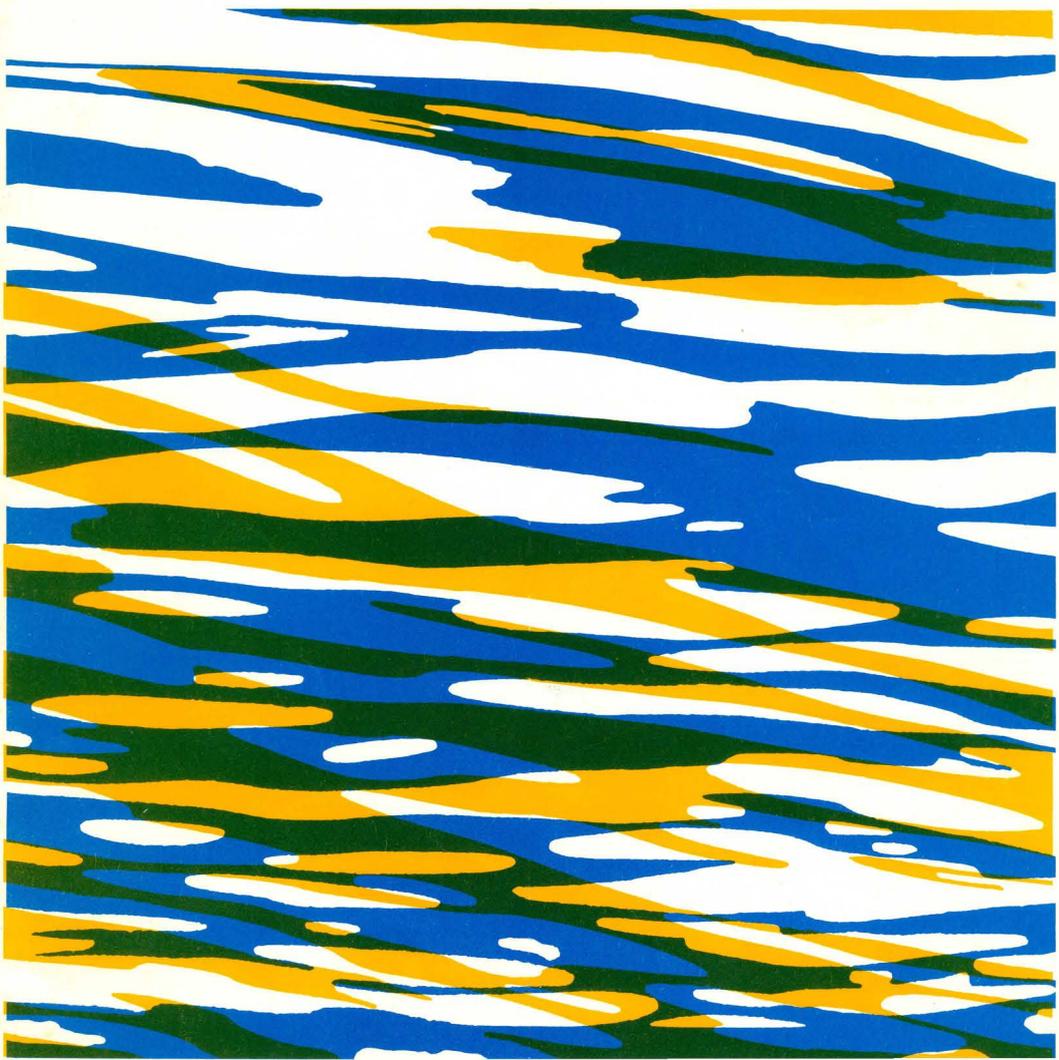


# RIL Post

Volume 21 Number 8

A monthly staff publication of Royal InterOcean Lines





## HONG KONG TRADE MISSION

A trade mission from Hong Kong visited Kenya, Nigeria and South Africa in May and June. RIL arranged a dinner party in Johannesburg and a luncheon in Durban in honour of the Trade Mission's members, during their stay in South Africa.

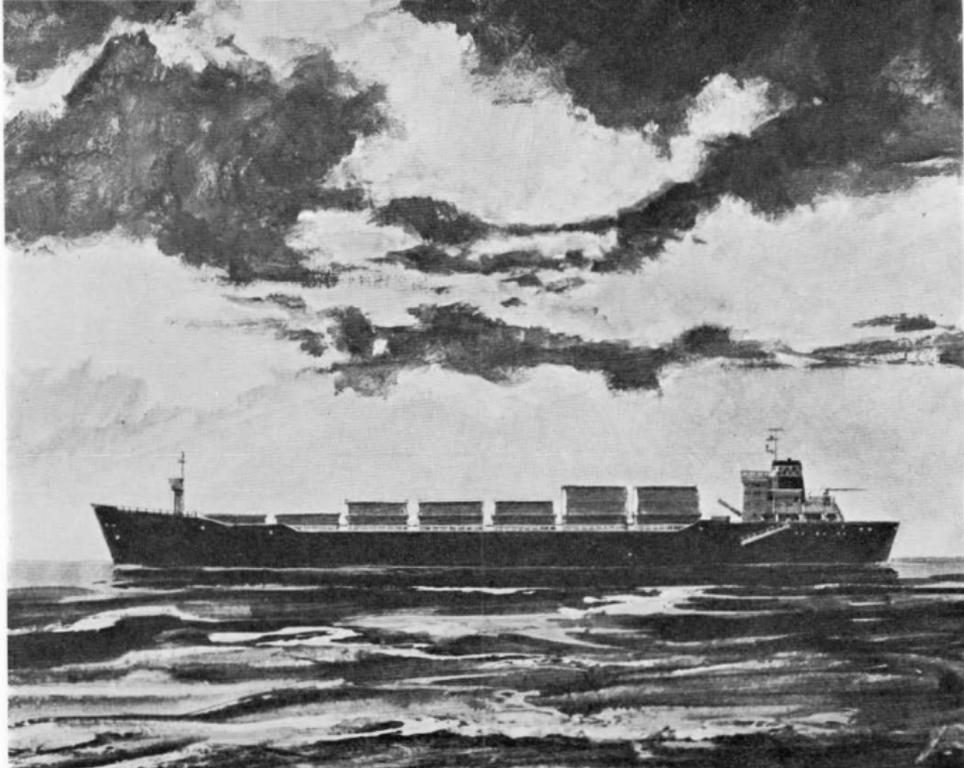
Here the group are enjoying their visit to STRAAT FIJI where an excellent luncheon in their honour was hosted by Captain Bouter and his staff.

