



Royal Interocean Lines



**RIL
POST**

A monthly staff publication

RIL POST

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A monthly magazine for all personnel of:

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HOLLANDSE VRACHTVAART
MAATSCHAPPIJ N.V.

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HIGH HONOUR

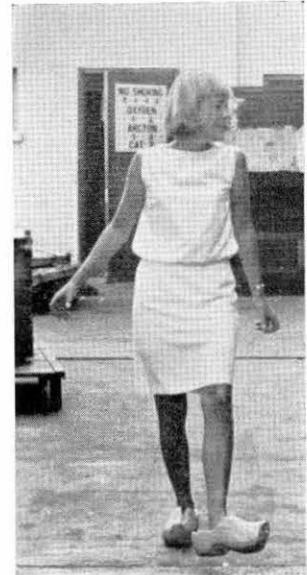
We announce with great pleasure that H.M. Queen Juliana of the Netherlands has been pleased to appoint Mr J.F. Egberink, RIL's General Manager for Africa, as Chevalier of the Order of Oranje Nassau. The investiture took place at a cocktail party on board Tegelberg on 20th March.

RIL Post offers its congratulations on behalf of the whole Company. A full report will be published next month.

From the Editor

A-GO GO — Back in the editorial chair again, and what a lot of things have happened since last July: new names, new ships, new plans for the future in our fast-growing Company: a new cover and new type (did anyone notice?) for RIL Post.

For the latter we have to thank Miss Thorburn, who has been in charge since last summer and who now leaves with plans for a quick trip round S.E. Asia before getting married in England next September. She has brought a refreshing 'mod' approach to the job, and her quick appreciation of people and situations has done much for our magazine. Thank you Maggie, all good wishes for the future — and don't fall off that trimaran when sailing down to Manila!



Always ready to have a go, Maggie 'goes Dutch'.

... GOING, GONE! — We now say Goodbye to Tjipanas (page 64) after nearly nineteen years of sailing for RIL. At one time she was the only Company ship to be registered in Rotterdam; now Straat Towa remains the only Rotterdammer.

GO ONE BETTER — Yokohama are very proud of their fine new office building (centre pages). Mr E.F. Moen is one of many sitting at a new desk.



ASAS PASSENGER VESSELS TO BE REPLACED



Tjitjalengka — built 1939

Inevitably, the life of even the best of vessels comes to an end and — however reluctantly — the fact has to be faced and plans made for newer and more modern ships. All RIL staff must have speculated for some time already about those redoubtable passenger ships, Ruys, Tegelberg, Boissevain and Tjitjalengka, which are fast approaching their thirtieth birthdays.

Now the announcement has been made that, during the course of 1968, all four ships will disappear from the RIL scene. The question of their replacement, of course, has been studied for some considerable time. Present world trends are towards specialized tonnage, and there have been many and important structural changes in the carriage of cargo in the RIL trade area. It can be

stated that we are almost certainly at the threshold of even greater changes, so for these and other reasons — both economic and commercial — the decision has been taken to operate the Far East-Africa-South America Service (ASAS) with a fleet of fast, modern freighters.

Straat Banka will also leave the ASAS during 1968 and be transferred to another service.

Although we shall look forward with interest and some excitement to the time when nine high-speed freighters are able to meet all the requirements of this service, yet it will be a sad day indeed when we have to say goodbye to the splendid 'BRT's' and Tjitjalengka.

FLEET FACTS

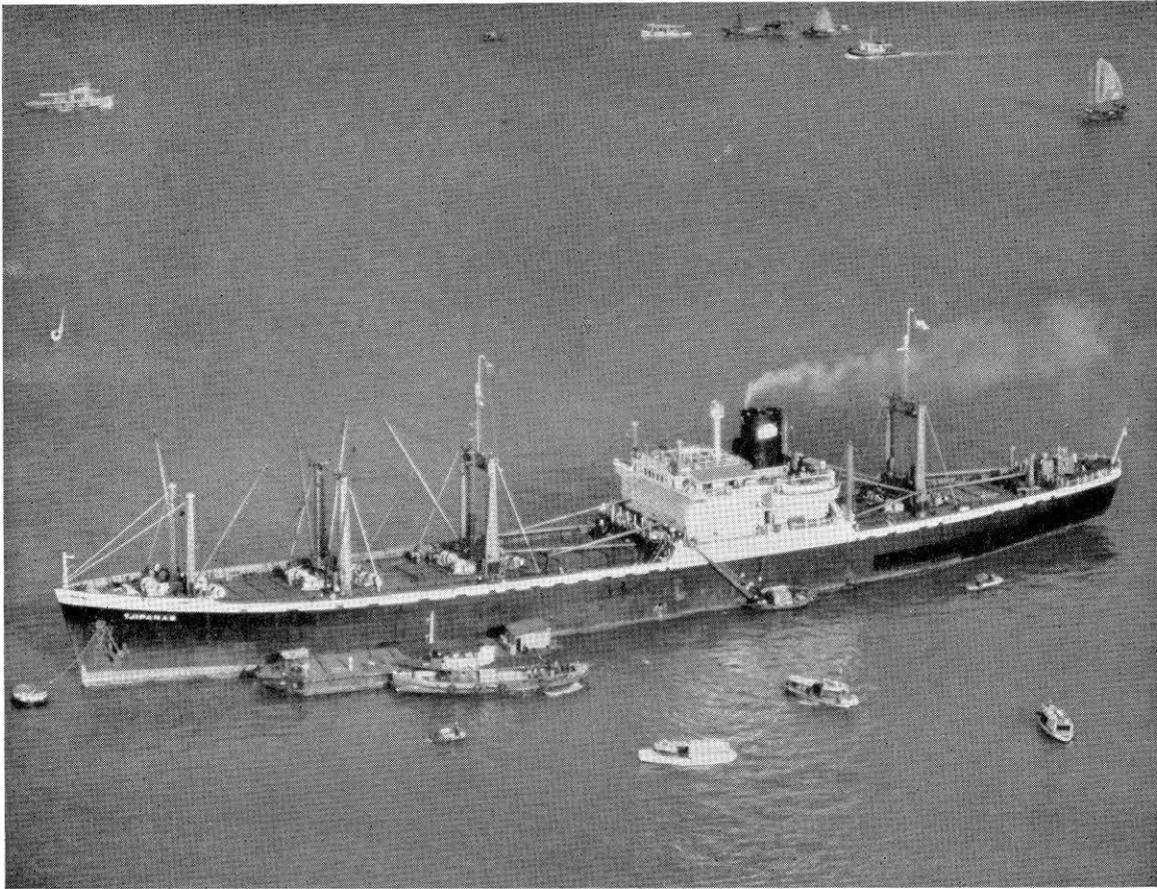
Straat Rio, on completion of her present ASAS voyage, will be transferred to the China-West Africa Service (CHIWAS) and will make the July Sailing from Shanghai.

