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From the Editor

ANCHORS AWAY!

With this beautiful colour photograph, we usher in the Straat H— era. Another three ships will follow, but meanwhile Straat Holland is the first to enter the ASAS, and with Captain J.Ch. Beynon and Chief Engineer J.P. Holman aboard, will be seen on her maiden voyage in September and October from Japan right across to South America.

Next month we hope to report on the occasion of her delivery to RIL.



A double stopcock?
A firework?
Page 170 gives the answer.

UNDER WAY

We have already had some admirably quick responses to our request for 'memories' of the four old passenger ships, but we want a lot more. What about some photos of old shipmates aboard—with names please? Did anyone manage to smuggle a camera in the wartime years?



Mr. F. Woods, Traffic Manager of VALCO, supervises stacking of— see opposite.

LED THE WAY

The vast continent of Africa has drawn many travellers, and the Dutch people especially are associated with early settlers in the South. This figure of a dauntless Voortrekker wife at Pretoria bears endless witness to their courage — pages 165/7.

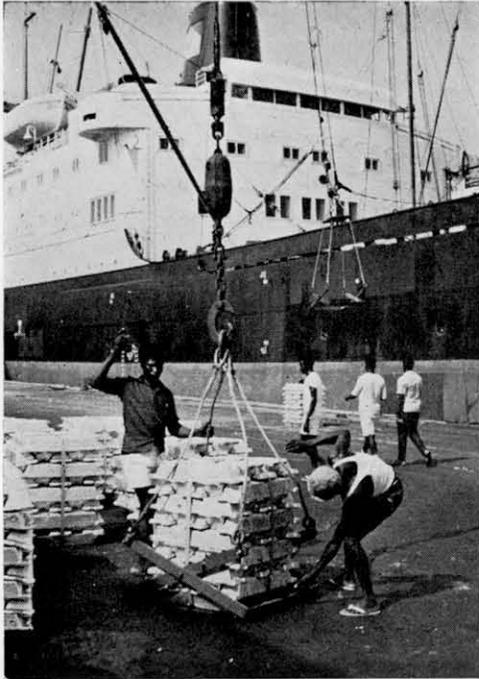
WHITHER AWAY?

"Whither, O splendid ship, thy white sails crowding, Leaning across the bosom of the urgent West, That fearest nor sea rising, nor sky clouding, Whither away, fair rover, and what thy quest?"

Robert Bridges

— pages 171/3





Photos:

P.P.M. van der Helm



POWER HARNESSSED

Just four years ago (August '63) we introduced readers to the mighty Akosombo Dam, then under construction on the River Volta, remarking that it was "for Ghana what the Delta Works are for Holland".

Now from Mr P.P.M. van der Helm (HWAL, Accra) comes evidence that the power being generated by the hydro-electric scheme at Akosombo is producing results. Here are his photographs of part of the first shipment to Hong Kong of aluminium ingots made by the Volta Aluminium Co. (VALCO) since they recently started production.

The Valco plant in Tema is the first fully-automatic plant of its kind in the world. The raw material, alumina, is imported from the U.S.A. The £46 million smelter is expected to be completed and to be in full production by the end of this year, and will eventually produce about 150,000 tons of aluminium annually.

The aluminium is shipped in pieces of 1,000 lbs., as well as in ingots of 50 lbs., bundled together with iron bands to parcels of 1 ton. This shipment to Hong Kong (carried for the first time by RIL in the holds of STRAAT FREMANTLE) amounted to 147 tons made up out of 50-lb. ingots. Ingots will also be shipped to Japan, Bangkok and Buenos Aires.

DE UITLAAT

The magnificently-produced last issue of 'De Uitlaat,' erstwhile house-magazine of KPM, had an enthusiastic reception from all readers. A large number of copies were distributed, but there are still just a few left in stock. Interested parties should apply, either to Amsterdam or to HK HO PZ.

FLEET FACTS

A new allocation of ships has been made to the New Zealand-East Asia Service (NZEAS) and the China-East Africa Service (CHEAS).

