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HOLLANDSE VRACHTVAART
MAATSCHAPPIJ N.V.

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From the Editor

TO LEAD OFF — On page 96, readers will meet the last of the 'Sydney-mob'. We hope, in the near future, to be able to introduce more Company faces, some of them familiar for many years past and some of them yet to be introduced to our rapidly expanding organisation.

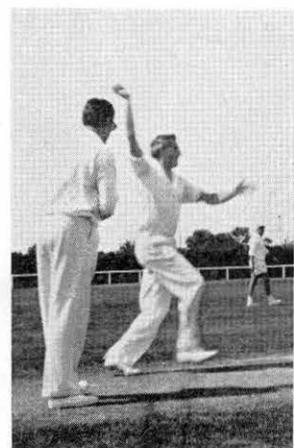
TAKE THE LEAD — We think it may well be the first time that a sea-going doctor has served for twenty years with RIL. His other activities are interesting too — see page 88.

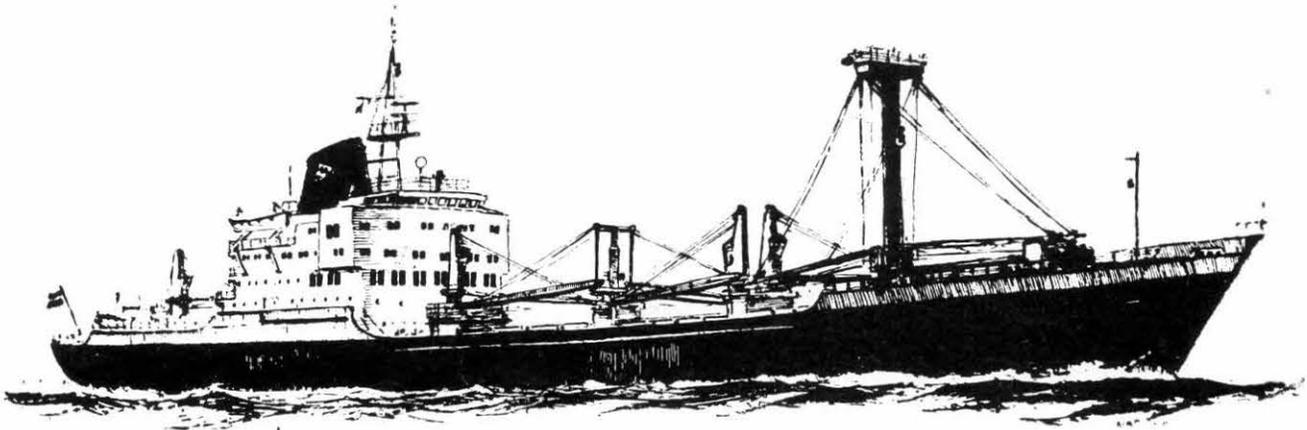
LEADER — All Dutchmen in Hong Kong get a glow of pride whenever Holland-America's sleek 'Rotterdam' sails in on her annual world cruises. We thought the great ship looked better than ever this year when seen from the Ocean Terminal — page 89.

LEAD THE WAY — Those who enjoyed the first article by Eric Spring last month in the new series 'Dutchmen Down Under', will find the second instalment just as readable and interesting — pages 90/1.

ATTACK! ATTACK
Who is the aggressive figure?
Pages 92/3.

Crewmail for the Gillian Gaggins (white bag) and mail for Tristan da Cunha — page 86.





SHIP SHAPE

Here is an impression by Mr G.J.F. Naerebout of the new Straat A-ships which will be built in Holland during 1968/9. It shows clearly the elongated fo'c'sle which will have an extra upper 'tween deck.

FLEET FACTS

STRAAT H-

It has now been decided to change the name of STRAAT HOORN to STRAAT HOBART. She will be the third of the STRAAT H-ships and is expected to be delivered in June 1968.

STRAAT A-

Names for the five new ships will be as follows:

STRAAT AMSTERDAM	STRAAT ACCRA
STRAAT ADELAIDE	STRAAT ALGOA
STRAAT AUCKLAND	

SI-ships

SINABANG and SIBEROET have been sold for continued trading. Delivery dates are approximately the end of April for SIBEROET and mid-May for SINABANG.

KEERKRING will continue to sail in the China-East Africa Service (CHEAS).

STRAAT LUZON, on completion of jumboizing at the end of May, will be worked from Japan to Australia, where she will load for South Africa.



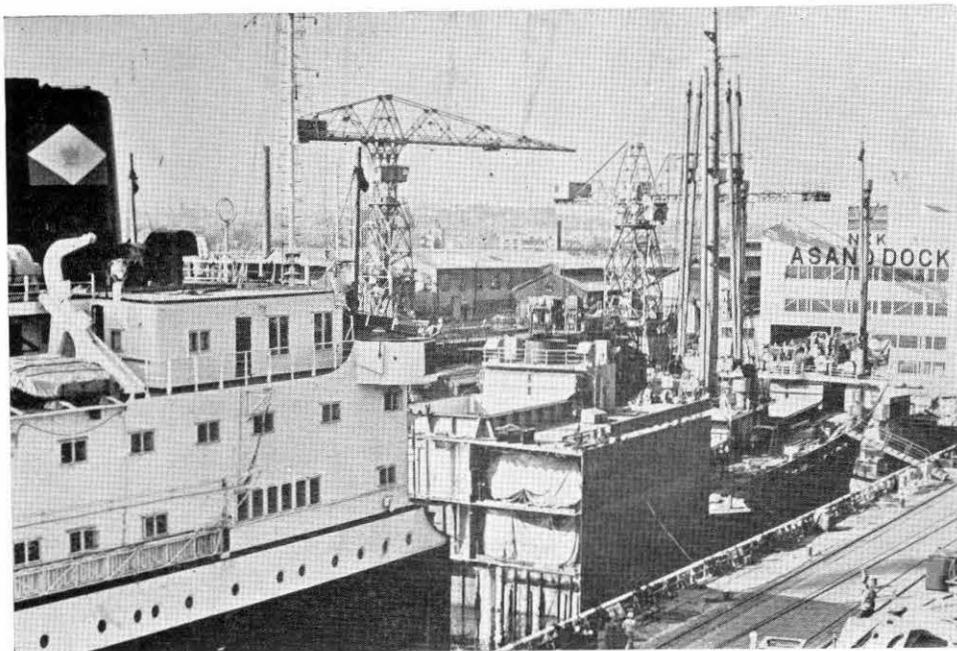
21st April
H.M. Queen Elizabeth II of Great Britain.

ROYAL BIRTHDAYS



30th April
H.M. Queen Juliana of the Netherlands.

