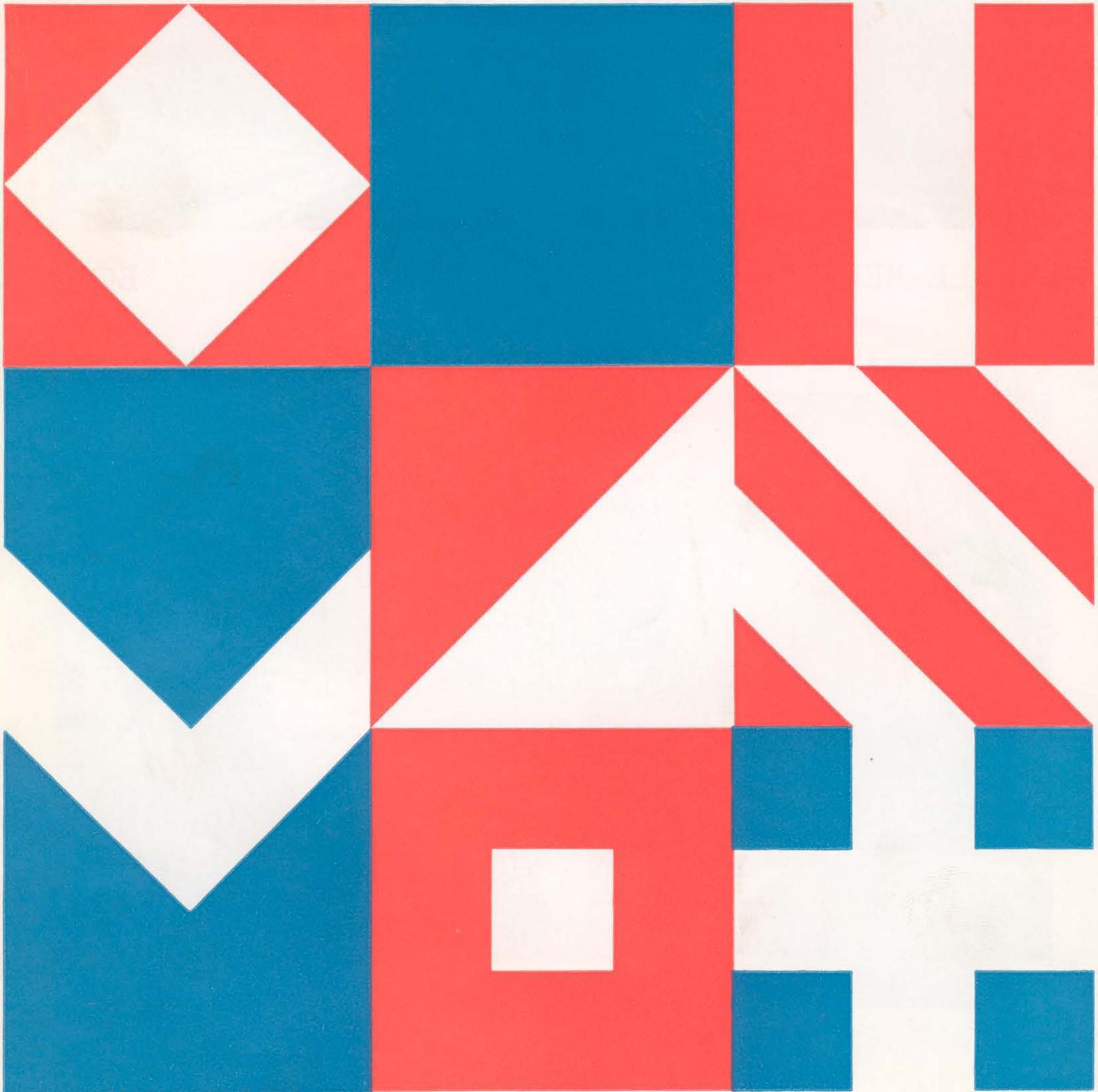


RIL Post

Volume 20 Number 5

A monthly staff publication of Royal InterOcean Lines





TRIPLE BERTH

BOW



STERN

MARKETING CONSULTATION MEETING—1973

On 27th, 28th and 29th March, RIL staff from our Japan offices and from overseas attended a Marketing Consultation Meeting in Yokohama. The meeting is an annual event which was first attended by overseas delegates in 1969.

Those attending the meeting were as follows:—*Japan Management, Messrs Hens, Weissink, Yoshioka, Delle Vedove, Oike and de Vink; Tokyo Agency, Messrs Okuda, Matsuo and D. Lam Wai Mou; Nagoya, Mr Yoda; Kobe, Mr Sugimura; Osaka, Messrs Sakurai and Nishibata; Yokohama, Mr Ajita; Overseas offices, Miss Reyenga (HK HO), Mr Feringa (HK HO), Mr Sinninghe Damste (Durban), Mr Janssens (Buenos Aires) and Mr Makiura (Johannesburg).*



TRIPLE BERTH

Opposite

Electrician Yau Kwan Hon (Straat Nassau) captured a rare moment on 22nd March, with these twin shots of three RIL vessels lined up at Asano dry dock. From left to right we see, Straat Kobe, Straat Nassau, and Straat Fushimi (in the dry dock with just her funnel and superstructure showing).

Straat Nassau was first into dry dock for her guarantee docking on 16th March. Straat Kobe soon followed on 18th March, and Straat Fushimi on 22nd March. As you can see by their gleaming paintwork, Straat Kobe and Straat Nassau are now in fine fettle.

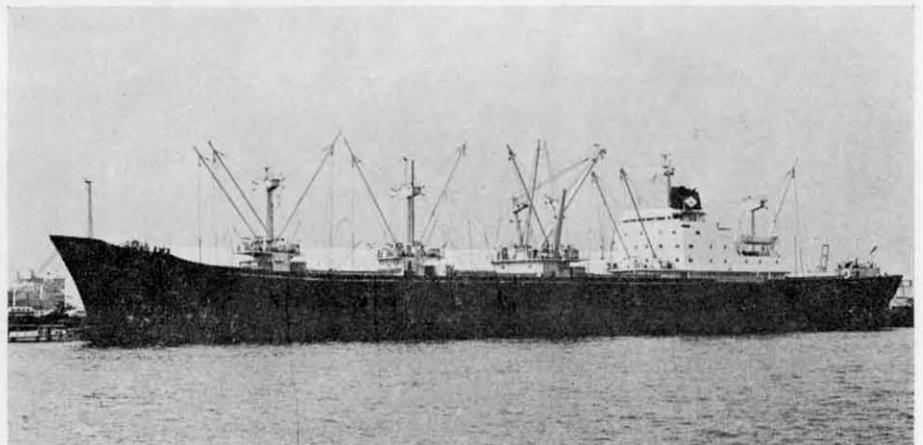
FLEET FACTS

Sloterkerk, upon completion of discharge in New Zealand on 19th April, proceeded to Japan. This vessel, which will be renamed **Straat Fukuoka**, will effect the mid-May sailing from Japan in FEWAS replacing **Straat Fremantle**.

