

RIL Post

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A MEMORABLE WELCOME FOR THE PASSENGERS BY THE LION DANCERS

NEW CRUISE — Australia Indonesia

On 11th March, 240 passengers enjoying the inaugural voyage of *Nieuw Holland's* new cruise to South East Asia and Australia, arrived in Singapore for a two day visit. The 60 day round trip cruise is the passenger part of the new cargo/passenger Australia Indonesia Straits Service (AISS).

Shore excursions were available for passengers in every port of call on the cruise including Penang, Belawan, Jakarta, Surabaya, Bali, Port Moresby, Brisbane, Sydney, Adelaide, Melbourne and Risdon. On board *Nieuw Holland*, all the requirements of the holiday makers—from young children to senior citizens — are catered for. Amenities include two dining halls, two swimming pools, two sports decks, two bar lounges, a cinema, a children's deck and a nursery.

In Singapore Mr T. Tseng, Manager of Lisland International(S) Pte. Ltd. commented, "What we are bringing back is holiday travel with all the romanticism and magic of sea travel that have so captured the imagination of holiday makers in the past." Lisland are the general passengers sales agents for the new service.

FLEET FACTS

Straat Luanda/55 will leave INDIAS employ upon completion of her northbound voyage in July whereafter the vessel will proceed to Singapore to discharge cargo from India and Sri Lanka. Subsequent employ will be announced at a later date.

Straits Service

Upon arrival in Singapore harbour, passengers aboard *Nieuw Holland* were certainly given a rousing welcome by a lion dance troupe arranged specially for them. Fascinated by the prancing lion, the visitors mostly Australians, decided



SAILING INTO SINGAPORE HARBOUR FOR THE FIRST TIME ON THE NEW CRUISE



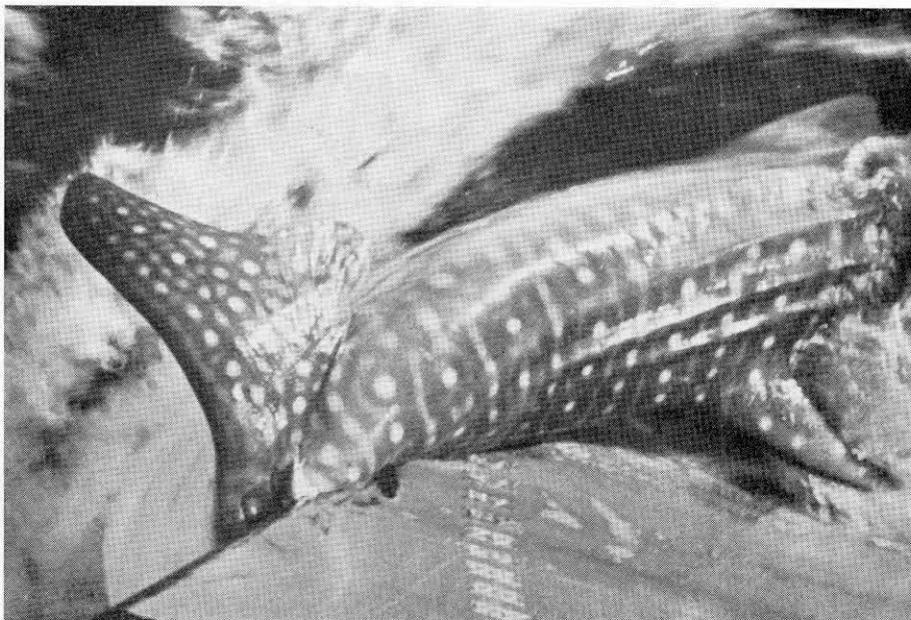
AMONGST THE GUESTS AT THE COCKTAIL RECEPTION WERE, LEFT TO RIGHT, MESSRS J. BALHUIZEN, K.C. LARSEN AND W. WINKELMAN

to try and find some way of responding to the welcome. Australian dollars were collected, strung together with lettuce and bottles of Australian beer, and lowered over the ship's side as an offering to the lion. After much prancing around, the lion gladly accepted the gift to the hearty applause of his audience.

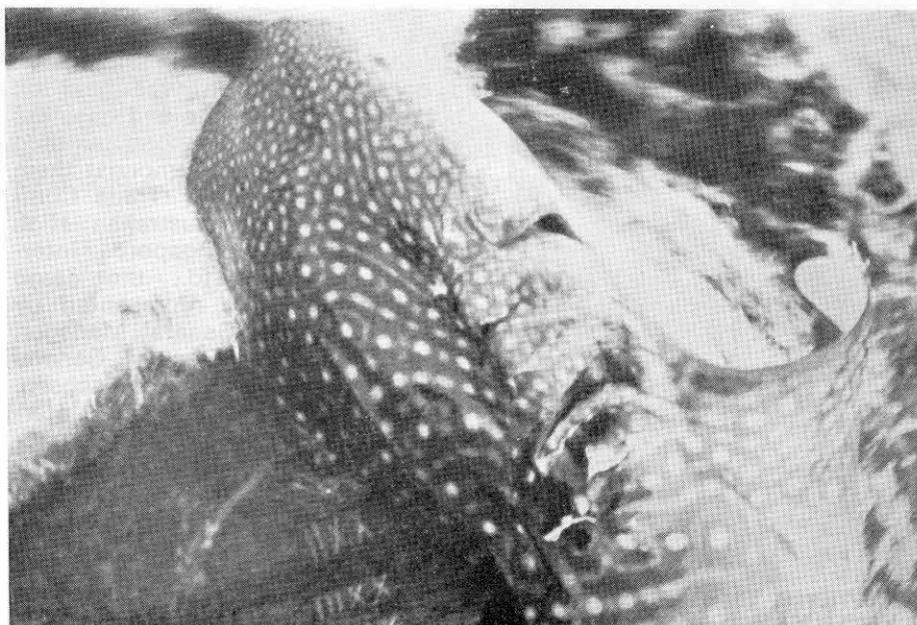
On the day of arrival in Singapore, a cocktail reception was held on board for travel agents and business associates. More than one hundred people were present, amongst them Mr H. Sargent, Senior Trade Commissioner of the Australian High Commission in Singapore. Inter-ocean-EAC Pty. Ltd., the cargo sales agents, were represented by Mr J. Balhuizen, General Manager, Mr K.C. Larsen, Deputy General Manager and Mr K. Bonnischsen, Marketing Manager. Lisland International(S) Pty. Ltd., were represented by Mr A.H. Verhoef, Far East Manager, and Mr T. Tseng, Manager.

Nieuw Holland left Singapore for Penang on 13th March.

Unusual Catch for Straat Nassau!



The tiger shark viewed from the bow, to Starboard (above) and to Port (below). Photos by 4th Officer A.J. Broek who comments, "It's hard to give an accurate estimation of the length of the shark, but it was agreed that eight meters could not be far wrong; surely big enough to prepare fish chowder for the whole RIL fleet!"