## Bogota Principals Meeting

On 3rd June Mr G.D.M. Boot (Commercial Director) and Mr H.J. Seebregts (Representative West Coast South America) attended the Principals Meeting of JLAEFC/JWCSAFC/JMFC at Bogota.

On 2nd June, delegates attended a dinner party at the Bogota Hilton. During cocktails preceding the dinner, Mr Boot (centre) and Mr Seebregts (left) had a chat with Mr Luis Parodi (right) Managing Director of Cia Transportadora, General Agents for RIL in Colombia.





An Artists Impression of the two new container ships, Asian Renown and Asian Reward to be chartered by AAE. (Artist Mr F. Mettes).

## Golden Jubilee "Abel Tasman" Sea School

On Saturday 7th September 1974, there will be a reunion of former pupils to commemorate the 50th anniversary of the "Abel Tasman" Sea Boarding School at Delfzijl.

A number of former pupils together with boarding school personnel have formed a committee to arrange the jubilee festivities which aim to emphasize the link between the original sea school and the boarding school. The Old Pupils Association, which is supporting the committee, describes the reunion as a unique opportunity for former students to meet again.

The boarding school was established in 1924. At that time the sea school was experiencing financial difficulties and was threatened with closure unless the number of students could be increased. The Director of the sea school Mr L.A. Reiniers and the Mayor Mr J. Buiskool realised that the school could only continue to operate if a hostel could be found to accommodate students from every part of the Netherlands and from overseas.

On 30th November 1923, the Court of Mayor and Aldermen were authorised by the Municipality to buy from the Marine Department *H.M.S. Bonaire*, a hostel and training ship for naval cadets which the Department had no further use for. *H.M.S. Bonaire* was a schooner barge with a steam engine. The vessel, whose keel was laid on 21st September 1876, had iron rakers, deck plates and floors, but an

overall wooden sheathing supported by copper just below the waterline.

After the ship was purchased, she was renamed *Abel Tasman* and moored in the Eems canal just before the building on the embankment. The hostel annex to the sea school was officially opened on 3rd September 1924 and since then thousands of merchant marine students have spent some years of their life there.

Former students and their wives are heartily invited to attend the reunion on Saturday 7th September. The programme will be as follows:—

- 10.30 Reception in the Boarding-school arranged by the Committee; coffee will be served with "Groningen pastry". During the reception the local "Havenkapel with majorettes" will serenade the school.
- 11.00 To proceed from the sea-school to the hostel. Music and the "majorettes" will head the procession through the streets of Delfzijl.
- 11.30 Reception in the hostel, by the Mayor and Aldermen; drinks with "dressings" will be served in the recreation room.
- 13.00 Buffet lunch — NASI GORENG — in the building on the embankment.
- 14.30 Choice of the following possibilities:
  - a. Bustour through Delfzijl, under expert escort.

- b. For a limited party, a tour through the harbour area.
- c. A visit to the Sea-school, just for old times' sake.

- 16.00 Gathering in the cupola of Hotel Pax for an apéritif hour, with which the commemoration will be concluded.

The cost of the reunion for those participating will be confined to consumptions after 16.00 in the cupola of Hotel Pax.

If you wish to attend the reunion please apply as soon as possible to:—

Committee 50th Anniversary Boarding-school  
c/o Chief Officer "Abel Tasman" school  
Delfzijl.  
Eemskanaal — Dok N.Z. 55

Please fill in the following details.

The undersigned .....  
residing at .....  
..... tel. no .....  
wishes to participate with .....  
persons in the reunion on the occasion  
of the 50th Anniversary of the Sea School  
*Abel Tasman* at Delfzijl on Saturday 7th  
September 1974.  
He also wishes with ..... persons,  
to participate in the programme part a, b  
or c at 14.30.

Date/Signature



## FLEET FACTS

The ASAS assistance charter, the French vessel **Penmarch**, called at Durban for discharge en route to South America.

**Straat Luanda** left **INDIAS**, after completion of discharge in Bombay in early July, and gave an extra sailing from Bombay and Colombo to Singapore and Hong Kong. At the end of July, **Straat Luanda** gave an assistance voyage (ASAS — SAFS) from Hong Kong and Singapore to Mauritius and South Africa and v.v.

Commencing as from **Straat Johore/56** (end July loading in Bombay), **INDIAS** vessels will omit Singapore both northbound and southbound and will follow this routing:—Bombay — Cochin — Colombo — Trincomalee — (via Cape Leeuwin) Melbourne — Sydney — Brisbane — Risdon — Melbourne — Adelaide — Fremantle — Colombo (opt.) — Bombay.

**Nieuw Holland** has been sold for continued trading and is expected to be delivered to new owners in Hong Kong during the second half of November 1974.

**Wonosobo** is scheduled to call at Manila to discharge 3000 tons of fishmeal. This is LACAS first fishmeal shipment from Peru since 1972.

## AMSTERDAM CALL

It is not every day that an RIL ship calls at Amsterdam and therefore it was a pleasant surprise for RIL staff to see **Straat Tauranga** in port in May.

Both **Straat Tauranga** and **Straat Talbot** have been let on bareboat charter to Nedlloyd, who is operating these vessels in Scanlloyd service between the Continent and West Africa.

**Straat Tauranga** called at Amsterdam from 4th to 11th May to discharge manioc from Thailand prior to entering Scanlloyd employ.

Messrs Ruys & Co. took this photograph of the vessel on departure. For those who are not too sure of their bearings, the tall building on the left is the "Havengebouw".