The switches will be made during the next four months, and by January, 1968 the vessels will be placed as follows:—

NZEAS —	Straat Torres	CHEAS —	Tjiliwong
	Straat Madura		Tjimanuk
	Houtman		Tjitarum

SANANA ASSISTS PRAU



Photo: 5th Engineer J.H. Buitenman.

Captain A. Bikker of the Sanana was sailing peacefully through the Makassar Straits off Samarinda on 14th May, on his way to Hong Kong from Kotabaru. As he says: "There was a flat sea, and for us, on a twentieth century vessel, most pleasant weather conditions. Then suddenly we were confronted with circumstances which we had thought had long since ceased to exist.

Whilst on the bridge, together with all the officers for our usual midday aperitif, I had for some time seen a sailing prau dead ahead. This later proved to be the Tjahaja Rezeki No. 75LLV, on her way from Pare Pare to Tarakan via Balikpapan.

As we came nearer, the prau sent her rowing sampam towards us, and those remaining on board tried very hard to attract our attention. From their gestures, we realised that they were in trouble, and decided to manoeuvre alongside to find out what was wrong.

When we had done so, the people on board told us that since sailing from Balikpapan eight days previously, they had met with no wind and had only been able to cover 60 miles! As a result, their provisions were running very low and they were deeply concerned at the position concerning fresh water.

We were astonished to learn that, apart from a crew of ten, they had a cargo of 3,300 kg. salt and were carrying 43 passengers, ranging in ages from a couple of months to a couple of tenths of years. I ordered the Captain, a mere boy of 18, to come on board with the ship's papers.

When these proved his story to be correct, I decided to give him as much fresh water as he could possibly stow. Whilst this was being loaded, all the crew and passengers came on board Sanana for a shower.

The headman of the passengers stated that their greatest need was for fresh fish, sugar and milk, and we did not take long to supply them with these things when we saw how many people and small babies were on board. Many of our officers and crew also voluntarily contributed sweets and other personal gifts.

Towards the end of the loading of fresh water, we found out that the headman had heard of our famous Dutch 'Genever' and wanted some to help him through any difficulties that might lie ahead. A bottle was, therefore, swapped for one of the famous Makassar-knives, known as 'badik, which are normally hard to get. This knife remains now in my possession as a souvenir of the encounter".

The Tjahaja Rezeki would have liked a tow from Sanana, but as the little prau was no longer in real distress and as 'time is money', the two vessels parted, with good wishes on one side and many grateful thanks on the other.

A BIG 'BANG'



Some damage was caused to the little Sabang recently, when she was in collision with a dredger at Calcutta. Temporarily anyway, the need for repairs to her stem was emphasized by an enforced new name — see photograph taken by Chief Officer J. Eikelenboom. He writes that she was renamed Sabang as soon as possible, just to show that they were not 'bang' (afraid).

THROUGH ENGLISH EYES

Your Editor visits South Africa — I

Oblivious to the steady tropical rain falling gently in the green rain-soaked forest, I gazed down at the small, unafraid baby crouching against the ground foliage of the Umfolozi Game Reserve. The large, liquid brown eyes of the hours' old water-buck looked calmly back at me. Unfrightened, incurious, it responded to ancient instincts in not moving from the place in which the doe had left it, and the clicking of cameras by inquisitive men did nothing to disturb its calm serenity. I was curiously moved as I put my hand on the wet soft coat clinging dankly to the slender bones of this small wild animal. Here was the Africa I had come to see, the epitome of its wonderful heritage of animal life. It was all part of a splendid sight-seeing tour of South Africa — touching only 'high-spots' and missing as many more again — which we made early this year on our way back to Hong Kong after Home Leave. A generous invitation had led us via deep snow in Luxembourg, cold winds in Barcelona, and sticky heat in Luanda, to a touch-down in the sparkling sunshine of busy Jan Smuts Airport at Johannesburg, and our first sample of the well-known warm South African hospitality. In the next two weeks, we were to be passed from family to family, met and despatched personally from plane to plane, with no worry or concern on our part. It was the nearest to a royal tour to which we ever hope to get. We had packed in the usual frenzy of "What shall we wear?", "How can we carry our warm European clothing within the weight allowance for air travel, when we shall arrive at the height of a South African summer?" Some years of travel apparently do not teach one that it is perfectly possible to shop on the way in most countries. Furthermore, whilst en route, it is usually quite easy to despatch unwanted luggage by other means, as we did when we sent a suitcase by train down to Durban, to wait in the capable care of Mr Auer (Passage) until our arrival there late in January. A pleasant little surprise was the fact that the rail cost was included in our South African airfare.