On the final stage of her eastbound voyage from Santos to Singapore, a most unusual thing happened to Straat Nassau as she sailed in the Straits of Malacca. Captain H. Boerée reports:—

"At 17.25 on Friday 8th March 1974, while the ship was proceeding in the Straits of Malacca between Diamond Point and One Fathom Bank, we sailed through an enormous shoal of sharks. Suddenly we felt a slight bump. At that moment I was on the main deck to starboard in the vicinity of hatch No. 3. I went forward to the bow and looking down I saw a gigantic shark wrapped around our stem on top of the bulbous bow and just beneath the surface of the water.

On the fo'csle we could feel the shark's tailfin slamming the hull. Meanwhile on the bridge, they registered that the speed of the vessel had been reduced by half a mile; simultaneously engine power had been increased by 400 h.p.

First we tried to get rid of the shark by manoeuvring with our rudder. When this proved unsuccessful we started an auxiliary diesel engine to take over the load from the shaft generator whereafter we were able to reduce speed as from 1755.

1801 attention for manoeuvring; 1803 stop; 1807 slow astern; 1810 stop, the shark was freed from our stem; 1811 slow ahead; 1814 full ahead; 1815 finish manoeuvring."

Captain Boerée concludes, "We think we had a tiger shark and estimate its length to have been seven to eight metres?"

SIXTH MANAGERS' CONFERENCE — MARCH 1974



Seated in the conference room at the Hong Kong Country Club were, from left to right, Messrs. S. Bakker, S.R. Elgersma, J.M. Feringa, Ph. Bangert, H.M. Roos, F.J.A. Hens, W.A. Mulock Houwer, P. Hulleman, G.D.M. Boot, J. Groenendijk, E.A. Postuma, C.L.C. van Kretschmar, G. Kasteleijn, E. Willems, W. Boogerman, J. van Middelkoop, H. Wever, P. van Schaardenburg, J. Balhuizen, H.C.G.L. Ribbink, J.G. de Harde, A.R. van Wel and W.J. van Eijk.

Farewell Mr F.O. van Randwyck



Mr F.O. van Randwyck who celebrated his silver jubilee with RIL in February 1973, retired from the Company on 11th April 1974.

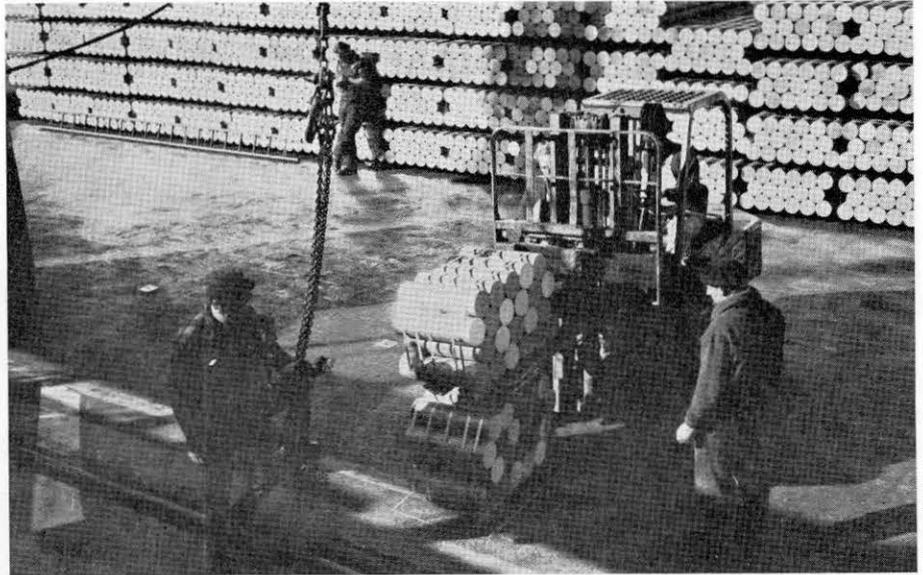
At the farewell luncheon given by Managing Directors at HK HO, Mr G. Kasteleijn recalled that Mr van Randwyck's career had been very varied which was indeed typical of RIL; he had been posted to Japan, Manila, HK HO, East Africa and South Africa before his appointment as Director of RIL (HK) Ltd. where he was especially concerned with China. Mr Kasteleijn also mentioned that, during the speech at the Area Managers Dinner, Mr van Middelkoop paid tribute to Mr van Randwyck's contribution to the development of RIL's services particularly in the Gulf and in West Africa. Mr van Randwyck was unable to attend the dinner as he was in China. Mr Kasteleijn concluded by wishing Mr van Randwyck all the best in his new position with Panalpina in London.

In his reply Mr van Randwyck proposed a toast to the future prosperity of RIL.

Following the slogan of the Ostrich
**remember there's
 always a better method!**

(see RIL Post October 1973 page 184) the photographs on this page illustrate that with some effort a commodity that is slow and difficult to handle, like rolled aluminium ingots, can be turned into a unit suitable for mechanical handling.

The reason this unit is good for mechanical handling is that it has skids of adequate height for forklift truck tines to enter; even more important, the skids are of sufficient height for the FLT tines to retreat without dragging the units out of the stowed position again (photo 1).



1

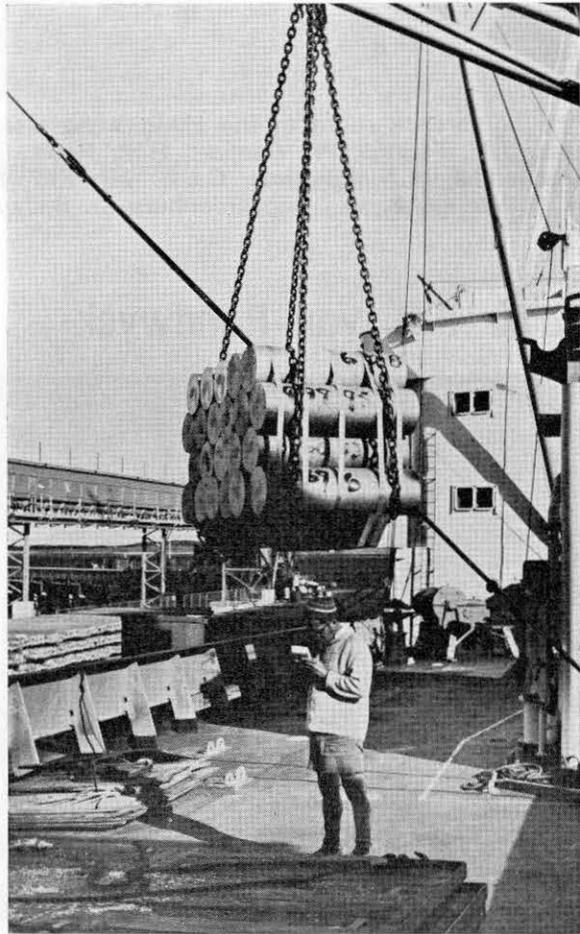
Also, the skids are placed a little on the inside of the unit leaving a "wing". This is very important for lifting the unit on board. The lifting equipment used here consists of a pair of chainslings which are permanently hooked onto the ships gear. For slinging the men on the wharf simply slide a chainsling under the outside of the unit, and the unit is immediately ready for lifting on board. There is no need to unshackle one side of each chainsling (photo 2).