Tjitarum, employed on the South Africa/South America v.v. run as from November last year, will continue to serve in this trade until the end of this year.

Straat Freetown and **Straat Frazer**, which have been withdrawn from FEWAS and renamed **Asian Ensign** and **Asian Endeavour** respectively, are now employed in the Asia/Australia Express (AAE) under a charter arrangement with CNC.

Straat Fremantle, upon completion of her present voyage in FEWAS in early May, will be renamed **Asian Enterprise** and will join her two sister ships on the Australia run.



Charter vessel Herefordshire, which gave the mid-March sailing in FEWAS from Japan, will be re-delivered in West Africa in May. (Photo by Yokohama Ag.)

SPORTING RILERS

IN JAPAN

During his orientation posting to Japan, Daniel Lam Wai Mou (Hong Kong — where he was Secretary of the RILSC) has been taking a close look at Japanese sporting activities; he sent RIL Post these photos featuring sporting RIL staff members.



WAKASAGI FISHING

No it isn't an Eskimo! In fact its an RILer, Mr M. Matsuo (Tokyo Ag.) Mr Matsuo's particular hobby is wakasagi fishing; here we see him at the popular Tateshina Highland resort in the Nagano prefecture of central Honshu. All kinds of fishing are popular in Japan, but perhaps wakasagi fishing is the most interesting to the foreign visitor.

The wakasagi is a tiny but delicious fish, about 5 cms long. Between late December and mid February, keen fishermen flock to Japan's highland lake area. As temperatures drop as low as minus 15° Centigrade, the lakes freeze over and snow falls to a depth of about 30 cms.

The fish are caught through a hole, 30 cms in diameter and 3 to 4 metres in depth cut through the ice and snow. A fishing line, with as many as seven hooks, is lowered into the hole. The normal catch for a skilled fisherman like Mr Matsuo would be between a hundred and a hundred and fifty fish a day.



BASEBALL

Baseball in Japan is as popular as soccer in Hong Kong, Europe and South America. It is played all the year round except during the winter season.

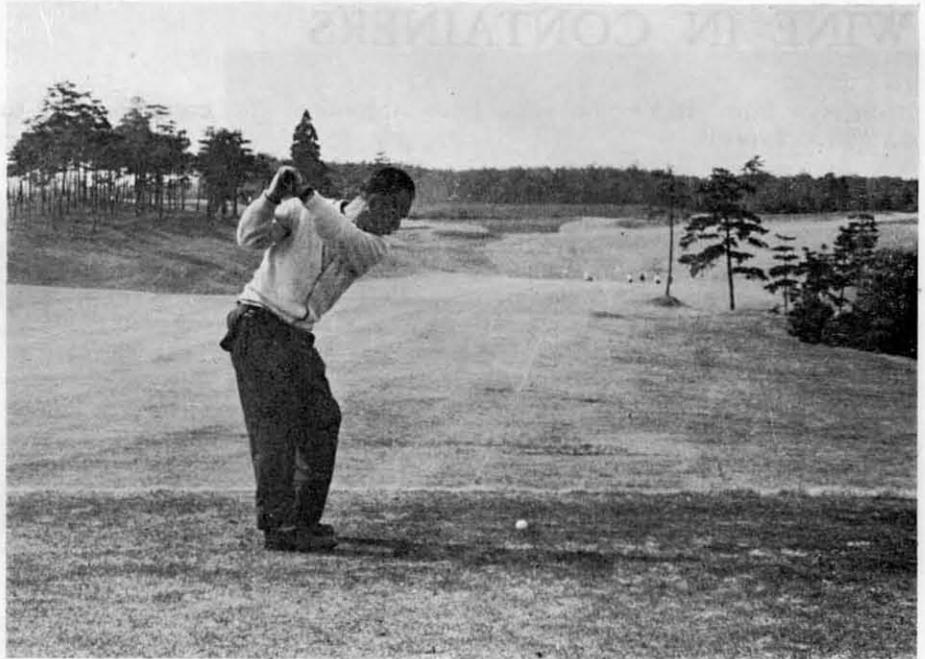
RIL organise an annual inter-office competition in which teams from Tokyo Ag., Yokohama Ag., Osaka, Kobe and Nagoya participate. This photograph shows an RIL team taking part in a competition held at Yokohama City baseball ground. The Captain, Mr H. Sekiya (centre front) is now on secondment to Eurobridge Ltd. in Düsseldorf, Germany.

GOLF

Golf enjoys widespread popularity in Japan, especially amongst business men; it is often used as a way of entertaining guests in business circles.

Many RILers are keen golfers, and from time to time RIL's Japan offices organise golfing competitions in which clients are invited to participate.

Some staff members including **Mr Sakurai (Manager Osaka)**, **Mr Yoda (Manager Nagoya)** and **Mr Matsuo (sub Manager Tokyo Ag.)** are almost of a professional standard. Here **Mr Matsuo** is "teeing off" at Takang golf course in the northern part of Tokyo.



SKIING

Skiing, one of Japan's most popular winter sports, is a sure favourite with many RILers. RIL skiers are pretty proficient too. **Mr Takanashi (Tokyo Ag.)** (below left) makes it all look so easy with his skilful flying leap. Other RIL skiing experts include **Mr Asada (Kobe)**.

There are many excellent skiing grounds in Japan. During the skiing season—from late December to mid March—enthusiasts flock to mountain areas like the Stiga Heights in central Honshu and usually stay for periods of three to five days. When time is short or one cannot afford

such a lengthy stay, artificial resorts like that at Mt. Rokko in Kobe (below right) prove very popular, especially on Sundays and public holidays. Young and old, male and female, everyone in Japan loves to have a go.