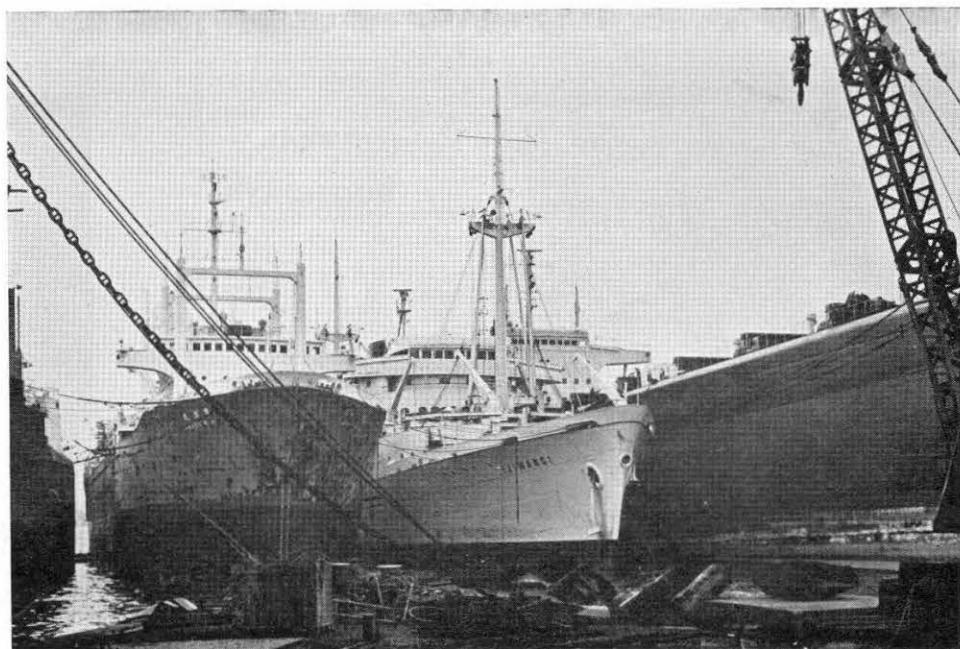
Photo: Max Koot.



在本年一月初「萬靈高頓」在日本橫濱亞山奴塢改裝時，該輪正在加長，此圖為「芝萬宜」輪攝影師葉天文君所攝。

Early in January, Van Linschoten entered the Asano Dock in Yokohama for 'jumboizing'. Whilst still in three separate pieces, she was photographed by Ship's Photographer Ip Tin Man from Tjiwangi.

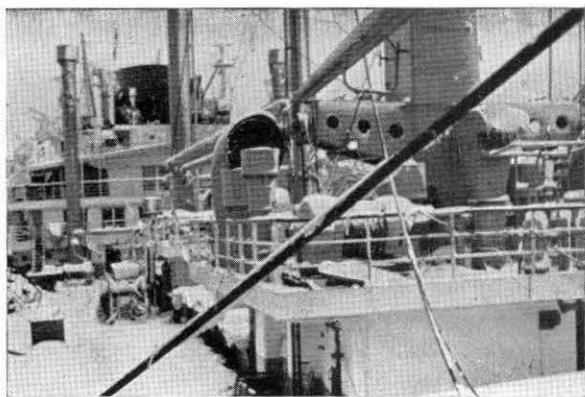
當「芝萬宜」輪在一艘七萬噸散貨船及另一艘漁船中間等候入塢時，與其他兩輪比較下，「芝萬宜」有如小巫見大巫。此圖為該輪船長英力加在岸邊攝。當時在該輪之左邊，有一艘蘇聯之運輸船惜未能全部攝入鏡頭。



Tjiwangi herself was dwarfed, as she waited in the 'parking place' for her docking between a 70,000 ton D.W. bulk carrier and a fish factory ship. Captain W. Ineke nipped ashore to take this one, and just missed including a Russian freighter on the left.

DOCK

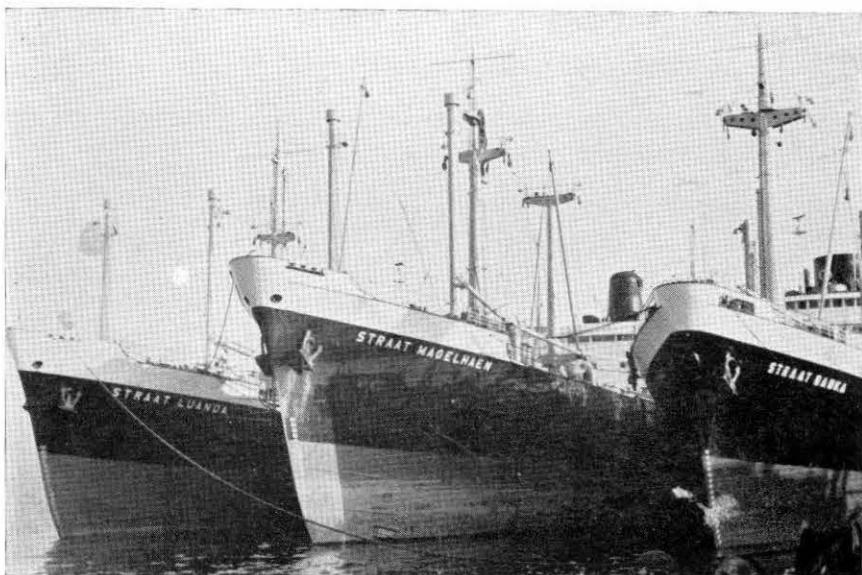
此圖為「芝萬宜」輪駛離日本時，而行走西非線之「士打毛三碧」輪則駛往日本入塢。此時正在落雪，「士打毛三碧」輪差不多全被厚雪遮蓋。而船上水手們則正在清理積雪，在圖中可以看到有一船員以托盤載雪，可能船上有些乘客喜歡一嚐生雪的滋味。此圖為水手吳汝楫所攝。



Scarcely had Tjiwangi departed on her cruise to Hong Kong, when Straat Mozambique left the CHIWAS (China-West Africa Service) temporarily for her annual maintenance. It was hardly ideal weather for the job: deep snow soon covered the ship, but the crew made the best of it, as Sailor Ng Yu Chup's photograph shows. Apparently the RIL service was well up to standard, with snow being served on a tray!

在日本三月的天氣較為晴朗，當改裝後之「士打路安達」輪（前為「萬靈高頓」輪）碇泊於「士打賓加」輪傍，為「士打賓加」輪大伙韓岸所攝。

The weather improved in March, and Chief Officer K.J.B. Hoen of the Straat Banka was able to show the Straat Luanda (once Van Linschoten) shiny-new alongside her fleet companions.





STRAAT FUSHIMI

TRISTAN RENDEZVOUS

In the long association of RIL ships with Tristan da Cunha, there have been many meetings at sea with the small vessels that serve this remote island in the South Atlantic. Now another rendezvous has been made, this time with the GILLIAN GAGGINS, the new lobster-processing ship which has replaced the old wooden-hulled FRANCES REPETTO of the Tristan Investments Company.

RIL's agents in Cape Town received a request in February to carry four bottles of freon gas to one of the fishing vessels off Tristan da Cunha, as they were running short of the gas on board.

STRAAT FUSHIMI, the next RIL ship sailing southward in the ASAS (Far East-Africa-South America Service), undertook the rendezvous, on the understanding that

there would be no deviation from course and that bad weather would cancel the arrangement.