One should realise that the chainslings used are only suitable for this commodity. For pallets and all other more sensitive units, the more universal pallet bars are used.

The clear marking of the unit assists the tallyman who only has to note down the number of the unit instead of counting the number of ingots contained by the unit (photo 3).



2



3

Ship: STRAAT CLARENCE Photo's: Mr R.H. Bezuyen

Conferences Tariffs and Agencies Department



From left to right:— seated, Mr E.H. Carpentier Alting (agencies), Mr J.A. Johann (tariffs), Drs. S. Bakker (Manager CTA), Mr Tam Hok Keung (tariffs) and Mr M. Wong Kwai Poon (conferences); standing, Miss K. Kan Wai King (office girl), Miss A. Kwan Pik Wan (tariffs), Mr F.W. Bonsen (conferences), Miss T. Lee Hoi Wah (tariffs), Mr William Chan (tariffs) and Mr Leung Kwan Yuen (tariffs).

The Conferences, Tariffs and Agencies Department looks after the affairs of the Company in relation to some fifty Conferences and Freight Agreements of which RIL are member. It establishes freight rates and arranges for the appointment of Agents for RIL, the establishment of RIL's own representative offices, as well as the acceptance of Agencies by RIL offices.

RIL's association with other shipping lines in different trades varies from loose Rate Agreements to well-developed Shipping Conferences. The Conference Section of CTA keeps track of developments in the various Agreements and formulates policies in conjunction with Area Managers. Because Conference meetings are held in various parts of the world where we operate, the attendance of these meetings is normally the responsibility of Area Managers or their deputies.

CTA-Tariffs are the "price-setters" and have the comprehensive task of keeping countless tariffs and individual freight rates abreast with trading conditions and on

remunerative levels. One of the aims of Shipping Conferences/Freight Agreements is to maintain stable rates of freight where possible in the interest of trade promotion. However since the late sixties, inflationary trends have caused a steep rise in operating costs, forcing carriers to seek regular and appropriate freight increases in order to maintain a reasonable profit margin.

Last but not least, "Agencies", has to take care that RIL's interests in a widely varied sphere of trading are well looked after. RIL have at present about 350 commission agents plus some 20 of our own offices/agencies /representatives in our trading sphere. In choosing a new Agent, CTA is normally guided by the advice of Area Managers. CTA also keeps an eye on the amount of commission earned by various agents and when necessary investigates the feasibility of opening our own branch-office in a particular port. Efforts by RIL branch offices to attract outside agencies are made in the first instance by Area Managers, acting on the advice of CTA. A close cooperation between HO and Area Managers is required in order to "sell" our company in the best possible way.

The Origins of the Shipping Conference

A Shipping Conference is an Association of Liner Shipowners operating in the same trade, who agree to abide by regulations to the mutual benefit of shippers and themselves, and to quote the same rates of freight. There are 360 shipping conferences worldwide. RIL belongs to some fifty conferences and freight agreements.

The first shipping conference was founded in 1875 on the trade route between Calcutta and the U.K. It formed the basis of what later became the Far Eastern Freight Conference. Its creation was the result of the expanding European markets for consumer goods such as tea, silk, wool, rubber etc. The nature of the goods called for speed in delivery, care in handling and a diversity of loading and discharging ports. With the breakdown of the old monopolies granted by Royal charters in the sixteenth and seventeenth centuries, (for example the Dutch East India Company,) competition in the trade had become cut-throat. Moreover as steam replaced sail, costs in port were almost as great as at sea and no ship master could afford to wait for favourable offers of cargo. Thus regularity of service and stability of rates became paramount, and shipowners found it desirable to enter into associations with others engaged in the same trade rather than indulging in fierce, unregulated competition.

The benefits of the Conference system to the shipper, as well as the shipowner, soon became apparent. The Conference provides a regular service; if a particular cargo isn't ready for the sailing in which the shipper has booked space, it will go with the next sailing under the same conditions and at the same rates. Moreover all shippers are dealt with alike, whether they are

shipping 5/10 tons or 100/500 tons. Although the Conference Lines may reduce a freight rate with immediate effect, they will not (except under specific contingencies clearly stated in the Conference Tariffs) increase rates without notice. The period of notice is generally accepted to be the current and the two following months. Thus shipper and buyer can safely fix forward business within this period knowing the freight rate will not be increased.

By providing this kind of service however, the liner operator was exposing himself to fluctuations in the trade and to the competition of tramp and charter traders. To counteract this he took steps to ensure the steady support of shippers through Contracts and Deferred Rebate Payments although the latter system is now becoming outdated. A shipper who signs a contract agreeing to confine his cargo to vessels of the Conference Lines, obtains an immediate discount on his freight. Alternatively if he does not wish to sign such a document, provided he confines his cargo to Conference Lines for a specific period he may obtain a deferred rebate from the Conference Lines concerned.

Although Shipping Conferences have been in operation for nearly a century, only recently have comparable bodies of shippers been set up. The first Shippers Council was established in Britain in 1955; before long similar councils had been set up in ten European countries. In 1967 the first Shippers Council was established in the Far East, in Hong Kong. Since then Councils have been set up in Singapore and Malaysia, whilst in Japan the Committee of All-Japan Exporters Associations has been in existence for some time. Discussions between Shipping Conferences and Shippers Councils have led to considerable standardisation of Conference practices.

The History of ANSCON — Australia Northbound Shipping Conference

Asian Endeavour is one of the five RIL vessels employed in the Asia Australia Express (AAE) under a charter agreement with China Navigation Company (CNCo).

The AAE operates in the Australia East Asia Section (AEAS) of the Australia Northbound Shipping Conference (ANSCON), and its parent conference the Australia New Zealand Eastern Shipping Conference (ANZESC).

ANZESC has an interesting and colourful history. It was established after the second world war to deal with the trading routes north and southbound between Australia and New Zealand on the one hand, and Japan, Korea, Hong Kong and the Philippines on the other.

RIL became a member of this Conference in September 1960, after first applying for membership in 1958.