SIGNING UP

Last month we announced plans for building five new vessels in Holland. Contracts were signed on 14th February at the clubhouse of the rowing club 'De Maas' in Rotterdam. Here, from left to right, are: Mr B.E. Ruys, Chairman of our Board of Directors, Mr C. Verolme, Messrs Figeo, Vuyk & Maingay (Verolme), van Oort (van der Giessen), Mr P.J. van der Gessen, and Mr H.M. van der Schalk (R.I.L.).



OUTWARD BOUND



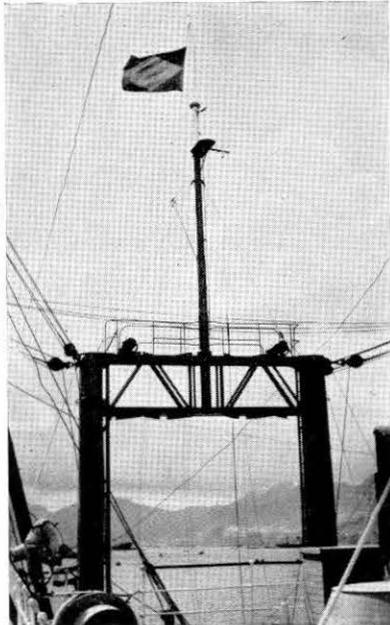
Tjipanas on a calm day in Hong Kong harbour with the usual small craft in attendance: launches, sampans, walla-wallas, junks, barges — even a police tug in the distance.

The motor vessel TJIPANAS was the very first RIL ship to come from an American shipyard; built in 1939 at the Sun Shipbuilding Dry Dock Company, Chester (near Philadelphia) for Moore-McCormack Lines, she was originally called MORMACDOVE. When the US Navy requisitioned her at the beginning of World War II, she was converted into an "Attack Supply Ship" and re-christened ALCHIBA. These ships in general transported all the supplies and materials needed by the troops in the Pacific theatre of war to maintain beach-heads after landings. A plan of the ship in this guise shows provision made for nine landing-craft to be stowed on the deck and for a gun to be mounted fore and aft.

ALCHIBA's war effort was not uneventful: in the action against Guadalcanal, from August until November, 1942, the ship was torpedoed, as a result of which explosions and fire broke out on board and she was beached. Lamentably short a time after repairs, she was torpedoed again. Eventually ALCHIBA was laid up with other surplus tonnage on the James River, Norfolk, Virginia.

At the beginning of 1948, RIL purchased the vessel and an extensive reconversion was carried out, partly in Baltimore and partly in Holland. TJIPANAS, as the ship now became, sailed to the Far East in charter to Royal Rotterdam Lloyd and was delivered to RIL in Bombay on 16th February, 1949.

During the eighteen years that have followed, the ship has lived up to her name ('TJI' — water, 'panas' — warm) and has sailed almost exclusively from the Far East: the old AASAS (Asia-Africa-South America), the MIAS (Malaya-Indonesia-Australia), the FEAS (Far East-Africa), the JJS (Japan-Java), the JHSIS (Japan-Hong Kong-Singapore-Indonesia), the EAFS (Far East-East Africa) the East & South Africa-Australia (ESAAS) — in all these services TJIPANAS has sailed, with some 'Extra' voyages as well. Since 1963 — with one short interlude — she has sailed in the CHIWAS (China-West Africa Service), completing a grand total of 53 voyages.



The RIL flag was lowered on 15th March.



It seems that 'there is life in the old girl yet!' She has been sold for continued trading and was delivered by Captain J.Ch. Beynon to Messrs Kie Hock Shipping Co. Ltd. at Yokohama on 15th March. May she continue sailing for many years to come.

FROM THE RECORDS

"We spend our midday sweat, our midnight oil; We tire the night in thought, the day in toil"

F. Quarles

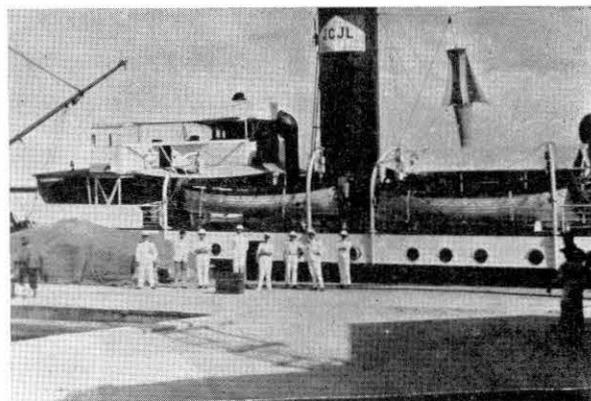
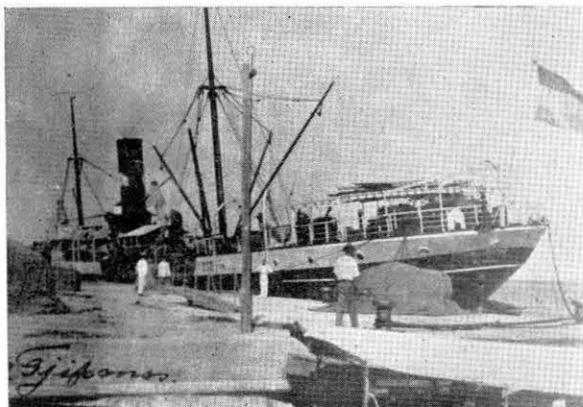
S.S. TJIPANAS

The first Tjipanas was a steamship which was delivered to the Java-China-Japan Lijn on 11th July, 1903 as the very first vessel of the J.C.J.L. fleet. In September of that year, under the command of Captain P. Zwart, she inaugurated the first liner service of the Company.

It is interesting to note that (with half the tonnage of the present Tjipanas and a speed of 9 knots) she carried 5 First Class, 12 Third Class and 1,000 Fourth Class passengers.

The old ship was eventually sold to Japanese breakers in 1932.

These two photographs reached us some time ago from the files in Amsterdam. Anyone care to hazard a guess as to the port?