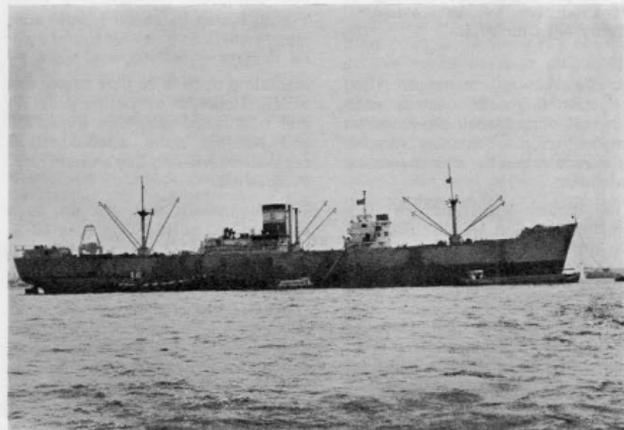
## PENMARCH

*Penmarch*, which recently sailed from Nagoya to Durban and to the east coast of South America as an extra sailing Japan/Argentina, loaded about 21,800 tons of Somisa tender steel and 6,000 tons CKD cars Nagoya/Durban.

*Penmarch*, which is a French vessel, has a SDW of 26,500 tons while her balespace is about 1,000,000 cu. ft. She was time chartered at the end of May to assist ASAS in carrying overflow cargo from Japan to the east coast of South America.

## TARPON SEA

*Tarpon Sea* (end May EAFS Japan/East Africa) sailed from Kobe for East Africa on 8th June after loading some 7,200 tons in Japan.





From left to right, Miss T.R. Reyenga, Mr Joseph Chow Kam Kwong, Mr Thomas Heung Tat Wai, Mr Albert Chiu, Mr W. Winkelman (Manager), Miss Lynda Ching and Mr Sammy Ng Che Wai.

Nowadays it is often said that management is all the same; whether you are managing a factory or a shipping company you should be guided by the same general management principles. In theory it would follow that an aspect of management, like marketing, should be the same in the service industries as in the manufacturing industries.

In practice however this is not the case. In the manufacturing industries, traditionally production and sales activities have been quite separate. During the last few decades however, manufacturers have been quick to grasp and apply the

new "marketing" concept. Their production has now become marketing orientated; their products are designed to meet market requirements researched by their marketing department.

In the service industries like shipping, the situation is quite different. Only in the last decade have the new diversity of transport techniques, unitisation, containerisation etc. given scope for the full range of marketing activities. Unlike the manufacturing industries however, in shipping, marketing and operations activities have always been closely interwoven. As we mentioned in our article on the Traffic Department (June issue),

## MARKETING

marketing used to be part and parcel of VZ. However as both marketing and operations activities expanded and became more specialised, a separate Marketing Department was established.

The department was set up as a separate unit at HK HO in June 1973, Marketing and VZ being coordinated by Manager Traffic. The department's main task is to undertake market research and to co-ordinate and stimulate marketing activities in each area where RIL operates. Information gathered as a result of market research activities enables the department to set targets and establish guidelines for the

marketing departments in each area; it also provides management with information about market trends enabling them to take decisions regarding existing services and to plan the services of the future.

To fully appreciate the function of the Marketing Department, we should first examine the nature of marketing in the areas. Years ago when canvassers spoke of "marketing" they meant marketing in its narrowest sense of "selling". It was the job of the canvasser to sell space in his company's vessel to exporters and importers who were his potential customers. Thereafter it was his task to maintain close contact with the shipper in the hope of securing further business.

The task of the marketing officer today is basically similar but more sophisticated. He is not only selling space, he is also selling his company's reputation for service. Because most of the freight rates of shipping companies in liner trades are controlled by conference regulations, service is an important means of competition between companies. Important aspects of service include prompt delivery of goods, proper cargo handling, quick and efficient handling of documentation and fair settlement of claims. RIL, which has many long-standing customers, has promoted a policy of reliability; the marketing officer must sell this image. He must also advise the shipper on the most suitable method of shipment, breakbulk, unitted or containerised. In addition to maintaining contact with long-standing customers, the marketing officer must keep track of new customers. In the developing countries particularly, the market is always expanding.

The marketing officer must be sensitive to the requirements of the trade. These vary from one country to another and also according to the commodity in question. In Japan for example, shippers place great importance on shipping at the end of each month; they must be able to rely on a vessel being there.

Thus the marketing officer often specialises in dealing with either the import or export trade, or with specific commodities.

This continuous close contact with the trade and the shipper is a vital aspect of marketing. It can never be carried out by a centralised marketing department; only by the marketing officer in the field. It is through a rapport established between individuals that confidence is built up between the shipper and the shipping company. For example, in the present period of port congestions it is vital to customer relations that the marketing officer gives the shipper a full explanation of why a ship may be delayed or unable to call at a particular port.

One of the functions of the H.O. Marketing Department is to guide, assist and coordinate marketing activities in the areas. In particular it is vital to coordinate two areas involved in the same trade. As a result of market research on the expectation of trade growth and the past performance of RIL and its competitors, the department can set targets for the areas. Subsequently actual performance is monitored, and compared with the targets which are reviewed from time to time.

Market research also enables marketing officers to refine their operations, that is to make the best use of the space at their disposal by trying to attract the most advantageous cargo. Several factors must be taken into account in assessing the most advantageous cargo. Sometimes a commodity with a very low freight rate may occupy less space proportionately than a high freight rate commodity. Loading and discharge costs for each commodity must also be taken into account. This information may be usefully collated using the statistical methods of market research.

This is just one example of the many applications of market research. The Marketing Department plots cargo flows, analyses trade growth and

monitors the results of RIL and its competitors in some 36 trades. As a trade consists of carriage between two specific countries, each service encompasses several trades. Moreover within the trade, statistics must be broken down for individual ports.

The market research team gathers its information from diverse sources. In addition to regular reports from the areas, it makes use of information produced by other H.O. departments. Conference statistics provide information regarding the performance of RIL and its competitors. At the same time agents supply similar information. In the majority of cases it is the competition of conference carriers which concerns RIL. Other competitors are usually temporarily cashing in on a good market, or handling a trade the conference doesn't deal with.

From the wealth of material available it is a considerable task to extract the relevant material and to analyse it in such a way that it will yield useful information. Moreover it takes time to validate useful and reliable market research statistics. As these statistics become more comprehensive they will be used increasingly as a basis for decisions about future markets. They will aid management in changing existing services and planning the services of the future. They will influence the timing and the routing of these services and the type of vessels used depending on whether the market potential is for breakbulk, unitted or containerised cargo.