Individual member lines of ANZESC have histories dating back a century or more. For example, between 1862 and 1865 the predecessors of Eastern & Australian Company (founder members of the Conference) set up the first regular service between Australia and the East, more specifically between Brisbane and Batavia. This service was soon extended to include Hong Kong, Manila, Japan and New Zealand. Spectacular incidents involving typhoons, piracy and ship-wrecks were commonplace in those days. In 1880 for example, the E & A steamer *Bowen* found two pirate junks lying in wait for her. *Bowen's* sweating stokers shovelled coal into her roaring furnaces as never before and the steamer left the pirates rolling in frustration in her wake!

In 1881, CNCo. joined the trade berthing vessels for Australia for the first time. Like Eastern & Australian, they were keen to establish themselves on this promising trade route and the two companies soon reached an agreement on freight rates. In 1896 Nippon Yusen Kaisha



ASIAN ENDEAVOUR ON HER WAY FROM AUSTRALIA TO HONG KONG

(NYK) was the first Japanese shipping line to join the trade.

By the beginning of the Pacific War in 1941, a conference had been established with five member lines; Eastern & Australian, Australia-Oriental, OSK (now MOL), NYK and JAL.

After the disruption of the second world war, ANZESC was established starting with three members: Eastern & Australian, Australia-Oriental and Burns Philp. The Conference continued to admit new members and in 1952, two of the original Japanese Lines, NYK and OSK rejoined bringing the membership up to eight. The total membership is now 14.

With the establishment of the Trade Practices Act in Australia in 1965, shipping conference were required to submit particulars of their operations relating to exports. To deal with these requirements, in December 1967 the

Australia Northbound Shipping Conference (ANSCON) was set up, separately from the parent conference ANZESC. ANZESC has its headquarters in Tokyo, whereas ANSCON has its headquarters in Sydney.

A further division was made at a principals meeting in March 1973 when the Australia East Asia Sections (AEAS) were established as autonomous bodies within ANZESC and ANSCON, dealing specifically with the northbound and southbound trade with East Asia as opposed to Japan. The Australia/Japan trade had already expanded on a scale creating an economic basis for containerisation and the first container ships had appeared on the route in 1969. In 1966/67 Japan had become Australia's largest export market, overtaking the U.K. and by 1969/70 tonnage exported to Japan was more than double that exported to the U.K. As containerised trades have specific requirements, the separation of the Japan and East Asia sections was a rationalisation of what had already happened in practice.



s.s. Veendam approaching Hong Kong's Ocean Terminal

VEENDAM PASSENGERS VISIT CHINA

In March, Lisind International (HK) Ltd. organised a three day visit to China for 196 passengers of the Holland America Line cruise ship, s.s. Veendam. Mr B.A. Paul and Miss Anna Chan of Lisind accompanied the group along with five officials of Holland America Line including the Public Relations Director Mr O. Kolb and Captain A.H. Lagaay, Master of the Veendam. Lisind International (HK) Ltd., which was incorporated as part of SURET, the NSU travel organisation on 1st January 1974, is the general sales agent for Holland America Lines.

s.s. Veendam left New York on 19th January on her 88 day world cruise. Among the 490 passengers aboard there were many retired professional people from all walks of life; for them the side trip to Kwangchow proved a great attraction for joining the cruise. Arriving in Hong Kong for the first time, s.s. Veendam was welcomed by a fireboat display, arranged by Lisind. Press and television representatives boarded the ship as she entered Kowloon harbour. A press lunch and cocktail held on board was attended by China Travel Service, 25 travel agents and the Director and representatives of the HK Tourist Association.

RIL (HK) Ltd. first applied for permission for Holland America Cruises to visit China in April 1972; this was finally granted on 31st December 1973. Visa applications were quickly made and visas were issued during the ship's call at Sri Lanka on 26th February. Only one previous cruise ship visiting Hong Kong, the s.s. France, has been able to organise a similar trip to China for her passengers. The France arrived in Hong Kong one week before the Veendam.

The complex organisation of the three day visit to Kwangchow was handled by Lisind in co-operation with China Travel Service in Hong Kong and China International Travel

Service (CITS) in Kwangchow. Visitors were asked to express their special interests and were arranged in groups accordingly. As a result they had a chance to see diverse aspects of life in Kwangchow, including communes, factories producing silk, porcelain, rattan and ivory products, kindergartens, schools and universities and even acupuncture operations.

Arriving by train at the border on the morning of March 13th, it took only 25 minutes for the travellers to cross Lo Wu bridge and to clear health, immigration and baggage control. Documents and luggage had been sent ahead.

Throughout the tour approximately 50 attendants of the CITS accompanied the group. All spoke excellent English and provided personal assistance which greatly impressed the visitors. For example, two vegetarian visitors were served throughout the tour with special vegetarian food.

Visitors also commented on the excellent service they received at the Tung Fang hotel. Services included free laundry, soft drinks, fruit and cigarettes, and a clinic set up in the hotel especially for the use of the visitors. The free beauty parlour was an unexpected luxury.

On the first evening all the guests attended an official dinner organised

by the hotel, the CITS and the Vice Chairman of the Revolutionary Municipal Committee of Kwangchow. During the dinner, Captain A.H. Lagaay presented a scroll to the people of China inscribed, "The management of Holland America Cruises and the Captain of s.s. Veendam thank the great people of China for their hospitality and their effort to make friends amongst nations for which the CITS has contributed so much."

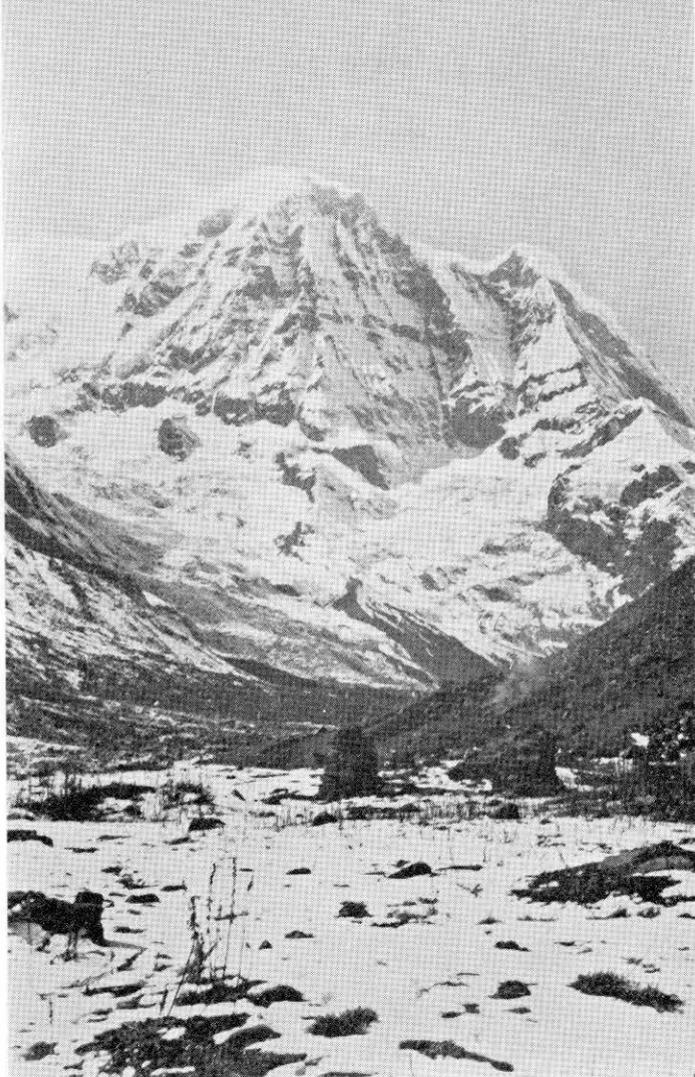
On the second evening the group again enjoyed superb Cantonese cuisine in a delightful lakeside setting at the Pan Chi restaurant.

