



Royal Interoceanic Lines



RIL POST

A monthly staff publication

RIL POST

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A monthly magazine for all
personnel of:

ROYAL INTEROCEAN LINES
(Koninklijke Java — China —
Paketsvaart Lijnen N.V.)

N.V. NEDERLANDSE TANK- EN
PAKETVAART MAATSCHAPPIJ

HOLLANDSE VRACHTVAART
MAATSCHAPPIJ N.V.

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From the Editor

REPARATION — We are not infallible, and mistakes do occasionally creep into RIL Post. We like to think that these do not happen too often, yet there are times when we must make rueful apologies. Some of the copies of our May issue were amended in time, but to those whose copies were not corrected, we plead guilty to the wrong spelling of the name of the late Captain W.F.H. Burger on page 88, and hope that our error will not have distressed his many old friends and admirers.

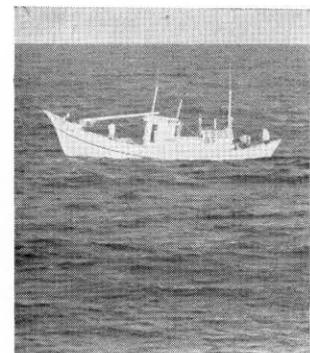
APPROBATION — We hear that the new RIL promotion film "Windows on the East" has won Second Prize in the recent competition organised by the Pacific Area Travel Association (PATA), against stiff opposition from fifty competitors. Congratulations to the producers, Mr & Mrs H. Weaver, and also to keen 'promoter' G.M. Pliester, Manager of RIL's Passage Department.

SENSATION — A successful year's trading brings a glow to all of us, but what blazing excitement would come from a declared profit of 110%! Page 111.

SUPPLICATION — To this issue is attached a form, and we would specially ask for the cooperation of those readers to whom it is addressed, to complete and return as soon as convenient. An early return will help both printer and editor.

RESTORATION — The anonymous 'Mr Royal' (May issue, page 87) turned up just as we were going to press, and we are happy to report that he was able to claim his long-lost colour transparencies.

**HIGH HONOUR —
and regret
Page 106**



... sad, to leave such a nice
trim ship ...

Page 104

RIL'S CHAIRMAN RETIRES

On April 24th Mr B.E. Ruys retired as Chairman of the Board of Directors of R.I.L., after almost twenty years' service on the Board. In fact, he was the only remaining member who had served since the merger agreement and the formation of the Koninklijke-Java-China-Paketaart Lijn in September, 1947. In this, he was following in the footsteps of his father, Mr B.E. Ruys, Sr., who was on the board of the old Java-China-Japan Lijn from its formation in 1902.

Mr Ruys was a member of the Board of Directors of the Koninklijke Paketaart Maatschappij and of their Board of Delegates since 1947. In 1954, at the time of the 'Combinatie' agreement between K.P.M. and K.J.C.P.L., he became a Delegate member of the Board of R.I.L., in June, 1960 he was appointed Vice-Chairman, and in June, 1962, Chairman of the Board of Directors.

In this latter capacity, Mr Ruys paid a visit to Hong Kong in 1963, but this was by no means his first visit. Shipping ties between the Far East and the family company 'Ruys' go back to about 1842, when the present Hong Kong came into being. Evidence of these ties with the China Coast is the fact that, of the three sailing barques built by the family in 1846, one was called 'Whampoa'.

For the past twenty years, Mr Ruys' great knowledge of, and inborn "feeling" for everything concerned with shipping has been of tremendous value not only at Board Meetings, but also in the frequent personal contact with the management of our Company.

During Mr Ruys' time on the Board, many new liner services have been opened, but at the same time there have been political difficulties necessitating major changes of plan, and keen competition has kept the Company on its toes. Despite the difficulties and some set-backs, the Company has prospered, and a 'milestone' was reached in 1966, with the merger of K.J.C.P.L. and K.P.M.

We offer our most grateful thanks to Mr Ruys for his leadership, wise counsel, and dedication during these twenty years.

As from April 24th, the Chairmanship of our Company has been entrusted to Mr E.W. Röell, former Chairman of K.P.M. and a delegate member of RIL's Board for many years.



Mr B.E. RUYs

渣華公司董事長榮休

曾於渣華公司董事局就任董事及董事長職位超過二十年之羅斯先生已於本年四月二十四日榮休。羅先生是自 KJCL 公司於一九四七年成立以來起在董事局任職的唯一董事，他追隨他父親羅老先生的後塵，成為董事局最老資格的一員，因羅老先生亦是 JCIL 公司於一九〇二年成立董事局時之創辦人之一。

在一九四七年羅斯先生已是 KPM 公司的董事及董事局代表。在一九五四年，當 KPM 公司與 KJCL 公司聯營時，他是渣華公司董事局代表，他於一九六〇年六月被委任為副董事長，至一九六二年六月後委任為董事長。

在一九六三年他曾以董事長身份到香港訪問本公司，雖然這次是羅先生初次到港，但羅先生之家族因航業上之關係，在香港開埠時（約於一八四二年），與中國沿海海港已有密切之聯繫。因在一八四六年由羅先生家族所建之三艘帆船中，有一艘曾以「黃埔」港命名。

在已往羅斯先生任職之二十年期間當中，雖然本公司曾開發了不少新航線，但由於各同業之競爭劇烈，及各地方之政治變動，迫使本公司原定之發展計劃有所變更，致令本公司之業務遭遇了不少障礙。可是由於羅先生對航業的經驗豐富，眼光遠大，不祇在董事局提出了寶貴的意見，並且直接對本公司各高級職員作了許多有建設性的指示，使到本公司的業務蒸蒸日上，此種隆盛景象，自去年本公司與 KPM 公司合併後更為顯著。

本刊特別在這裏對羅先生已往二十年來的英明領導，及對本公司業務上所作之努力及成就表示謝忱。

由四月二十四日起本公司董事長之遺缺，將由魯安先生接任。查魯安先生過去多年來，是 KPM 公司之董事長，及渣華公司董事局之代表。



RESCUED BY TJIPONDOK

*Report from
Captain F. List*

Photos: Chief Steward Sung Hang

Whilst TJIPONDOK was en route from Hong Kong to Singapore on 14th March, a small fishing vessel was sighted flying distress signals at about 19.32° N by 113.28° E. After our ship had been manoeuvred close

to the small craft, the pilot-ladder was rigged, and two of her crew swam over and boarded us. They told us that they had been drifting for 21 days with engine trouble and without food or water.

Lines were cast over and the vessel was brought alongside. Her captain had decided to abandon his ship, and requested us to take him and his crew to Singapore.

The fishing boat, the 'Kam Fook Choy', left Kaohsing on 21st February. Some 40 hours later, whilst fishing in a position about 21° N by 120.30° E, their engine broke down and they had been drifting ever since. There was a very little fresh water aboard, but the food had run out two days previously.

We took the captain and his five crew members on board, cast off the fishing boat, and proceeded to Singapore.

It was a bit sad to leave such a nice trim ship behind.

「芝本鐸」輪拯救遇險漁船

撰自船長李斯的報告書

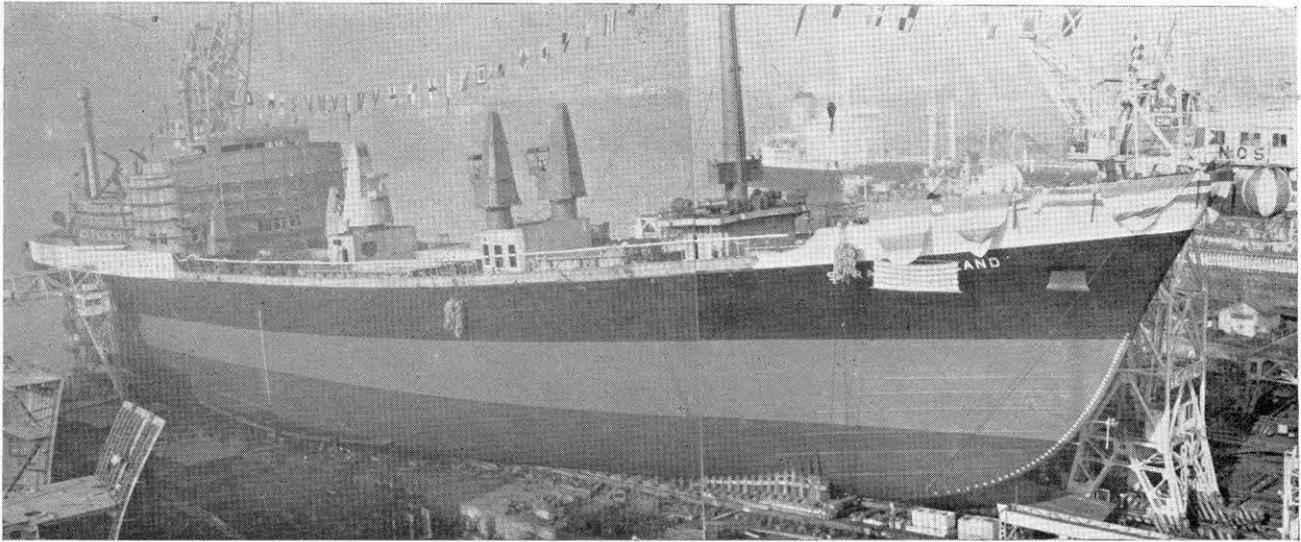
在三月十四日當「芝本鐸」輪由香港駛往星加坡途中，遇到一艘漁船，發出求救訊號，當我們駛近該漁船時，漁船之兩名水手，即游水攀登船上，據說由於漁船之機器發生障礙，已在海中漂流約二十一日，船上之食物及食水均已用盡。