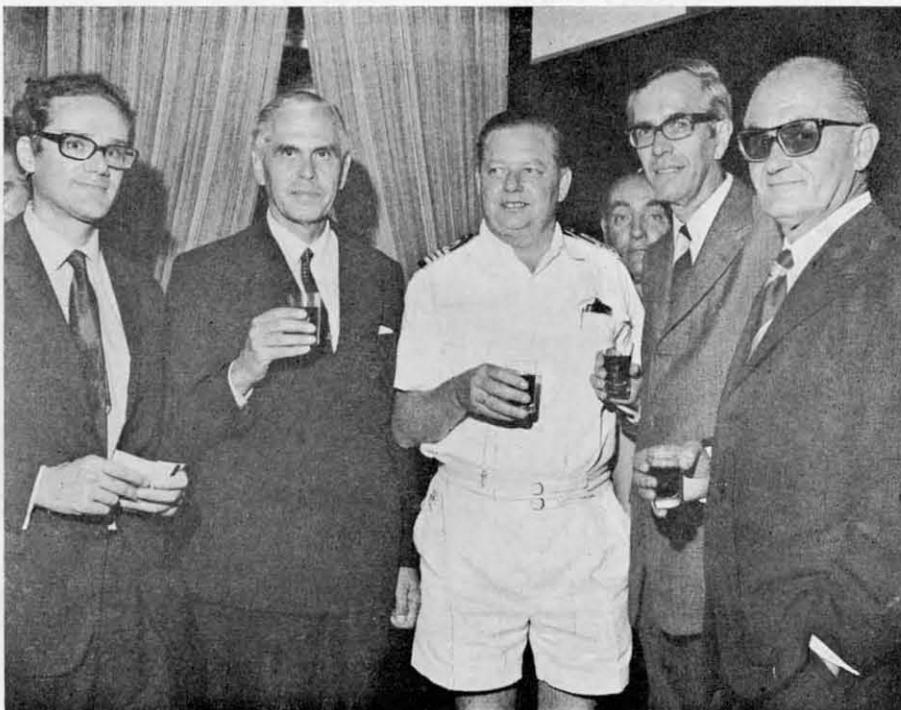
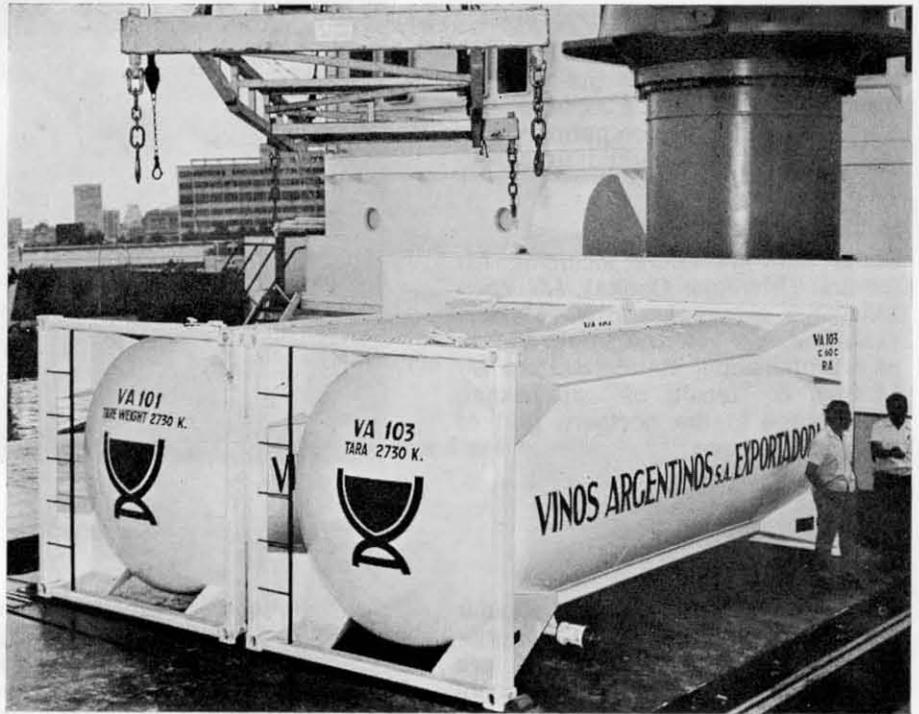


WINE IN CONTAINERS

With rum from Recife and wine from Argentina, RIL cargoes seem to include some of South America's most attractive exports.

In November 1972, RIL Post featured containers of Bacardi rum being shipped from Recife in Brazil to Australia. Now Mr P. van Schaardenburg informs us that our ships are transporting wine from Argentina, using the most modern of methods, containers.

On 26th March, three wine containers were loaded on *Straat Nagasaki*; two were stowed on hatch No. 4 whilst the third was stowed alongside hatch No. 5. This was the first of a series of shipments; subsequent sailings will each carry two or three containers, until the present 800 tons contract with Vinos Argentinos S.A. is completed.



Vinos Argentinos S.A. is an export marketing organisation, founded by some of the major wine growers in the Mendoza region. The organisation at present controls over half of all Argentine wine exports. So far the chief markets are Europe and the U.S.A., but Vinos Argentinos are hoping to break into the Japanese market in the near future.

To celebrate the first shipment, a wine and cheese party was held on board *Straat Nagasaki*. Amongst those present were Captain J. de Jong, Dr. A.N. Dodero, Mr P. van Schaardenburg, with Ingeniero A. Suarez Anchorena (Director Delegate of Vinos Argentinos) and a senior official of the Wine Growers Association.

25th ANNIVERSARIES

Chief Engineer H.B. Visser

On 23rd February 1948, Mr Visser entered the service of KPM in the Netherlands as an apprentice engineer. Exactly 25 years later his silver jubilee was celebrated on board *Straat Agulhas*, informally and without too much fuss as he had requested.

Around midday on 23rd February 1973, officers and petty officers of *Straat Agulhas* gathered in the vessel's lounge; a few officers' wives and representatives of our Durban office were also present. Pennants 2 and 5 were featured prominently in honour of the occasion.

Captain J.J. van Nus addressed Mr Visser and described some of the main events of his career. In 1952, four years after joining KPM, Mr Visser was promoted to 2nd Engineer, and in 1960 he became Chief Engineer. Having served on a great variety of KPM/RIL vessels, in 1968 he was seconded to TD in Japan for the engine installations of *Straat Honshu* during the newbuilding, and he sailed with the ship as Chief Engineer during her maiden voyage.

On behalf of Managing Directors, Captain van Nus presented Chief Engineer Visser with his gold watch amid much laughter as he explained that while the watch was working perfectly he had not found out how to adjust it to the correct local time.

Telegrams of congratulation from colleagues ashore and afloat were read out by 2nd Officer N. van der Schriek whereafter 2nd Engineer H. Versluis presented a gift from his fellow officers, a beautiful desk set.

Mr H. Wever



On 29th February 1948, Mr Wever was demobilised from the Royal Netherlands Navy; having acquired a taste for things of the sea, ten days later he joined RIL, taking up an HK HO Traffic posting that same year.

The passing of the following 25 years, with ten postings in four countries, was marked on 12th March by a celebration in Interocean House, Sydney. Friends from the Australian Shipping fraternity were present, as well as the management and staff of Interocean Australia Services, many of whom worked with Mr Wever during his two previous Sydney postings.

Mr C.L.C. van Kretschmar described Mr Wever's career, revealing some amusing incidents. On behalf of Managing Directors he presented Mr Wever with an oil painting by a Dutch artist, depicting Mr Wever's home province of Friesland.

The staff, knowing Mr Wever's spare time hobbies, presented him with a power drill, which was very well received.

Tributes were paid by the Chairman of Interocean Australia (Holdings) Pty. Ltd. Mr E.P. McClintock and by Mr A.F. Hayward, and congratulatory telegrams were read.