Asked to describe the highlight of their tour, many visitors spoke of their visit to the Children's Palace where they were entertained by a programme of music and dances.

Others were most impressed by their visit to Kwangchow General Hospital where they saw surgical operations performed using acupuncture as an anaesthetic. At present eighty different operations can be performed with the use of acupuncture. Visitors witnessed an appendix and thyroid tumour operation. They were also shown a film of open heart surgery in which acupuncture anaesthetic was used.

LISLIND INTERNATIONAL (HK) LTD. was incorporated as part of SURET, the NSU travel organisation on 1st January. Behind the desk of Mr Stephen Chan Se Fan (Assistant Manager) are, from left to right, Diana To Wing Yin (Ticketing Supervisor), Mr B.A. Paul (Manager), Vasco Leung Ying Kwan (Office Messenger), Anna Chan Kit Tao (Executive Assistant) and Annie Cho Fung San (Travel Consultant). Another staff member Rosa Lau Lai Ching was absent.





TREKKING IN NEPAL

Part II — In the tracks of the Yeti

by Mrs T. Charter

The sheer south face of Annapurna I (26,545 ft.) seen from the Sanctuary, successfully climbed for the first time in 1970 by Chris Bonnington's Expedition.

Branching off the main track in order to cross a 10,000 ft. ridge, the path became a maze of sheep's trails. Once more we were quite dependent on our porters' sense of direction and even they occasionally debated which path to take. It was a wild region and two days trek to the next village. During our lunch break, we noticed a tribe of large monkeys leaping around on a nearby rockface. They were attractive creatures, with grey coats, black faces, white fur collars and white tipped tails.

Over the ridge we followed a stream from its source, down into a dark wooded gorge where the sun rarely penetrated. The path was slippery and frequently blocked by boulders and uprooted trees. All the vegetation was covered in moss and the atmosphere was eerie, but amongst the undergrowth we found delicate yellow orchids, forget-me-nots and wild strawberries. Vegetation in Nepal is extremely varied. In the lower valleys where the heat is sub-tropical 5 ft. cactus trees thrive, whilst on the upper slopes rhododendrons flourish but there is a surprising lack of coniferous trees. As the stream became wider we found a deserted shepherd's hut on a flattish bank where we camped for the night.

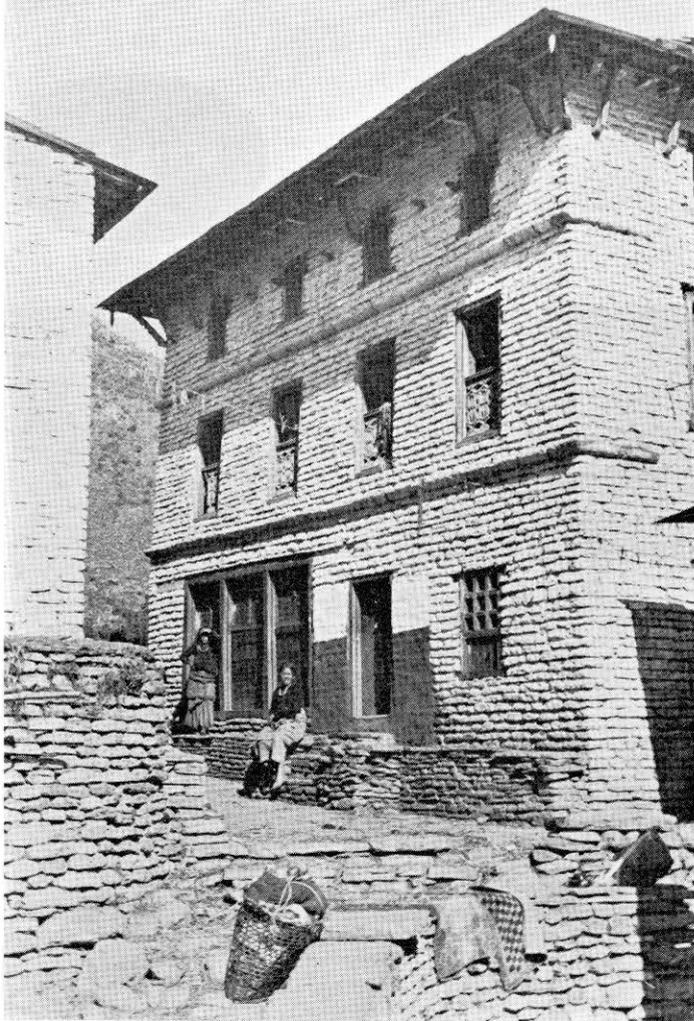
Chumrung was the last village before our three day trek into the Annapurna Sanctuary. In these higher villages the houses are dry stone wall constructions built around frames of rhododendron timbers. Here too the style of the houses varies from one village to another; some are round while others are rectangular in shape. In more extensive settlements the dwellings are surrounded by flag-stone courtyards. Poorer folk make their homes from plaited bamboo screens stretched over bamboo frames. Shepherds rely on woven mats for protection; they carry a role of these mats up to the higher pastures where they construct temporary shelters over permanent bamboo frames.

Proceeding up the valley which led to the Annapurna Sanctuary, we entered a thick bamboo forest. The walk was tedious as the view was obliterated by the overgrown bamboo and it was hard to judge whether we were gaining any ground. It was increasingly wet underfoot. After five hours we passed the only landmark, a weeping wall (cliff face) on our right. Thereafter the path grew steeper until three hours later we reached Hinko Cave, a huge overhanging rock offering shelter and just enough flat ground to pitch a tent.

The following morning, in temperatures little above freezing, the porters gathered firewood to carry up above the tree line. After a difficult start crossing a wide landslide consisting of stones covered in black ice, the path became visible again. Stopping for lunch, it started to snow. At only 10,000 ft. this was unexpected and we quickly pitched camp. In the evening it was still snowing but we managed to cook a meal inside the tent. That night the temperature dropped to 10° below freezing.

