" "	Straat Tauranga
" F.C. Leliard	" "	Straat Luzon
" J. Meyler	" "	Straat Lombok
" H. Roorda	" "	Straat Johore
" J.A.J.P. van Riet	" "	Straat Korea
" F.L.N. van der Ven	" "	Straat Rio
" J.T.M. van der Ven	" "	Straat Van Diemen
" R.P. Koerse	3rd "	Straat Mozambique
" F.N.M. Dessens	" "	Straat Luanda
" Ch.F.J. Lucas	" "	Straat Le Maire
" R.M. Meister	" "	Straat Rio
" J.H. Ravesloot	" "	Straat Cumberland
" J.A. Thijsse	" "	Straat Fremantle
" C.J. Weststrate	4th "	Straat Torres
" A.J. Bongers	2nd Engineer	Straat Hong Kong
" W.J.M. van Eijndhoven	" "	Straat Cumberland
" P.A. Kompels	" "	Straat Rio
" C. van der Vring	" "	Straat Franklin
" G.V. Nijdam	3rd "	Straat Chatham
" J.H.W.M. van Oostveen	" "	Straat Fiji
" H.G. Tans	" "	Straat Torres
" D.M. Conijn	4th "	Straat Frazer
" J.W. Dieters	" "	Straat Cook
" J.L.M. Geuskens	" "	Safocean Albany
" E.A. Hoebeke	" "	Straat Cumberland
" R.C. Lammerée	" "	Straat Singapore
" S.H. Lim	" "	Straat Cook
" P.C. Bernaards	5th "	Straat Hobart
" Th. Dekker	" "	Safocean Auckland
" M.H. Kegel	" "	Tjiwangi
" J.A. Kortz	" "	Straat Talbot
" W.J. Mast	" "	Straat Clarence
" J.H. Noteboom	" "	Straat Madura
" A.C. Pijl	" "	Straat Luzon
" E.A. Remmelzwaal	" "	Tjitarum
" J.P. Schroeder	" "	Straat Agulhas
" J.H. Weggen	" "	Straat Colombo

TRANSFER OF CAPTAINS AND CHIEF ENGINEERS

Captain Th. Terhorst, Master of STRAAT NAGASAKI went on home leave.
 Captain J. de Jong was posted to STRAAT NAGASAKI following home leave.
 Captain J. Jacobs, Master of SAFOCEAN AMSTERDAM went on home leave.
 Captain W.H. Schröder, Master of STRAAT LUANDA was transferred to SAFOCEAN AMSTERDAM.
 Chief Officer P. Cox was appointed as Acting Captain to ms. STRAAT LUANDA following home leave.
 Captain J.H.W. Voigt, Master of SAFOCEAN ALBANY went on home leave.
 Captain G.J. Noë was posted to SAFOCEAN ALBANY following intermediate leave.
 Captain H.N. Schepman, Master of STRAAT AGULHAS went on home leave.
 Captain E. Pels was posted to STRAAT AGULHAS following home leave.
 Captain W. Mieog, Master of STRAAT TAURANGA went on home leave.
 Captain M.M. Adamse was posted to STRAAT TAURANGA following home leave.
 Captain R. Severien, Master of STRAAT CUMBERLAND went on home leave.
 Captain S.Tj. Doornbos was posted to STRAAT CUMBERLAND following home leave.
 Acting Captain R.J. Piso, Master of STRAAT TORRES went on home leave.
 Captain S. Westerweel was posted to STRAAT TORRES following home leave.
 Chief Officer (BMC) H. Samson of MUSI went on home leave.
 Chief Officer F. van der Linden of STRAAT SINGAPORE was transferred to MUSI as Chief Officer (BMC).
 Chief Engineer J. Coers of STRAAT BALI went on intermediate leave.
 Chief Engineer M.G. de Wever was posted to STRAAT BALI following home leave.
 Chief Engineer F.L.Th.M. Pietersma of STRAAT KOREA went on home leave.
 Chief Engineer A. Minnesma was posted to STRAAT KOREA following home leave.
 Chief Engineer H. Weevers of STRAAT RIO went on home leave.
 Chief Engineer H.A. Klazema was posted to STRAAT RIO following home leave.
 Chief Engineer C.F. Nicolai of STRAAT FUTAMI went on home leave.
 Chief Engineer J.G. Maijor was posted to STRAAT FUTAMI following home leave.