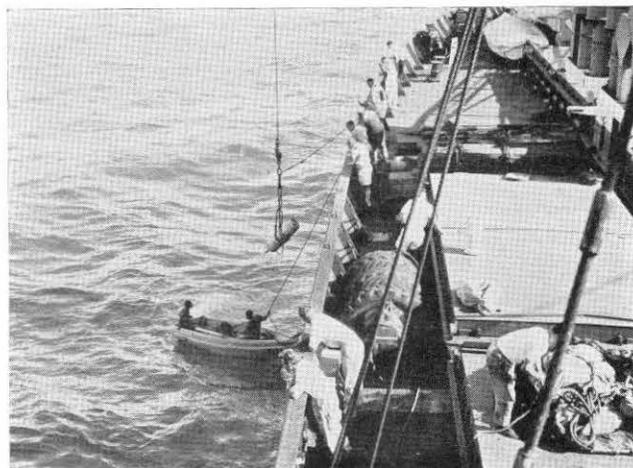
Although the Post Master General was reluctant — because no guarantee could be given of delivery — eventually (after an urgent telegram from Tristan, where they had had no mail since August 1966) twenty-four bags of mail were also loaded at Cape Town for Tristan, plus one bag of crewmail for the Gillian Gaggins, which had been stationed off the island since the previous October, and would not return until March.

Soon after sailing from Cape Town, Straat Fushimi made contact with the Gillian Gaggins and arranged a rendezvous at a point some 240 miles NNE of Tristan — 33-30 South by 09-30 West.

The Gillian's small boats approached.



The first bottle of freon gas being lowered.





*Gillian Gaggins (1180 SDW) lowered her flag in salute.
6 officers, 15 crew and 50 fishermen on board.*

Captain G.J. Noë continues:—

"The weather after we left Cape Town was excellent and very promising; the weather as we neared our meeting-point also gave us hope for a successful meeting. On 23rd February, three days out of Cape Town, we were nearing the meeting-point and everybody on board was getting more and more excited. All sorts of private preparations were made: cameras got ready for photos; newspapers, magazines and paperback books collected for the crew.

After lunch an astonishing number of deck officers and engineers (more normally to be seen in a horizontal position at that time of day!) crowded on to the bridge and finally at 1515 the Gillian Gaggins was sighted. The exact positions of both ships had of course been radioed several times already. FUSHIMI was stopped at 1600 and ready to begin the transfer of gas and mail to the little motorboat and two flat boats which came alongside. As you can see from the pictures, the weather was remarkably good and the operation went very smoothly.

WHO IS MR. ROYAL ?

A few months ago, two lots of colour transparencies reached us from Yokohama, in the hope that we might be able to trace the owners. So far, we have been unable to do so, but now print the details in case someone recognizes his property:

The first set is two boxes of Agfa color, taken—we suspect—by an engineer, as engines feature rather prominently in the photos, as well as interiors of a cabin and views of Hong Kong Harbour. One deck scene has a lifebelt with VAN DER HAGEN on it. The set was processed by Tokyo Agfa Laboratory and is addressed to 'Mr. Royal'. The second set is a single box of Kodachrome, processed by Far East Laboratories, and the photos are all rather dark interiors of a cabin. If anyone wishes to claim these transparencies, please apply to the Editor, RIL Post.

At 1630 we were on our way to Santos again, amid cheers, whistle-blowing and lowering of flags on both sides. The master of the GILLIAN radioed his thanks for the gas and the mail. Apparently there had been a leakage of gas and they had been unable to trace the cause. Now, with the new supply, they would be able to continue fishing. They were all as happy and excited as schoolchildren with the mail and newspapers etc.

For us, it was a pleasant interruption to the crossing. We were presented with three boxes of crayfish tails, in return for which we lowered a case of Dutch Heineken beer, gestures which were much appreciated on both sides.

Our stamp collectors were very active preparing several envelopes to be posted at Tristan with the help of the Wireless Operator of the GILLIAN, to whom we gave a jar of ginger. We all hope to get them back one of these days."

NEW GUINEA NOTE

Master Johnson Sumali of Wallis Island, New Guinea, confidently wrote the following simple note:

"Would you please send me some catlock and some of good pictures as you can."

He addressed it to:

*"Amsterdam, 18 Netherlands,
Second class postage paid
At Chicago Illinois,
And additional
Mailing Offices
Australia"*.

With that, of course, it could not fail to reach R.I.L. Sydney, who promptly despatched the necessary publicity material.

TJILUWAH MASONIC CLUB

When the m.v. Tjiluwah arrived at Hong Kong on 17th March during Voyage 136, the ship's surgeon, Dr. Y.S. Wan, was transferred to shore duties and thus also relinquished his appointment as the honorary secretary of the Tjiluwah Masonic Club.

The above Club, founded at sea on 13th March, 1965 during Voyage 125, was formed at the instigation of one of the first-class round voyage passengers, Bro. P.R. Aldridge, and from these humble beginnings eventually 28 meetings were held, fostering good fellowship, discussions of Masonic interest and collections for charity during the existence of the Club on 11 round voyages between Australia and Japan, the vessel travelling in excess of 132,000 miles during that time.

At the inaugural meeting of the Club, Dr. Wan was unanimously elected as Honorary Secretary because he was the only Masonic member of the Dutch or Chinese crew of the vessel. During his many years in the service of the Company he had not been aware of any meeting of a Masonic nature on board any RIL vessel on which he had served and he was, therefore, most enthusiastic at the inception of the Club. Wor. Bro. Dr. Wan was educated at Cambridge and had served as Master of both University Lodge in Hong Kong and Isaac Newton Lodge, both holden under the English Constitution.

Meeting No. 28 of the Club was held on Thursday, 16th February, 1967 whilst the Tjiluwah was berthed at No. 4 Woolloomooloo in Sydney Harbour, and at that meeting Dr. Wan handed over the Club's minute book and other documents to Wor. Bro. B.R. Aldridge of RIL Sydney office and brother of Br. P.R. Aldridge who was instrumental in founding the Club just two years ago. The book and documents were to be held in safe keeping while the Club was in recess until another Masonic member of the crew of the vessel was found to carry on the aims of the Club at sea.

The above Meeting No. 28 took the form of a farewell for Wor. Bro. Dr. Wan in appreciation of his untiring efforts to keep the Club alive in his position as Honorary

Secretary to the previous 27 meetings when he was responsible for the gathering together of a total of 191 members of the Craft, to each of whom a suitably inscribed membership card was presented, and the collection of over A\$500.00 for charity in that time.

Wor. Bro. B.R. Aldridge, Past Master of Lodge Killara, N.S.W., was accorded honorary membership of the Club at this meeting as the vessel was at least afloat, if not at sea, and he had on a previous occasion been a passenger on the vessel.

Bro. P.R. Aldridge, founder of the Club, was the third member present at this Meeting No. 28, and he made a habit of visiting Wor. Bro. Dr. Wan every time the vessel returned to Sydney in order to learn of any Masonic activities which may have occurred on board during the previous voyage.

Wor. Bro. Dr. Wan said that there had been many firm friendships created between members throughout the world who had been brought together by the Club whilst travelling on the vessel.

It is interesting to note from the previous minutes that the Club was created a Life Member of the Hong Kong Society for the Protection of Children by reason of the fact that it had exceeded the necessary amount of HK\$200.00 many times.