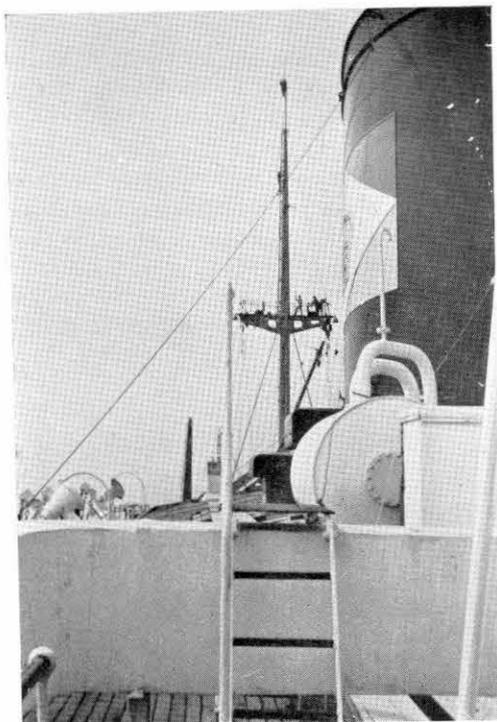
ACTIVITIES ON BOARD

艙面點滴



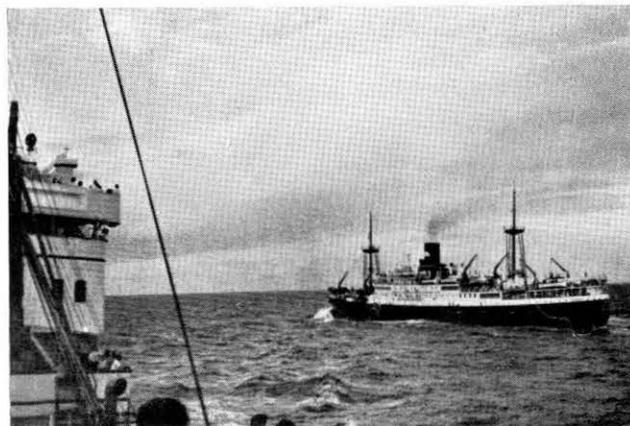
Photograph by Quartermaster Wan Ying Wa.
舵手溫英華攝

下及下右圖，為舵手吳洪攝
Photographs below and right by Quartermaster
Ng Hung.



Straat Florida (left) using her main derrick for the first time, is snapped by a quick camera. The vessel was loading heavy equipment in Yokohama, supervised by the Chief Officer and the Boatswain.

左圖 爲士打富利達輪在大伙和波臣指揮下首次駛用主要起重桿在日本神戶港載上重貨時情形



上圖 爲寶樹雲輪在馬六甲海峽與芝拉連加輪相遇時所攝

Brief encounter — 'Tjitjalengka' is pictured above from 'Boissevain' as the two vessels passed in opposite directions in the Straits of Malacca.

A head for heights? A man who certainly has is 2nd Boatswain Lo Fo Tai who is pictured left painting the top of 'Boissevain's' mast.

左圖 爲次波臣盧伙泰正在寶樹雲輪桅桿頂處進行髹油工作情形

CAMERAS

RIL IN DURBAN



MEETING POINT

How often can we photograph three RIL vessels with one movement of the shutter? Here our candid camera has caught the 'Van Spilbergen', next vessel to be jumboized, double-banked with the 'Straat Le Maire', first of the Straat L class. The stern of the 'Camphuys' can be seen to the right of the picture.

'Straat Le Maire' is at present employed in the Africa — New Zealand Service (ANZS) while the 'Van Spilbergen' is leaving the same service to proceed to Japan for jumboizing. 'Camphuys', of course, plies the Gulf — East and South Africa Service (GESAS).



Gently does it — the photograph left shows the RIL crest being placed in position on the funnel of the 'Camphuys'.

Photographs by Area Correspondent
G. Forsyth.

plaatje ?

Bound for the Gulf, the 'Camphuys', proudly wearing her new colours, sails out of Durban harbour.

DUTCHMEN DOWN UNDER



By

Eric Spring (Sydney)

the Beyond”

market; there should be few prob-
in wresting it from them.

1 merchants already knew of the
nes to be made in the spice trade,
hey were the chief distributors of
s from the East to Northern Europe.
them, spice was the variety of life!
as distributors, they did extremely
until an edict banned them from
trade in 1594. The Dutch answer
simple—seize the trade at its
ce.



The Dutch were determined to find out just what the Portuguese really knew about the area. It is evident that they had heard of Australia long before their own sailors, in exploring a new way East, began to be wrecked on Australia's western coastline. What's more, they knew that New Guinea was an island, even though none of their sailors was to find a way through Torres Strait.

The first Dutch ship arrived at Java in 1596, and although the first voyage was to all intents and purposes a commercial 'flop', the Dutch East Indies Company was inaugurated in 1602 and Dutch ships quickly but not very quietly ousted their Portuguese rivals from the trade. The Portuguese had to fight their way across the entire Indian Ocean and their power was soon spent. The Dutch merchants had little difficulty in establishing themselves. Between 1602 and 1614 the Dutch East Indies Company paid an average dividend of 37%. The profit one year was 160%! They had found a veritable goldmine.

This they exploited with such thoroughness and efficiency that soon their activities spread throughout the entire East Indies, building the area into a growing and highly successful colony which survived, to their pride and profit, for more than three hundred years. Had more of their sailors and merchants been possessed with greater foresight, the Dutch flag might easily have flown over the countries and islands of the South Pacific.

It was essential that the Dutch be conversant with the eastern approaches to their "Spice Islands". Seventeenth

century maps bore little resemblance to those in use today. There was no telling with any accuracy who was their nearest neighbour and where he might come from. They had to be certain that there was no easy way from Batavia to the Coral Sea, as there was, and that Australia held no possibilities for colonisation by another power, as it did! They did their best to prove both of these, but through the fault of their navigators they failed. Despite repeated attempts, they were unable to find even Torres Strait.

In this direction, the little "Duyfken" sailed, under Willem Janszoon, who was sent in 1606 to see what offered. That very same year Torres, in command of a larger, older and more decrepit ship, passed successfully through the Strait to the westward. But the small and well-rigged "Duyfken" unfortunately could only become engulfed in the waters of Carpentaria. She set out from Bantam on 18th November 1605 and nor'westerly winds should have brought her to Torres Strait waters. Janszoon was instructed to explore the island of New Guinea, but she ran southward in the vicinity of Cape York and followed the western side of Cape York Peninsular, apparently assuming this to be New Guinea. Janszoon's log states that he "sailed along what was thought to be the west side of New Guinea to 13½ degrees of South Latitude" and found nothing but desert inhabited by "wild cruel black savages" who murdered some of the crew.

One of Janszoon's main activities was the kidnapping of natives who could be taught Dutch or Malay to disclose

whatever knowledge they might have of their local habitat and trade. The North Australian aborigines were well aware of attempts to kidnap them, because Malays, seeking beche-do-mer, were not averse to taking several aborigines and setting them to work.