Early the next morning we set out for the Sanctuary. By wearing a pair of socks (tied on with bright yellow laces) over my smooth soled shoes, I established some grip on the snow covered path — (albeit I looked like Malvoleo!) The porters dressed in our bright anoraks contributed further to the colourful effect.

My spirits were fast recovering when suddenly we came across a series of large paw prints in the snow. About six inches long and five inches wide they consisted of five round fingers with a leading middle finger and a pad behind, rather like a cat's paw. In places they were accompanied by sets of identical baby paw prints. All jokes about "yeti" apart, my first reaction was that it must be a bear. Following



In the higher villages, the houses are dry stone wall constructions built around frames of rhododendron timbers.

the tracks for a few yards we found a partially-eaten sheep. With not a trace of snow on its coat there could be no doubt that it had been killed during the night. Reluctant to go a step further, my husband armed me with a long bamboo stick, more for moral support than physical protection! Pointing out the tracks to the porters they seemed not the least concerned and dismissed it as "bagh". Reassured by their confidence we followed the tracks into the Sanctuary. Only later did we discover that "bagh" means "tiger"!

In the Sanctuary the sun was warm and there was not a cloud in the sky. Breathless at 13,000 ft. we climbed a long grassy ridge. There was a steep drop to the glacial moraine on our right; in front on the left was Annapurna base camp.

After the oppression of the valley the peaks around us were overwhelming; the four peaks of Annapurna, Gangapurna and the famous Fang. In front of us stood the sheer south face of Annapurna successfully

climbed for the first time in 1970 by Chris Bonnington's Expedition. But perhaps most beautiful of all were the unattainable twin peaks of Machapuchre, the mountain shaped like a fishtail. The Government of Nepal has protected the mystery of this most beautiful of mountains, forbidding anyone to climb it.

But words can't describe it — you must go there yourself. I hope I have inspired you.

Several people have expressed interest in the cost of our three man trekking holiday. Here is an approximate cost per person:—

US \$ 48	food
.. .. 48	four porters ($\frac{1}{3}$ total cost)
.. .. 14	tent ($\frac{1}{3}$ total cost)
.. .. 38	down filled sleeping bag
.. .. 29	cooking equipment/bus, taxi fares/incidental expenses
.. .. 38	four nights in hotel in Kathmandu
.. .. 215	Total cost per person



A bear, an ape, a tiger; or could it be a yeti?

SERVICE ANNIVERSARY

Mr Tseng Jui Teng:
Executive Staff HK HO.
entered RIL service on 11.3.49.



A Mercedes Benz bus was loaded aboard *Straat Cumberland* when she called at Singapore in March.

The bus was one of four being exported to New Caledonia (with transhipment at Fiji) to augment the existing fleet of coaches serving the tourist industry there.

LETTERS TO THE EDITOR

Judo

When *Wonogiri* called in Japan in March, it was a golden opportunity for 3rd Officer A. Binsbergen to practice his favourite hobby, judo. Customs Officers in Japan all belong to judo clubs and after the first invitation in Moji, the customs got so enthusiastic that successive ports were informed in advance of Mr Binsbergen's arrival.

On 6th March this report appeared in the "Moji Daily":—This afternoon Mr A. Binsbergen, 3rd Officer of the Netherlands cargo ship *Wonogiri*, visited the Moji Customs for a judo match with the judoists there. He started judo three years ago, is enrolled in a "do-jo" in Holland and has an "ikkyu" rated skill. It has been his dream to test his skill in Japan and as soon as his vessel arrived in Moji port from South America on 5th March, he proposed a match. Mr Binsbergen is nearly two meters tall and beside him the Japanese judoists were like children alongside an adult. He left the "do-jo" two hours later apparently very well satisfied. "I would like to come again", were his parting words.

Mr Binsbergen would like to express his gratitude for the hospitality he experienced in the ports of Moji, Kobe and Yokohama during his recent visits.

G.M. de Does
Master ms *Wonogiri*

Macquarie

In the February issue of RIL Post I saw a picture of the old sailing ship *Macquarie*. When my father was sixteen and had completed his HBS (High School Exams) he made several voyages on this ship as a cadet. At home I have a picture of the ship which was presented to all who sailed in her.

Many years later, as a retired Captain of KPM lines, my father often told us children stories about life on board the sailing ship. When one of us refused to eat our dinner he would say, "On the sailing ship we had scurvy and then we had to eat ships' biscuits; they were horrible and full of worms but no-one complained. Another time he told us how he fell from the mast onto the ship's deck, but luckily wasn't injured. He also told us about the bosun on board who believed that a good sailor didn't need a log so he threw his overboard!"

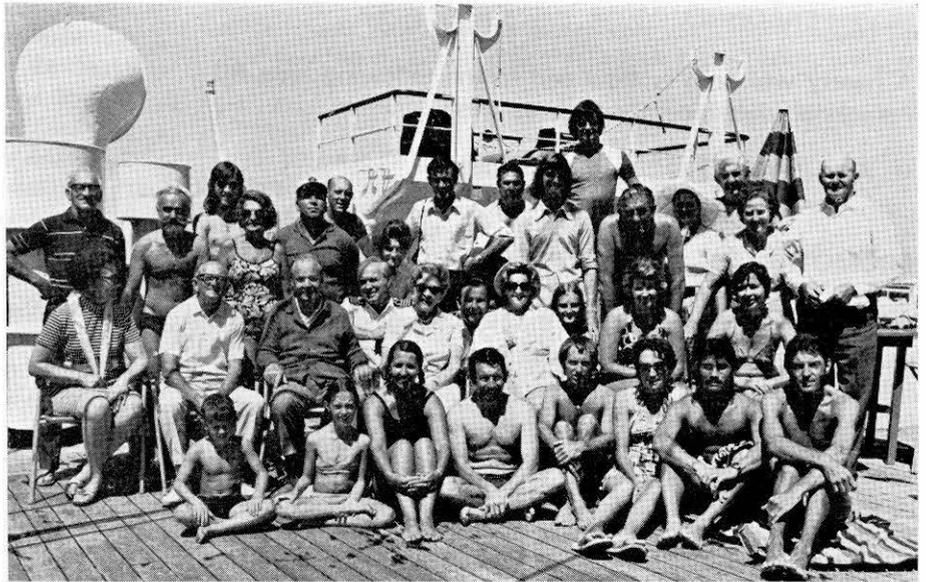
That vessel and these stories have always fascinated me and made me sorry I was a girl and unable to go to sea. However I did marry a seaman and have had made some very enjoyable trips on RIL vessels.

Mrs A.N. Kloots

TJI
CLUB
VACATION

Right:—Tji club members on deck with the Purser and Captain.