當該船之船長登上本輪時，即要求我們將他及五名船員送到新加坡，因他已決定放棄該漁船，他並告訴我們，該漁船名「金福財」於二月二十一日駛離高雄，欲往東經120.30度北緯21度捕魚。惟該漁船離港四十小時後即發生機器障礙，無法繼續航行。由此時起即在海中漂流，除船上尚餘食水小許外食物經已於兩日前用完。

我們於救獲該船之船員後，即駛往星加坡。惟對放棄此整潔的漁船感到十分可惜。

(圖片為侍役長宋行攝)





Straat Holland launched

Before the sun reflected on the snow on Mount Fuji, a motorcar cavalcade lined up in front of Nippon Daira, a modern hotel overlooking Shimizu and Shizuoka, to transport a host of guests of Dutch nationality to Nippon Kokan's Shimizu Dock Yard.

The occasion of this dawn ceremony was the launching of "Straat Holland" at 8 a.m. on March 15th, by Mrs S.G. van Weede, wife of Mr van Weede, Member of our Board of Directors.

Ocean tides don't wait, not even for the illustrious.

After the graciously and expertly performed launching by Mrs van Weede, who wished the ship Godspeed and a safe haven for those who sailed in her, a short tour was made to Shimizu's famous strawberry farms and the Kunoh-zan Toshogu shrine, where the remains of the Tokugawa Iyeyasu were originally kept, before being transferred to the famous Toshogu Shrine in Nikko.

A reception party was then held at the by now well-known Nippon Daira Kanko Hotel, where Mr van Weede spoke on behalf of his wife, mentioning the splendid cooperation between owners, builders, and supervisors from the "Bouwureau". He said that it was their first visit to Japan and that his wife was very happy and proud to have been chosen to sponsor such a graceful vessel as Straat Holland; the vessel would surely be a delight to all who would work with the aid of her many modern amenities.

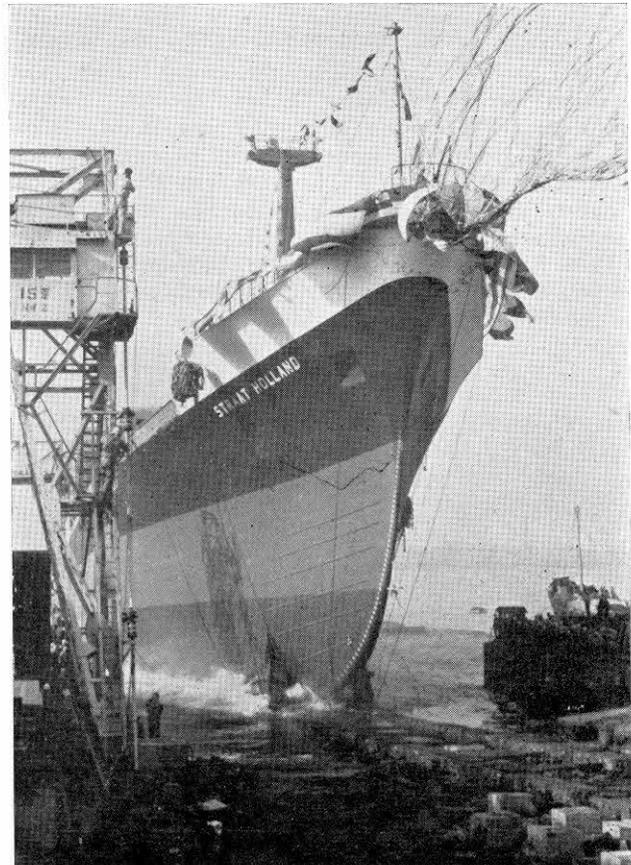


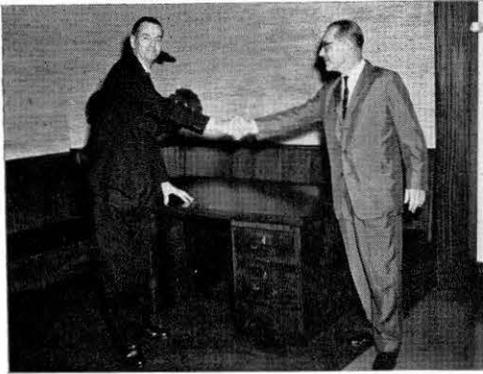
Mr van Rhooon, on behalf of Managing Directors, gave a congratulatory address, saying that after completion of the series of four "H"-vessels — all to be built by Nippon Kokan at Shimizu — RIL would look to Dutch Yards for the next series of five ultra-modern cargo-vessels. He further stressed that whereas N.K.K. had no doubt benefited by the experience of building the last unit of the Japan-built Straat-F series, — Straat Florida — and the present series of four "H"-vessels,

A happy occasion for the 'doopster', Mrs van Weede.

the RIL newbuilding supervising staff had in their turn also picked up very valuable ideas of how things were done in shipbuilding yards in Japan. One and all are looking forward to employment of the sleek and speedy-looking "Straat Holland" in our Japan-South Africa-South America Service.

Another new ship in the water.





Mr Aarsen presented a desk — Eric, a chair — and Mrs Hvistendahl, a typewriter.

FAREWELL MR EGBERINK

As already reported, Mr J.F. Egberink, RIL's General Manager for Africa, was honoured by the appointment of Chevalier of the Order of Oranje Nassau. The investiture by the Netherlands Consul in Durban, Mr K. Brouwer, took place on board TEGELBERG on 20th March, and on 31st March Mr Egberink retired after 37 years of service.

So celebrations are shared with regrets at parting in our reports from Durban.

In his speech on the TEGELBERG, Mr Brouwer recalled the long years of distinguished service by Mr Egberink since he first entered the "Scheepvaarthuis" on 1st September, 1930, when KPM had just re-established Indonesia-South Africa trade. Various postings had followed until 1936 when he first went to South Africa, a link which was broken only when he joined up in Singapore in 1942. After his arrival back in Durban in 1946, RIL grew from strength to strength, and is now the largest single network from South Africa, controlled for the last twelve years by Mr Egberink. His services to Dutch Shipping had not gone unnoticed, and it gave the speaker great pleasure to bestow the honour.

Congratulations followed, first from Captain Th. Rose, Master of the TEGELBERG on behalf of seagoing staff and then Mr J. van Middelkoop who spoke for shore staff, concluding:

"as a token of a visible appreciation for the sterling services rendered, Managing Directors in Hong Kong and Amsterdam have asked me to present you with this miniature replica of the distinction bestowed on you by our Queen. I also hand you herewith personal letters to you from our Managing Directors in Amsterdam and Hong Kong."

He then handed to Mr Egberink telegrams received from vessels, offices and individuals all over the world, saying how happy he was that Mrs Egberink could be on board to share her husband's distinction.

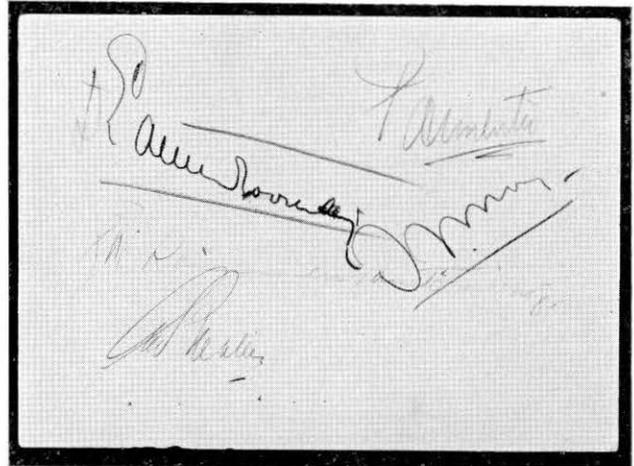
In his reply. Mr Egberink said that the award had come as a complete surprise and that he was deeply moved and honoured. He thanked all for their co-operation and assistance, especially that of his wife and children, whose support and loyalty had always been of the first degree. He had made many friends in RIL whom he would never forget, and although it had been a privilege to be in charge of RIL in Africa, and he had enjoyed his years in the Company, he was now going to relax.