The massive Voortrekker Monument



The perfect camouflage of a newborn deer.

Pretoria

With the very short time at our disposal, difficult choices had to be made everywhere. So, whilst staying at Benoni that first night (a large town which has sprung up on the site of a worked-out gold reef), we plumped for a visit to Pretoria, rather than to vast, industrial Johannesburg, largest city in the Union.

As we sped along the smooth black road to the north, we gazed at the dry rolling countryside of the high veldt, the mealie stubble and burnt grass, the few trees and few settlements. Then, against the skyline, we saw the impressive mass of the Voortrekker Monument, a tribute to the courage and determination of the early pioneers who came up laboriously from the south with their ox-wagons to outspan by the Apies river: the beginnings of Pretoria.

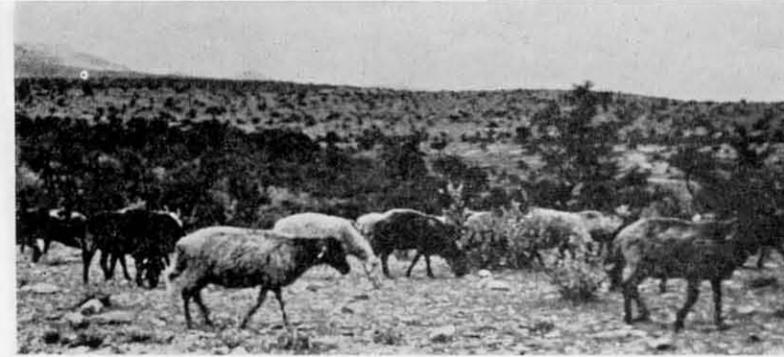
We turned off the road and drove over to the tall monument which dominates the surrounding hills. On the encircling wall at its foot, many covered wagons are carved in the form of a stockade, nose to tail, and at the entrance is a life-like statue of a voortrekker woman with two children; her steadfast, unyielding face bears witness to the endurance of those hardy settlers. We were fortunate to be escorted round the lofty, cool Hall of Heroes by the Curator himself, who explained and pointed out to us the details of a remarkable marble frieze round the walls, reconstructing the story of the Great Trek in the early eighteen-thirties. A pathetic little sight is his collection of children's 'toys'; the small bones of animals arranged in pairs to represent a span of oxen, with a larger bone for the wagon. There were certainly no luxuries for the offspring of pioneers. And there would not have been room for 'extras' in the narrow wagons either, as we saw when we visited the adjoining museum to study many interesting old relics of those days: wagons, clothes, kitchen utensils, and some simple medicine chests.

We had heard it said that Pretoria was "the most beautiful city in the world". Be that as it may, it is certainly a gracious lovely city, with the noble Union Buildings an impressive sight on a hill overlooking the town. As the administrative capital of the Union, we expected to find a lively bustle, and were more than surprised to learn that the administrators all adjourn to the Cape for the hot summer months. The delicate lavender colour of the many jacaranda trees was also missed by us, and we had to be content with a few flame trees in the rather humid heat. We returned to Benoni by way of Waterkloof, a suburb of beautiful houses and lovely gardens.