The regular supply of presents for business relations is another task of the Marketing Department, which also looks after advertising and publicity matters.

In all our areas of operation, some 100 marketing officers are involved in maintaining and fostering relations with the many RIL customers. It was through these personal contacts that a basis of mutual trust and understanding was established in the past; it also holds the key to the successful marketing of our services in the future!

Contribution by Albert Chiu  
(HK HO Marketing Department)

## St. Lucia

When the West Indian island of St. Lucia issued a set of stamps in May 1973 illustrating some of the old sailing ships which have been associated with the island in years gone by, it was hardly surprising that the warship actually named after the island was among them. The 15c stamp, shows H.M.S. ST. LUCIA in full sail in the year 1803. It is an attractive stamp in itself but there is a curious story behind its design.

The St. Lucia started life as a French ship called the ENFANT PRODIGE. In June 1803, at the height of the Napoleonic wars, the ENFANT PRODIGE was patrolling off St. Lucia at the time when the island was being reconquered by the British. The ship was captured by Sir Samuel Hood's squadron and renamed St. Lucia in testimony to a successful engagement.

It was this action which settled the future of the island. St. Lucia had long been a bone of contention between Britain and France, and over a period of some 150 years the island had changed hands no fewer than seven times. Back in the 17th century, two early attempts at an English settlement were unsuccessful. Then the French took over —only to be pushed out for a time by the British! By the Treaty of Paris in 1763, St. Lucia was "finally" assigned to France. But in 1778 a strong British expedition captured the island. Five years later St. Lucia was restored to France by the Treaty of Versailles. History repeated itself when the British took St. Lucia in 1796 and the French got it back by the Treaty of Amiens in 1802. This was the last brief period of French possession for war broke



out again, and in the following year the French were ousted for good and all.

Thus, in a seemingly straight forward stamp design can be detected the story of a whole century or more of naval warfare in the Caribbean.

The HMS PRINCE OF WALES (35c) was the flagship of Admiral Sir Samuel Barrington in 1778 when St. Lucia was once more captured from the French.

A merchant man, the OLIPH BLOSSOM (more correctly known as the Olive Branch) features on the 50c stamp. She was on her way to the Guianas in 1605 when prevailing winds and bad navigation forced her to put in at St. Lucia.

The HMS ROSE (\$1 stamp) was part of the invading fleet which recaptured the island from the French yet again in 1762.

## St. Helena

The link between St. Helena and the East India Company has been commemorated by an issue of four stamps by the island. The stamps, marking the tercentenary of the East India Company's Charter, were issued on 13th December 1973.

St. Helena is perhaps the world's most renowned solitary island. It was here, in the South Atlantic, 955 miles south of the equator, that the Emperor Napoleon Bonaparte was exiled, and later died in 1821.

Before the construction of the Suez Canal, ships on their way to India played an important part in the island's history; it is some of these ships which are featured on the stamps.

The 1½p value depicts "WESTMINISTER" and "CLAUDINE" beached on the island to avoid loss during the storm of 1849. The 4p value stamp shows the East Indiaman "TRUE BRITON" OFF THE ISLAND in 1790. The "GENERAL GODDARD" in action off St. Helena, 1795, is portrayed on the 6p stamp and the highest value, 22½p, shows the East Indiaman "KENT", burning in the Bay of Biscay in 1825.





Annual

Launch

Picnic



In case you are wondering what so many RIL Staff were doing outside HK HO on a Sunday, may we assure you that they were not there to work! Sunday 14th July was a special day in the RILSC calendar; it was the day of the annual launch picnic. The picnic proved as popular as ever with over three hundred staff members of Head Office, RIL (HK) Ltd., and RILAIR, participating with their wives and families.



Two large motor launches, Winhan and Winlung were hired for the occasion. The party boarded the launches at HK HO pier and sailed to Lang Ki Bay on the Sai Kung peninsula. However as the sea was rather choppy, the launches retraced their route a little to a more sheltered spot at Pak Lap, off the coast of High Island, before anchoring.

Four sampans accompanied the launches, and the more energetic members of the party were ferried ashore to explore High Island. Others preferred to take a swim while some just relaxed on board enjoying the free soft drinks and ice cream. Despite mixed weather conditions, the launch picnic organised by the RILSC committee was once again a great success.



This view from the bridge of Straat Hong Kong with lighters alongside captures the atmosphere of the photograph was taken by 2nd Engineer J.P.H.M. Smets (Straat Nagoya) who was posted aboard from 1971 to September 1972. May we take this opportunity to encourage other RIL officers who are in similar positions to send them for publication in RIL Post.

# Straat Hong Kong In Hong Kong Harbour



e of Hong Kong's vibrant Harbour. The  
ard Straat Hong Kong from September  
are harbouring fine photographic com-



## Straat Florida ladies set the pace

By Mrs S. van Woerkom.



THE STRAAT FLORIDA SOCCER ELEVEN



(Photos by Radio Officer H. Zwolle)

While *Straat Florida* was in Yokohama from 30th May to 4th June, the Norwegian Seamen's Mission organised a sports week. After some hesitation, two officers' wives who were accompanying their husbands on board, decided to display their swimming skills and take part in the sports events. Mrs T. van Ravenstein and myself went down to the Norwegian seamen's swimming pool and competed against a number of Russian ladies. The result was that we completely ousted our competitors.

Spurred on by this success, back on board the entire ship's complement were gradually persuaded to display their skills on the sports field. The *Straat Florida* soccer eleven was formed and on Saturday 1st June a match took place against the Russian team of m.s. *Alisher Navoi*.

It was a tough battle in the first half. The two teams were very evenly

matched and each had equal opportunity to score, but at half-time the score was nil-nil. The struggle continued in the second half with no score. Then in the last few minutes of the game, the Russian side received a tremendous boost from their opponents; one of the *Straat Florida* defenders accidentally "headed" the ball into his own net. The one-nil victory for the Russians was in fact a "suicide" by *Straat Florida*.

After the football match, the competitors tried their skills on the athletics field. Here again it was left to the travelling officers' wives to make a name for *Straat Florida*.