Eleven days later, all the members of the Durban office gathered together to say goodbye to Mr Egberink. Also present were Mr & Mrs Raffray of Messrs Ireland Frazer, RIL's agents in Mauritius, who had specially timed a visit to Durban in order to coincide with the occasion.

Mr Raffray said that it was a privilege and a pleasure for him and his wife to be present at this event which took him back twelve years to 1955, when Ireland Frazer

... a silver tray, on behalf of Messrs Ireland Frazer.





OUT OF THE PAST

K.L.M. have made some triumphant flights in the past, not least of which was the famous race from Mildenhall (England) to Melbourne in 1934. K.L.M. entered the 'Uiver', a Douglas DC-2, piloted by Parmentier, in this speed and handicap race, and the trip was made as a normal passenger-mail flight with 3 passengers and 191 kg. mail.

The 'Uiver' (named 'The flying hotel' in the world press) left on October 20th, along with nineteen other competing planes, some of which had been specially constructed. On October 22nd, 52 hours later, the 'Uiver' arrived in Batavia, and on October 24th, after a total flight of 3 days, 18 hours and 17 minutes, Melbourne was reached. Second prize was won in the

speed race, and first prize in the handicap event.

One can imagine the rejoicing in the Dutch community in Australia at the time. A reception was held at the Wentworth Hotel "to meet the Commander, Captain and Officers" — a whole four men! Messrs. K.D. Parmentier, J.J. Moll, C. van Brugge and B. Prins were lionized and their autographs eagerly sought.

Out of that thirty-three year old past has turned up one of the original invitations by the 'Royal Dutch Airways', and on the back we can identify Parmentier's signature, together with that of Moll, and there is 'Lammers van Toorenborg', who was K.P.M.'s Manager in Australia for many years.

MR EGBERINK *(continued from opposite)*

entered business relations with Mr Egberink as General Manager for Africa, which was the beginning of a long, happy and fruitful relationship.

There had always been the happiest relations between agent and principal, and his only regret was that Mr Egberink could not go to Mauritius as a guest of Ireland Frazer, prior to his retirement, to meet all the friends he had made there. Mrs Raffray then presented Mr Egberink, on behalf of Ireland Frazer, with a Silver Tray as an appreciation of the tie and the friendship between the two Companies.

The three RIL employees who have the longest service record, then followed with presents from staff. Mr Aarsen presented a desk, Eric, a matching chair, and Mrs Hvistendahl — in case Mr Egberink should wish to relax too much! — a typewriter.

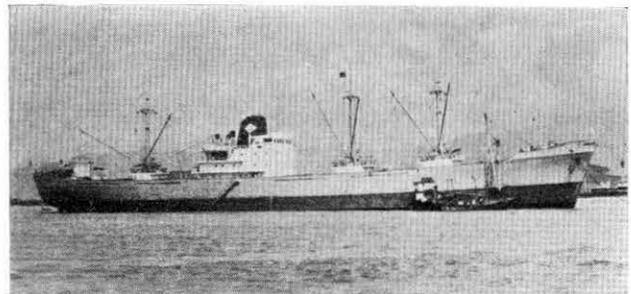
Mr Egberink thanked the whole staff (now totalling 70 in Durban) for standing by him in not always easy circumstances. They had always made a good job of it, and he knew that they would continue to do so. The presents, he said, left him absolutely speechless, "all I can say; I am most grateful — thank you very, very much indeed".

FLEET FACTS

HOUTMAN, after docking at Hong Kong, will make the June sailing in the China — East Africa Service (CHEAS).

HOLLANDS DREEF (9,500 G.R.T.) of the Hollandse Vrachtvaart Maatschappij N.V., has been time-chartered to RIL for one trip from Japan to Mombasa, to lift 125 railway wagons. She will be delivered towards the end of June and re-delivered about a month later.

Hollands Diep, sister ship of the Dreef.



A FAREWELL TO SHIPS

The story of the ship's dog in the March issue of RIL Post has inspired another 'old sea-dog' to write down some memories of a ship's dog called Holly. She was almost on the inventory of the old K.P.M.-ship Waingapoe, and sailed with that vessel for 7½ years. Her master prefers to remain anonymous, but the lady herself is not so reticent:—

A short philosophy of a seagoing life as seen through canine eyes

To those who recognize me from my picture and who have sailed with me on six of the seven seas: Hi there folks!

I was born a dog's life ago in the gay city of Surabaia. One day, when I was a few months old, I was introduced to some guests; young gentlemen wearing smart uniforms and displaying most captivating manners, who belonged to a ship that for some reason was tied up in the harbour for a long period. An entirely new and more or less adventurous life as a ship's pet lay ahead of me.

First of all, I was christened "Holly", apparently because the establishment where I was born bore the illustrious name "Hollywood". After I had adjusted myself somewhat to the ways of a ship, I got over my homesickness and I must say I really started enjoying life on that floating contraption. Most people on board were very kind to me, allowed me in their cabins and even on their chairs and beds. Good food was plentiful, I learned to eat saté from sticks and liked beer and whisky-coke too!



In my life at sea of seven human years (equal to forty-two dog years), the ship carried me to strange lands. I have visited all the countries in the South Pacific, around the Indian Ocean and also those bordering the Persian Gulf and the Mediterranean. I liked to make little excursions ashore but this sometimes proved to be dangerous; there seem to exist whole tribes who put dog's steak, rare or half-done, on their menu.

When I first came to Africa's East coast it was decided that I should be vaccinated against some disease of which everybody seemed to be dead scared. This vaccination business was a real nuisance, but the greatest humiliation came with the vaccination-certificate in which, after the word "race", the only description my superhuman supervisors could dream up was "mongrel".

That is the way these civilized shipboard people thank you for all the nice moments you have given them: sitting on your tail, performing pawshakes and special whoofs for them, keeping strangers and thieves away from their decks, submitting to their ridiculous attempts to teach you human manners and even killing all the ship's catsized rats for them. It is really frustrating to note that, in spite of the technical progress of the last 100 years, these skillfuls have still not mastered the technique of keeping their floating castles ratfree.

On the whole, however, I was treated very kindly and generously, I must admit, and I enjoyed a very pleasant sort of life. Naturally there were some low types who always tried to pinch or kick me secretly, and in one case even tried to dump me into the sea, but these decadent characters one finds even among dogs.

I have always considered that the one serious disadvantage of shipboard life was that in all those years I seldom had a steady boss. Everybody bossed me and sometimes I did not know whom I should obey. Like all humans I subconsciously wanted somebody to guide me, not only to caress me. It happened frequently that I became very attached to one human and lived with him for months; but suddenly he was gone, left me for his wife or fiancée and the next inhabitant of the cabin would kick me out. It sometimes happened that for weeks I had to beg or steal my food from the galley because nobody was seriously looking after me. This typical form of human negligence has made a cynical dog of me. Up to this very day, foodstealing and garbagemaking has become a hobby with me, much to my present owner's despair.

This uncertainty in my life came to an unexpected end with the arrival of a new man on board one late afternoon in the remote port of Beirut, now three years ago. He called me into his cabin, where his predecessor had sent me out months earlier, and we were friends right away.

A very happy period followed. Here at last was a man who did not try to make an animal act like a human, and we got along very well. Got a custom-made mattress and blanket under his desk, got my own plate and mug with my name on it and I was allowed to clamber into my master's bunk when the sea turned rough and the ship started rolling and pitching. When the ship was moving in or out of harbour, my place was in the wheelhouse on top of the flaglocker, where I could keep a watchful eye on all proceedings.

We also used to take long walks into the hills and forests, and had lots of fun together. Or, when the ship was in some eastern port, we would wander for days along beautiful, unspoiled beaches, take a dip in the foamy surf, or have a barbecue in a romantic palmcove. Although I had a few brief amorous adventures here and there, I was usually glad to return to the wide and lonely sea, leaving the troubles and trivialities of shorelife far behind me.

Then the news came that the ship was going to be sold to foreign people and there was the question of what was to become of poor little me. As one man, all the ship's officers suggested that I should be sent to Holland by airplane; they would participate in the airfare and would draw lots as to who should take little Holly home with him. This gesture gave me thrills running up and down my spine and restored some of my faith in Humanity.

It never came to a test of the ship's officers' generosity, however, for my boss and his wife had decided they would take me home to live with them, notwithstanding the fact that they already owned a dog. The captain of a Holland-bound Dutch vessel was found willing to take me along (I forget this friendly captain's name but he grows a beard and is very fond of dolphins), provided that I received that notorious vaccination again.

That was another nightmare in sight of the Promised Land. This time the Hong Kong doctor found it necessary to clip my left ear with a kind of train-conductor's tongs, which treatment was a screaming horror! On top of this, every taxi refused to take a lowly dog and we had to walk all the way back to the ship.

At last anyway I was on board that ship with the bearded captain and it was a nice break to visit Japan on my way to Holland. For this trip I had been fitted out with a real passport with the word "terrier" neatly printed behind "race", so finally full justice was given to my real status.