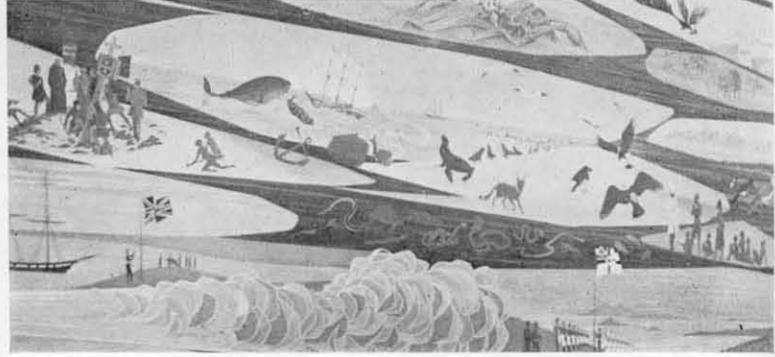
Windhoek

It seems absurd to admit it, but that is all we saw of the Transvaal. In the comfort of South African Airways, we winged our way northwest next morning right across to Windhoek, capital of South-West Africa. The many complaints of drought which we had heard in the Raad were amply borne out by the arid landscape below us, even before we crossed the desolate, featureless stretch of the

(continued on next page)



Karakuls in 'South-West'.



Walvis Bay section of the Windhoek mural.

THROUGH ENGLISH EYES

(continued from previous page)

Kalahari Desert. The approach to the airfield at Windhoek looked no better: what appeared to be endless sandhills came into view, and there was no sign of a town. As we later jolted along the fifteen miles of rough road under a burning sun into Town, we did see some primitive gates and wire fences here and there, with name-boards up. It was then that our suburban minds began, for the first time, to realize that not all farms are like the snug little green enclosures of England.

If there is such a thing as a 'Wild West' town in South Africa, then it certainly must be Windhoek, with its cheerful German way of life. Gay, uninhibited, truly tri-lingual (German, Afrikaans and English), its inhabitants have all the verve and energy of screen cowboys. "It's a land of opportunity", they kept saying to us. "Why don't you stay?" We wanted to. Never mind the dusty dirt roads, the chronic housing shortage, the lack of rain. Enthusiasm is infectious and we felt the urge to join in the development of this hard-working and rapidly-growing town.

One of the newest constructions is the Administrative Building which sets a dignified standard for those yet to come, with its large variety of natural woods and rocks incorporated in the fabric. There is an outstanding mural on the second floor, with representations of every aspect of life in 'South-West', as they like to call it. We enjoyed the Walvis (whale) Bay picture in one corner of the mural, with its lively fauna, and we stared with fascination at the section showing the marvellous 'Welwitschia mirabilis'. Was each plant really 2,000 years old? And is it true that one succulent leaf can grow up to 20 feet long? It was just too bad that we could not go and see the live plant for ourselves under the friendly escort that was later offered. Nor was there time to go up to the Etosha Pan Game Reserve, where the dwindling race of little Bushmen still live in primitive conditions. Now there's another place we must visit one of these days.

We did visit a karakul farm in a little green kloof up in the hills where long-legged, black-and-white or brown-and-white silky sheep grazed under the watchful eyes of ancient herdsman. Later we saw (and did **not** buy) a breathtaking velvety 'Persian lamb' coat with mink collar and cuffs, priced at R.1000. We also visited a jeweller, to see samples of the many precious and semi-precious stones mined in that part of Africa, and (in accordance with deep-laid female plans) bought a green, green tourmaline which will at some future date be set into a ring by one of the craftsmen in Hong Kong.

Cape Town

It was with the greatest reluctance that we turned our faces to the south, away from ebullient Windhoek. When we had discussed our trip previously with knowledgeable friends, without exception

they had said, "Of course, you will go to Cape Town". And of course we were going, to make the longest stay in our whirlwind tour—a whole four days. The briefest of touchdowns was made at primitive Alexander Bay, at the mouth of the Orange River, where a sympathetic pilot allowed us to remain in the plane rather than face the sandstorm blowing outside. Near the airstrip are the fabulously wealthy and carefully guarded State diamond fields.