It was with much regret that we had to sail two days before the end of sports week. Upon our arrival in Singapore however, we were happily surprised to hear the results, passed on to us by the Singapore office. No less than eleven medals had been awarded:—

#### Swimming — Ladies:

- 1 gold, 25 metres free stroke — Mrs S. van Woerkom.
- 1 silver, 25 metres free stroke — Mrs T. van Ravenstein.
- 1 gold, 50 metres breast stroke — Mrs S. van Woerkom.
- 1 silver, 50 metres breast stroke — Mrs T. van Ravenstein.

#### Swimming — Men:

4 x 25 metres free stroke relay race: Silver medal to each of the following:—

Captain J.J. van Nus, 3rd Engineer  
M.C.M. van Ravenstein, Apprentice Engineer  
J.W. van den Berg and 2nd Officer F. van Woerkom.

#### Athletics — Ladies:

- 1 silver, long jump — Mrs T. van Ravenstein.
- 1 silver, 60 metres sprint — Mrs T. van Ravenstein.
- 1 bronze, high jump — Mrs S. van Woerkom.

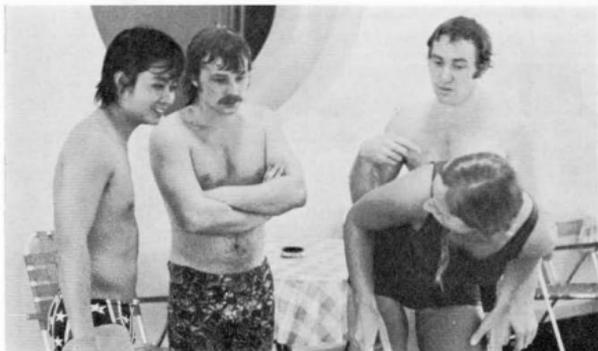
In the overall result of the sports week, *Straat Florida* came 17th out of 23 ships which took part in many different sporting events.

All those on board wish to thank the organisers of the Norwegian sports week.

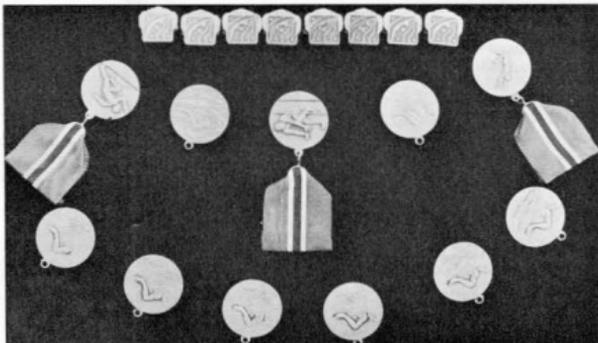
P.S. We would like to add that none of *Straat Florida*'s participants escaped the pains in the muscles!



THE LADIES OUSTED THEIR RUSSIAN SWIMMING COMPETITORS

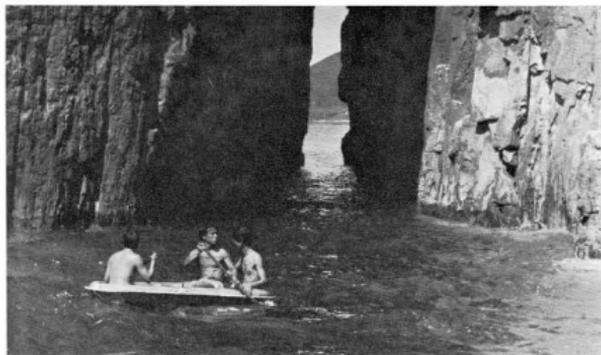


A FEW WORDS OF ENCOURAGEMENT AT THE START



11 MEDALS FOR STRAAT FLORIDA

## Brenda Star



Thirty five members of the RIL Sports Club took a day cruise aboard the launch Brenda Star on 30th June. When the launch anchored at Bluff Island, the more adventurous members of the party had a chance to explore the area by dinghy, while others just lay in the sun or cooled off with a swim.

## Telex of the Month

From Straat Hobart: Shipper regrettably was unable to prepare timely his frozen horsemeat shipment ex Salvador for lack of sufficient donkeys!

## Verbage

Jokes about "the computer" wear a bit thin, but we must remark on some puzzled faces at HK HO when staff members received their salary statements in June.

The attached notice read, "Because of a malfunctioning of the job specification in the data input phase, the description part on some of the miscellaneous deductions in the June paysheet has been lost."

Congratulations EDP on this superb computer verbage!

## Promotions

We extend congratulations to the following ships Officers who were promoted on 1st July 1974:

**3rd Officer**  
M.F. Huiskens

**2nd Engineer**  
E.B. Saalmink

## FAMILY NEWS

### Weddings

Miss C. Gilpin (Durban) to Mr G.C. Stewart, on 27th April.  
4th Engineer J.A.W.M. van de Laak (Straat Nassau) to Miss L. de Pegter, on 14th June at Middelburg.  
Chief Engineer H.L. Frenks (Straat Fiji) to Miss S.E. Sigrist, on 18th June at Durban.  
4th Officer J.H. Kuipers (Leave) to Miss I. Snip, on 19th June at Zuidhorn.  
Miss C. Miyosha (Kobe) to Mr J. Masuda, on 20th June.  
3rd Officer D. Thalen (Leave) to Miss L. van de Hoek, on 25th June at Rotterdam.  
3rd Engineer J. Kools (Straat Kobe) to Miss C.J. Zuiderhoek, on 28th June at Haarlem.  
3rd Engineer A.J. de Kok (Leave) to Miss E. Steunebrink, on 19th July at Amsterdam.  
3rd Officer R.P. Dros (Asian Enterprise) to Miss A.T. McManus, on 20th July at Kyneton, Victoria.