My master's wife awaited me on the quay in Holland and skilfully piloted me through formalities. When she let me into her car, I was instantaneously and viciously attacked by a curlyhaired black monster who happened to be a french poodle by the name of Sacha and this stout fellow obviously felt that he had older rights to the family-car. The midnight commotion attracted a crowd and several typical Amsterdam wisecracks exploded in the nippy air. My mistress was in tears.

But Sacha and I have long since become adjusted to each other and I feel proud to have a poodle of such standing and culture as a companion. After having caught a few tiny mice in the kitchen, my reputation was settled for ever. We now live most comfortably in one of those modern Amsterdam concrete cave dwellings that Dutch people call "houses".

Now I am also familiar with all the strange smells in Holland — so very different from the spirited oriental smells I have grown up with. And — wow! — when I saw snow falling from the skies for the first time in my doggy life — *mama mia!* — I could not believe my eyes. But I am glad there exist such things as fireplaces and central heating. Yes, the Good Lord has been very generous to people in



Holland and He gave them many gadgets to make life worthwhile, but I have a private opinion that He loves the Asians better, for to them He gave the Sun.

I have grown accustomed to wearing a coat when the weather is freezing, a very nauseating experience. With that silly coat on I am still the laughing stock of the whole neighbourhood. But food is delicious and abundant, they play with me everyday, I sleep on a Persian cushion every night and seem to enjoy all the refinements of the dog's jet-set. Although I have given up beer drinking on the doctor's advice, I like this sybarite's life, very much.

All is well that ends well and, though I sometimes glance nostalgically at the big painting over the mantelpiece, showing a ship on the high seas, I cannot say that life is treating me badly in my old age.

So long friends! A retired ship's dog wishes good sailing to you all.

TEN YEARS AGO

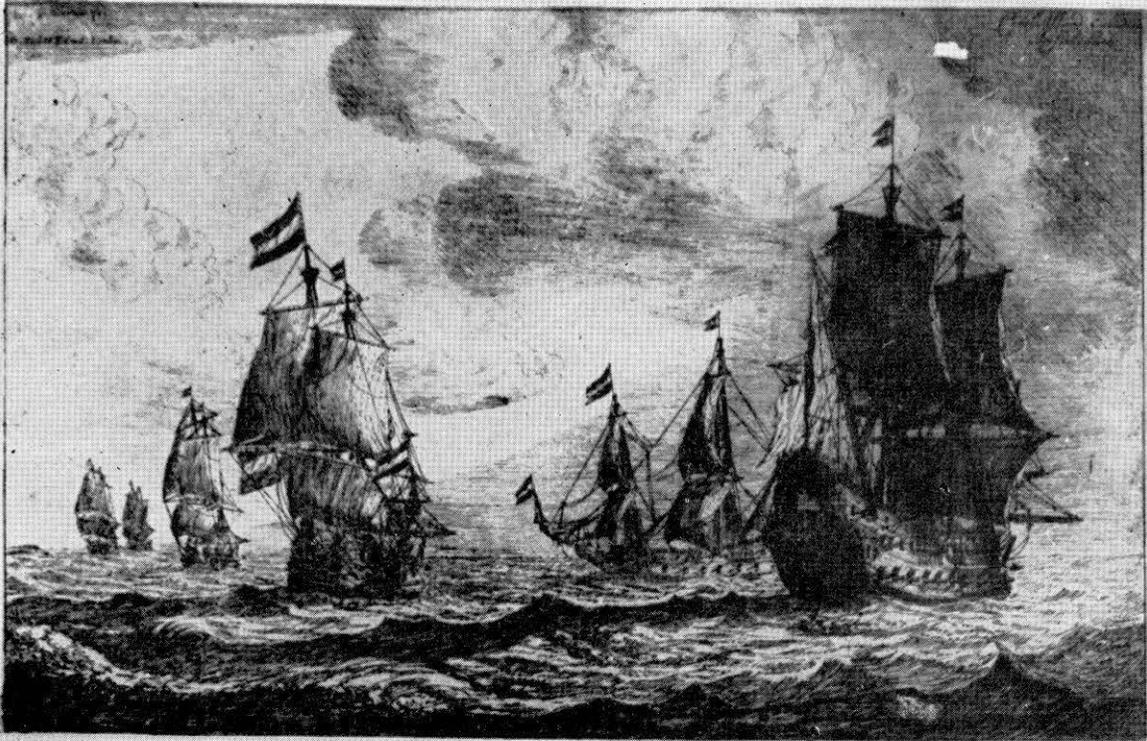
June, 1957

At the end of January of this year s.s. Tjibodas called at Bitung in North-Celebes in order to load coprah, thereby becoming the first RIL vessel to do this since the war. Bitung is a sleepy little place, but it has a modern and up-to-date harbour and its wharf could set an example to many larger ports.

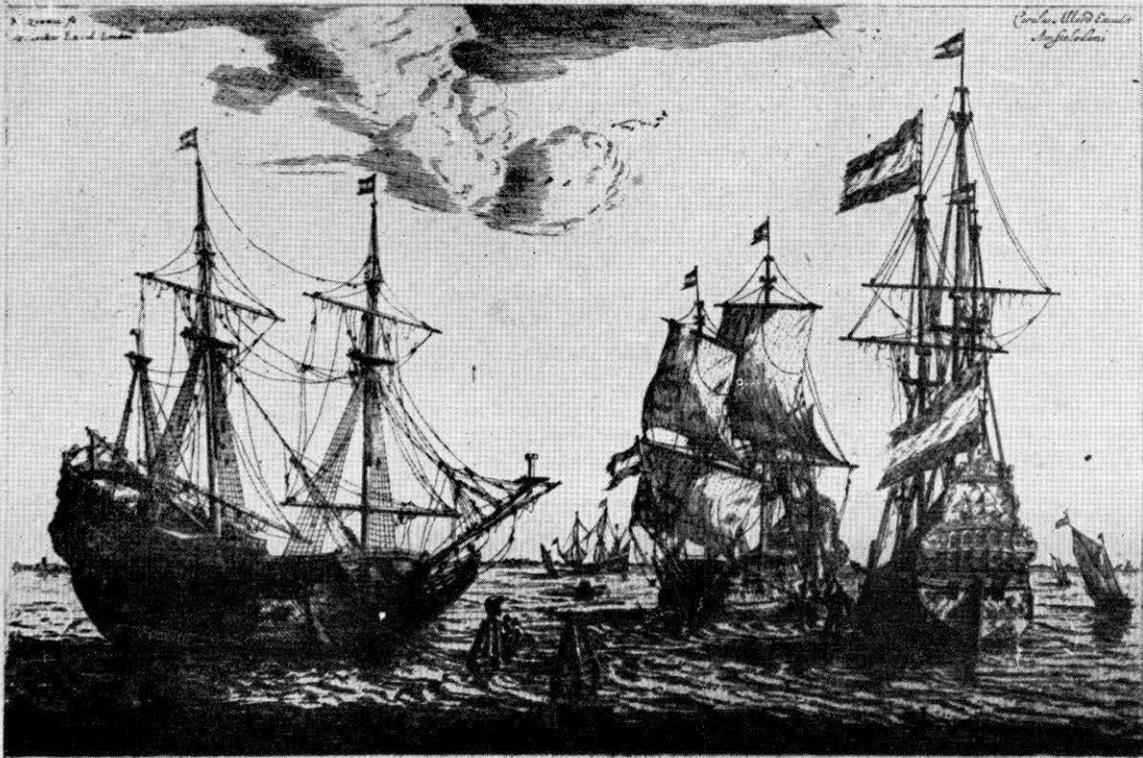
The most important product of this part of the world is high quality coprah, the export of which has caused Bitung to grow to its present importance.

Another source of income for the Bitung citizens is fishing, which they do from curious houseboat-like fishing rafts. They let themselves drift out of the port by the ebb tide, drop anchor and return with the flowing tide. At night they use bright lights to attract the fish, which is very confusing to the officers on incoming vessels.





DUTCH WARSHIPS AT SEA. *From the etching by R. NOOMS (or ZEEMAN). Published in 1675.*



DUTCH WARSHIPS IN HARBOUR. *From the etching by R. NOOMS (or ZEEMAN). Published in 1675.*

DUTCHMEN DOWN UNDER

By Eric Spring (Sydney)

Part III: "Exit Tasman—Enter Van Noort"

Despite his disappointment and disapproval of Tasman's handling of what should have been a magnificent voyage of discovery, Van Diemen had no option but to select Tasman as leader of his second and final full-scale expedition. As soon as "HEEMSKERK" and "ZEEHAEN" had submitted their reports, Van Diemen began planning another expedition which was to probe the many secrets held by the Coral Sea and Pacific Ocean. Tasman was to sail eastward from Batavia along the East Indies chain, then coast along the south of New Guinea, passing through to the Coral Sea.