Following the "Duyfken", in 1623 was the "Pera", commanded by Jan Carstenz, who also was partial to kidnapping.

But mariners who tried to probe the secrets of Australia, indeed any other secrets, from the minds of the Australian aborigines must have been extreme optimists. "They are in general utter barbarians and coal black. They are utterly unacquainted with gold, silver, lead, tin, iron or copper. Nor do they know anything about nutmegs, cloves and pepper." (so said Carstenz, and who's to disagree!)

In summation they offered no prospects for trade; there was apparently no way through to the Coral Sea. Carstenz, with his captive reluctantly attempting to learn Dutch, sailed home to the East Indies, never to approach the area again.

In 1636, a third exploration for Torres Strait commanded by Gerrit Tomas Pool also proved a failure, for Pool died before the voyage was completed.

Presumably, Dutch exploration of the area would have to take a different tack.

Next issue: "The First Voyage of Abel Tasman".

TEN YEARS AGO

1st April, 1957

MICHEL ADRIAENSZOON DE RUYTER

Extracts from our article on the life of the famous Dutch admiral.

Last month marked the 350th anniversary of the birth of Holland's greatest Admiral, Michiel Adriaenszoon de Ruyter, whose fame swept the world in the seventeenth century.

Born in 1607 as the fifth child in a family of eleven, he went to sea when barely eleven years old as a cabin boy on a merchant vessel that had put into Flushing with a cargo of spices. He quickly learned to look after himself, because seafaring in those days meant fighting the sea, fighting ship-board enemies and bullies and fighting pirates which infested almost every sea.

By the time he was 36 he had his own vessel with which he traded in salt and wood to the West Indies and Africa, and wine and spices bought from even further afield. But of greater value was the thorough sea experience he had gained, and which he put to very good use during the first naval war between England and the Netherlands in a grim trial as to which country was to rule the waves. The British, with their well organised fleet under such famous admirals as

Blake, Monk and Deane, ultimately won this first round, but not before the captains of the Dutch armed merchantmen, disciplined by De Ruyter towards the end of the conflict, had taught them some very hard lessons.

The Dutch needed a man who knew the problems of naval fighting and could also handle the colourful but chaotic collection of adventurers who composed the maritime fighting force. De Ruyter was chosen for this task on the strength of his successes with the Zeeland Squadron, and for the first time the Netherlands had a real navy instead of an disorganised and undisciplined chain of merchant ships. Whilst making the fullest use of the armed merchantmen, De Ruyter also built the first Dutch warships, formed a marine corps, improved the signalling system, and reorganised the ships' supplies.

When the second Anglo-Dutch naval war broke out in 1665 he turned the tide, after a series of misfortunes, in a four-day sea battle in the North Sea in 1666. Peace talks followed, but as they moved too slowly for the Dutch, De Ruyter decided to hasten things up by sailing his fleet up the Thames Estuary to Chatham, where he destroyed or captured eight of England's largest warships, created panic in London,— and then slipped back to the Netherlands. After that, peace was quickly signed.



The Mayor of Yokohama City cuts the tape, watched by Mr van Rhoon, right, and the RIL office staff in the background.



The view from the new office — a splendid view.

INTEROCEAN HOUSE

by Area Correspondent

Left: The entrance to Interocean House, showing by the doors, the memorial stone presented by Mr Wiersum. Right: Mrs Nakaoaka unveiling the stone.



'King Winter' hit Yokohama on February 10th, three days before the official opening of RIL's new office 'Interocean House'. The snowstorm, dubbed the worst for 30 years, seriously disrupted port and shore activities in Yokohama, but happily the morning of the 13th turned out crisp and clear and bright sunshine welcomed the guests on this important day.

All RIL personnel from the new building gathered outside the entrance to receive the guests.

At 10.30 a.m. the official party arrived: the Mayor of Yokohama City, Mr Ichio Asukata, Managing Director, Mr F. Terwogt and Mr E.M. van Rhoon, Manager for Japan, with Mrs van Rhoon. To mark their arrival, the flags of Japan, the Netherlands, Yokohama and Royal Interocean Lines were hoisted high above the balcony of the 5th floor.

Mr Asukata stepped forward into the main entrance to perform the ceremony of cutting the tape while Mrs T. Nakaoke unveiled a memorial stone presented by Mr Wiersum, a descendant of the late Mr Wiersum who was our original agent in Yokohama and who then owned the ground on which the 'Interocean House' now stands.

The guests then proceeded to the third floor to attend a Shinto style ceremony. Various solemn rituals were performed firstly by Mr Terwogt, representing RIL, followed by Mr van Rhoon for the

Below left: Messrs Milne and Guterres, two well known figures now retired from RIL, being greeted by their successors, Messrs Yoshioka, Yoda, Sakurai and Okuda. Right: Mr H.K. van der Schatte Olivier and Mr H. Okuda performing the Shinto rituals.





ular panorama of the port of Yokohama.

USE — YOKOHAMA

dent Y. Nagashima

Japanese organization, the Mayor of Yokohama City, the Managers of the three Yokohama offices and finally by representatives of the architects and builders.

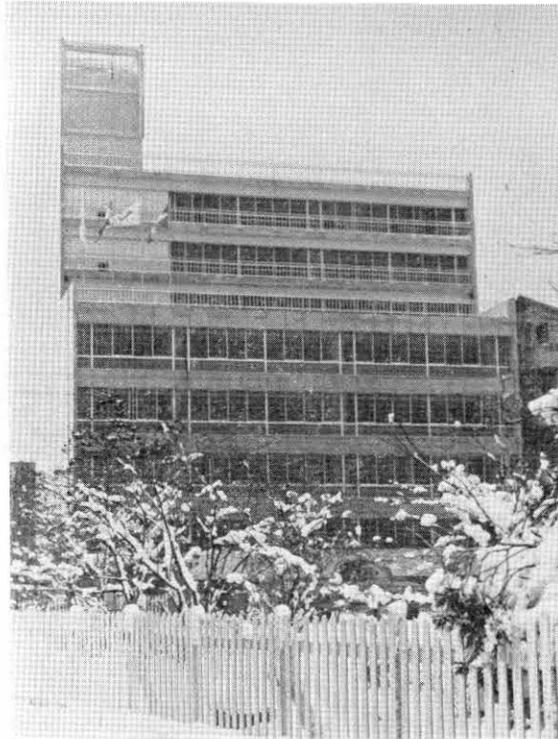
After the ceremony, Mr van Rhoon addressed the gathering. In a short speech he recalled the long trade connections between the Japanese and the Dutch, commencing with the arrival of 'De Liefde' in the year 1600 and also outlined the strengthening ties of first JCJL, and now RIL, with Japan.