### New Arrivals

Mr Abdul Rahim Bin Ismail (Penang); a son, Noor Azman Bin Abdul Rahim, on 19th February.  
Mr P. Yendiah (Durban); a child, Sivanesan, on 19th May.  
Mr F. Bijker (Johannesburg); a son, Gunnar Frithjof, on 25th May.  
2nd Engineer G. Gerritsen (Leave); a son, Hans Ditmar, on 30th May at Groningen.  
Mr Ng Tet For (Penang); a son, Ng Tze Jin, on 30th May.  
Mr N. Komatsu (Tokyo Ag.); a daughter, Kanae, on 17th June.  
2nd Officer J.J. Bakker (Leave); twin sons, Bauke Bastiaan and Ruerd Jan, on 17th June at Middelburg.  
2nd Engineer U.C. van Baal (Leave); a daughter, Suzette Barbara, on 23rd June at Tiel.  
3rd Engineer P. Huigen (Straat van Diemen); a son, Hendrik Bernard Peter, on 24th June at Nijmegen.  
Mr Braihima Abibu (Accra); twin daughters, Fusiensa Asani Braihima I and Fusiensa Asani Braihima II.  
2nd Engineer Tj. Veenstra (Leave); a daughter, Simone, on 29th June at Melbourne.  
2nd Engineer H. Jansen (Straat Chatham); a son, Michael Nicholas, on 13th July at Singapore.

## Gone but not forgotten



Mr J.C.P. van Diepen (Manager Shipping IAS) unveiled a memorial plaque to Tjiwangi during a brief ceremony at the Sergeants Mess of Victoria Barracks in Sydney. Above the plaque hangs the wheel of Tjiwangi. Captain P. Helleman, retired Purser Yip Pak and Mr Bert White of the Tji club were also present at the ceremony which was followed by an excellent memorial luncheon.

## New Publication

de Stichting Nederlands Studiecentrum voor zeevarenden would like their readers to know that a copy of their new publication "Van Kim tot Kim" (from Horizon to Horizon) will be distributed to every RIL vessel for the ship's library.

Anyone wishing to buy his own copy of the publication should write, enclosing the fee of 5 guilders, direct to:—

de Stichting Nederlands Studiecentrum voor zeevarenden,

Veerkade 8,  
Rotterdam.

## Personalities

Mr E.A. Postuma (Managing Director) left on 21st June for business discussions in Europe and home leave returning on 19th July.

Mr N.L. Padt (HK HO VZ) made a business trip to Bangkok on 29th June prior to taking home leave on 3rd July.

Mr J.W.H. Weissink (Project team leader HK HO) made a two week business trip to Tokyo on 1st July.

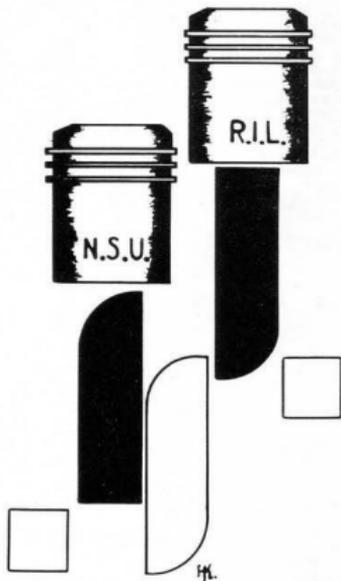
Mr F.W. van Riet (Project team HK HO) made a business trip to New Zealand on 1st July.

Mr W. Mandos (Liaison Department Nedlloyd) on secondment to HK HO arrived on 7th July.

Mr E. Willems (Financial Director) made a business trip to Sao Paulo and Buenos Aires on 9th July, returning on 31st July.

Mr C.L.C. van Kretschmar (Managing Director) made a business trip to Amsterdam on 12th July and will return via South Africa in the first week of August.

## "Two Together"



— another variation on the NSU knot design !

# PERSONNEL

## NEW PERSONNEL

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

Mr P. Bogers	Appr. Officer
" C.H. Bruinink	" "
" V.J. Demacker	" "
" R.M. Eichelsheim	" "
" P.G. Jacobse	" "
" P.M. Koek	" "
" P. Krekt	" "
" A. Lubben	" "
" J.F.C.M. Offerman	" "
" J.A. de Roo	" "
" P. Wielders	" "
" G. Zeeman	" "
" C. Droog	Appr. Engineer
" R.J. Gemmeken	" "
" L.A.W. Horn	" "
" H.H. Kreuzen	" "
" P. de Krey	" "
" J.A. Lemaire	" "
" C.J.S. Sluijk	" "
" H.J. Strijdonk	" "
" J.W. Veldman	" "
" E. Wiggelinkhuizen	" "

Mr F.C. Schuchard	3rd Officer
" J. Vlugter	" "
" C.J. Weststrate	" "
" A.J. Broek	4th "
" J. Klein	" "
" A.C.M. Blijlevens	2nd Engineer
" B.G. Hakstege	" "
" H.W.M. Veugeliers	" "
" H.W. Braam	3rd "
" N. Degeling	" "
" A.J. Keller	" "
" A.A. Schraverus	" "
" H.Y. Sperling	" "
" K.B. van der Wielen	" "
" S. de Wilde	" "
" R.J. Bersma	4th "
" A. van Eikeren	" "
" L.A.J. van Eijck	" "
" J.A. Kortz	" "
" R. Lievense	" "
" J.E. Wijnans	" "
" B.A.C. Alwijcher	5th "
" N. van den Bergh	" "
" R.R. Gellaerts	" "
" J.C. Klap	" "
" R.H. Meijer	" "
" A.T. Nieuhuis	" "
" P.L.G. den Toom	" "
" J.L. Vinhuizen	" "
" W. Wille	" "
" W. de Goede	Appr "
" C. Kuys	" "
" A.N. Veenman	" "

## SUCCESSFUL EXAMINATION

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

Mr S.A. Hoven	2nd Officer	Th.I	30-5-74
" J. van Aalsburg	3rd "	II	30-5-74
" A.O. Aardse	" "	II	11-6-74
" P.P. Buitelaar	" "	I	9-5-74
" J.G. van Delden	" "	II	10-6-74
" F.R. Kaleveld	" "	I	27-5-74
" A.J.M. van Nieuwland	" "	II	5-6-74
" L.A. Oosthuizen	" "	Th.II	14-5-74
" J.P. Prince	" "	Th.II	31-5-74
" J.H. Ravestloot	" "	Th.II	30-5-74
" P.L. Rollingswier	" "	II	5-6-74
" M.A.T. Roodvoets	" "	II	13-6-74
" H.L.W. Speelmeyer	" "	Th.II	31-5-74
" C.F. de Rijk	4th "	III	2-6-74
" P.L.C. den Kunder	2nd Engineer	CI	6-6-74
" E.B. Saalminck	" "	B	21-6-74
" P. Huigen	3rd "	B	24-5-74
" G.V. Nijdam	" "	BI	19-6-74
" H.C. Visser	" "	BI	31-5-74
" E.H. Claassen	4th "	A	24-5-74
" G.B. Huybens	" "	A	30-5-74
" A.L. Conijn	5th "	A	17-6-74
" J.J. Koers	" "	A	7-6-74
" C. Weyers	" "	A	24-6-74