The record number of Masons at a meeting held on board was 34 on Voyage 131, whilst the smallest was 5 on Voyage 130.

From the humble beginnings when 18 Masons congregated as the result of a notice placed in the daily Ship's Bulletin, many have continued to correspond and meet with fellow ex-passengers met under congenial circumstances, and a great deal of friendship, brotherly love and help to charitable organisations has resulted.

It is hoped that the Club will not remain in recess for very long. Time alone will tell.

TWENTY YEARS AGO

Here is Dr. Wan himself (second from right), taken — yes, twenty years ago on board Tjitjalengka. We think he hardly looks a day older.

The late Captain V. Berger is on the left, with the then Second Officer Jan Dekker next to him; he retired in 1963 as Manager PZ (Officers). Does anyone recognize the Master of Tjiluwah on the right? He was then Third Officer J. Jacobs.

Dr. Wan joined the Company on 1st February 1947. We wish him many more years to come.





'SAIL IN SPLENDOUR'

On 10th March, s.s. Rotterdam steamed majestically through Hong Kong harbour to lie alongside the Ocean Terminal, the second largest vessel to do so since the Terminal was opened one year ago. RIL acted as port agents for the huge ship — 38,650 gross tons — during her three-day stay at the Colony.

WOOL LOADING

Correspondent Bruce Polain sends us these interesting photographs of a recent experiment in unitized wool loading in Sydney. Pneumatic wire strapping machines were used to band six bales of wool into a unitized pack at Patrick's Wharf (A). Two packs at a time (12

bales) were then loaded on to the V.N.S. ship Kloosterkerk and stowed by fork-lift in the hold (B).

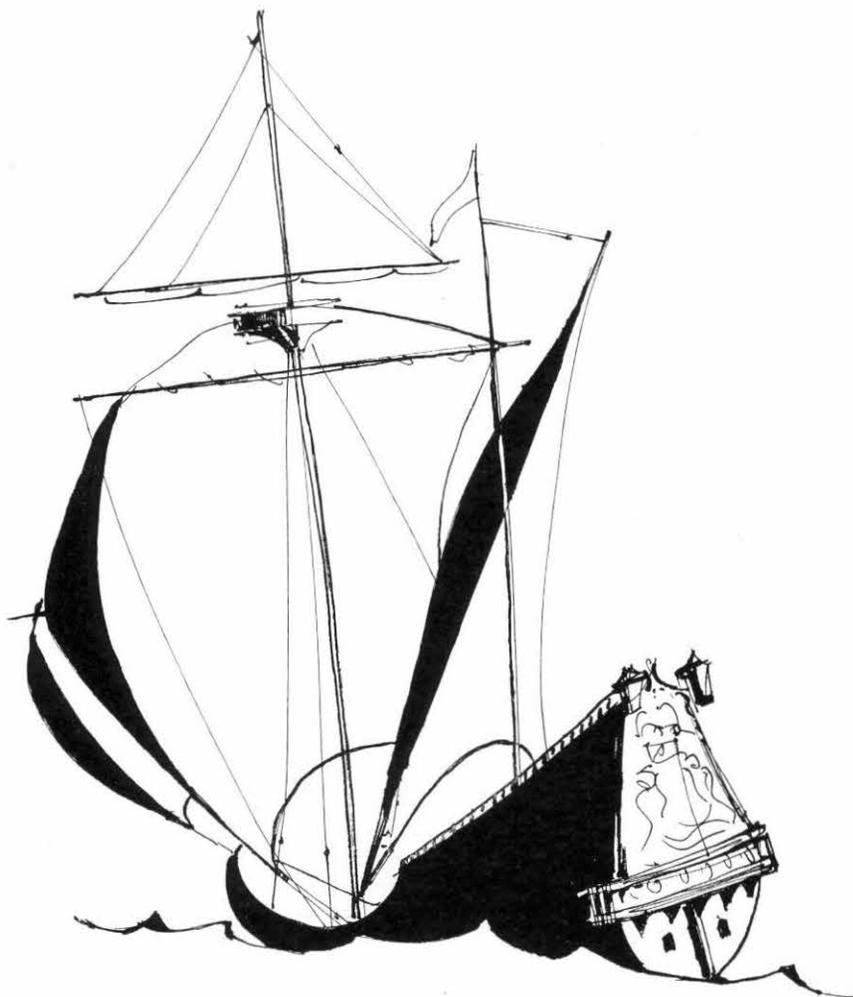
The result of the experiment was quicker loading (up to 200 bales per hour) with reduced gang strength with fork-lift stowage.



A.



B.



DUTCHMEN

DOWN

UNDER

By

Eric Spring (Sydney)

Part II: Abel Tasman's First Voyage

As Dutch seamen were unable to find a way to the Coral Sea and Pacific Ocean round the north of Australia, then another route was necessary. A far-seeing Governor of Dutch East Indies, Antony Van Diemen, inspired the bold move of sailing south along the west coast of Australia, thence eastwards to the Pacific. A similar voyage had been envisaged by Frans Visscher, "a pilot of renown", and though Visscher was to sail on the voyage, leadership was to be given to Abel Janszoon Tasman — perhaps the greatest and most fortunate of the Dutch explorers.

Tasman received orders to sail from Batavia, pass through the Straits of Sunda, and make a long tack through the southeast trade winds to Mauritius. From there, he was to run eastward further than any other ship had been before, with permission to sail 800 miles beyond the longitude of the Solomons. At this point, he was to turn nor'ard, to rediscover the Solomons and Santa Cruz and explore the east coast of New Guinea before returning to Batavia. This was an extremely well-planned voyage, not only for the new area it penetrated but also for the seamanlike use it made of prevailing winds.

Tasman set sail with two ships — "HEEMSKERCK" and

"ZEEHAEN" — on 14th August 1642 for Mauritius (a Dutch colony in those days). Leaving Mauritius, he immediately headed south as far as 47°, but Antarctica was experiencing an early summer and the sou'west winds blew cold from nearby icebergs. Tasman's crews were too long accustomed to the more amenable weather of the tropics, and after numerous complaints he changed course to 44° south.

Here he ran eastward, the fore-runner of many glorious ships to run that way — perhaps the finest and most famous of them all. The sea-lane he pioneered was to be used by early convict transports to Botany Bay, by immigrant clippers and graceful four-masters racing for cargoes of wool and grain. Under shortened sail, Heemskerck and Zeehaen ran with only seabirds for company. Almost 4000 miles they sailed without a sight of land.

Then, on 24th November, the high mountains of western Tasmania hove into view. With such a momentous beginning it should have been simple to discover eastern Australia — thousands of miles of it and only a few hundred miles away. But Tasman merely skirted the

southern tip of Tasmania (or Van Diemen's Land, as he called it) and did not seriously attempt to follow the trend of the land. He took a very rough running survey of the island, though he fixed his landfall with surprising accuracy — within 20 miles of his actual position. Even today, a navigator in a small sailing ship, armed only with a chronometer would be delighted to end a 4000 mile run and find himself less than 20 miles out in his longitude.

Tasman had come across no barren piece of harbourless desert but a rich and fertile island with abundant forest and minerals and, enclosing in its beautiful coastline one of the finest harbours south of the Equator. He erected a pole bearing the Dutch flag, "took possession of the said land as our lawful property", weathered a storm or two, thence sailed away.