Van Diemen's instructions were that Tasman must "endeavour by all means to proceed that we may be certain whether this land (of New Guinea) is divided from the great and known South Land or not, and you shall try to run to the southeast as far as to the new Van Diemen's Land, steering along the east coast of the known South Land according to its trending. . . ." He was to return home along the southern coast of the continent and through the Indian Ocean.

Van Diemen did not say how he knew that the coast of the "South Land" ran southeast from Torres Strait. And Tasman was unable to prove or disprove Van Diemen's theory, for (like his predecessors), he failed utterly to locate any passage between Cape York and New Guinea, even though he was actually in the mouth of one. He was putting his ship about when he saw a reef, and his escape in the Fijis was a recurring nightmare. In that frame of mind, it is perhaps just as well that he had not reached the Coral Sea and the Great Barrier Reef.

Being unable to proceed as directed, he sailed in the wake of Janszoon and Carstenz—following the coastline of Northern Australia past desert and crocodile-infested mangrove swamps until he reached the Willems River in the centre of Australia's west coast. Whilst he had failed in his mission of finding the short-cut to the Pacific, he had at least charted the northern reaches of Australia with greater accuracy than his predecessors.

On Tasman's return to Batavia, Van Diemen made no secret of his annoyance at another failure, and was preparing further expeditions with a new commander. However, the directors of the Company disapproved of the Governor's plans for further exploration. They felt that the Company could obtain enough gold and silver from the trade it already enjoyed and they were unable to "anticipate any great results from the continuation of such discoveries which entail further expenditure from the Company." And this in a year when the Company showed a profit of 110%!

The following year, Van Diemen died, his faith unshaken in the future of the elusive Solomons. The reef-haunted Tasman never again commanded a Company ship, and no more Company-backed expeditions were made. It was left to others to penetrate these secret-keeping areas of the world. It is regrettable that Tasman was not better served. Three hundred years after his voyages it is more than a little difficult to appraise Abel Tasman's worth fairly and squarely. "He was not" (to quote a leading Australian historian) "a man endowed with the talents to fulfil tasks which were probably beyond the reach of even the giants of this world."

Later generations were to think more kindly of Tasman. In 1856, the British colony of Van Diemen's Land was renamed Tasmania in honour of its discoverer; one of New Zealand's most beautiful mountains also bears his name.

Tasman's second voyage marked the end of attempts by the Dutch to explore South Pacific waters in ships sailing from west to east. From the east their chief contribution was the opening of a new lane into the South Seas via Cape Horn.

In 1598 the first Dutch voyage was made to the Pacific through the Strait of Magellan, when five ships left Texel bound for the East Indies. Only one survived, and not one returned to Holland. That year a sailor-cum-innkeeper, Oliver Van Noort, set sail with another four ships—total complement, 240 men. He did not fare much better. His object was to attack Spanish trade in the South Seas, but he was fifteen months reaching the Straits of Magellan and a further three months passing through it. He found little to interest him off the Peruvian coast: the only prize of any value jettisoned its gold—five tons of it—before surrendering. This event is said to have affected Van Noort far more than any hardships of the voyage, and he never recovered from the disappointment. Van Noort crossed the North Pacific, provisioning his ships at the Marianas, thence sailed to the Philippines, where he added nothing new to the knowledge of this area. His circumnavigation took almost three years and he brought only one ship out of four back to Holland.

The really interesting voyages, and the only ones—besides Tasman's—to approach the fringe of the Coral Sea, were made by two interlopers—Jacob Le Maire and Jacob Roggeveen. But that's another chapter—and in some respects, a glorious one—in the annals of Dutch exploration.

Next issue: "LE MAIRE AND ROGGEVEEN"

m.v. STRAAT LOMBOK

Impressions of Voyage 30 by Passenger Robert L. Anderson

I've always thought that I could write a sonnet
With time enough to put my mind upon it.
The excuse was I couldn't take the time
To sit down and work out the rhyme.

(In "free-verse" rhyme's considered just for squares;
To me it's only prose assuming airs!)
Well, now while riding the "Straat Lombok"
There's no excuse to watch the clock
(Except for meals) so here it goes —
A try at something that's no prose.

The Straat's home port is Amsterdam;
She's not been there at all.
An exiled "Flying Dutchman"
With Far-East ports of call.

A steady sixteen knots she plods
Along day after day.
That's hardly supersonic but
She gets there anyway.

Her officers are Dutch, of course,
And far from Holland too.
Unlike the ship, they do get home
Sometimes, as sailors do.

The crew out aft are all Chinese
Recruited from Hong Kong
That noise of clicking tiles you hear —
They're playing at mahjong.

Her business — hauling cargo;
All else takes second place.
Four incidental passengers
Are all she tolerates.

These four need lots of patience
And no schedules tight to meet.
Aside from that, for comfort
This travel's hard to beat.

No entertainment's organized;
No dressing up for meals,
But lazy contemplation
Is a luxury, one feels.

Where else can one afford the time
For those neglected books,
Or even writing poetry (?)
Or gabbing with the cooks.

Or watching navigation on the
Bridge, or fishes play
Or doing nothing by the hour,
With tea three times a day?

In port there's cargo to be worked
By local stevedores,
A colorful and motley lot,
They gather by the scores.

They run the cranes and fork-lifts
With nonchalance and glee.
If anything's marked "fragile"
They drop it just to see.

The owners, Agents, Captain
Are Management, supposed.
Who is it finally calls the tune?
Those lowly stevedores.

Still lots of brawn and sweat it takes
To keep a ship at sea.

For schedules, profits and success
The "stevies" have the key.

Five thousand tons of cargo
Is an awful lot of stuff!
When spread out all along the wharf
There's hardly room enough.

It's quite a trick to stow it
So it comes out properly.
Canned milk for Penang shouldn't rest
Atop the Ceylon crates, you see.

And there are frozen carcasses
Of mutton, beef and goats.
There's other stuff must be kept dry
Fresh fruits have "keep cool" notes.

Those flocks of live sheep on the deck
Were bound for Singapore
Where they were Muslim food right soon
and taint the air no more.

Bulk liquid cargo's carried too
In tanks deep down below;
There's also oil for Diesel fuel
Down there, to make her go.

The Chief's big Stork amidship
Twists a nine-ton screw astern,
More than 6000 horses there
To strain at throttle's turn.

Supported by auxiliaries,
Pumps, gadgets, generators
of every function, shape and size
are vital to these freighters.

At every port there's plenty time
To sight-see if you care.
Those strange, exotic sights and sounds
And smells are everywhere.

The nights afloat are beautiful.
When calm are wind and seas
and heavens overflow with stars,
We float along with ease.

When ocean's rough we roll a bit
And maybe pitch as well.
The moon and stars dance 'round the masts
And white wake fights the swell.

In either case the sleeping's fine;
No cares to think about.
The motion and faint engine throb
Put wakefulness to rout.

The "Lombok's" been a home away
From home for thirty days.
Her hospitality we'll miss
As we go on our ways.

Our voyage soon is over
For we leave her at Bombay.
Our fondest wish, another trip
Like this some other day.

So to the Captain, Staff and crew
Our thanks extended are.
Not "farewell" do we say to all
But rather "au revoir."

March 8, 1967.



PRIZE WINNER

Congratulations to Boatswain Ho Woon To who won a prize in the nation-wide photographic competition, 'Camera Ahoy', held in Holland recently.

Mr Ho is no stranger to RIL Post readers, who have enjoyed many of his first-class pictures in the past. His prize-winning photograph is similar to one published by RIL Post in April 1965, and shows Sailor Leung Woon Man diligently painting the hull of the STRAAT BANKA, whilst the ship was lying alongside at Durban.

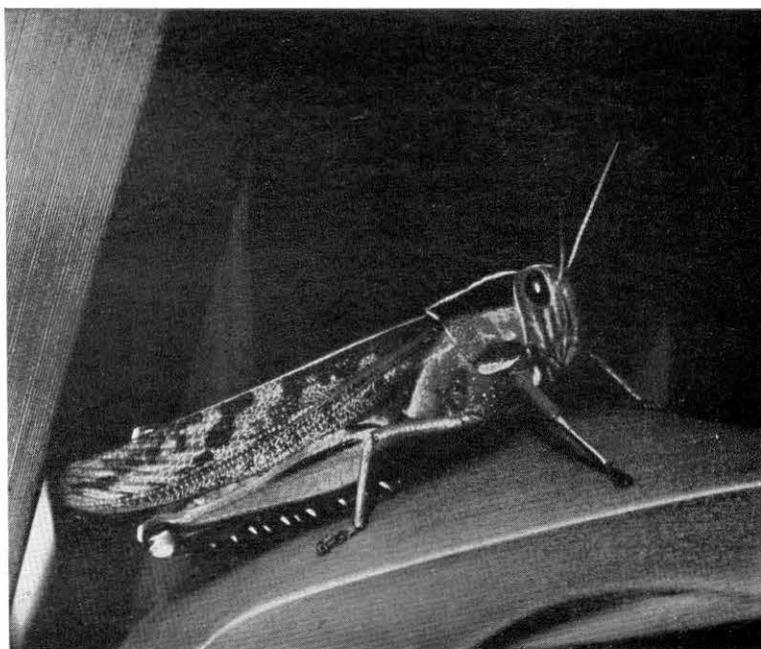
We asked Mr Ho to show us some more of his recent work, and cannot resist this superb photograph of a cicada, taken at Cape Town.