Acting Chief Engineer H.L. Uijl of STRAAT CLEMENT went on home leave.
 Chief Engineer G. Zweegman was posted to STRAAT CLEMENT following home leave.
 Chief Engineer V.J.W. Hendriks of STRAAT COLOMBO went on home leave.
 Chief Engineer E.M. van de Ven was posted to STRAAT COLOMBO following home leave.
 Chief Engineer J.J.A. Guitoneau of STRAAT LUANDA went on home leave.
 Chief Engineer H. Hooyberg was posted to STRAAT LUANDA following home leave.
 Acting Chief Engineer L.J. Feuerberg of STRAAT TORRES went on home leave.
 2nd Engineer D.P.J. Brugman was posted to STRAAT TORRES as Acting Chief Engineer following home leave.
 Acting Chief Engineer A.C. Hulst of HOUTMAN went on sick leave.
 2nd Engineer H.W.M. Veugelers of STRAAT KOREA was transferred to HOUTMAN as Acting Chief Engineer and subsequently transferred as Acting Chief Engineer to STRAAT LOMBOK.
 Chief Engineer J.P. Kalma of STRAAT LOMBOK went on intermediate leave.
 Chief Engineer J.A. Pruyt ex home leave was temporarily posted to HOUTMAN and resumed home leave after vessel's delivery to the new owners.

TRANSFER OF SHORE STAFF

Mr H.J. Hagens was transferred from Lagos to Durban after subsequent home leave.
 Mr J.B.A. Jonckheer was transferred from Singapore to Hong Kong Head Office after subsequent home leave.
 Mr J.H. Meurer was transferred from Durban to Johannesburg.
 Mr D. Lam Wai Mou was transferred from Hong Kong Head Office to Yokohama Management.
 Mr H. Okuda was transferred from Yokohama Agency to Tokyo Agency.

IN MEMORIAM

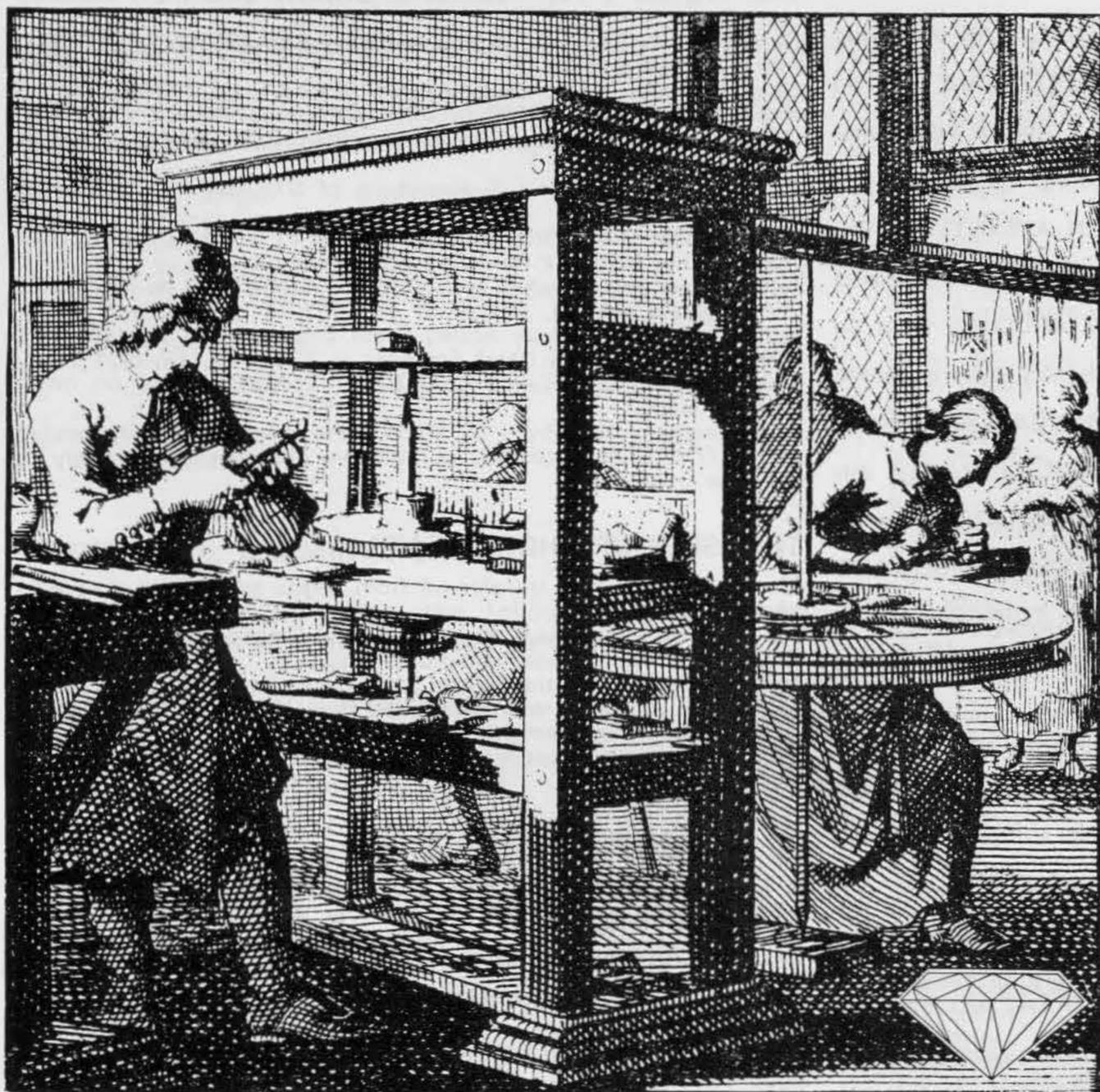
It is with much regret that we have to report the deaths of the following:—