From Tasmania, the two ships crossed the Tasman Sea at latitude 41 degrees south, coming next upon New Zealand. This, Tasman decided, was the west coast of the fabled Terra Australis. Had he sailed a little further eastward he would have come upon the mighty Pacific, stretching right to Cape Horn. However, he assumed Cook Strait to be only a bay, whose eddies, strong tides and frequent heavy squalls offered difficult sailing conditions and hampered exploration of the area.

At Murderers Bay, Heemskerck sent a landing party ashore, only to have some of the crew massacred by the Maoris. The Maoris had taken New Zealand by force and were prepared lest any newcomers decided to repeat the performance. They had only hand weapons; their 'ships' were canoes. If understandably they showed opposition, it should not have deterred an explorer with well-armed and well-manned ships. Tasman, apparently not wishing to place any more of his crew in jeopardy, sailed north along the west coast of the North Island. Had he landed at Onehunga he could have walked across the island in a matter of hours and seen the broad Pacific stretching to the east. He named a place or two — Cape Maria Van Diemen, Three Kings' Islands — and called the whole land Staten Landt, in honour of the States-General.

Continuing northward, Tasman came upon part of the Friendly Islands and, changing course northwestward, found himself amongst the barriers of reefs lying off the Fiji islands. Here he met an experience which completely removed any appetite he may have had for venturing near and around coral islands. The Fiji reefs are notorious both for their dangerous profusion and for the currents that drift sailing vessels upon them. One afternoon, Tasman was alarmed by the shout of "Breakers ahead"! The wind was fresh, there was some sea running and visibility was not the best.

He altered course, hauling the wind on the starboard tack. Within minutes came another urgent shout from the masthead: "Breakers ahead"! Tasman went aloft himself. Breakers seemed to be everywhere but in the wake of the ship, and it was impossible to turn and

retrace his track. Heemskerck was embayed in reefs — she was trapped inside an arrowhead of them, and fast approaching the point.

There was only one thing to do — choose a spot where there was least sea breaking, and therefore most chance of sailing over, and head boldly for it under every inch of canvas. This Tasman did: he drove the ship right across the reef, barely managing to scrape her over (the smaller Zeehaen did a little better). So anxious and so concerned with seamanship was Tasman, then he did not take soundings. But his crews could see the grasping fingers of coral in the calmer patches of shallow water; all around them the angry sea lashed white and green as though determined to grind the ships upon the reef. Beyond were more reefs which tested Tasman's seamanship for two nightmare-filled days.

He kept the sou'east wind on his starboard beam and drove his ships northward for some days, keeping them under full sail by day and practically laying-to by night, until a procession of long sunny days showed clearly that he was free of reefs. The scar of that experience stayed with Tasman; he was reef-shy from then on. He had been instructed to search the Coral Sea: he sailed up as far as 4° south as fast as he could go, though this was contrary to Van Diemen's orders. Then he turned westward, missed all the islands except the unimportant atolls of Ontong Java — which had been seen already by Europeans — and sped westward round the top of New Ireland and so home to the East Indies.

He arrived at Batavia on 15th June 1643, after an absence of barely ten months. Here Tasman gave a voluble expression of how much better his voyage might have been! What a round of discoveries! Tasmania, Australia, New Zealand, Tonga, the Fijis — and apart from Tasmania and Tongatuba where he landed briefly, Tasman sailed past them all.

The argument is often aired that Tasman's was essentially a quick voyage of survey, not one of detailed discovery, for the Dutch were interested only in trade.

This view, however, was not shared by Van Diemen. In a letter of censure written to the company at Amsterdam, Van Diemen goes on record as saying: "The said Commander has been somewhat remiss in investigating the situation, conformation and nature of the lands discovered, and of the natives inhabiting same, and as regards the main point has left everything to be more closely inquired into by more industrious successors."

Admittedly Governor Van Diemen did not have to charge great ships at reefs in the hope that they might sail over them, but his criticisms as an architect of a voyage of discovery are warranted. Pacific explorers would do better to stay home if the thought or proximity of coral reefs caused them alarm.

Next issue: "EXIT TASMAN . . . ENTER VAN NOORT".

“TWAS A FAMOUS VICTORY”



Photo: W. Hughes (Sydney, Traffic)

It seems fitting that cricket should be chosen for a trial of strength in Australia. What promises to be an interesting—and hard-fought—annual battle, has just had its first run down-under:—

Following the establishment of RIL (Sanderson) in Melbourne, a closer link was made with the Sydney office, and after some excellent promoting by team managers R. Brennan of Sydney and D. Felton of Melbourne, all concerned became enthusiastic with the idea of a yearly cricket "test". Messrs. de Loos and Crawford gave the official seal of approval by jointly donating a handsome silver trophy to be contested yearly by the two teams in question.

It was subsequently decided that the first match would be held in Melbourne and the date March 12th was selected, as it allowed an opportunity for the Sydney team to stay overnight on board the m.v. TJIWANGI. However, the main problem was still one of overcoming

the high costs of transporting the teams to Melbourne and return, and it was not until Managing Directors came to the rescue with the offer of a two-berth cabin Sydney/Melbourne/Sydney that the sporting committee organised a giant raffle to raise funds to equip and transport the team—the prize being of course the abovementioned trip.

The raffle was drawn on the 29th March and the lucky winner was Mrs Brown who is a tea-lady in the Department of Civil Aviation, Sydney.

The week-end started off on a very good footing with most players departing from Sydney on Friday, 10th March per "SOUTHERN AURORA". It is a long trip by train from Sydney to Melbourne but the team managed to keep their spirits up (and down) during the long night. A number of card players repaired to one of the roomette compartments to play poker 'till 3.00 a.m. It is understood no money was involved, therefore there were no contraventions of any railway acts prohibiting gambling, but there was a heavy drain on the train's iced-water supply. The Saturday was spent at leisure, a few of the players deciding that they would try their skill at the horses, but from all accounts very few wins were reported. On Saturday evening a very enjoyable buffet dinner and dance took place on TJIWANGI and by about 1.00 a.m. on Sunday, most had turned in for a good night's rest.

So to the day of the big match. After an energetic practice on the field, which was almost too much for some of the players, the toss was taken; Melbourne won and they elected to bat. Our fielders, garbed in everything from paper jazz caps to pith helmets, looked very impressive indeed.



Inspector Kennedy of the New South Wales Police (centre) drew the winning raffle ticket, watched (left) by Mr J. Pollard (RIL Social Club President), Mr R. Brennan (raffie organiser) and Miss Sandra Simpson, who sold the winning book of tickets.

MELBOURNE



From l. to r. (standing): J. Smith, J.A. Sambell, P. Costello, R. Pender, L. Hodge, R. Felton, R. Quinn (kneeling): E. Fernand, R. Bond, N. Williams, K. Carroll.

Normal cricket rules call for 11 men a side, but in order to give all the Sydney contingent a game, it was decided to play 13 men a side with the 14th member, Mr Barneveld, actually playing for Melbourne.