攝影比賽獲獎

本刊在此恭賀水手長何煥圖君，因彼最近之作品參加荷蘭所舉行之攝影比賽，獲得優勝獎。

查何君為本公司著名之攝影大師，其佳作常在本刊刊出，其最近獲獎之作品與本刊一九六五年四月號所刊出之其本人作品畧同，在該圖片中我們可以看到「士打賓加」輪水手梁煥文君在船傍油漆的情形。

以下之圖片為何君最近對蟬的特寫鏡頭（攝於非洲角城）





FOOTBALL IN HONG KONG

Chinese staff versus European staff

Grimly defending a slender 1-0 lead from a goal scored in one of their none-too-frequent raids into "Chinese staff territory", the European staff team on 26th April succeeded in breaking a string of consecutive defeats in the above (more or less) annual football match between the Chinese and European staff of our Hong Kong Offices.

Of the ten matches for the "Captain's shield" played between the two teams since 1955, eight matches have been won by the Chinese staff, the only previous victory of the European staff having been recorded as far back as 1958.

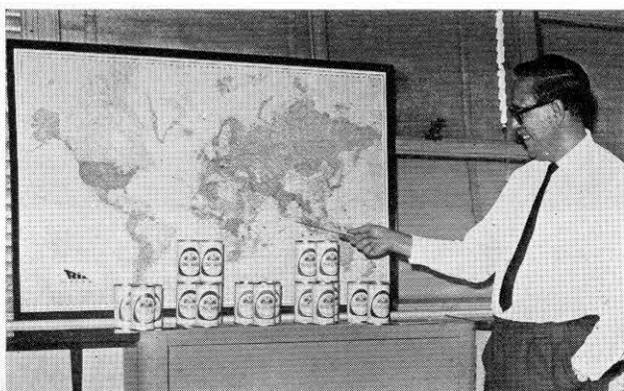
It is interesting to note that the two teams together contained only four players who were also in the line-up in 1955 when the first match was played.

Back Row (l. to r.): Messrs Cheung Yuet Shing (referee), Ng Koon Man, H.J.J. Nietzman, Lau Leung, H.E. Kerkmeyer, Leung Shu Fan,* J.H. van der Wal, H. von Chrismar, R.E. Speld, F. Bijker, Lai Kwok Leung,* H.W.R. Baron van Tuyll van Serooskerken, A.J. Kleber, N.L. Padt, Luk Kuk Lin, Lam Chi Kwong, C. Nanninga.
Front Row (l. to r.): Messrs Tam Wan How, J. van Zuylen,* Kwong Yuet Leung, Kan Kam Kwong, P.A. Saman, Kwong To Yeung, Cheng Shiu Hung,* Wong Kwong Yan, Lai Chun Man.

* also played in 1955

SOFT SELL

When Messrs. Fraser & Neave of Singapore launched a selling campaign recently for their soft drinks, they utilized one of RIL's world maps to form the background for their press release picture — what better?



CREW PRESENTATION

In April, we reported on the retirement of Chief Engineer C. Schavemaker. Now we hear that before he left TJIWANGI, he was presented with a silver plate by the Chinese crew.

Here are Mr & Mrs Schavemaker in the midst of a group of the Heads of Departments on board.

饋贈紀念品

本刊四月號曾刊登有關大車史葛夫麥加退休之消息，在史先生未離開「芝萬宜」輪前，該輪之船員曾贈送一銀碟與史先生以資紀念。

此圖乃史先生及其夫人在離船前與「芝萬宜」輪各部門之頭目同攝。

PERSONALITIES

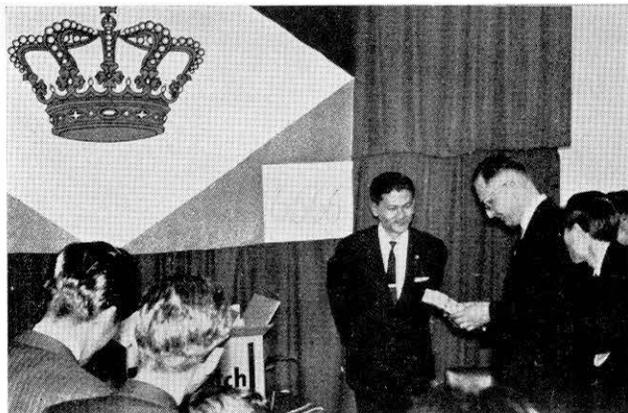
Mr H.M. van der Schalk, Managing Director, accompanied by Mrs van der Schalk, arrived in Hong Kong from Amsterdam on 10th May for business consultations.

Mr W.M. de Haan, Managing Director, accompanied by Mr van der Schalk, left Hong Kong on 28th May for a business trip to Singapore and Kuala Lumpur. Mr van der Schalk returned to Amsterdam from Singapore on 31st May.

Mr F. Terwogt, Managing Director, returned to Hong Kong from Home Leave on 12th May.

Mr S.R. Elgersma (HK HO VZ) left Hong Kong on 15th May for a three weeks' business trip to Iraq, Iran, Kuwait, Bahrain, Saudi Arabia, Qatar, Oman and Singapore.

LOG BOOK



AJITA-SAN LEAVES KOBE

Mr K. Ajita — who joined the staff of the Kobe office in 1948 — was recently transferred to the Yokohama Management office. A small farewell party was held in the Kobe office on 10th March, during which, on behalf of the staff, he was presented with a Dunhill pipe, thus fulfilling a long-felt wish of this enthusiastic pipe smoker. Mr Ajita was posted to the Kobe office for exactly 6,666 days.

SHIP'S PARTY



Messrs Hyder M. Kindi, D.B. Waldron, H. Oike, Hon. Mohammed Jahazi, Capt. van Schoondrager, P. van Schaardenburg.

Mr H. Oike of our Tokyo Office left Japan in April for an extensive business visit to Africa. Whilst he was in Mombasa, he helped to host a party on board STRAAT VAN DIEMEN, together with Captain J.L. van Schoondrager, Mr D.B. Waldron, Dalgety's Shipping Manager and Mr P. van Schaardenburg, RIL's Representative in East Africa. The guests on this occasion were the Hon. Mohammed Jahazi, Member of Kenya Parliament and Managing Director of the Waranchi Traders & General Suppliers, and his general manager, Mr Hyder M. Kindi.

Second Officer F. van Groll was there with his camera to take this picture for us.

Mr Oike will be returning to Tokyo via Amsterdam in July.



VICTORIOUS TEAM

During STRAAT JOHORE's loading call at Bunbury in Western Australia on 8th April, a soccer match was played against the m.s. ERNEBANK, with the satisfactory result of 5-1 in Johore's favour.

We do not know the names of all these stalwarts, but we do know that the photographer is Cargo Clerk, S.G. Ng Min Hang, to whom we are indebted for this picture. Congratulations boys!

足球特訊

本年四月八日當「士打佐賀」輪抵達澳洲西岸之賓伯利港後，該輪之足球隊曾與碇泊於鄰近之「安利銀行」輪足球隊作友誼比賽，比賽結果，士打佐賀隊獲五比一大勝。

可惜本刊未能刊登全部參加比賽之健兒名單。本刊只能在此向拍攝此圖片之理貨員吳勉行君致謝。並恭賀各得勝之健兒。

DAMAGED CARGO!

When two officers on one ship are seen with crutches, it is time to take a picture! And that is just what Dresser Tang Man To did on board Tegeberg. We understand that both Captain Rose and Chief Officer Duit were injured whilst playing deck games — all in the line of duty, one might say.

照片：爲男護士鄧敏滔所攝





MR SUNG SHOU TIN RETIRES

(l. to r.) Messrs Ng Koon Man, A.N. Bouvy, Yeung Fook Lam, W.M. de Haan, C.L.C. van Kretschmar, Sung Shou Tin, G.M. Pliester, A.H. Veltman, Lee Kwok Leong, Yuen Kwok Ching, J.M. Hens, W.K. Mink, Leung Kwok Hing, E.M. Alarcoun, Henry Wong Kung Min, Ng Sui Cheong, Chan Nai Chi, Joseph Lee, Hung Ping Yan.

Only just over a year ago, RIL Post was reporting a great celebration at HK MH—the completion of 40 years of service by Mr Sung Shou Tin. On 25th April, this year, the large majority of the same people met again, but this time more sadly to say Goodbye to Mr Sung.