A truly South African welcome awaited us at Cape Town, with the presentation of a wonderful large pink protea flower, all tied up in cellophane. The 'Cape Doctor' was blowing, the prevailing summer south-easter, which kept the usual Mediterranean temperatures down to something less than normally hot during our stay. As we came out of the airport building, our first thought was to look up to the great flat rock which dominates the city in its unique site between mountain and sea. Already, the Table was partly veiled in its 'cloth', the low-resting cloud which sweeps down on most summer afternoons. Table Mountain, flanked by the Devil's Peak and the Lion's Head, draws the eye again and again away from the placid city at its feet.

It is lucky for Cape Town that in recent years it has had a really forward-looking City Engineer who has pressed home plans for a road system of overpasses and underpasses which is second to none. In fact, a short fifteen minutes' journey takes one clear out of the centre of town to the outskirts. The modern motorways saved us much time in the next few days, and we needed time. It was the height of summer: beaches were crowded, and roads were full of family cars intent on camping, boating, fishing, or sightseeing as we ourselves were doing. The Dutch influence has been strong ever since Jan van Riebeeck first landed in 1652, and we were constantly admiring the 'Dutch Cape-style' houses, with their white scrolled front gables, sloping roofs, oblong windows and high ceilings. Many of them are now museums, and one of the best of these is 'Groot Constantia'. Its splendidly solid and gracious lines are seen first through a long avenue of thick Mediterranean oaks, a second white building behind houses the wine cellars, and the whole is surrounded by vineyards. It seems a pity—if inevitable—that many of these vineyards are now being sold to provide locations for modern houses.

A more up-to-date Dutch touch was STRAAT JOHORE lying alongside in the Duncan Dock. There was no time for visiting, but it was good to see the 'diamond' again. We did just squeeze in enough time to say Hello to an old friend, Miss Aikema, in the Passage Department of H.A.L.

At Kirstenbosch, under the flank of Table Mountain, we admired many of South Africa's native plants, especially the proteas and silver trees. The latter were some of the few native trees we saw until we reached the ancient Knysna Forest later on in our journey.



A dignified Hottentot woman in the 'Mummy-style' of the early missionaries.

(far left): A youth solves his carrying problems by putting the milk on his head.



'Dutch-Cape-style'



Rocky western coastline of the Cape Peninsula.

Everywhere else we enjoyed the shade, rather surprisingly, of a seemingly endless variety of Australian gum trees.

Very few trees grow on the hook-shaped windswept Cape Peninsula, with its miles of open wild scrubland, haunted only by baboons. On the east side, the warm blue waters contrast with the cold rollers coming in from Table Bay. They say that "the Indian Ocean meets the Atlantic here". There is certainly a marked difference between the cosy little beaches (at one of which we ate some delicious yellowtail, freshly caught) of False Bay and the rocky windswept parapets of the west.

It was an enjoyable stay in Cape Town, which grew on us very quickly as we visited the pleasant homes in the comfortable suburbs. We talked to wine-growers and wine-exporters, sampled the products, ate hungrily at a braaivleis (barbecue) on an uncomfortably chilly night (was it really 'the height of summer', as promised?) and talked endlessly of people and problems.

Elgin

At The Hague the previous September, we had been introduced to a bearded farmer who said, "You **must** come to Elgin". When we heard that the peaches would be ripe, we decided that, yes indeed, we would not fail to visit this fruit-farming district, high up in the Drakenstein Mountains. Motoring out via Paarl, we stopped at an Afrikaans farm on the roadside to watch the new season's grapes being trimmed for the market, and were warmly welcomed by the burly farmer, whose whole family was working in the sheds with the field workers. It was there that we learned to eat grapes as South Africans do—just swallow the pips.

In the cool of the jagged hills, as the sun was setting behind the dark mass of oak trees, we arrived at the Oak Valley Estate, 4,000 acres of apple and pear trees, broken here and there by bright green lucerne which is grown to feed the prize Corriedale sheep, the pedigreed Jersey herd, and the great white Charolais cattle. With considerable pride, the young manager showed us the latter, the first of the native breed to be imported from France in an attempt to get a better strain for beef.