The speaker expressed his gratitude to Mr Asukata, Mayor of Yokohama City, for performing the opening ceremony and to Mrs Nakaoka for unveiling the memorial stone. He then presented them both with mementos of the occasion.

Mr van Rhoon also expressed the thanks of the company to the architects and contractors and concluded by proposing a champagne toast to the prosperity of the City of Yokohama, Kanagawa Prefecture and Royal Interocean Lines.

The official party were then invited for luncheon in the New Grand Hotel.

During the afternoon a cocktail party was held on the 4th floor of the new building for some 400 RIL trade relations from the Kanto area, and the day ended with a party to which all the staff of the Yokohama Office were invited.



Interocean House in a Christmas card setting. The flags of Japan, the Netherlands, Yokohama City and Royal Interocean Lines can be seen flying from the 5th floor.



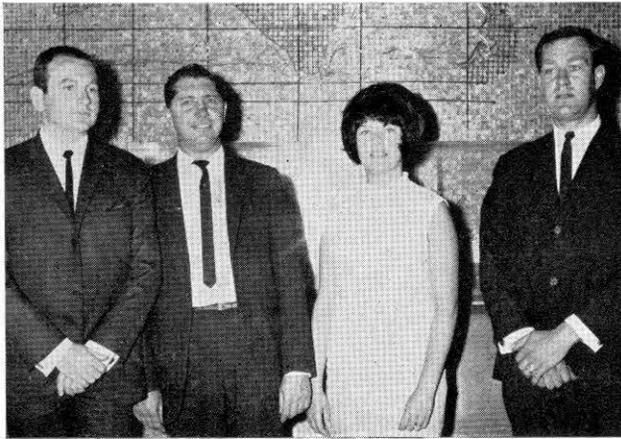
And back to work — a view of the interior of the new office.

The smiling faces of the staff of the Yokohama office, pictured below, indicate that their party was a great success.



The two Yokohama beauty queens, surrounded by, from l. to r., Mr F. Terwogt, RIL Managing Director, Mr W. Ch. E. A. de Vries, First Secretary of the Royal Netherlands Embassy in Tokyo, Mr Ariyoshi, President of the NKY, Mr E. A. van Rhoon, RIL Manager for Japan and Mr I. Asukata, Mayor of Yokohama City.





CUSTOMS

L. to r.: Mr Denham, Mr Risbey, Mrs Morison and Mr Gunby.

HOLLAND AUSTRALIA LINE

L. to r.: Mr Gudgeon, Mr Ullett, Miss Veness, Mr Busby, Mr Altman and Mr Higgins.



MEET SYDNEY

Continuing our series by Bruce Polain from last month, we have pleasure in introducing the staff of three more departments of the Sydney office.

Amongst them we note a few familiar faces—the familiar faces being those who were introduced in a RIL Post 'Let's get acquainted' series in 1955. In the Accounts department, the only familiar face is Mr Aldridge, who will celebrate his 25 years with the Company in 1969, while amongst the HAL Traffic staff, there are two: Mr Altman, who has been some 27 years with RIL and Mr Ullett, Manager of the Department, who will attain 25 RIL years in 1968. The Customs section is in the charge of a very familiar face, particularly to the sea-going staff, namely M. K. Risbey.

ACCOUNTS

L. to r.: Mr Aldridge, Mrs Stansfield, Miss Larkin, Miss Cosgrove, Miss Blackford, Mr Verbrugge, Mrs Woodman, Messrs Conolly, Flak, Ward, Miss Bennett, Messrs Virgona, Page and Holmes.



40 YEARS OF SHIP DESIGNING



Mr C. Bode

Forty years ago, on 14th February 1927, Mr C. Bode, now Hoofdemployé of the Shipbuilding Department, Amsterdam, joined the Bureau Cornelissen as a junior ships' designer.

Bureau Cornelissen formerly designed KPM and JCJL vessels and was incorporated into KPM lines on 1st January 1935.

A gathering was held in the 'Torenkamer' of 'Het Scheepvaarthuis' where Mr van der Schalk addressed Mr Bode, mentioning the many ships that have been built both for KPM and RIL, thanks to Mr Bode's elaborate calculations. A culminating point was the design of the "substitute Nieuw Holland", which vessel regrettably was never put out to contract.

A luncheon party followed in the "Amstel Hotel", during which Mr Bode was presented with a slide projector as a memento of this jubilee.

Now he is again bent over the drawing-table putting his valuable experience into the five vessels, for which contracts were signed a few hours after the above luncheon party (see page 63).

ANNIVERSARIES

40 Years — Steward Sr. Mo Kow

A proud moment for Steward Sr. Mo Kow — on Chinese New Year's day, during a ceremony held on board "Tjiwangi", he was presented with a gold medal in recognition of his 40 years service to the Company. Mr Mo is pictured right with his son, Kam Wah, who is also serving on "Tjiwangi".

侍應生巫九獲金牌獎

在去年農曆年初一，「芝萬宜」輪上曾舉行鷄尾酒會，以慶祝該輪之侍應生巫九君，在本公司服務期滿四十週年，獲得渣華公司金牌獎。

右圖為巫九君獲獎後與其子錦華君攝於「芝萬宜」輪上。查錦華君亦在「芝萬宜」管事部任職。



25 Years — Mr Lee Hon

Chinese New Year's dinner was celebrated on board 'Tjitjalengka' while she was in Yokohama. Among the guests were Japanese and European RIL personnel from our Yokohama Office.

Before the dinner, Captain Terhorst, on behalf of the Company, presented a souvenir watch to Chinese purser staff pantry-man Lee Hon to mark his 25 years service to the Company and in a short speech recalled his fine and long service.

李漢一獲獎手錶

去年農曆年初一，當「芝渣連加」輪碇泊於日本橫濱時，船上曾舉行春宴，本公司橫濱之歐西籍及日本籍職員均有參加。

在未開席前，「芝渣連加」輪船長達賀氏代表本公司頒發一紀念手錶與辦房部之辦地理李漢君，因李君在本公司任職，經已期滿二十五週年，在頒獎時，達氏指出在李君為本公司服務之期間中，品德兼優，彼並提及數艘李君曾服務之船隻，此等船隻已為大多數船員所遺忘。



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London ABC Shipping Guide.

February 1967.