Below:—Purser J.A.H. Broese van Groenou is presented by the Tji club with a beaten copper picture depicting an Australian scene.



Once again the Tji club have taken their annual vacation aboard Nieuw Holland. Bert White reports that the trip was an outstanding success. On behalf of the club he wishes to thank all the officers and crew of Nieuw Holland, and in particular Captain W.H. Schroder and Purser J.A.H. Broese van Groenou for the most memorable trip ever.

Photos by Mr V. Lee, Photographer Nieuw Holland

FAMILY NEWS

Weddings

Miss H. Satoh (Yokohama) to Mr Mochida, on 17 March.
5th Officer R.H. van Krimpen (Leave) to Miss Els Kayser, on 12th April, at Axel.

New Arrivals

Mr Au Yeung Man (RIL HK Ltd.); a son, Au Yeung Ching Bong, on 27th January.
Mr Y. Amada (Tokyo Ag.); a daughter, Sayura, on 27th February.
3rd Engineer J.J. Meijer (Leave); a daughter, on 15th March, at Vlissingen.
4th Engineer P.L. Meijering (Straat Le Maire); a daughter, on 17th March, at Utrecht.
3rd Engineer D.M. Conijn; a son, on 19th March, at Winschoten.
1st Officer J. Hermans (Leave); a son, on 22nd March, at Alphen aan de Rijn.
2nd Officer L.H. Veenenbos (Leave); a son, on 22nd March, at Deventer.

PERSONALITIES

Mr P.J. Bruls (HK HO VZ) made a business trip to Mexico City and New York on 6th April prior to going on home leave on 12th April.

Mr J.C. Pasman (HK HO TD) went to Singapore for maintenance repairs of Straat Clarence, Straat Lagos and Straat Chatham on 7th April and will return to Hong Kong in mid May.

Mr J.H.W. Habermehl (Advisor Group Personnel LNSU) made a short business trip to Hong Kong in the middle of April.

Mr W. Winkelman (Manager Mktg. Dept.) made a business trip to Tokyo on 21st April returning on 27th April.

Mr P. Hulleman (General Superintendent) and Mr W.A. Mulock Houwer (General Superintendent Designate) left on a business trip to Singapore, Sydney and New Zealand on 23rd April; they will return to Hong Kong in mid May.

PERSONNEL

NEW PERSONNEL

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

Mr A. van der Klaauw 4th Officer

PROMOTION

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

Mr H. Hoogstra	as from	17-9-73
" K.T. Lyczak	" "	6-11-73
" J. Rouwenhorst	" "	19-1-74
" S.H.M. van Schie	" "	14-2-74
" P. Spoelstra	" "	4-3-74
" E.W. van der Wel	" "	19-8-73

SUCCESSFUL EXAMINATION

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

Mr M. Bijker	2nd Officer	Th.I	13-3-74
" R.P. Koerse	" "	Th.I	12-2-74
" J. van Aalsburg	3rd	Th.II	28-2-74
" J.G. van Delden	" "	Th.II	21-2-74
" F.R. Kaleveld	" "	Th.I	28-2-74
" A.J. Muys	" "	II	15-3-74
" J.A.M. van Raamsdonk	" "	Th.II	6-3-74
" P.L. Rollingswier	" "	Th.II	7-3-74
" H.J.M. Verdegaal	" "	Th.I	13-3-74
" Th.van Hilten	4th	III	26-2-74
" J.P.H.M. Smets	2nd Engineer	C	6-2-74
" A. Bovenschen	3rd	B	22-2-74
" P. Brommers	" "	BI	17-1-74
" A.P. van der Hoeven	" "	B	22-2-74
" J.S. Hooglander	" "	B	22-2-74
" J.J. Meijer	" "	B	26-2-74
" J. de Vos	" "	B	26-2-74
" J.H. Weijermars	4th	BI	27-2-74
" J.J.B. Jongma	" "	A	19-2-74
" K.T. Lyczak	5th	A	6-11-73
" H. Postma	" "	A	13-3-74
" S.H.M. van Schie	" "	A	14-2-74
" P. Spoelstra	" "	A	4-3-74
" E.W. van der Wel	" "	A	4-3-74

LEAVE

Mr D.A.P. Algra	Chief Officer
" K. Beekes	" "
" T.A.J. Gulmans	" "
" H.H.A.E. Kwaad	" "
" R. Reitsma	" "

Mr J.W. Moerbeek	2nd Officer
" A.E. Rouffaer	" "
" J.N.M. Smit	" "
" Th.G. Snel	" "
" W. Ijpma	" "
" G.J.A. van den Berg	3rd
" Th.P. Busch	" "
" W.H.D. Fockema Andreae	" "
" A. Voolstra	" "
" W.F. Weerman	" "
" W.J. de Vreeze	4th
" H. Zwaak	" "
" H.A.C. Hauer	2nd Engineer
" A.J. Smits	" "
" Tj. Veenstra	" "
" C.J.M. Boerma	3rd
" A.J. Niehof	" "
" R.S. Sikkes	" "
" G.Th. Bouwman	4th
" P.F. van den Blink	" "
" R.J. Keizer	" "
" A. Monté	" "
" J.H. Noteboom	" "
" M.C.M. Rademakers	" "
" W. Uiterwijk	" "
" F. Aarts	5th
" O. van Foeken	" "
" C.H.W.M. van der Horst	" "
" G.B. Huybens	" "
" F. Kalkman	" "
" J.A. Vermeulen	" "
" E.A. Rimmelzwaal	" "

Those who returned are:

posted to:

Mr F. Bakker	Chief Officer	Straat Honshu
" F.J. Broersma	" "	Straat Nassau
" E. van Laren	" "	Straat Holland
" P.J. van Leeuwen	" "	Asian Enterprise
" J. G. Ormel	" "	Straat Magelhaen
" J. Ozinga	" "	Straat Nagoya
" W. Verbaan	" "	Straat Luzon
" J. Jonkers	2nd	Straat Bali
" P.G. Langeveld	" "	Straat Le Maire
" B.V. Mevius	" "	Straat Luzon
" H.K.Ch.B. Veenhuysen	" "	Straat Torres
" D.H. Blaauw	3rd	Straat Hobart
" M. Boomgaard	" "	Straat Van Diemen
" J.P.G. Florie	" "	Asian Ensign
" R.Th. Kerkhoff	" "	Straat Nassau
" B. Koeslan	" "	Straat Torres
" A.W. Rietman	" "	Asian Endeavour
" P. Boonen	4th	Straat Florida
" F.J. Smelik	" "	Straat Chatham
" J.A.N. Visser	" "	Straat Agulhas
" J.G. Blankenstein	" "	Straat Korea
" W.M. Kloppers	" "	Straat Holland