In addition to his silver jubilee, this year Mr Wever also celebrates his 50th birthday and his 25th Wedding Anniversary. Mrs Wever was present at the silver jubilee celebration; in his speech her husband paid tribute to her tireless support during the last 25 years. He also expressed his confidence in the increasing prosperity of the Company in the years to come. His speech left little doubt that the past twenty-five years had given him their own reward and fostered in him a forward-looking attitude that is most surely an example to others.



Over the hills and far away . . .

Since their first hike, organised in October 1971, walking has become one of the RILSC's most popular activities. During Hong Kong's cooler seasons, a day's walking is arranged once a month; the walks vary in toughness and length to suit everyone's tastes but on average the group covers a distance of ten to twelve miles. Usually between sixty and seventy people take part including staff members of all ages. Family and friends are always welcome. Transport is arranged to carry the weary walkers home at the end of their full day.

RILSC have now explored many corners of the colony. Their most recent walk was held on 11th March when they set out for the extreme eastern end of the Sai Kung peninsula. This is one of the most remote and beautiful parts of the New Territories. The walkers covered a distance of about twelve miles, much of it up and down hilly paths. But with the occasional rest and a long break for lunch, even the less energetic followers took it all in their stride enjoying the fresh air and exercise. As well as enjoying impressive seascapes and lovely countryside, the walkers also visited some of the most untouched and beautiful beaches in Hong Kong.



Among many magnificent views was this glimpse of Tolo harbour from a hill near Pak Tam Au village.



A stiff climb as the walkers cross from Sai Wan beach to Hoi Ha beach. Mr Ko Chi Chung (HK HO Cashier) leads the way.



Somewhat disguised by a variety of head-gear, nevertheless identifiable, from l. to r.:— Mr J. Boone (HK HO TD), Mrs W. Bakker, Repco and Oscar van Wel, Mr A.J. Kleber (Chairman RILSC), Mrs van Wel and Mr van Wel (HK HO Contr.). On the far right is Mr Cheung Shui Hung (HK HO PZ), the organiser of the RILSC walks.

25th ANNIVERSARIES

Captain D.C.M. van der Kroft

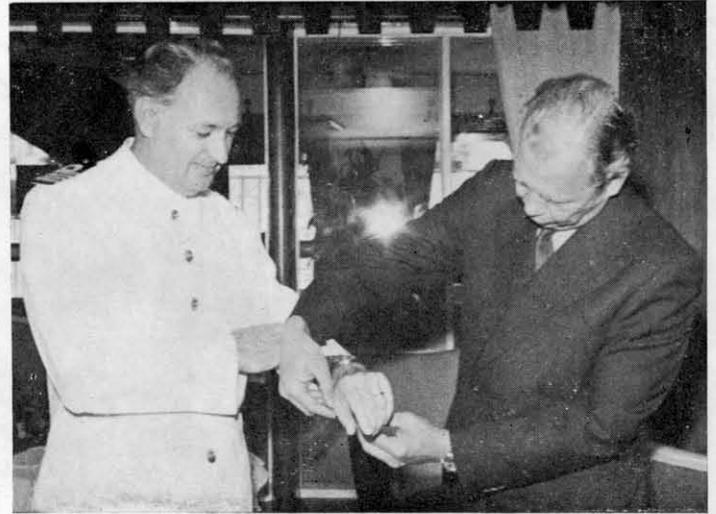
As *Tjiwangi* was in Hong Kong on 19th March when Captain van der Kroft celebrated his silver jubilee, not only were all the ship's officers and petty officers present but also Mr C.L.C. van Kretschmar, Managing Director, and department heads from HK HO.

Mr van Kretschmar made the opening speech, tracing the events of Captain van der Kroft's career and pinpointing several outstanding incidents. Joining KJCPL as 4th Officer in 1948, in 1956 he became Chief Officer and in 1962 Captain. In addition to commanding a great number of RIL vessels, Captain van der Kroft was seconded to the newbuilding of *Straat Fremantle* in 1964 and *Straat Nassau* in 1972, and thus took command of these vessels during their maiden voyages to the Far East.

Amongst the many memorable incidents of his sea-faring career, in 1954 while on board *Tjiwangi*, 2nd Officer van der Kroft and his fellow officers and crew members helped to extinguish a fire which seriously damaged the SMN godowns at Makassar. In 1958, as Chief Officer on ms *Ruys*, he played an important part in extinguishing another dangerous fire which broke out in No. 2 hold and quickly spread to No. 3 hold, thus threatening to reach the fuel tanks and cause an explosion.

Mr R.A. Koning

When during a 25-year career one has crossed the high seas from east to west and north to south, spent several periods ashore in the Far East and finally taken up an executive position in PZ Amsterdam, then it is not surprising that one is personally known to almost every one in the Company and especially in the fleet. Thus when Mr R.A. Koning celebrated his silver jubilee on 13th February, PZ Amsterdam was overwhelmed with congratulatory telegrams, so many that it was impossible to read them out.



After Mr J.J. Leurs had read some of the congratulatory telegrams, Mr van Kretschmar presented the souvenir watch, whereafter Captain van der Kroft made a speech of thanks.

Chief Officer van Kapel, representing the officers, thanked the Captain for his leadership and presented him with an electronic calculator and a set of decanters. Purser Yip Pak presented a Chinese vase and porcelain lamp with silk shade on behalf of the *Tjiwangi* crew.

Practically the whole of the Amsterdam staff, retired colleagues, captains, engineers and officers on home leave, gathered for the celebration at which Mr Koning, —King San to his intimates—Mrs Koning and their three daughters were guests of honour.

In his address Mr W.M. de Haan spoke of the many excellent qualities Mr Koning has shown during his career. In particular he recalled 1959 when typhoon *Vera*, the worst typhoon ever to hit Japan, drove *Tjitjalengka* aground in the Bay of Nagoya. Mr Koning was Chief Officer on board at the time; it was only the great judgement and skill of Captain, officers and crew which saved the vessel from total destruction.

Promoted to Captain in 1962 and after training in Hong Kong, Mr Koning joined Amsterdam office and became responsible for RIL's Officer Corps. in the Netherlands. His personal sea-going experience enabled him to show great understanding to his former colleagues and to solve many of their problems. Generations of officers will remember Mr Koning as their first contact with RIL as he keeps a close eye on the training of future officers and engineers.

Mr de Haan presented a gold watch, and after receiving a gift from the staff, Mr Koning made a speech of thanks.