## Those who returned are:

## posted to

Mr K. Beekes	Chief Officer	Straat Singapore
" H. de Haas	" "	Straat Fiji
" P. Hoogland	" "	Safecan Auckland
" H. van Kapel	" "	Straat Franklin
" R. Reitsma	" "	Straat Hong Kong
" W. Boot	2nd "	Straat Madura
" E. van Hoek	" "	Straat Nagoya
" F.R. Kaleveld	" "	Asian Explorer
" A.E. Rouffaer	" "	Straat Korea
" Th.G. Snel	" "	Straat Lagos
" J.N.M. Smit	" "	Straat Fushimi
" W. Ijgma	" "	Straat Clarence
" A.O. Aardse	3rd "	Straat Nagoya
" J.G. van Delden	" "	Straat Van Diemen
" G.W. van Hout	" "	Asian Express
" M.A.Th. Roodvoets	" "	Nieuw Holland
" M.F. Huiskens	" "	Asian Explorer
" H.J. Leyte	4th "	Straat Mozambique
" C.F. de Rijk	" "	Straat Hobart
" L.J. Feuerberg	2nd Engineer	Straat Luzon
" C.J.M. Boerma	3rd "	Asian Endeavour
" A.H.J. Büchner	" "	Straat Madura
" G.J. van de Haar	" "	Straat Hong Kong
" A.P. van der Hoeven	" "	Straat Torres
" P. Huigen	" "	Straat Van Diemen
" J. Kools	" "	Straat Kobe
" R.C. Lammerée	" "	Asian Endeavour
" L.G. de Regt	" "	Straat Nassau
" J.G. de Rooy	" "	Safecan Amsterdam
" M.Ch. Wildschut	" "	Straat Singapore
" E.H. Claassen	4th "	Straat Van Diemen
" F.E. Folkerts	" "	Straat Lagos
" G.B. Huybens	" "	Asian Ensign
" J.A.W.M. van de Laak	" "	Straat Nassau
" P.J. Vink	" "	Straat Bali
" G.G. van den Braken	5th "	Straat Mozambique
" J.J. Koers	" "	Straat Tewa
" H. Postma	" "	Straat Torres
" J. Rouwenhorst	" "	Straat Luanda
" K.P. Schijff	" "	(correction i.s.o. Straat Tewa)
		Safecan Adelaide

## LEAVE

Mr F.G. van Amersfoort	Chief Officer
" H.L. Brandes	" "
" G. Daman	" "
" H.K. Kruk	" "
" C.H.P. te Lintelo	" "
" J.L. Nobels	" "
" A.C. Ekelschot	2nd "
" J.F. Krijt	" "
" J.Th.M. van Bergen	3rd "
" J.M. Hoogesteger	" "
" I.M.A. Klinker	" "
" J.Ch. Roelse	" "
" R.H. Schröder	" "

## TRANSFERS OF CAPTAINS

### AND CHIEF ENGINEERS

Captain J. Bruin was posted to STRAAT AGULHAS following home leave.

Captain G.W.E. Gerritsen, Master of STRAAT HOBART went on home leave.

Captain P. Maas was posted to STRAAT HOBART following home leave.

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

Captain J. Verburg was posted to STRAAT HONSHU following home leave.

Captain M. Peddemors, Master of STRAAT MOZAMBIQUE went on home leave.

Captain J.W.F. van Hummel was posted to STRAAT MOZAMBIQUE following home leave.

Captain A.J. Zonneville, Master of STRAAT KOREA went on home leave.

Captain D.J. Smit was posted to STRAAT KOREA following home leave.

Captain P. Starckenburg, Master of STRAAT RIO went on home leave.

Captain R. Severien, Master of STRAAT FUTAMI was transferred to STRAAT RIO.

Captain H.N. Schepman was posted to STRAAT FUTAMI following home leave.

Captain Tj. van der Molen, Master of STRAAT FUSHIMI went on home leave.

Captain A.N. Kloots was posted to STRAAT FUSHIMI following home leave.

Captain F. Cor. Charbon (NLL), Master of STRAAT FORCADOS went on home leave.

Captain D.Tj. Faber was posted to STRAAT FORCADOS following home leave.

Captain G.P. Proper, Master of STRAAT JOHORE went on home leave.

Captain G. Verkerk was posted to STRAAT JOHORE following home leave.

Captain H.K.M. Schot, Master of STRAAT LOMBOK went on home leave.

Captain J. Kalf was posted to STRAAT LOMBOK following home leave.

Captain J.L. van Schoondrager, Master of STRAAT LAGOS went on intermediate leave.

Captain E.P. Helleman was temporarily posted to STRAAT LAGOS.

Captain G.E. Kaersenhout, Master of STRAAT SINGAPORE went on intermediate leave.

Captain J.A.H. Faber was posted to STRAAT SINGAPORE following home leave.

Captain E.P. Helleman, Master of STRAAT LAGOS resumed home leave.

Captain W.F. Klute was posted to STRAAT LAGOS following home leave.

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

Captain J.L. van Schoondrager was posted to ASIAN EXPRESS following intermediate leave.

Chief Engineer J.G. Maijoor of STRAAT NAGASAKI went on home leave.

Chief Engineer J. Schriemer was posted to STRAAT NAGASAKI following home leave.

Chief Engineer H. Spruyt of STRAAT ALGOA went on home leave.

Chief Engineer A. Volkert was posted to STRAAT ALGOA following home leave.

Act. Chief Engineer H. Verburg of STRAAT FUSHIMI reverted to his substantive rank.

Chief Engineer G.J.C. Bevelander was posted to STRAAT FUSHIMI following sick leave.

Chief Engineer J. Goléwijk of STRAAT FRESCO went on home leave.