CAPTAIN J.A. HOUTMAN RETIRES



Photo: courtesy Mr G. Knowler of 'Daily News'

On board the 'Straat Frazer' on the 3rd February, 1967, Mr Egberink, General Manager for Africa, presided at a special luncheon to say farewell to Captain & Mrs J.A. Houtman. Among those present, were the Management of Durban office and senior officers of 'Camphuys', 'Straat Malakka' and 'Van Spilbergen' which were in port at the time.

In saying farewell on behalf of the Managing Directors of the Company, Mr Egberink praised Captain Houtman for the conscientious way in which he had carried out his duties during 37 years service with KPM and RIL, and for his willingness to get on with the job.

Throughout these years he has seen a change in the Company, starting his career in the small "Tomohon"

in 1930, and retiring as Master of the elegant 'Straat Frazer'.

Mr Egberink elaborated on Captain Houtman's distinguished service during the war, mentioning he had had a hand in capturing an enemy vessel. He concluded by handing a letter of thanks from the Directors, and proposing a toast to Captain & Mrs Houtman.

Mr P. de Frenne, Chief Engineer of the m.v. 'Straat Frazer', presented Capt. Houtman with the complete stamp collector's album, and Mrs Houtman with a bouquet on behalf of the officers of the 'Straat Frazer', thanking the Captain for the guidance and encouragement he had always been willing to give to all the officers and crew alike, and for making the 'Straat Frazer' into such a happy home for all who served on her.

In reply, Capt. Houtman began by paying tribute to the unceasing co-operation given by his wife, who appreciated his love for the sea and had always been ready with words of encouragement. He went on to say that the Company had reached its present position by the teamwork of all. The shore staff and floating staff working in close co-operation, and with good team-spirit, would ensure the continued prosperity of the KPM and RIL.

Captain Houtman's tie with the sea will not be finished, as he has agreed to act as the South African representative of the Master's Association of Holland.

To conclude, Captain Houtman thanked Mr Egberink for his kind words and the luncheon given on behalf of the Directors and the officers of the 'Straat Frazer' for the gift he would always treasure. He wished all quick promotion and good prosperity.

SHIPS OF THE WEEK



The broadcast from relatives in Holland to ships at sea was made on 10th February to Straat Torres (left), Straat Madura and Straat Florida (far right). Here are the photographs of those who took part at Hilversum in the recording of the 'groetenuitzending'.

At the time of the broadcast, Straat Torres was at Melbourne, Straat Madura at Tema and Straat Florida at Santos.

CHIEF ENGINEER RETIRES

Mr. C. Schavemaker

A luncheon party was held at Interocean House on 20th February to bid farewell to Chief Engineer C. Schavemaker, who has been in the service of KPM/RIL for 34 years.

Mr Reyneker, in a short address to the gathering, outlined Mr Schavemaker's long career with the Company. On the day after St. Nicholas Day, 1932, he joined KPM as a 5th Engineer. Promotions were slow during those years and it took 8 years for his promotion to fourth engineer and another 8 years to third engineer. In 1956, he was appointed Chief Engineer with KPM and 3 years later he was transferred to RIL as Chief Engineer on the 'Tjitjalengka'.

Mr Schavemaker has sailed on 20 different vessels since the war, not to mention those before and during the war: this experience backed by nearly 35 years at sea, qualifies him for the description of an 'all-round engineer', with a thorough knowledge of all existing types of engines, whether steam or motor. He even served on an old vessel, m.v. Paloh, which once hoisted sails in the Java Sea.

The speaker continued by saying that during the time we have known him, he has always been a great support to the Captains with whom he worked, in matters ranging from normal routine to the entertainment of passengers. His assistance to the younger engineers was invaluable.

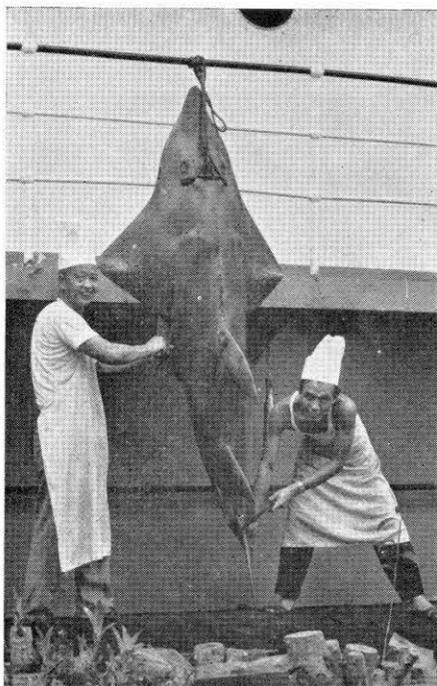


During the luncheon, Mr Schavemaker signs the visitors' book.

All these qualities add up to make him an excellent Chief Engineer, still healthy and young at heart. But while it is sad to say goodbye, Mr Schavemaker will be joining his wife and daughter in a quiet suburb near Sydney Harbour where his old friends will still remain in contact.

Mr Schavemaker thanked Mr Reyneker for his kind words and added that he had great expectations for the young engineers of today, who, with more rapid promotions, were faced with a more responsible task at a younger age. He concluded by proposing a toast to the future prosperity of the Company.





SHARK FOR DINNER?

When Tjipanas put in to Madagascar in January, during her last voyage in the CHIWAS, this monster shark of 222 lbs. was caught with nets as the ship lay at the buoy off Diego Suarez.

Photograph by Chief Steward Shum Lin Sze.

上圖 為芝班家士輪在馬達加斯加島地高素理港時，用網所捕獲重達 222 磅之巨鯊大管事岑連師攝

GOOD LUCK MRS DA COSTA



For twenty-six years Mrs E.V. da Costa has worked for the Company, first in Shanghai and then in HK MH. Now the time has come to say Goodbye, and *RIL Post* joins with all her many friends in wishing her a very happy future with her son in Australia.

CONSEQUENCES



The farewell luncheon for Miss Neal (sixth from right).

- They met — at the Sydney Social Club dance on board Tjiluwah
- She was — Miss Frances Neal of the Filing & Despatch Dept. in Sydney
- He was — Mr Ron Langley, head Liaison Supervisor between Patrick Stevedoring Company (his employers) and RIL personnel in Sydney
- She had — a son by a previous marriage
- He had — two married daughters
- The consequence was — they were married on 21st January
- And everybody said — "It's a perfect match!"

FAMILY NEWS

Weddings

Mr Wan Yiu (HK HO Stores) to Miss Liu Fung Yee on 20th December, 1966.

New Arrivals

Mr Tony Lok Chor Sang (HK HO AZ): a son, Lok Yi Shun, on 30th December.

Mr Y. Okonogi (Tokyo Agency): a son, Masahiro, on 10th January.

Mr Y. Morishita (Kobe): a son, Makoto, on 13th January.