Mr F.H.A. Crooymans	2nd Engineer	Safocean Amsterdam	Act. Captain J.J. Duit, Master of STRAAT TALBOT (NLL) was granted home leave after his secondment to Nedlloyd expired.
" J. Hendriks	" "	Asian Explorer	Chief Engineer H. Kraaier (NLL) of ASIAN ENDEAVOUR went on home leave.
" A.J. Koomans	" "	Straat Futami	Chief Engineer G.H. Menses was posted to ASIAN ENDEAVOUR following home leave.
" G.J. Leuning	" "	Straat Johore	Chief Engineer C. Ligtenberg of STRAAT AGULHAS went on home leave.
" J. Mazereeuw	" "	Straat Korea	Chief Engineer J.A. Pruyt was posted to STRAAT AGULHAS following home leave.
" J.W. Dieters	" "	Straat Luzon	Chief Engineer A. Volkert of STRAAT HOBART went on home leave.
" J. de Konink	" "	Straat Nagasaki	Chief Engineer A. Minnesma was posted to STRAAT HOBART following home leave.
" G.Th. Pauli	" "	Straat Mozambique	Acting Chief Engineer H. Verburg of STRAAT RIO was transferred to STRAAT FUSHIMI as 2nd Engineer.
" J.P. Schroeder	" "	Tjitarum	Chief Engineer J. van Willigen was posted to STRAAT RIO following home leave.
" H. van Twillert	" "	Straat Futami	Chief Engineer H.J. van der Veer of STRAAT FUTAMI went on home leave.
" D. van de Vlies	" "	Asian Explorer	Chief Engineer H.A. Klazema was posted to STRAAT FUTAMI following home leave.
" R.J. Wolters	" "	Straat Bali	Chief Engineer H.B. Visser of STRAAT FIJI went on home leave.
" J.H. Weggen	4th	Straat Madura	Chief Engineer H.L. Frenks was posted to STRAAT FIJI following home leave.
" Ch.J. Bakker	5th	Straat Lagos	Chief Engineer A.J.G. Strengholt of STRAAT CLARENCE went on home leave.
" P.C. Bernaards	" "	Straat Clarence	Chief Engineer R. Jonker was posted to STRAAT CLARENCE following home leave.
" R.W. Castel	" "	Straat Johore	Acting Chief Engineer D. van Huizen of STRAAT CHATHAM went on home leave.
" Th. Dekker	" "	Straat Van Diemen	Chief Engineer H.C. Smeenk was posted to STRAAT CHATHAM following home leave.
" R. Hofland	" "	Straat Adelaide	Chief Engineer J. Schat of STRAAT TALBOT (NLL) was granted intermediate leave after his secondment to Nedlloyd expired.
" S.H. Lim	" "	Straat Lombok	
" L. Wiggers	" "	Straat Hong Kong	
" R.A. Peereboom	Appr.	Straat Singapore	

TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS

Captain W.H. Schroder, Master of NIEUW HOLLAND went on intermediate leave.

Captain W. Mieog was posted to NIEUW HOLLAND following home leave.

Captain A.N. Kloots, Master of STRAAT NAGOYA went on home leave.

Captain D.C.M. van der Kroft was posted to STRAAT NAGOYA following home leave.

Captain H.N. Schepman, Master of STRAAT NAGASAKI went on home leave.

Captain J. de Jong was posted to STRAAT NAGASAKI following home leave.

Captain G. Verkerk, Master of STRAAT ALGOA went on home leave.

Captain W. Ineke was posted to STRAAT ALGOA following home leave.

Captain J. Kalf, Master of STRAAT BALI went on home leave.

Chief Officer P. Cox was posted to STRAAT BALI as Acting Captain following home leave.

Captain J. Bruin, Master of STRAAT VAN DIEMEN went on home leave.

Captain A.M. Frigge was posted to STRAAT VAN DIEMEN following home leave.

Captain H. Koch, Master of STRAAT CLARENCE went on home leave.

Captain P.L. Eichhorn was posted to STRAAT CLARENCE following home leave.

Acting Captain P. Hoogland, Master of STRAAT LE MAIRE went on home leave.

Captain C.W. de Jong was posted to STRAAT LE MAIRE following home leave.

Acting Captain J.R. van Amerongen, Master of STRAAT TORRES went on home leave.

Captain S. Westerweel was posted to STRAAT TORRES following home leave.

TRANSFER OF SHORE STAFF

Mr G.J.W. Meynen, Home Staff, was transferred from C.N. Co. Hong Kong to Hong Kong Head Office.

Mr G.J.J. Wernink, Home Staff, was transferred from Hong Kong Head Office to C.N. Co. Hong Kong.

Jh. Mr Drs O. Laman Trip, Home Staff, was transferred from Hong Kong MH to Hong Kong Head Office.

Mr H. Sekiya, Regional Staff, was transferred from Eurobridge Düsseldorf to Johannesburg.

IN MEMORIAM

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

P. den Dulk (retired Chief Officer KPM), on 9th March at The Hague, aged 81.

J.A. Morrison (retired employee KPM), on 15th March at Belmont, aged 66.

Y. Stelma (retired Captain KPM), on 17th March, aged 71.

J. Verkaaik (retired Chief Engineer KPM), on 21st March at Bergen op Zoom, aged 82.

J. Bakker (retired Chief Engineer KPM), on 21st March at Naarden aged 84.

SILVER JUBILEE — Dutch Hockey Club



Over the years many RIL personnel in Hong Kong have played for the Dutch Hockey Club. Founded nearly twenty-five years ago, in August 1974 the Club will enter it's silver anniversary season. A special tournament and party have been organised for the weekend of 19th October to celebrate the occasion.

Amongst the faces you may recognise in the present Dutch Hockey Club team are left to right:— front row, N.L. Padt and J.B.A. Jonckheer; back row, J.J. Leurs, O. Laman Trip and M.J. Wolsak. Other regular players from RIL not participating in this particular match include, G.J.J. Raucamp, J.C. Pasmaan and L.W. Warmenhoven, not to forget referee E.G. van Tellingen. One founder member of the club well known to RIL staff who still supports the team in Hong Kong is A.A.W. Blaauw.

The last match of the 1973/74 season was played against the RAF on 17th March. The Dutch Hockey Club won the match to be placed second in the second division.

Top of the division were Macaenses with only a very slight lead on goal average:— Macaenses -841; Dutch Hockey Club -826. The actual goal score of the Dutch Hockey Club for the season was 90 for and 19 against, whereas Macaenses scored only 53 for and 10 against. Out of sixteen matches played, the Dutch Hockey Club won fourteen, lost one and drew one; Maceanses won thirteen and drew three. The Dutch Club also took part in a number of friendly matches during the season.

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New Zealand *R.H. Bezuijen*

Photographer *Stone Chiang*



Once more the Tji club are taking a vacation aboard **Nieuw Holland**—see page 95

(Photographer Mr V. Lee, *Nieuw Holland*)

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