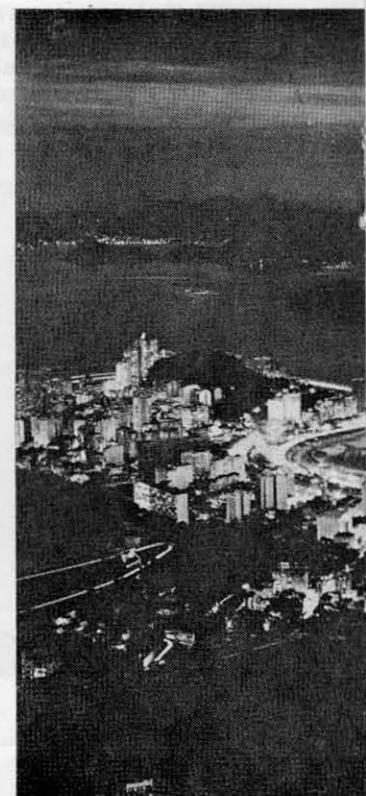


Dancing samba down the famous avenues in the heart of Rio de Janeiro.

The samba schools in their elaborate costumes lead the festivities.



The famous night skyline of



CARNIVAL

Every Spring as Lent approaches, the cities of South America erupt into riotous gaiety for the celebration of Carnival.

The Cariocas (people of Rio de Janeiro) go especially wild, for as RIL ships sailing in ASAS will know, Rio is the heart of Carnival country, and the fame of Rio's Carnival has now spread all over the world.

Samba is the dance of Brazil, and in Rio there are well-over a hundred Escolas de Samba (samba schools) which are a constant attraction to tourists. During Carnival, the Escolas de Samba, dressed in elaborate and colourful costumes, parade and dance through the city's avenues, leading the festivities.

Prizes are presented for the most incredible costumes and all over Rio festival kings and queens are crowned. Thousands of visitors now flock to see the spectacle, and the less inhibited participate.



Prizewinning costumes:—above, one of the first prizes awarded for female costume; below, one of the first prizes awarded for male costume.

From A.S. Mello (Rio Agents—Photos from Journal do Comercio) and Alda C. D'Angelo (RIL Sao Paulo).

Rio—one of the most beautiful sights in the world.



SAILINGLETTERS

By B.J.M. Smiet, Nedlloyd Inc. New York

As many RILers will know, it is customary for Masters of foreign vessels sailing into their last loading port to be presented with a sailing-letter by their agents. The letter contains specific cargo information, bunker instructions and details about destinations.

The presentation of the "sailing-letter" — each one looking so very much like the last one — never fails to win a half-hearted smile from the recipient officer while at the same time a cold beer is produced in order to smooth over any possible ruffled feelings.

In past history, however, the sailing-letter was a real letter of instruction; I would just like to see the face of a Master today if he were to be presented with this sailingletter of 1783, which is exhibited in the Museum of Maritime History at Salem, Massachusetts:—

Salem 24 September 1783

Captain Sami Williams,

The Ship Grand Turk of which you have the Command being in all respects ready for Sea, I do advise & order you to come to sail & make the best of your way for Martinique and there if you cannot find better Market sell the Most of your cargo for Cash & and there or at Guadaloupe load the Ship with Sugar Molasses

Cocoa and Cotton for Salem, — unless you can do anything to more advantage with the Ship. Provided you conclude to come Home with the Ship you might make the greatest dispech as I suppose it likely to meet a good Market for Cotton at Home two months from this date. Or if at Windward the Market is exceedingly bad & you can find you are allowed to trade at Jamaica then you have my leave to proceed there, to sell your Cargo & there load the ship with Rum Sugar Hides pimento & Ginger, according as the price may be, but the greatest part of the cargo must be in Rum.

If you trade at Jamaica, on the passage Home I would have you to stop at Charles Town, South Carolina & there if you can get three shillings Sterling for the Rum sell it & load the Ship with New Rice for Salem. If in the West Indies you find you can purchase any goods so as to make 25 or 30 percent profit, then you have my leave to draw on Champion & Dickerson for Five hundred Pounds Sterling & if you cannot then you may draw on me for that sum at 20 or 30 days sight. In the room of drawing on Champion & Dickerson provided you go to Jamaica, if Mr Dalhere is there apply to him about the four Protested Bills of mine and if possible make Sale of them. If he is not there, know if there has been any money paid on those Bills. Bring me a Barrel of

Oranges, a Barrel of Yams a pot of Ginger & a pot of Sweatmeets. Not having to add, I commend you to Almighty's protection and Remain your Friend,

Elias Hasket Derby

P.S.

I do not mean the above as Positive Orders. You hereby have my leave to Proceed in any way different that you by Calculation shall find more for my advantage. If you cannot at any rate make Sale of the Protested Bills at Jamaica, if mister Dalhere is there bring me such Papers from the Office in Jamaica as will empower me to sell the interest in London.

If agents nowadays had to present something like the above letter, the ritual of bidding the vessel's officer farewell might go something like this:—

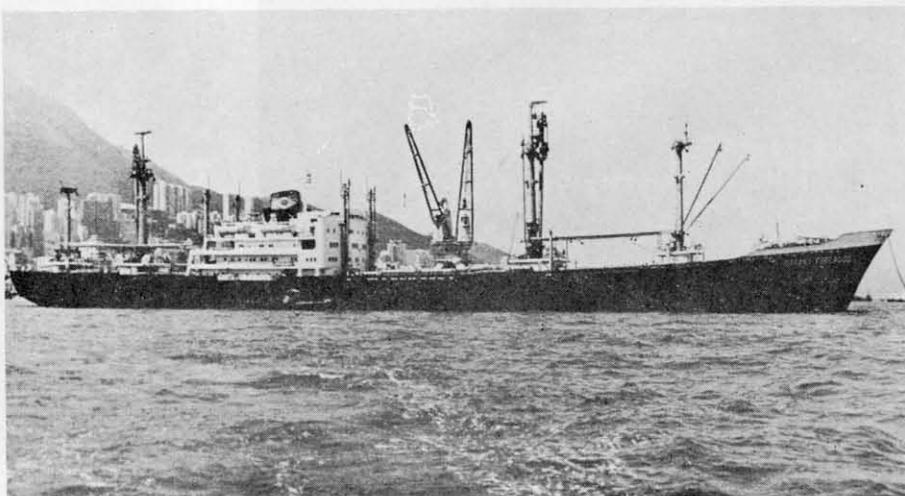
Agency Representative to Chief Officer: "Good evening. Have a safe trip mate. No thanks, I'm not drinking tonight. Could I have the stowage plan please. Thank you very much. Ohh, by the way just pass this letter on to the old man once you're at sea. Bye."

While trying to sneak speedily and undetected from the gangway to his waiting car a voice hollers from up near the bridge, "Hey boss, have no fear, the great salesman is here!"

STRAAT FORCADOS

IN HONG KONG HARBOUR ?

As this issue of RIL Post went to press just before Straat Forcados (ex Servaaskerk) in her new RIL house colours was due to arrive in Hong Kong, we contrived the situation a little to show you what she WOULD look like when she arrived on 24th April !