The Manager for Hong Kong & China, Mr A.N. Bouvy, spoke of the Company's appreciation of Mr Sung's

unfailing loyalty and devotion to duty in the Travel Department, and he spoke for everyone present when he wished him many years of happy retirement.

In his reply, Mr Sung said that he would miss the daily contact with everyone but that the friendly spirit would still constantly remain. He wished the Company all the best for the future.

OGENKI DE, TOMITA SAN

These were the words—"wishing you all the best"—written in Japanese characters by means of small azalea flowers in the Kobe office on 28th April. The occasion was the farewell party held for Mr Y. Tomita on his retirement after nearly twenty years of service. Apart from the entire office staff, a large number of business friends, as well as Mr Sakurai (RIL's Osaka Manager) and Messrs Guterres and Milne were present.

The big RIL wallmap showed that the young Dutchmen who have trained under Mr Tomita, are now scattered throughout the five continents. Mr H.M. Roos, RIL's Manager for Kobe, referred to this fact, saying also that just about everybody now working in the office had been under 'Papa-san's' wings, as he had been the very first staff member to be engaged after the war—on 1st January 1948—when Mr Guterres (now present) had interviewed him.

Mr Tomita had proved a steady, able and loyal colleague, who had a very large circle of friends, both inside the office and amongst business relations. It was difficult to say goodbye to Kobe's 'Shipping Father' but the time had now come.

Presentations were then made: first, Miss Kinugawa gave him a watch on behalf of Kobe staff and friends in other RIL Japan offices: Captain Oka followed with an album of pictures of his '610,000,000 seconds' with the Company: and Mr Itokazu concluded with a sake bottle and cup on behalf of the RIL baseball club in Kobe to their staunch supporter.

In his reply, Mr Tomita compared his RIL service to that of a father raising children, saying that after about

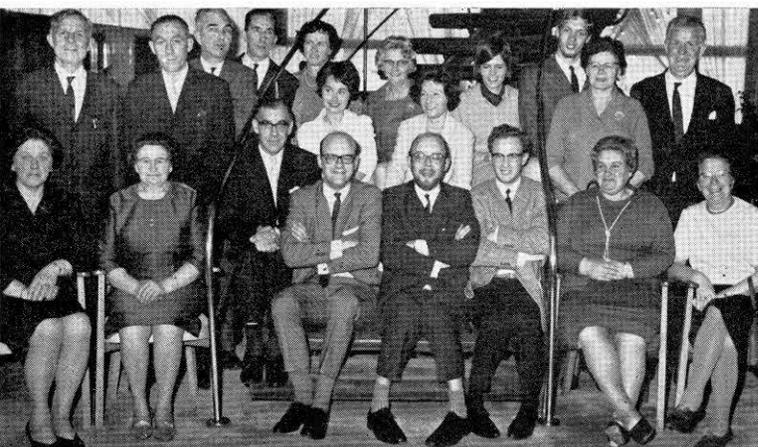
twenty years they were ready to fly off. So, in his turn, the time had come to leave. He concluded by proposing a toast to the future of all his friends all over the world, to the Kobe office staff, and to the prosperity of RIL.



Miss Kinugawa presented a watch.

SHIPS OF THE WEEK

TJIBODAS



Recordings from Hilversum on 14th April were made by relatives in Holland for officers on board Tjibodas and Straat Luanda.



UNDERSTANDING THE ORIENT

W.Z. Mulder : 'Die Vreemde Oosterling'

(A Pantoskoop issue, Wetenschappelijke Uitgeverij N.V. Singel 262, Amsterdam C. 168 pages, N.fl.12.50)

Drs. W.Z. Mulder, who has reviewed so many "books on RIL area" for the RIL Post, has now himself written a book which falls into this category.

Feeling the necessity for a greater knowledge and better understanding of those living in the Orient, the author has tried to give the Dutch reading public an idea of how and why the Chinese and Japanese came to think as they do.

With the necessary aid of local history (and foreign influences thereon), the author successfully provides an instructive, yet easy-to-read book which will assist all those who wish to form an objective opinion about the Orient and the Oriental, and to understand better current economic developments and political aims in the area.

One need hardly add that for the RIL'er who spends the greater part of his life out-East, this book — by an old colleague* — is of particular interest.

G.B.

Captain Mulder retired in 1955 and is now Director of Oriental Studies at Sydney University; he resides in the International House, where some seventy overseas students are in his special care. We do hope that there will be an English translation of this book. (Ed.).

STRAAT LUANDA



FAMILY NEWS

Weddings

4th Engineer B.R. Wasterval (Tjiwangi) to Miss E.S. Raper on 8th March at Melbourne.

3rd Officer J.A. van Es (leave) to Miss M.L.C.N. Maurel on 14th March at Mauritius.

2nd Officer W.H.C. Wijnhorst (leave) to Miss A.J. Veldtman on 17th March at Leeuwarden.

Mr J. Connolly (Sydney) to Miss M. Stacey on 18th March, Chief Engineer J.B. Nolthenius (Camphuys) to Miss R. Bollinger on 29th March at Amsterdam.

4th Officer Th.J.H. Groeneveld (leave) to Miss E.M.J.J. Hollman on 30th March at Venlo.

4th Officer C. van Vulpen (leave) to Miss L.A. Koeman on 7th April at Driebergen-Rijsenburg.

Mr Ho Kwok Chu (HK HO Crew) to Miss Ling Yuen Man on 8th April.

4th Engineer J.P.K. de Korver (Straat Torres) on 13th April at Ysselmonde to Miss H. Hollestelle.

4th Officer L.H. Veenenbos (leave) on 17th April to Miss A. Visser at Staveren.

Captain L.A. Cijssouw (leave) to Miss S.H. Becu on 20th April at Groede.

4th Officer E.J. Kleinjan (leave) to Miss J. Duker on 6th May at Nijmegen.

New Arrivals

Mr W. Abadee (Sydney): a daughter, Diana Jacqueline, on 13th December.

Mr B. Page (Sydney): a daughter, Suzanne Maree, on 8th March, 4th Engineer H. Völlmer (Straat Luzon): a son, Hans, on 17th March.

Mr R. Brennan (Sydney): a daughter, Nicole Gabrielle, on 18th March.

3rd Officer W. Verbaan (Tjipondok): a daughter, Suzanne Marlies, on 23rd March.

3rd Officer R.J. Edelenbosch (Straat van Diemen): a daughter, Britt Barbara, on 24th March.

Chief Officer K.J.B. Hoen (Straat Banka): a daughter, Pauline Ernestine Renée, on 27th March.

3rd Officer H. Roorda (Van Noort): a daughter, Trynke Ant, on 3rd April.

Chief Engineer J.H.M. van Miltenburg (leave): a daughter, Anouchka, on 20th April.

Mr J. de Rooy (Durban): a daughter, Karin, on 21st April.

2nd Officer B.C. Steevensz (Straat Frazer): a son, Benjamin Charles, on 2nd May.

2nd Officer J.M.P. van den Akker (leave): a son, Peter Marie Jacob, on 8th May.

PERSONNEL



NEW PERSONNEL

A hearty welcome is extended to Mr A.J. Kedde, 4th Officer, who recently took up employment with RIL.

SUCCESSFUL EXAMINATIONS

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

Mr A.Ch.O. Meynderts	2nd Officer	I	18-4-67
" Th.G. Ronkes Agerbeek	" "	I	4-4-67
" G.M. Staudt	" "	Th.I	—
" W. de Jong	3rd Officer	II	24-4-67
" R.A. Groenendijk	4th "	II	13-3-67
" J.W. Moerbeek	" "	Th.II	19-4-67
" N.E.F.M. van der Schriek	" "	Th.II	7-4-67
" J.A. Tazelaar	" "	Th.II	11-4-67
" P.J. Wesselman	" "	II	—
" B.J. Bouwman	2nd Engineer	C	18-4-67
" G.J. Corpelijn	" "	Th.C	14-4-67
" H.J. Maris	3rd "	B	25-4-67
" L. de Nooyer	" "	Th.B	14-4-67
" J.W. Weug	" "	B	13-4-67
" P.M.E. Bogers	4th "	B	12-4-67
" J.P.K. de Korver	" "	A	29-3-67
" P.J.H. de Maar	" "	B	30-3-67
" J.C.M. Noordermeer	" "	Th.B	13-4-67
" H.J. Arends	5th "	VD	25-8-66
" W.F. Ketelaar	" "	A	7-4-67
" E.J. Koster	" "	VD	20-8-66
" B. Pleizier	" "	A	31-3-67
" J.N. Sol	" "	A	31-3-67
" F.J. de Vreeze	" "	VD	12-8-66

LEAVE

The following personnel went on leave:

Mr R.Th.F. Brouwer	Ch. Officer
" J. Kalf	" "
" H. de Meyer	" "
" H. Samson	" "
" H. Veldkamp	" "
" A.E. Dinger	2nd "
" V.Ch. van der Hoff	" "
" G.N.C. Janssen	" "
" E.E. Lubach	" "
" J.J. Kol	3rd "
" J.C. Böhre	4th "
" N. Daams	" "
" J.N.M. Smit	" "
" R. Tresfon	" "
" P.J. Kramer	Appr. Officer
" P.C.H. Poppelaars	2nd Engineer
" J.C. Ingwersen	3rd "
" L.H. Meyer	4th "
" L. Rolsma	" "
" P. van Twist	" "
" P.M. Weterings	" "
" J.P. van Daele	5th "
" D.W. Karssen	" "

Mr H.J.E. Peeters	5th Engineer
" H. Starrenburg	" "
" H.K. v.d. Schatte Olivier	H. Employé
" J.A. Vermeulen	" "
" H.M.R. Banens	Employé
" J. Damsma	Employé

Those who returned are:

		posted to
Mr R. Hol	Ch. Officer	m.s. Van Cloon
" F.E. de Nieuwe	" "	Str. Magelhaen
" J. Ozinga	" "	Boissevain
" O.J. Stumpf	" "	Van Noort
" G. Daman	2nd "	Str. Franklin
" E.C.M. Jansen	" "	Tjiluwah
" Th.G. Ronkes Agerbeek	" "	Str. Florida
" D.F. van Woerdekom	" "	Str. Luanda
" W. de Jong	3rd "	Tjibantjet
" H. Roorda	" "	Van Noort
" F.C.J. Graaf	4th "	Tjitjalengka
" J. Reitsma	" "	Str. Cumberland
" F.J.H. Roelofsen	" "	Str. Fiji
" J.F.G. Jacobs	3rd Engineer	Str. Clarence
" A. Pardavi	" "	Str. Madura
" C.U. Topp	" "	Keerkring
" J.W. Weug	" "	s.s. Tjikampe
" J.C.M. Noordermeer	4th "	m.s. Str. Frazer
" P.F.M. Starmans	" "	Tjibantjet
" A.P. Barneveld	5th "	Tjiliwong
" G.D.M. Boot	Adj. Chef	HK MH

PROMOTIONS

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

Mr H.J. Arends	retroactive per	25-8-66
" E.J. Koster	" "	20-8-66
" F.J. de Vreeze	" "	12-8-66

TRANSFERS SHORE STAFF

Mr J. Boone, H. Employé, was transferred from HK HO to Yokohama Supt.

Mr K. Ajita, Employé, R.S. was transferred from Kobe to Yokohama (Man.).

Mr E.H. Carpentier Alting, Employé, was transferred from HK HO to Manila.

Mr H.C. von Chrismar, Employé, was transferred from HK HO to Singapore.

LEAVING (OR LEFT) SERVICE

Mr J.J. Bos	2nd Officer	own request
" H. Zantkuyf	" "	" "
" P.W. Dijkman	3rd "	" "
" F.K.A.L. Vliegenthart	2nd Engineer	" "
" B. Klijnsma	3rd "	" "
" A.L. Roelse	4th "	" "
" R.C. Zwaan	" "	" "
" Th.G.F. Reisinger	5th "	" "
" C.E. van Wijk	" "	" "

TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS

Captain R. Jungeling, Master of m.s. BOISSEVAIN, went on intermediate leave.
 Captain H. Muys was posted to m.s. BOISSEVAIN following home leave.
 Captain W.H. Schröder, Master of m.s. STRAAT FIJI, went on home leave.
 Captain A.N. Kloots was posted to m.s. STRAAT FIJI following intermediate leave.
 Captain J.G.M. Spijker, Master of m.s. STRAAT TOWA, went on home leave.
 Captain Tj. van der Molen was posted to m.s. STRAAT TOWA following home leave.
 Captain J.Ch. Beynon, Master of m.s. VAN SPILBERGEN, went on home leave.
 Captain D.J. Smit was posted to m.s. VAN SPILBERGEN following home leave.
 Captain G.P. Proper, Master of m.s. STRAAT TORRES, went on intermediate leave.
 Captain J.H. van Dijk was posted to m.s. STRAAT TORRES following intermediate leave.
 Captain W.C. Mulder, Master of m.s. HOUTMAN, went on home leave.
 Captain F.W. Kaptijn, Master of m.s. SINABANG, was posted to m.s. HOUTMAN.
 Captain G. van Altena, Master of m.s. SIBEROET, was granted intermediate leave.
 Ch. Eng. G.J.C. Bevelander of m.s. TJITJALENGKA went on home leave.
 Ch. Eng. F.M.H. Beckers of m.s. STRAAT FIJI was posted to m.s. TJITJALENGKA.
 Ch. Eng. J.G. Mayoor was posted to m.s. STRAAT FIJI following intermediate leave.
 Ch. Eng. G.J. Doves of m.s. TJILUWAH went on home leave prior to retirement.
 Ch. Eng. A Vink was posted to m.s. TJILUWAH following home leave.
 Ch. Eng. H.R. Meyjes of m.s. CAMPHUYS went on home leave.

Ch. Eng. J.B. Nolthenius was posted to m.s. CAMPHUYS following home leave.
 Ch. Eng. D. van den Berg of m.s. STRAAT MOZAMBIQUE went on intermediate leave.
 Ch. Eng. M.G. de Wever was posted to m.s. STRAAT MOZAMBIQUE following home leave.
 Ch. Eng. C.H.A. den Boogert of s.s. TJIPONDOK went on intermediate leave and was subsequently posted to m.s. STRAAT CUMBERLAND.
 Ch. Eng. F.L.Th.M. Pietersma was posted to s.s. TJIPONDOK following home leave.
 Ch. Eng. J. Stoop of m.s. STRAAT CUMBERLAND went on home leave.
 Act. Ch. Eng. J.E. Hartzuiker of m.s. TJILIWONG went on home leave.
 Ch. Eng. H. Weevers of m.s. SIBEROET was posted to m.s. TJILIWONG.
 Act. Ch. Eng. A. Fortgens of m.s. SINABANG was transferred in his substantive rank.

IN MEMORIAM

Just over two years ago, we said Good-bye to Chief Engineer J.G.H. Verkerk, after more than thirty-six years of sea-going life. We were happy indeed that he was able subsequently to work part-time with the Technical Department of our Amsterdam office, and it is now with profound regret that we have to announce his death on 22nd April.



Mr Verkerk was a humane, kindly and understanding man, whose professional knowledge was much valued by the Company. His going is a sad loss, and we offer our deepest sympathy to his family.

N.T.P.M.

The following personnel went on leave:

Mr A.H. Berkenbosch	4th Officer
Mr J.B. van 't Schip	4th Engineer

Those who returned are:

Mr J. Evelaar	1st Officer
Mr G.G. Rutting	3rd Officer
Mr G.W. Kieft	4th Engineer
Mr H.T. v.d. Heide	5th Engineer

Posted to:

Senegalkust
Senegalkust
Munttoren
Hollands Dreef

TRANSFER OF CHIEF ENGINEERS

Chief Engineer C. Schoemaker of s.v. "Munttoren" went on sick leave.
 Chief Engineer A.J. de Hesse of m.v. "Senegalkust" was posted to s.v. "Munttoren".
 Chief Engineer W. Starreveld of m.v. "Congokust" went on sick leave.
 2nd Engineer J. van Sluys of m.v. "Congokust" was posted as Acting Chief Engineer.

SHIPS POSITIONS

m.v. SENEGALKUST	(docking) etd Amsterdam	28/5
m.v. CONGOKUST	(docking) etd Rotterdam	± 12/6
m.v. ZUIDERKERK	eta Aden	2/6
m.v. SLOTERKERK	eta Beira	31/5
s.v. WESTERTOREN	(docking) eta Amsterdam	± 15/5
s.v. MUNTTOREN	en route to Denmark.	

H.V.M.

LEAVE

The following personnel went on leave:

Mr H.J. Rijnbergen	2nd Officer
Mr L.J.E. van Bijlevelt	3rd Engineer
Mr W.H. Kuiper	3rd Engineer
Mr J.K.C. de Gooyer	4th Engineer

Those who returned are:

Mr J.A. Kaspers	2nd Officer	Hollands Burcht
Mr J.W. Boven	act. 2nd Officer	Hollands Duin
Mr A.C. van Duin	4th Officer	Hollands Burcht

Posted to:

TRANSFER OF CAPTAINS

Captain C. Tjebbes of m.v. "Hollands Dreef" went on home leave.
 Captain H. v.d. Worp was posted to m.v. "Hollands Dreef" following home leave.

SHIPS POSITIONS

m.v. HOLLANDS DIEP	(docking) Yokohama	3/5-11/5/'67
	Singapore	± 15/6
m.v. HOLLANDS DUIN	eta Mackay (Queensland)	3/5
	Japan	± 19/5
m.v. HOLLANDS DREEF	(docking) Malta	28/4-5/5/'67
	eta Singapore	± 1/6
m.v. HOLLANDS BURCHT	Vancouver	28/4
	eta Japan	± 17/5

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