Melbourne's decision to bat proved their undoing, as their star opening batsman, Mr A. Sambell, was unavoidably detained and arrived at the field some hour and a half later. Joining the field as 13th man gave him little time to score (there was a maximum of 2½ hours per innings), and right on time his 13th wicket partnership was dissolved and Melbourne were all out for 92 runs.

After the luncheon break, Melbourne took the field and Messrs. Lang and Spinks (Captain) opened for Sydney. After Spinks' dismissal a lasting partnership formed between Peter "Stonewall" Gudgeon and Peter "Slasher" Lang. This partnership extended the score to 76 runs when Gudgeon was bowled by Fernand. Messrs. Fernand, Sambell and Elliott continued their onslaught on the Sydney team, both Fernand and Elliott being responsible for three wickets and Sambell for four. Elliott's record was particularly noteworthy as his three wickets were obtained for a loss of only one run.

By mid-afternoon Sydney was only five runs behind Melbourne and only six wickets down. This made the Sydney batsmen a little over confident, and their "style" deteriorated with a consequent rapid fall in wickets.

Nevertheless the Sydney score mounted slowly and right on time this remarkable match concluded with Sydney all out for 100.

The efforts of P. Lang were most praiseworthy, as this gentleman scored a marvellous 81 out of the entire Sydney total and all this on his second day of his annual holidays.

SYDNEY



From l. to r. (rear): P. Lang, A. Higgins, A. Ferguson, R. Bedwell, W. Abadee, S. Barneveld, P. Gudgeon, P. Flak, B. Hinwood. (kneeling): K. Ward, R. Gunby, R. Spinks, W. Hughes, A. Speldewinde.

After the match the de Loos — Crawford Cup did the rounds, suitably filled with champagne. In addition to the Patrons Messrs. de Loos and Crawford, also present for the entire match was Captain Ineke whose presence was very much appreciated.

The day ended when the victors boarded the plane at Essendon for Sydney, a little jaded from their experience. However, we certainly could not forget the marvellous reception received from our Melbourne hosts who did everything possible to ensure that the week-end was a very memorable one indeed. Sydneysiders' chance to reciprocate will have to wait until 1968 when the return match will take place in Sydney.

Mrs J. Brown, who won the raffle, will be sailing on *Tjiwangi* on 7th May, to Melbourne and back to Sydney.



MAN OF THE MATCH

'Slasher' Lang is chaired off the field.



IT'S NOT CRICKET!

The cricket teams of RIL Sydney and RIL Melbourne got together at a memorable party on board TJIWANGI on 11th March, the night before their cricket match at Melbourne. One might say that they were 'limbering up'!

CONTAINERIZATION ?

We hear that nine Shipping Companies (V.N.S., K.N.S.M., R.I.L., K.P.M., S.M.N., H.A.L., K.R.L., Van Ommeren and Van Nieuvelt-Goudriaan) have set up an organisation, "Nederlandse Container Stichting", under Mr J.P. Roosegaarde Bisschop to make a thorough study of container transport. Mr Roosegaarde Bisschop was with R.I.L. for many years and has since been working for Messrs Van Gend & Loos. It is stressed that there are as yet no concrete plans, as many important technical, commercial and other factors have first to be studied.



FIRST SHIPMENT

In March, Tjiwangi loaded the first shipment of canned corn from Australia for Japan.

FAMILY NEWS

Weddings

2nd Engineer S. Brouwer (leave) to Miss B. Westerwal on 3rd March.

Mr J.B. van der Wyck (Mombasa) to Miss I.T.G. McMillan on 11th March.

Mr Leung Man Hin (HK MH) to Miss long Siu Va on 13th March.

3rd Officer H.J.M. den Brinker (Straat Cumberland) to Miss T. van Calcar on 28th March at Collarary Plateau, N.S.W.

3rd Officer M. van Dorssen (Straat Chatham) to Miss A. Tuinman on 18th April at Sydney.

Mr H.M.R. Banens (Tokyo) to Miss A.J.A. Verpoorten in Tokyo on 2nd May.

New Arrivals

3rd Officer N.B. Guiting (leave): a daughter, Jacoba Johanna, on 14th February.

4th Engineer T.C. Bergenhenegouwen (leave): a daughter, Cecile Andrea, on 18th February.

Mr M. Sakai (Tokyo A): a daughter, Kumiko on 12th March.

3rd Engineer A.P.D. Biesters (Tjitarum): a son, Marcel Xavier, on 19th March.

Mr T. Funoh (Tokyo A): a daughter, Shinobu, on 21st March.

Mr P. Ramsunder (Durban): a son, Mathews, on 25th March.

Mr N.L. Padt (HK HO PASS): a daughter, Nicole Ariane, on 25th March.

2nd Officer M. Hofland (Straat Clarence): a son, Robin Peter, on 30th March.

2nd Engineer A.L.G. Rommen (Straat Mozambique): a son, Arjan Louis Adam, on 30th March.

Mr P. van Andel (Salisbury): a daughter, Alexandra Joy, on 9th April.

GIVE US FIVE!

Geef ons de vijf, aldus twee werven . . .



. . . en hij gaf de vijf!

LOG BOOK

'TJI' CLUB

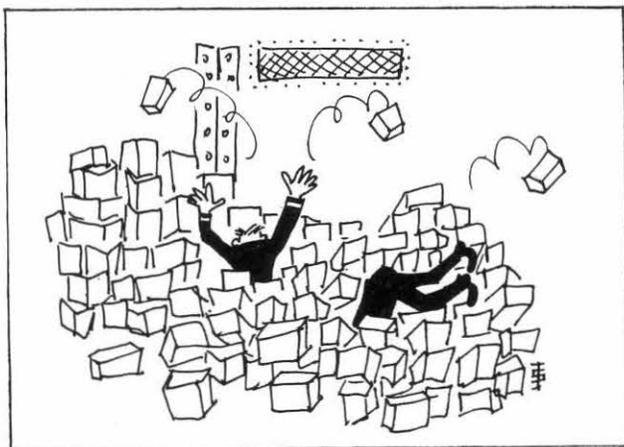
That cheerful bunch, the H.Q. Eastern Command Sergeants Mess in Sydney, have just had another of their annual trips to Melbourne and back. This year it was aboard Tjiluwah, and Captain A.J.M. Michielsen was the lucky recipient of a gift from the 'Tji' Club President, WO1. Bert White.

Mr Speldewinde of Sydney's Passage Dept. also went along this year. Mr White writes:—

"Once again I would like to express how grateful we are to the Ship's Officers and staff, again this year for the way in which they looked after all the members of the Club."



In the centre, at the back of this happy group, we spy Mr Speldewinde and also Mr Abadee (Sydney, Traffic).



Ever missed a carton when the ship was in a hurry?



PERSONALITIES

Jhr. C.L.C. van Kretschmar (General Superintendent) left Hong Kong on 21st March for a six weeks' business visit to Sydney and to ships in Australian waters.

Mr E. van Walree, Onderdirecteur, arrived at Hong Kong on 11th April from Amsterdam on a week's visit.

Mr E. Willems (Manager, Audit & Control) left Hong Kong on 29th March for a business trip to South America via Japan, and will return via Amsterdam early in May.