25th ANNIVERSARY

Mr M. Sakurai



On 1st March one of RIL's most colourful and best-known personalities, Mr M. Sakurai, Manager for Osaka, cele-

brated his 25th service anniversary with RIL. Amongst those present at the celebration were Mr F.J.A. Hens, Manager for Japan, and representatives from many other Japan offices including Mr M. Yoshioka (Tokyo Man.), Mr T. Sugimura (Kobe), Mr M. Yoda (Nagoya), Mr N. Nagashima (Eurobridge Osaka), Mr Milne and executives from Kansai offices. Mrs Sakurai was also present.

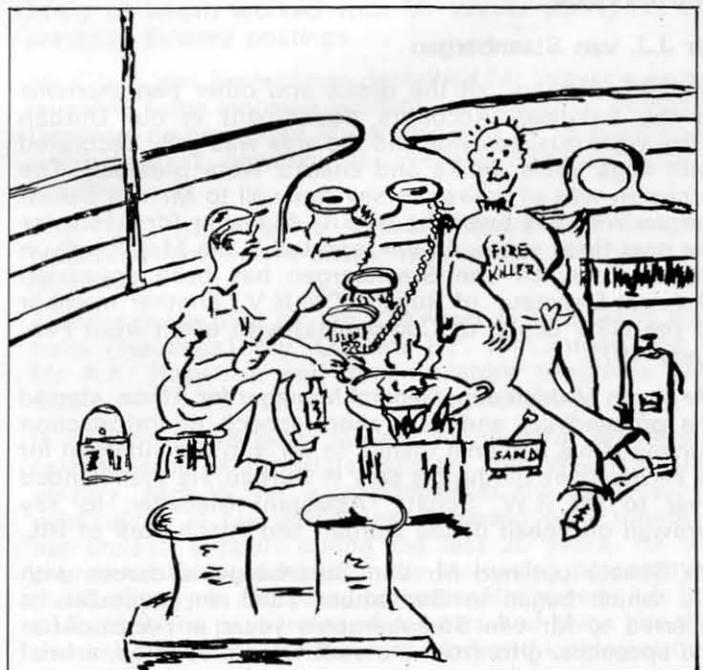
In his address, Mr Hens traced the main events of Mr Sakurai's career. Joining RIL in March 1948, he held the post of marketing officer in Osaka until December 1952. In 1953 he was transferred to the Nagoya office where in 1956 he was promoted to Regional Staff. He became Manager for Nagoya in 1958 and in 1962 he became Manager of the important business office in Osaka.

Mr Hens concluded by praising both Mr and Mrs Sakurai for their constant and diligent service to RIL during the past twenty-five years. He then presented Mr Sakurai with the gold watch on behalf of Managing Directors.

CREW CAPERS . . . Power Cut!

Even routine events on board can present problems for RIL crews, but our inventive mariners are never at a loss to find an ingenious solution. Here Bosun Amir Amzar illustrates with his usual touch of humour, what happened when Straat Madura had her annual drydocking and the power supply was cut off in the galley.

As lunchtime approached and stomachs started to rumble, our resourceful crewmembers had an inspiration; the deck crew soon set up an improvised galley on deck, with the cooperation of the engineroom crew, whose fireman was keeping a watchful eye on the blaze.



RIL BLOOD DONORS



In Hong Kong there is often a critical shortage of blood. RIL have been trying to help out and while Asian Ensign (formerly Straat Freetown) was in port on 2nd April, seven of her officers volunteered as blood donors.

While the vessel was en route to Hong Kong, the officers had received a telegram from HK HO asking whether any of them would be prepared to give blood; upon entering port they also heard urgent appeals on the Hong Kong radio stations. Despite the fact that their visit was busy and brief, they found time to visit the Red Cross Blood Collection Centre in the Ocean Terminal.



Some of the donors had given blood before; for others it was the first time. Judging by these cheerful photographs, it was by no means an unpleasant experience. The donors were from left to right:—4th Officer W.J. de Vreeze, Chief Officer T.A.J. Gulmans, 5th Engineer O. van Foeken, 3rd Engineer G.G. Olthoff (lying down), 3rd Officer B. Feyen, Apprentice Engineer H. Kerkhof and 2nd Officer Th.G. Snel. Our thanks to all of you on behalf of the Hong Kong Red Cross. Perhaps more RIL ships would be willing to help? If there are ten or more donors on board any vessel, the Red Cross will send a mobile unit aboard.

FAREWELL

Mr J.J. van Steenberg

On 19th January, all the desks and other paraphernalia of the Safocan Accounts department in our Durban office were pushed aside and the area was gaily decorated with flags while drinks and snacks were provided. The occasion was of course to say farewell to Mr van Steenberg who has been the Deputy Manager for Africa for the past three years. As we reported in the March edition of RIL Post, Mr van Steenberg has been appointed 'Adjunct-Directeur' of Ruys & Co. N.V., another member of the NSU Group of Companies, with effect from February 1973.

Mr J. van Middelkoop, General Manager for Africa, started the proceedings and in a short speech of introduction conveyed his personal thanks to Mr van Steenberg for all he has done during his stay in Durban. He then handed over to Mr R.W. Schats, Assistant Manager, to say farewell on behalf of the Durban and Africa staff of RIL.

Mr Schats outlined Mr van Steenberg's career with RIL which began in September 1949. In particular he referred to Mr van Steenberg's years in Africa. After the speeches, gifts from the staff were presented, a brief case, and a copper picture as a memento of Africa.



Mr J.J. van Steenberg (right) with Mr R.W. Schats.

CAMERA SHY

Few RIL Post readers have probably ever stopped to consider those 'mythical' creatures the 'Area Correspondents' whose names appear on the last page of each month's issue. For the Editor however, they are the vital links in a communication chain without whom it would be impossible to produce the RIL Post, let alone keep in touch with every aspect of RIL activity.

One of the most treasured 'links' in the chain is Mr P.W.A. Keller, who since January 1968 has been faithfully and promptly providing all the news from Amsterdam and a great deal of other material too. We couldn't resist publishing this charming photograph of him "feeding the kingbirds", (to quote Mr Keller himself). The occasion was Mr R.A. Koning's silver jubilee (see page 89) and the "kingbirds" are Mr Koning's three daughters who attended the celebration.



Our Area Correspondent, Mr P.W.A. Keller feeding the kingbirds.

PERSONALITIES

Mr G.D.M. Boot (Commercial Director) made a brief business trip to Bombay on 16th March, returning on 19th March.

Mr J.C. Pasman (HK HO TD) left for Singapore on 20th March for the DMO's of *Straat Lagos*, *Straat Clarence* and *Musi*.

Mr N.L. Padt (HK HO VZ) made a business trip to Australia and New Zealand on 25th March, returning on 19th April.