That night, under brilliant stars, we sampled another African-style party. Station-wagons rolled in from all round the district, wives each brought one dish to help the party along, children were—eventually!—put to bed in the back of the cars, and (Hooray!) our bearded Hague friend arrived with an enormous box of sun-warmed peaches. It was quite a party, and everyone talked fruit 'shop': of apples, pears, peaches, plums, and 'spanspek', that outstandingly delicious little melon. Hong Kong friends may like to know that it closely resembles the small Japanese melon which arrives once a year and is priced at something over HK\$25; as we have never yet paid that amount for a melon, we could not compare the flavours.

Our return route to Cape Town took us through Somerset West with its beautiful homes, and Stellenbosch, a university town with fine Dutch Colonial architecture in a soft green setting, backed by mountains.

On the last night in Cape Town, our hospitable hosts warned us that we must be up at 5.30 to catch the plane on to George, along the south coast, and kindly suggested that it might be a good idea to go to bed early. It **was** a good idea, as we reminded each other when yet another party finished at 2 a.m.!

(to be continued)

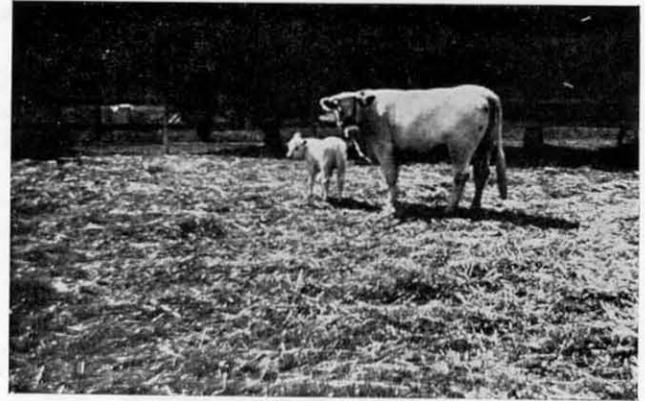
Straat Johore in Cape Town.



Table Mt. from a 'cosy little beach'.



The gentle Cape scenery.



Charolais cattle shaded by dark oaks.





The NTPM ship **Senegalkust** sailed under the newly-opened bridge over the River Gironde, near Bordeaux. The ship, together with Congokust, is operated in the Holland West Africa Line by VNS. This picture of French waters is a 'first' for RIL Post (through courtesy of VNS Nieuws), and may also be a first sight to some readers of a HWAL ship. The Company's emblem is the familiar 'diamond', but the letters 'HWAL' replace the RIL crown in the centre.

Photo: Michel le Collen

WIVES OF FLOATING STAFF AFLOAT!

On Thursday, June 22nd, the large Saloon-barge "Dr. Ir. F. Q. den Hollander" (Owners: Rederij Koppe) was taken up by RIL Amsterdam for a one-day charter. The reason for chartering this unusual tonnage was that on this day a floating gathering took place of those members of the RIL-family in Holland who are left behind by their husbands, who sail on the more usual RIL-tonnage.

Behind the Central Railway Station, about 120 wives of Captains and Officers (as well as some Captains and Officers on home leave) embarked at 11.00 hours to be welcomed by Mrs M.A. Ineke-de Vos, wife of Captain Ineke, well-known to almost all RIL-families in Holland, and Miss M.C. Tjepkema of PZ-Dept. On behalf of RIL Amsterdam, Mr C.H. Poulus and Mr K. Groeneveld attended the party. Mrs M.G. Bakker-Esselman, wife of Chief Engineer A. Bakker, reports:

"After arriving an hour early in Amsterdam, which of course was taken up by shopping (not windows only!) we were welcomed on board by RIL's "contact-persoon", Mrs Ineke, who introduced us to so many old and new friends that everyone was immediately engrossed in the deepest discussions on raising children etc., etc.

Our ship passed through the Y and the Oranje-sluizen, to proceed via the "Zuiderzee" to Muiden; there we saw the most beautiful yachts moored, which made us dream of sailing on the blue waters of the Mediterranean. Meanwhile the Thom Kelling Combo made such gay, but loud music, that it was hard to do anything else other than gaze out dreamily.