Dr Y.S. Wan took over at HK HO as Medical Superintendent on 30th March in place of **Dr J.J. Koppes** who went on Home Leave.

Mr P. Hulleman (HK HO-Supts. PZ) left Hong Kong on 9th March for a business trip to Amsterdam, South Africa and India, returning on 31st March.

Mr H.J. Holmes (Secretary Accountant, Sydney) sailed from Hong Kong on 20th April on board TJIWANGI for Sydney.



PHILOSOPHER

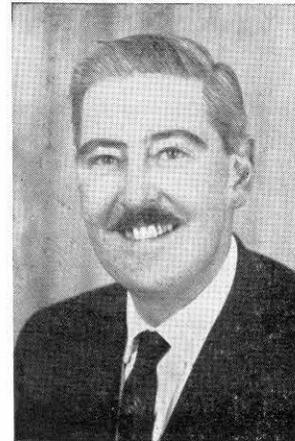
Ken McNamara, head watchman of Patrick Stevedoring, Sydney, combines a keen sense of humour with a philosophical view of life.

Photo: Area Correspondent Bruce Polain.

MEET SYDNEY



P. Ferguson



G. Marshall

In the last of this series of photographs of RIL's staff in Sydney by Correspondent Bruce Polain, we have an unusually martial figure—that of Officer/Cadet P. Ferguson, who is at present absent on his two years' National Service training.

The smiling face is that of Mr G. Marshall, cashier, who has recently returned from long service leave, which included a trip to Hong Kong.

In the centre of the group of Management Secretaries

is Miss Browne—indeed a 'familiar face'; 'Brownie' has served the Company for over 26 years.

The Claims Section, of course, rightfully belongs to the Traffic Department, but was photographed separately because of the number of people involved. Mr J. Teffer on the right was another of those who appeared on these pages in 1955. Mrs Clymer, next to him, is the "tea lady", and also included in this group is Telephonist Mrs Du Ross.

CLAIMS ETC.



(from l. to r.): Miss Chance, Mr Flikkema, Mr v.d. Steenouen, Mrs du Ross, Mrs Clymer, Mr Teffer.

MANAGEMENT



(from l. to r.): the Misses Parker, Dent and Browne, Mrs West, Miss Triester.

SHIPS OF THE WEEK

Broadcasts from Hilversum were made on 10th March to RUYS, STRAAT FRANKLIN and STRAAT CHATHAM by relatives of officers on board those ships.



Photo: courtesy of Pers & Publiciteits Dienst P.T.T.

"AMPHILEX 1967"

On the occasion of the international exhibition of stamps "Amphilex '67", to be held in the new "R.A.I." in Amsterdam from 11th till 21st May 1967, the Dutch postal authorities will issue a set of three stamps. These stamps show the first three stamps issued in the Netherlands, viz.:

- 5 cents (1852) — present value : mint f 550.—, used f 15,—
- 10 cents (1864) — present value : mint f 200.—, used f 5,50
- 20 cents (1867) — present value : mint f 225.—, used f 8,50

all showing King Willem III of the Netherlands. This special issue will be printed by Joh. Enschede & Zn., of Haarlem, who have already printed Dutch stamps for over a century.

The special "Amphilex" issue will be sold only to visitors of the exposition, at the price of f 1.20 per set, each ticket to the exposition entitling the holder to buying one set of "Amphilex '67" stamps.

At the I.T.E.P. exposition, which was held at Utrecht from 28th June till 6th July 1952, 210.000 sets of special exposition stamps were sold at the price of f 0.38 per set and this special issue is now valued per set at f 25.— (mint), f 30.— (used) and f 35.—, if used on specially stamped envelope.

G. Rieder (ex K.P.M.)

VALEDICTION

"On the occasion of my retirement from the RIL and the Royal Distinction bestowed upon me, I received numerous letters and telegrams from my many friends and colleagues in our Company. All these tokens of friendship and appreciation have made both my wife and myself very happy and, as such, made our parting from the Company so much easier.

As it will be an almost impossible task for me to thank everybody in person, even though I am going to have a jolly good try, I would ask you all in the meantime to accept this letter to the Editor of the "R.I.L. Post" as an expression of my sincere thanks and appreciation to you all."

J.F. Egberink

We hope to publish a report on Mr Egberink's farewell party in the next issue.

RUYS



STRAAT FRANKLIN



STRAAT CHATHAM





PERSONNEL



NEW PERSONNEL

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

Mr A.O. Vuurens 4th Officer
 „ M.J. Vermeule Appr. Engineer

TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS

Captain W. Ineke, Master of m.v. TJIWANGI, was posted to m.v. STRAAT BALI.

Captain S. Jochems, Master of m.v. STRAAT BALI, was posted to m.v. TJIWANGI.

Captain F. List, Master of s.s. TJIPONDOK, went on home leave.
 Captain H. Boeree was posted to s.s. TJIPONDOK following home leave.

Captain A.N. Kloots, Master of m.v. STRAAT LOMBOK, went on intermediate leave.

Captain H.N. Schepman was posted to m.v. STRAAT LOMBOK following intermediate leave.

Captain G. van Altena, Master of m.v. STRAAT MALAKKA, was posted to m.v. SIBEROET.

Captain W.F. Klute, Master of m.v. SIBEROET, was posted to m.v. STRAAT MALAKKA.

Chief Engineer A. Geurts of m.v. STRAAT FLORIDA went on home leave.

Chief Engineer J. Dirkse was posted to m.v. STRAAT FLORIDA following home leave.

Chief Engineer D.J.B. Valk of m.v. STRAAT MALAKKA was posted to m.v. VAN CLOON.

Chief Engineer Th.J. Bronsvort was posted to m.v. STRAAT MALAKKA following home leave.

Acting Chief Engineer R.K.K. Lie of m.v. VAN CLOON went on home leave.

Acting Chief Engineer J.E. Hartzuiker of m.v. STRAAT MADURA was posted to m.v. TJILIWONG.

Chief Engineer D. Snip of m.v. TJILIWONG was posted to m.v. STRAAT MADURA.

Acting Chief Engineer H.J.G. Schoolkate of m.v. VAN NOORT was transferred to m.v. TJINEGARA in his substantive rank.

2nd Engineer H.C. Smeenk of m.v. TJINEGARA was posted to m.v. VAN NOORT as Acting Chief Engineer.

Acting Chief Engineer A. van den Brink of m.v. SIBIGO went on home leave.

2nd Engineer J. Landwaart was posted to m.v. SIBIGO as Acting Chief Engineer, following home leave.

TRANSFER SHORE STAFF

Mr L.A. Sparrow, Acting Group I, was transferred from HK MH to Sydney.

Mr J.W.H. Berends, H. Employé, was transferred from Singapore Supt. to HK HO.