Chief Engineer J. Hendriks was posted to STRAAT FRESCO following home leave.

Chief Engineer D.J.B. Valk of STRAAT LE MAIRE went on home leave.

Chief Engineer H.J. van der Veer was posted to STRAAT LE MAIRE following home leave.

Chief Engineer J.E. Hartzuiker of ASIAN EXPRESS went on home leave.

Chief Engineer J.C. van Dinteren was posted to ASIAN EXPRESS following home leave.

Chief Engineer J.A. Pruyt of STRAAT AGULHAS was granted private leave.

Chief Engineer Th.J. Bronsvort was posted to STRAAT AGULHAS following home leave.

### TRANSFER OF SHORE STAFF

Mr Choi Sau Yuk, Executive Staff, was transferred from Hong Kong MH to Hong Kong Head Office.

Mr J. Pollard, Executive Staff ex Sydney, was seconded to Durban.

### IN MEMORIAM



It is with the deepest regret that we report the sudden death of **Captain H.J. Brons**, aged 48, following a heart attack on board *Straat Agulhas* at Durban on 10th July.

Since his childhood, it had been the ambition of Captain Brons to go to sea. He joined KPM as a 4th Officer in January 1950, was promoted to 3rd Officer in January 1951, and to 2nd Officer in July 1952. In 1957 he became Chief Officer, and in 1964 Captain when he was given command of *Silindoeng* and *Siberoet*.

In RIL service Captain Brons was given command of many vessels, the most recent being *Straat Holland*, *Straat Franklin* and since May 1974 *Straat Agulhas*. Captain Brons was due to celebrate his silver jubilee in 1975.

In addition to being a first rate sailor, Captain Brons was also a keen yachtsman. One of his favourite leave pastimes was to take his wife and family cruising aboard his yacht. On board he showed his skill in practical hobbies. An able and enthusiastic craftsman, he was a keen model maker and carpenter.

We offer our deepest sympathy to Mrs Brons, her son and two daughters.

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

B.P. Verheyen (retired Hoofdemployee KPM) on 6th June at Sassenheim, aged 75.

G. Hoogendoorn (retired Chief Engineer KPM/NTPM) on 24th June at Badhoevedorp, aged 66.

# AND ITS A GOAL!



Amongst the 1000 million people worldwide who watched the world cup soccer final between Holland and West Germany on Sunday 7th July, were fifty Dutch and German business associates of RIL and Lisind in Hong Kong. A number of staff members of RIL and Lisind were also present.

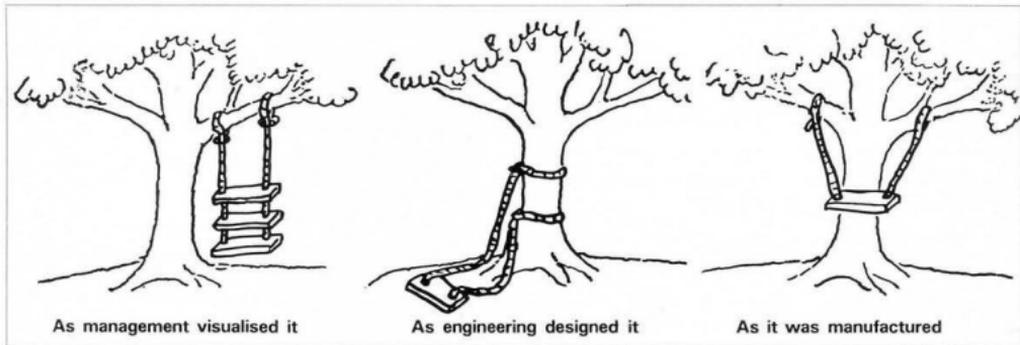
The viewing party was held on neutral territory at the Swiss Inn Restaurant. Guests arrived at 11 p.m., half an hour before the start of the match which gave them a chance to warm up their vocal chords. Refreshments were also geared to the mood of the occasion, Dutch beer and German sausages being served.

The party hosted by RIL (HK) Ltd. and Lisind Travel and Tourism, was organised by Mr B.A. Paul, Manager

of Lisind International (HK) Ltd. and Mr P.H. Blok, Assistant Marketing Manager, RIL (HK) Ltd.

Despite final disappointment for supporters of the Dutch side, the result of the match in no way detracted from the success of the party. Moreover this gesture on the part of RIL and Lisind was obviously very much appreciated by the guests.

Amongst the business associates represented at the party were, Borneo Sumatra Trading Co., Hagemeyer (Far East) Ltd., Jacobson van den Berg (HK) Ltd., Dyechem Trading Co. (HK) Ltd., Votra-Hymsun Ltd., Zinser (Far East) Ltd., Jebesen & Co. Ltd., Bodum Export Ltd. and Achelis (HK) Ltd.



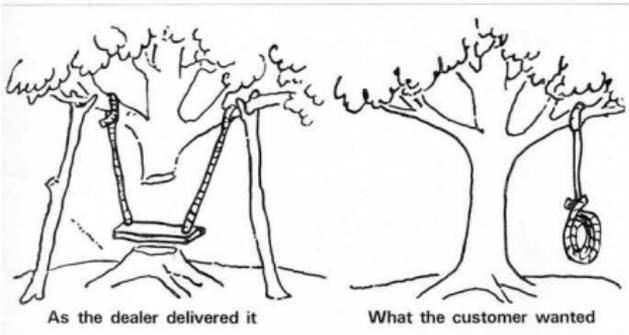
As management visualised it

As engineering designed it

As it was manufactured

**C O N T E N T S**

		page
<b>SHIPS</b>	<i>Straat Hong Kong</i> in Hong Kong harbour	150/151
	AAE Containership	143
	<i>Penmarch</i> and <i>Tarpon Sea</i>	145
	<i>Straat Tauranga</i> in Amsterdam	144
	Fleet Facts	144
<b>STAFF</b>	<i>Straat Florida</i> ladies set the pace	152/153
	Bogota Principals Meeting	142
	Promotions	154
	Launch picnics — RILSC	149/154
	Golden Jubilee "Able Tasman" Sea School	143
<b>FEATURES</b>	Marketing	146/147
	Hong Kong Trade Mission	142
	Philately	148
	And it's a goal!	158



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