From Muiden we followed the River Vecht with its splendid scenery and little old farms. After a few(?) drinks, a perfect lunch was served and we all felt more and more like members of a big family, with the music playing old-time tunes.

The return-trip was made through the "Amsterdam-Rijnkanaal", which took us to Amsterdam either via a long visit to the bar or enjoying the lovely view of the typical Dutch landscape, and anyway with most interesting conversations with our new and old friends. The day seemed too short to talk and enjoy the trip with everyone, which goes to show how perfect it was. We still don't know whether it was the music, the talking, or the orange juice with genever which made us feel so gratefully tired! Our sincere thanks to our Management and Mrs Ineke."

Thank you, Mrs Bakker, for this story!



On the grey day of 2nd July, **Straat Malakka** slipped out of Hong Kong harbour, on the last leg of her final voyage for RIL. Built by Van der Giessen in 1939, she had sailed for almost the whole of her twenty-eight years to and from the Far East. As announced last month, she has been sold for continued trading, and no doubt will be seen in Far Eastern waters for some years to come yet.

Photo: K.D. Lie (HK HO ND)

FAREWELL DINNER

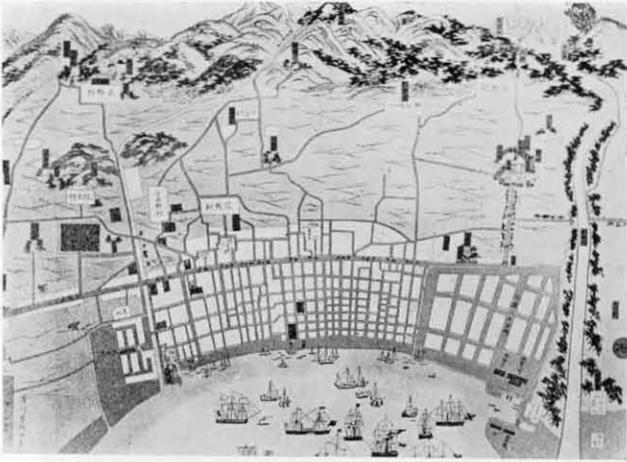
In June, we reported on parties given in Durban for Mr J.F. Egberink when he retired from his position as RIL's General Manager for Africa.

Now we hear that he visited Holland during July, to say goodbye to family and friends there before settling down in South Africa. Managing Directors took advantage of the situation to offer him a farewell dinner, at which not only Mr van der Schalk and Mr Reyneker (who happened to be there at the same time) were present, but also Mr E.W. Röell, Chairman of the Board of Directors.

The Amsterdam "Onderdirecteuren" and also Mr van Kretschmar joined the party, which was held at a restaurant situated on the border of a picturesque lake near Amsterdam. The weather was unusually good for Dutch standards and Mr Egberink compared the temperature with that of a Durban summer which, as most readers know, is quite warm.

Mr Röell, in a short speech, gave a brief summary of Mr Egberink's career which started in 1930 with K.P.M. in Amsterdam and of which most of the time was spent in South Africa. Mr Egberink was not only witness but was also instrumental in the tremendous growth of the company's interests in South Africa. Mr Röell thanked Mr Egberink for the excellent services rendered by him to the company and wished him many more happy years in South Africa. Mr Röell furthermore mentioned Mr Egberink's special interest in training young staff, many of whom were guided on the thorny path of shipping by his able hand.

Mr Egberink in return thanked Mr Röell for his kind words and said that during his career he had learned a great deal from the company, not only in the ways of shipping but also in the field of the excellent relationship which has always existed between all sections of the staff, both on board and ashore. Long after the sun had set, the party enjoyed the beautiful weather from the terrace overlooking the calm waters of the Vinkeveense Plas.



Since 1868, when this old map of Kobe Port and City was drawn, only the mountains have remained unchanged.



An aerial view of the port, reproduced by kind permission of Kobe City Hall.