PROMOTIONS

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

Mr A.C.M. Blijlevens retroactive per 18-8-66
 „ P.L.Ph. Otter „ „ 29-9-66

LEAVE

The following personnel went on leave:

Mr P. Hoogland	Ch. Officer
„ T.R. de Groot	2nd „
„ G.J. Hosmar	„ „
„ H. van Kapel	„ „
„ R. Lindemans	„ „
„ F. Monteiro	„ „
„ G.G.J. Witkamp	„ „
„ H. Zantkuyl	„ „
„ B.A. Smalt	3rd „
„ H. Soetekouw	„ „
„ P.C. Donker	4th „
„ J.T.M. van der Ven	„ „
„ N. Vogelzang	„ „
„ J.R. Evertz	2nd Engineer
„ T.H. van der Staij	„ „
„ T.C. Bergenhenegouwen	4th Engineer
„ A.V. Bierman	„ „
„ P.L.C. de Kunder	„ „
„ A.L. Roelse	„ „
„ M.F. Termohlen	„ „
„ H. de Vries	„ „
„ H.B. Wiersma	„ „
„ B.H.W.K. Greven	5th „
„ F.A. Spoor	„ „
„ K. Venema	„ „
„ A.M. Bongers	Employé

Those who returned are:

Mr J.C. Hermans	2nd Officer	m.s. Ruys
„ R. Wallenburg	„ „	„ Str. Le Maire
„ R.J. Edelenbosch	3rd „	„ Str. Van Diemen
„ L.H. Regtop	„ „	„ Tjitarum
„ J.S. Versteeg	„ „	„ Tegelberg
„ G.S. Geenen	4th „	„ Tjiwangi
„ M.H. de Graaff	„ „	„ Van Neck
„ B.W. Janse	„ „	„ Str. Florida
„ L.J. Feuerberg	2nd Engineer	„ Str. Van Diemen
„ B.G. Hakstege	3rd „	„ Str. Frazer
„ P.C. Meulman	„ „	„ Boissevain
„ Tj. Molenaar	„ „	„ Str. Van Diemen
„ J.P.K. de Korver	4th „	„ Str. Torres
„ P.J.H. de Maar	„ „	„ Boissevain
„ C.M. Bakker	5th „	s.s. Tjipondok
„ P.J. Huntelaar	„ „	m.s. Van Neck
„ J. de Konink	„ „	„ Str. Clarence
„ H.D. van Leeuwen	„ „	„ Camphuys
„ J.B.M. Schoolkate	„ „	„ Str. Mozambique
„ Ph. Bangert	Adj. Chef	Yokohama (M)
„ C.A.A.J. Sinnighe	„ „	„ „
„ P. Feldbrugge	Damsté wnd Adj. Chef	Lagos
„ T.H. van Marle	H. Employé	Yokohama (M)
	Employé	Penang

IN MEMORIAM

Mr A.C. Offenberg, who died in Sydney on 16th April. Mr Offenberg served in the Far East from 1927 to 1954, finishing as RIL's Representative for China & Hong Kong.

SUCCESSFUL EXAMINATIONS

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

Mr P.D. Algra	2nd Officer	Th.I	15-3-67
" J. de Beer	3rd "	Th.II	21-3-67
" H.K. Cleveringa	" "	Th.I	15-3-67
" R.J. Edelenbosch	" "	II	4-4-67
" L.H. Regtop	" "	II	22-3-67
" H. Roorda	" "	Th.I	10-3-67
" P.A.R. van Dijk	4th "	Th.II	3-2-67
" F.C.J. Graaf	" "	Th.I	10-3-67
" A.C. Hartman	" "	Th.II	23-2-67
" B.W. Janse	" "	II	14-3-67
" F.J.H. Roelofs	" "	Th.I	2-3-67
" W.A. Vincente	" "	Th.II	17-3-67
" A. Pardavi	3rd Engineer	B	23-2-67
" W. Westerhof	4th "	B	21-2-67
" A.C.M. Blijlevens	5th "	ASW	18-8-66
" F.L. Laanen	" "	A	17-3-67
" V.Th. Los	" "	A	22-2-67
" A.W. Noort	" "	A	14-3-67
" P.L.Ph. Otter	" "	VD	29-9-66
" M. Ronhaar	" "	A	10-3-67

LEAVING (OR LEFT) SERVICE

Mr J.P.H.M. Breuls	2nd Officer	own request
" A. van de Griff	" "	" "
" J.C. van 't Veer	" "	" "
" H. de Bont	3rd "	" "
" Ch.J.M. Slijpen	" "	" "
" G. Bos	2nd Engineer	" "
" K. Vos	" "	" "
" A.M.A. Begemann	3rd "	" "
" A. van Deventer	" "	" "
" R.H.K. Everaarts	4th "	" "
" H.W. Potgieter	" "	" "
" J.H. Burger	5th "	" "

IN MEMORIAM



Only after the last issue of our magazine went to press, did we receive a photograph of the late Mr J.A.J.W. Nieuwenhuys who died on 27th February. His death will be much regretted by many old-timers who will remember him in the old J.C.J.L. as General Manager for the Far East.

Mr Nieuwenhuys started his shipping career in 1912 with the S.M.N. and then went to the Far East for our Company. In 1937 he returned to Europe, to become Manager of the Hamburg office of Van Ommeren. During the war he stayed in Holland. His services to Government immediately after the war in a managerial post with the Directorate-General of Shipping were rewarded with the award of Officer in the Order of Oranje-Nassau.

In 1947 Mr Nieuwenhuys was appointed Director of the V.N.S. and was especially associated with Far East matters until the end of 1957 when he retired. His activities in Italy also earned for him the honour of Officer in the Order of "Al Merito della Repubblica Italiana".

His long and distinguished career, earned for Mr Nieuwenhuys the respect of all associated with him.

N.T.P.M.

LEAVE

The following personnel went on leave:

Mr L. C. van Kooten	2nd Officer
Mr A.B. Crooy	4th "
Mr S. Barendregt	2nd Engineer
Mr J. Huisman	4th "
Mr M.J.M. de Reeper	5th "
Mr G.W. Kieft	5th "

The one who returned is:

Mr N.W. Dikstaal	3rd Engineer
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Posted to:

Sloterkerk

TRANSFERS

Chief Engineer H. Kraayer of s.v. "Munttoren" went on home leave.
Chief Engineer C. Schoemaker was posted to s.v. "Munttoren" following home leave.

SHIPS POSITIONS

m.v. "Senegalkust"	eta Amsterdam	20/4
m.v. "Congokust"	eta Freetown	27/4
m.v. "Zuiderkerk"	eta Sydney	25/4
m.v. "Sloterkerk"	eta Genoa	22/4
s.v. "Munttoren"	eta Milfordhaven	16/4
s.v. "Westertoren"	eta Persian Gulf	12/4

H.V.M.

LEAVE

The following personnel went on leave:

Mr E.M. Boeschoten	4th Engineer
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Those who returned are:

Mr F. Sydow	3rd Engineer
Mr H. Roelofs	4th "

Posted to:

Hollands Duin
Hollands Duin

TRANSFERS

Acting Captain E.T.W. Verkouteren of m.v. "Hollands Diep" went on home leave.
Captain G.H. Groenhof was posted to m.v. "Hollands Diep" following home leave.

SHIPS POSITIONS

m.v. "Hollands Diep"	Yokohama	1/5-8/5
m.v. "Hollands Duin"	Yokohama	10/4-17/4
m.v. "Hollands Dreef"	Casablanca	5/5
m.v. "Hollands Burcht"	Vancouver	23/4

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