I.A. Drielsma (retired Officer K.J.C.P.L.) on September 10, at Amsterdam, aged 87.
 M. Bakker (retired 2nd Engineer K.P.M.) on September 13, at Hoogezand, aged 69.
 H.F. den Dulk (retired Captain) on September 18, at Drierbergen, aged 66.
 H. van der Lugt (retired Chief Engineer N.T.P.M.) on September 18, at Utrecht, aged 64.

STAFF RATING SHEET

When this staff rating sheet reached RIL Post, we first assumed that it had been mislaid by PZ; on closer examination it appears to have come from Sydney. Well some would say the Australian sense of humour speaks for itself!

Area of Performance	Degree of Performance				
	Far exceeds job requirements	Exceeds job requirements	Meets job requirements	Needs improvement	Does not meet minimal requirements
Quality of work	Leaps tall buildings in a single bound	Leaps tall buildings with a running start	Can leap short buildings if prodded	Bumps into buildings	Cannot recognise buildings
Promptness	Is faster than a speeding bullet	Is as fast as a speeding bullet	Would you believe a slow bullet?	Misfires frequently	Wounds self when handling guns
Initiative	Is stronger than a locomotive	Is as strong as a bull elephant	Almost as strong as a bull	Shoots the bull	Smells like a bull
Adaptability	Walks on water	Keeps head above water under stress	Washes with water	Drinks water	Passes water in emergencies
Communication	Talks with God	Talks with the Angels	Talks to himself	Argues with himself	Loses arguments with himself



ADAMAS — THE INVINCIBLE AND AMSTERDAM

Diamond polishing was a home industry in the seventeenth century.

For a Dutchman, diamonds are always associated with Amsterdam. For several centuries, Amsterdam has been one of the essential pivots of the diamond trade, famous all over the world for its skilled cutters and polishers.

It was in the late sixteenth century, during the eighty years war between the Dutch and the Spanish, that the craftsmen of Antwerp left their besieged city for the more secure surroundings of Amsterdam. Their supply of rough diamonds came from the East, from India, aboard merchant vessels of the Dutch East Indies Company. The cutters and polishers produced gems from these rough stones to adorn the clothing of rich Amsterdam merchants and their wives.

As the seventeenth century etching (above) illustrates, diamond polishing was a home industry; the polishers wives apparently had the humble task

of providing the power, spinning the polishing discs by hand. Although the discovery of large diamond fields in Brazil in 1727 brought increased prosperity to Amsterdam, it was 1822 before the first diamond factory was established, powered by horses. In 1840, the first steam driven polishing works was opened.

Thirty years later, the discovery of the South African fields led to the 'Diamond Rush' which made Amsterdam for a while, one of the most prosperous cities in the world. It was not uncommon for buyers to travel from Holland to the Cape to buy stones cheap from the diggers. Nowadays most diamond firms buy their rough stones from a London based selling organisation known as "the Syndicate". "The Syndicate" has a policy for holding prices up when business is slack thus ensuring that diamonds remain a reliable investment in an inflationary age.

The world's largest diamond, the Cullinan, was discovered in South Africa in 1905 and was cut and polished in Amsterdam. Weighing 3,024 $\frac{3}{4}$ carats (1 $\frac{1}{2}$ lbs.), a priceless gem, the South African Government feared that if many more large stones were found, the stability of diamond prices would be adversely affected. Thus they decided to present the Cullinan to King Edward for the crown jewels.

Diamonds have a long history. Known to the Greeks as "adamas," meaning invincible, the name became corrupted to "adamant" and finally to "diamond". Amsterdam today is involved in every aspect of the diamond trade; famed for its gem stones, it also cuts industrial diamonds used for cutting and drilling glass and porcelain, for drilling in dentistry, for bearings in watches and electric meters, and most important of all for drilling rocks.

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P.O. Box 725, Hong Kong

Editors

Miss T.A. Galloway

Mrs J. Ram

Area Correspondents

Holland *P.W.A. Keller*

Japan *H. Oike*

Australia *J. Pollard*

Africa *D.K. Shackleton*

S. America *R.F. Janssens*

Singapore *J. Tan Swee Ann*

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.



Congratulations

to Miss T.A. Galloway who will be back in the Editor's chair very shortly as Mrs Charter.

Thanks

to Mr J.H. Meurer for all his hard work for RIL Post over the past eighteen months and

Welcome

to Mr D.K. Shackleton who will take over as Area Correspondent.



Royal Interocean Lines

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