2nd Officer T.R. de Groot (Boissevain): a son, Robert Paul, on 16th February.

Chief Officer T. van den Dool (Van Riebeeck): a son, Adrian Frans, on 22nd February.

Mr P.A. Saman (HK HO TD): a son, Robert Michael, on 24th February.

FESTIVITY ABOARD



Photographs by Third Officer J. Th. van Voorthuizen.



"Ben je lief geweest?"

Straat Colombo was not going to let St. Nicholas' Day pass unnoticed last December, when the ship was at Portland, Victoria. Fourth Engineer J.W. Renshof donned the garments of the Saint and was assisted by Radio Operator W.Th.C. van den Heiligenberg as Black Peter.

Here, St. Nicholas carries out his duties whilst Piet refreshes himself, and in the other picture the latter gives good advice to Miss A. Bogdal when she reads her poem, traditionally composed for St. Nicholas' Day.

Behind, Captain H.P. Steggerda and Chief Officer P. Hoogland enjoy the festivities.

PERSONALITIES

Mr J. Dekker returned to Buenos Aires from Home Leave in March, to take over again as Representative in South America.

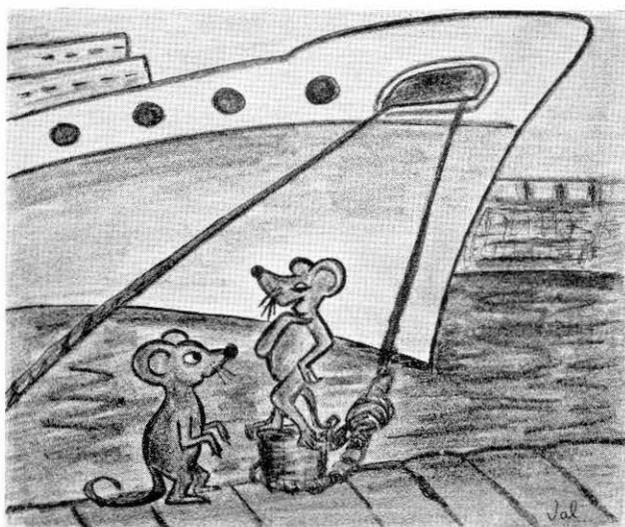
Mr J. van Middelkoop was appointed General Manager for Africa, following the retirement of Mr J.F. Egberink on 31st March.

Mr W. Boogerman, Personnel Manager, left Hong Kong on 24th March for Home Leave.

Mr J.W.H. Weissink (Representative Central Africa) went on Home Leave in March and was replaced by Mr P. van Andel.

Mr W. Winkelman (Representative in Djakarta) made a short familiarization visit to Hong Kong in early March.

OLD HAND



"Yes, Dutch cooking is first-class . . ."

PERSONNEL



NEW PERSONNEL

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

Mr J.G.J. Alblas	4th Officer
" K.G. Frentzen	" "
" J. Jonkers	" "
" B.V. Mevius	" "
" D.W. Bras	Appr. Engineer
" H. Kanis	" "

LEAVING (OR LEFT) SERVICE

Mr H. de Bont	3rd Officer	own request
" F.J. Bruil	2nd Engineer	— " —
" H.J. van Horik	3rd	— " —
" H.C. Ravesteyn	" "	— " —
" D.L.A. Meeusen	4th	— " —
" K. van der Zee	" "	— " —
" W. Klootwijk	5th	— " —
" R. Mackay	" "	— " —
" C.Th.J.M. Massar	" "	— " —
" H.P.J. van Saagsvelt	" "	— " —

TRANSFERS OF CAPTAINS

Captain H. Muys, Master of Straat Freetown, went on home leave.
 Captain D. Minnema, Master of Straat Madura, was posted to Straat Freetown.
 Captain J. Bruin was posted to Straat Madura following intermediate leave.
 Captain J.Ch. Beynon, Master of Tjipanas, was posted to van Spilbergen.
 Captain Tj. van der Molen, Master of van Spilbergen, went on home leave.
 Captain J.H. van Dijk, Master of Straat Cook, went on intermediate leave.
 Captain A.J.M. Michielsen was posted to Straat Cook following intermediate leave.
 Captain G.W.E. Gerritsen was posted to Silindoeng following home leave.
 Captain D.J. Smit, Master of Straat Le Maire, went on home leave.
 Captain C. Dekker was posted to Straat Le Maire following intermediate leave.
 Captain G. Verkerk, Master of Straat Mozambique, went on home leave.
 Captain D.C.M. van der Kroft was posted to Straat Mozambique following home leave.

TRANSFERS OF CHIEF ENGINEERS

Chief Engineer C. Schavemaker of Tjiwangi went on home leave prior to retirement.
 Chief Engineer H. Spruyt was posted to Tjiwangi following home leave.
 Chief Engineer P. de Frenne of Straat Frazer was posted to Straat Luanda.
 Chief Engineer P.A. de Vlieger was posted to Straat Frazer following home leave.
 Chief Engineer J.W. Verwey of Straat Luanda was posted to van Spilbergen.
 Chief Engineer C.F. Nicolai of van Spilbergen was posted to Straat Futami.
 Chief Engineer D.M.A.J. van der Gugten of Straat Futami went on home leave.
 Chief Engineer J.G. Mayoor of Straat Fiji went on intermediate leave.
 Chief Engineer F.M.H. Beckers was posted to Straat Fiji following home leave.
 Chief Engineer G.E. Godschalk of Tjibodas went on home leave.
 Chief Engineer C. Krul was posted to Tjibodas following home leave.
 Acting Chief Engineer A.J.G. Strengholt of Straat Clement went on home leave.
 Chief Engineer H.J. van der Veer was posted to Straat Clement following home leave.
 Chief Engineer J.J. Pieterse of Houtman went on home leave.
 Chief Engineer H.E. Kattenbroek was posted to Houtman following home leave.

SUCCESSFUL EXAMINATIONS

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

Mr G. Daman	2nd Officer	I	8- 2-67
" J.C. Hermans	" "	I	22- 2-67
" Th.G. Ronkes Agerbeek	" "	Th.I	8- 2-67
" W.H.C. Wijnhorst	" "	Th.I	22- 2-67
" K.J. Deutekom	2nd Engineer	Th.C	13- 2-67
" J. Landwaart	" "	C	16- 2-67
" H. Noort	" "	C	20- 2-67
" Johannes de Vries	" "	Th.C.	9- 2-67
" Tj. Molenaar	3rd	B	21- 2-67
" A. Sandbrink	" "	B	22- 2-67
" R. Stuart	" "	B	23- 2-67
" M.C. van Apeldoorn	4th	B	14- 2-67
" J. Bergsma	5th	A	17- 2-67
" E. de Buyzer	" "	VD	14-12-66



IN MEMORIAM

The many people who have worked with the busy Typing Pool in HK HO over the last eighteen years, will learn with keen regret of the death on 27th February of one of its senior members, Miss Chan Shuk Kai, aged 44.