Mr J.M. Feringa and **Miss T.R. Reyenga** (HK HO CRD) attended the Marketing Consultation Meeting in Yokohama on 27th March, returning to Hong Kong on 30th March. **Mr C.A.A.J. Sinninghe Damste** (Durban), **Mr R.F. Janssens** (Buenos Aires), and **Mr T. Makiura** (Johannesburg) also attended this meeting. Messrs. **Damste** and **Janssens** visited Hong Kong before returning to their posts.

Mr Lam Kok Wing (Singapore) arrived in Hong Kong on 2nd April where he spent two weeks on business.

Mr S. Barneveld (HK HO VZ) made a business trip to Jakarta on 25th April, before taking up his post in Sydney on 3rd May.

FAMILY NEWS

Weddings

5th Engineer P.A. Hopman to Miss M. Geers, on 9th March, at Bergen op Zoom.
 Mr Kwong Tak Sang (HK HO ACC) to Miss Ng Choi Har, on 14th March.
 Mr Ho Chai (HK HO ACC) to Miss So Ches Ha, on 19th March.
 2nd Engineer H.J. Nieuwland (Straat Nassau) to Miss J. Houthuizen, on 23rd March, at Middelburg.
 5th Engineer P.J.A. Moereels (Leave) to Miss W.M.C. Schoevers, on 23rd March, at Wassenaar.
 Mr Kwok Hung Fat (HK HO FIN) to Miss Leung Lai Wah, on 25th March.
 4th Officer E.A. Koerse (Straat Nassau) to Miss D. Kaandorp, on 26th March, at Castricum.

New Arrivals

Mr Lau Yung Kan (HK MH); a son, Lau Tat Wai, on 5th January.
 2nd Engineer N. Poort (Leave); a son, Rob, on 6th March, at Vlissingen.
 3rd Engineer C.F. von Stein (Leave); a daughter, Lisette, on 7th March, at Voorthuizen.
 3rd Engineer S.H.J. Vellinga (Straat Florida); a daughter, Maaike Anne, on 15th March, at Groningen.
 Chief Engineer W. Verbaan (Straat Korea); a daughter, Kalinka Helian, on 24th March, at Doesburg.
 5th Engineer W.J. Mast (Leave); a son, Wouter, on 26th March, at Putte.
 2nd Officer F.H. Elkhuizen (Leave); a son, Mark, on 29th March, at Muiden.
 Mr P.J.J. Dingemans (HK HO Contr.); a daughter, Saskia Marieke, on 2nd April.
 Mr J.B.A. Jonckheer (HK HO PZ); a daughter, Barbara Engeline, on 16th April.

PERSONNEL

NEW PERSONNEL

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

Mr M.F. Huiskens 4th Officer

PROMOTION

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

Mr W.J.C. Fukkink	as from	8/11/72
" W.K. Schaalma	" "	11/ 9/72
" J.R. van der Duim	" "	21/11/72

Mr J.P. Prince	3rd Officer
" J.A. Thijsse	" "
" C.J. Weststrate	" "
" Ch. Scheer	4th "
" J. Hendriks	2nd Engineer
" U. Jetten	" "
" P.L.C. de Kunder	" "
" J. Mazereeuw	" "
" C. van der Vring	" "
" J.H.W.M. van Oostveen	" "
" J. de Vos	3rd "
" A. van Eikeren	4th "
" R. Gast	" "
" J.L.M. Geuskens	" "
" R. de Hartoog	" "
" M.H. Kegel	" "
" A.C. Pijl	" "
" A. Roozendaal	" "
" Ch. J. Bakker	5th "
" Th. Dekker	" "
" S.H. Lim	" "
" M.M.A.J. Verstraeten	" "

SUCCESSFUL EXAMINATIONS

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

Mr H. van de Beek	2nd Officer	I	14/2/73
" H.J.J. Clasie	" "	Th.I	7/3/73
" P.J. van Kempen	" "	Th.I	23/2/73
" A. Robaard	" "	I	21/3/73
" F.A. Scheffer	" "	I	19/3/73
" B.G.P. van Vliet	" "	Th.I	21/3/73
" G.J.A. van den Berg	3rd "	Th.II	22/2/73
" L.M. Drewes	" "	Th.II	15/2/73
" J.M. Hoogesteger	" "	II	19/2/73
" R.H. Schröder	" "	Th.II	14/3/73
" M.Th. Zurhake	" "	II	12/3/73
" H. Jansen	2nd Engineer	C	27/2/73
" W. Westerhof	" "	C	27/2/73
" A. Bloemendaal	3rd "	B I	15/3/73
" C.J.M. Boerma	" "	B	16/2/73
" A.J. Gulmans	" "	B	2/3/73
" C.J. van der Have	4th "	B I	16/3/73
" P.J. Adriaanse	5th "	A	20/2/73
" P.J. Vink	" "	A	8/3/73

Those who returned are:

posted to

Mr B.G. Coops	Chief Officer	Straat Holland
" H.K. Labrie	" "	Straat Chatham
" H.W. Lijding	" "	Tjitarum
" J. Ozinga	" "	Straat Hong Kong
" P.F. Bijl	2nd "	Straat Torres
" A. Robaard	" "	Straat Franklin
" G. Carstens	3rd "	Straat Johore
" E. Dam	" "	Straat Luanda (i.s.o. Straat Hobart)
" M.Th. Zurhake	4th "	Straat Hobart
" H. Jansen	2nd Engineer	Straat Franklin
" R.J. van der Spoel	" "	Straat Tauranga
" M.C. Uijl	" "	Tjiwangi
" P.A. Alstede	3rd "	Straat Algoa
" A.J.J. Bijman	" "	Straat Colombo
" A. Bloemendaal	" "	Straat Napier
" Sjoerd H.J. Vellinga	" "	Straat Florida
" F.R. Wijkel	" "	Straat Cook
" A. de Bree	4th "	Straat Johore
" Th.B. den Haak	" "	Straat Fremantle
" B.A.J. Mes	" "	Safocean Auckland
" G.Th. Pauli	" "	Safocean Albany
" H.C. Stam	" "	Straat Nassau
" G.J. Dekker	5th "	Straat Cook
" E.R. Harmsen	" "	Straat Clement
" Tj. R. Topée	" "	Straat Luzon
" W.K. Schaalma	" "	Straat Colombo
" L. Wiggers	" "	Straat Van Diemen

LEAVE

Mr K. Beekes	Chief Officer
" R.A. Corten	" "
" H.K. Kruk	" "
" J.L. Nobels	" "
" R.B. de Vries	" "
" B.W. Janse	2nd "
" P.G. Langeveld	" "
" J. Meyler	" "
" H.K.Ch.B. Veenhuysen	" "
" R.P. Dros	3rd "
" J.P.G. Florie	" "
" L.W. van Kampen	" "
" J.R.L. Lucassen	" "

TRANSFERS OF SHORE STAFF

Mr G.J.W. Meynen was transferred from Singapore to Hong Kong.
 Mr J. Damsma was transferred from Hong Kong Head Office to Hong Kong MH, after subsequent home leave.
 Mr S. Barneveld was transferred from Hong Kong Head Office to Sydney.
 Mr H.J. de Loos was transferred from Hong Kong Head Office to Durban.

TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS

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

Captain G.W.E. Gerritsen of STRAAT TOWA was transferred to STRAAT HOBART.

Captain L.P. Weststrate was posted to STRAAT TOWA following home leave.

Captain M.M. Adamse, Master of STRAAT TAURANGA went on home leave.

Captain A.J.M. Michielsen was posted to STRAAT TAURANGA following home leave.

Captain J. Verburg, Master of STRAAT FUTAMI went on home leave.

Captain J.G.M. Spijker was posted to STRAAT FUTAMI following home leave.

Captain J.G. ten Bhömer, Master of STRAAT FLORIDA went on home leave.

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

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

Captain R. Severien was posted to STRAAT CLEMENT following home leave.

Act. Captain P. Cox, Master of STRAAT LUANDA went on home leave.

Chief Officer H. de Meyer was posted to STRAAT LUANDA as Act. Captain following home leave.

Captain S. Westerweel, Master of STRAAT TORRES went on home leave.

Chief Officer H.K.M. Schot was posted to STRAAT TORRES following home leave.

Chief Engineer A. Minnesma of STRAAT KOREA went on home leave.

Chief Engineer H.E. Kattenbroek was posted to STRAAT KOREA following home leave.

Chief Engineer P. Bakker of STRAAT CLARENCE went on home leave.

Chief Engineer A.J.G. Strengholt was posted to STRAAT CLARENCE following intermediate leave.

Chief Engineer H. Hooyberg of STRAAT COLOMBO was repatriated.

Chief Engineer A. Volkert, of STRAAT KOBE was transferred to STRAAT COLOMBO (correction).

IN MEMORIAM

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

L.J. Pierlot (retired Chief Engineer), on 5th March, at Bussum, aged 76.

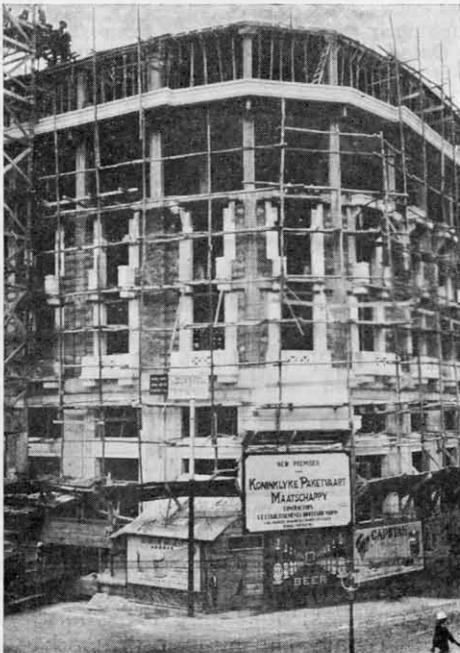
H.W. Hasenbos (retired Chief Engineer), on 8th March, at De Bilt, aged 67.

J.J. Breman (retired), on 12th March, at Den Haag, aged 83.

N. Waringa (retired Adjunct Chef), on 15th March, at Leiden, aged 73.

C.J. Smit (retired employee), on 19th March, at Enschede, aged 81.

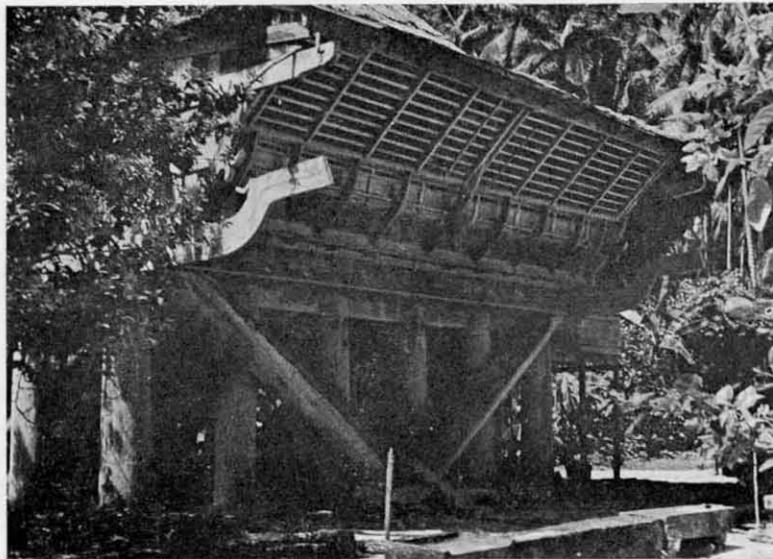
DO YOU REMEMBER?



This building will look very familiar indeed to many RIL staff despite the fact that its surroundings have changed since this photograph was taken in 1930. Previously the office of KPM in Singapore, the building at No 1, Finlayson Green is now called Interocean House and is of course the headquarters of Interocean EAC Agencies Pty. Ltd.

These photos, showing the building under construction (left), and shortly after completion (right), were sent to us by Mr A.G. Boehmer (KPM employee until 1930).





This Si Oeloe house is almost identical to those of southern Nias; a novel feature is the stone stairway, hewn from solid rock which stands beneath the house.



The village walls, built of huge stone blocks, are broken by a single entrance gate which can quickly be barred when danger threatens.

AMONG THE ISLANDS

by Captain H. Zeylstra (retired)



This huge chair, hewn from a single stone stands before the Si Oeloe house. The chair back, which faces the house, is decorated with a carved human figure.

Just south of the Indonesian island of Nias and separated from it by a strait sixty sea miles in width, is the tiny island of Pulau Tello. In just a couple of hours one can explore this picturesque island by following the coastal footpath which encircles it.

The villages on the northern tip of Pulau Tello (facing Nias) greatly resemble those of southern Nias. Unlike Nias, Pulau Tello is completely flat, so its villages cannot be defended by their hilltop positions. Instead they are surrounded by formidable stone walls; the walls are traversed by a single entrance gate with stone steps leading up to it.

The villagers wooden dwellings are grouped around a square. They are not the same distinctive design as those of southern Nias. In the most northerly village however, there is a genuine Si Oeloe house (home of the village head tribesman) almost identical to the one at Bawamataloewo on Nias; built only 170 years ago, it is in a good state of repair. The huge logs used to construct the base of the building were apparently brought from an island en route to Sumatra, as the trees of Pulau Tello were not sufficiently thick.

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On the shipping side, our thanks go to Electrician Yau Kwan Hon for sending us first-rate photographs of three RIL ships in Asano dry dock. Here is his own ship, *Straat Nassau*, which went in for her guarantee docking on 16th March.

Ashore, we see how some of our RIL staff in Japan enjoy their leisure hours; more leisure activities in Hong Kong with the RILSC; while in South America everyone has really been letting their hair down for Carnival.



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