'Esther', as she was affectionately known to a large circle of friends and colleagues, first started work for the Company in 1949 as a shorthand/typist in the Freight Department at the old Head Office in West Point, and since 1956 has been valued as a most helpful and reliable member of the Typing Pool; she was the kind of person who always found time for small thoughtful acts of kindness to those around her, and she will be much missed.

Our deepest sympathy goes to Miss Chan's parents and family.

NTPM

LEAVE

The following personnel went on leave:

Mr W.E.H.Th. Böck	3rd Officer
" J.M. Hoes	4th "
" D. Schaafsma	3rd Engineer
" J. Wesselius	5th "
" A.A. Westdijk	" "
" J. Poorting	" "

Those who returned are:

Mr G.A. de Munnik	2nd Officer
" H.B.v.d. Bult	4th "
" R.M. Stuiver	" "
" E. Grootveld	3rd Engineer
" B. de Graaf	4th "
" J. Snip	" "
" P. Visser	" "
" J.J.N. Bosschaart	" "
" A. Coehoorn	5th "
" P.S. van der Kooy	" "

posted to:

Zuiderkerk
Senegalkust
Sloterkerk
Senegalkust
Westertoren
Zuiderkerk
Zuiderkerk
Sloterkerk
Senegalkust
Zuiderkerk

TRANSFERS

Captain G. Klun, Master of Congokust, went on home leave.
 Captain F.H. Wolff was posted to Congokust, following home leave.
 Chief Engineer A.J. de Hesse was posted to Senegalkust, following home leave.

Chief Engineer M. Schaafsma (tem. service) of Sloterkerk terminated his contract of employment.

Chief Engineer D. Bus was posted to Sloterkerk, following home leave.

SHIPS' POSITIONS

Senegalkust	Lagos/Apapa	23-3
Congokust	Dakar	29-3
Zuiderkerk	Antwerp	17-3
Sloterkerk	Hamburg	18-3
Munttoren	Aruba	15-3
Westertoren	Singapore	23-3

HVM

LEAVE

The following personnel went on leave:

Mr B.H.P. Houwing	1st Officer
" G.M. Buit	act. 2nd "
" P. Griffioen	3rd "
" J.G.v.d. Vijver	4th "
" A.B. Oxfoort	2nd Engineer
" N.T.J. Mulhuijsen	5th "
" B.E. Camoenié	" "

Those who returned are:

Mr H. Hanekroot	1st Officer
" M. Velthuijzen	2nd "
" J.W. Boven	3rd "
" L.J. Pool	2nd Engineer

posted to:

Hollands Burcht
Hollands Diep
Hollands Burcht
Hollands Duin

TRANSFERS

Captain H. van der Worp, Master of Hollands Duin, went on home leave.

Captain P.H. Romer was posted to Hollands Duin, following home leave.

Chief Engineer C.J. Tromp of Hollands Duin went on home leave.

Chief Engineer P. Asbeek Brusse was posted to Hollands Duin, following home leave.

SHIPS' POSITIONS

Hollands Diep	eta L. Marques	20-3
Hollands Duin	eta Moji	25-3
Hollands Dreef	eta Djibouti	4-4
Hollands Burcht	eta Moji	6-4

PROMOTION

Our congratulations go to Appr. Engineer E. de Buyzer who was promoted to 5th Engineer on 14th December, 1966 and to the following personnel, who were promoted to Chef van Dienst as from 1st April, 1967:

F.O. Baron van Randwyck (Durban)

Ir. E. van't Sant (HK HO TD)

H. Wever (HK HO VZ)

LEAVE

The following personnel went on leave:

Mr H.A. van Geldere	Chief Officer
" G.E. Kaersenhout	" "
" H.K. Labrie	" "
" F.E. de Nieuwe	" "
" F. Boonstra	3rd "
" P.F. Bijl	" "
" P.H.M. Bosman	4th "
" J.C. Böhre	" "
" W.M. van der Bij	" "
" D.B. Kubbe	" "
" R. Rijckaert	" "
" L.H. Veenenbos	" "
" J. Kramer	2nd Engineer
" J.H. Saat	" "
" B. Sprokkereef	" "
" W. Best	3rd "
" P.A. Fopma	" "
" D. van Huizen	" "
" J. Rab	" "
" P.A. Alstede	4th "
" A.J.J. Bijman	" "
" P.M. Coenders	" "
" H.G. van der Mei	" "
" H. Völlmer	" "
" R.R.W. van Beek	5th "
" F.J. Bikker	" "
" J. van Mulligen	" "

Those who returned are:

Mr R.A. Corten	Chief Officer (BMC)	m.s. Musi
" J.P. Goossens	Chief Officer	" Tjiwangi
" R. van der Sar	" "	" Str. Cook
" H.K.M. Schot	" "	" Str. Frazer
" T.J.M. Bolwerk	4th "	s.s. Tjipondok
" F.H.A. Crooymans	3rd Engineer	m.s. Houtman
" J.H. Kokshoorn	3rd Eng./Electr.	" Ruys
" J. Kristel	3rd Engineer	" Str. Cook
" A. Sandbrink	" "	" Tjiluwah
" F.H.J. Schlechtriem	" "	" Boissevain
" J. Sizoo	" "	" Str. Malakka
" R. Stuart	" "	" Str. Luanda
" P.B.G.M. Wesseling	" "	" Str. Chatham
" W. Westerhof	" "	" Str. Freetown
" M.C. van Apeldoorn	4th "	" Str. Clement
" F.A. Brouwer von Gonzenbach	" "	" Str. Soenda
" W.C. Geistdörfer	" "	" Str. Fremantle
" H.C. van der Bijl	5th "	" Str. Chatham
" G.H. Dijk	" "	" Str. Cumberland
" C.P. Herrebout	" "	" Tjibantjet
" R.T. Wesselingh	Employé	HK MH

TRANSFER SHORE STAFF

Mr L. Krikke, H. Employé, was transferred from HK HO to Singapore.

IN MEMORIAM

Chief Engineer F. Massee who died at his home near Melbourne on 7th January, 1967. Mr Massee retired in 1954 after more than thirty years of service with the KPM/RIL.

Captain J.H. Verwijs who died in Holland on 6th March, 1967. Captain Verwijs joined the Company in 1926 and retired after 31 years service in 1957.

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