KOBE CENTENARY

On 15th May, Kobe celebrated the 100th anniversary of the opening of her port to International Trade, and a special emblem was designed for the occasion: two waves placed to look like an open Japanese fan, the shape of Kobe Port, with the figure 100 underneath.

Responsible for the opening was the fact that Townsend Harris, U.S. Consul General, who came to Japan in 1856, requested the Government to conclude a commercial and friendship treaty with the United States. This treaty—which stipulated the opening of a port to International Trade—was concluded between Japan and the United States in 1858 and followed by treaties with the Netherlands, Great Britain, France and Russia.

With the opening of the port in 1868 a large number of foreign merchants came to Japan from the United States, Great Britain, China and the Netherlands to buy — amongst other things — tea and silk, in exchange for products of their own country. Within a few years there were already 210 buildings — which housed both

offices and families of foreign staff—in the foreign settlement in Kobe.

During the past 100 years Kobe Port has changed from a country-side beach to an efficient and modern port which, together with Yokohama, vies for first place amongst the large ports of Japan. On an average, ten RIL Ships call at Kobe each month. At present Kobe has berths for over 100 Oceangoing Ships, and after completion of the Port Island and the new Rokko Pier in the 1970's, about 200 berths will be available.

During the recent celebrations, Kobe and Rotterdam became Sister Ports, and presents were exchanged between the Mayor of Kobe, Mr Haraguchi, and Mr Posthuma, Director of the Port of Rotterdam.

On the occasion of the Centennial Celebration, our Company, together with Holland East Asia Line and Nedlloyd Lines, presented two 17th century etchings of the Ports of Amsterdam and Rotterdam to Kobe. These etchings were made by the world-famous, 17th Century Dutch map-maker Blaeu.

Some Dutchmen in costumes of the past took part in one of the processions.



Captain Rose (Tegelberg) represented all Dutch captains in port at the Centenary celebrations, and — amongst other things — gave a T.V. interview.

WHITE SAILS CROWDING

Under bare poles, the old clipper ship, Cutty Sark, rests next to the Royal Naval College, at Greenwich, London. Her yards, rigging and hull are still maintained to the same high standards which enabled her in the past to out-sail all rivals.

In our last issue, Captain Baak mentioned her outstanding performances. Here, for all admirers, is some more about the ship, for which we must record our thanks to Mr Frank G.G. Carr, M.A., F.S.A., Director of the National Maritime Museum, London, in conjunction with the Cutty Sark Preservation Society.



She was not a big ship, even by the standards of her times, but her sail plan was lofty, and she and her great rival, the Thermopylae, were the fastest ships that ever moved through the water under the power of sail alone. This was the Cutty Sark, the beautiful little clipper ship of 963 tons gross which was launched on the Clyde in 1869.

The engines of the Queen Elizabeth are designed to develop 200,000 horse power and to drive the huge vessel at a speed of 30 knots. The Cutty Sark's sail plan was designed to give a plain sail area of around 32,000 square feet; when driving her at her maximum speed of a little over 17 knots, the power developed was equivalent to an engine of 3,000 h.p.

The ship's somewhat curious name comes from the short chemise (or 'cutty sark') worn in Robert Burns' poem by the witch Nannie, who is the subject of the ship's figure-head.

It was the burning ambition of shipping men in the nineteenth century to win the great annual race to Europe from China with the first of the new season's tea. Cutty Sark was specially built for this purpose by 'Old White Hat' Willis, a London shipowner, and on 16th February, 1870, she sailed for Shanghai on her maiden voyage.

Unfortunately for the Cutty Sark, the days of sailing ships in the Tea Trade were already numbered when she came on the scene. Just a week before she was launched, the Suez Canal was opened, pronouncing the doom of the China clippers, though this was not yet recognised. From that time on, the shorter sea route was available to ships under-steam, while the sailing ships still had to work the Trade Winds out and home by way of the Cape of Good Hope. Using the shorter route through the Canal, even the slow old steamers were able to beat the clippers, and when

this happened sailing ship freights fell so much that the trade no longer paid.

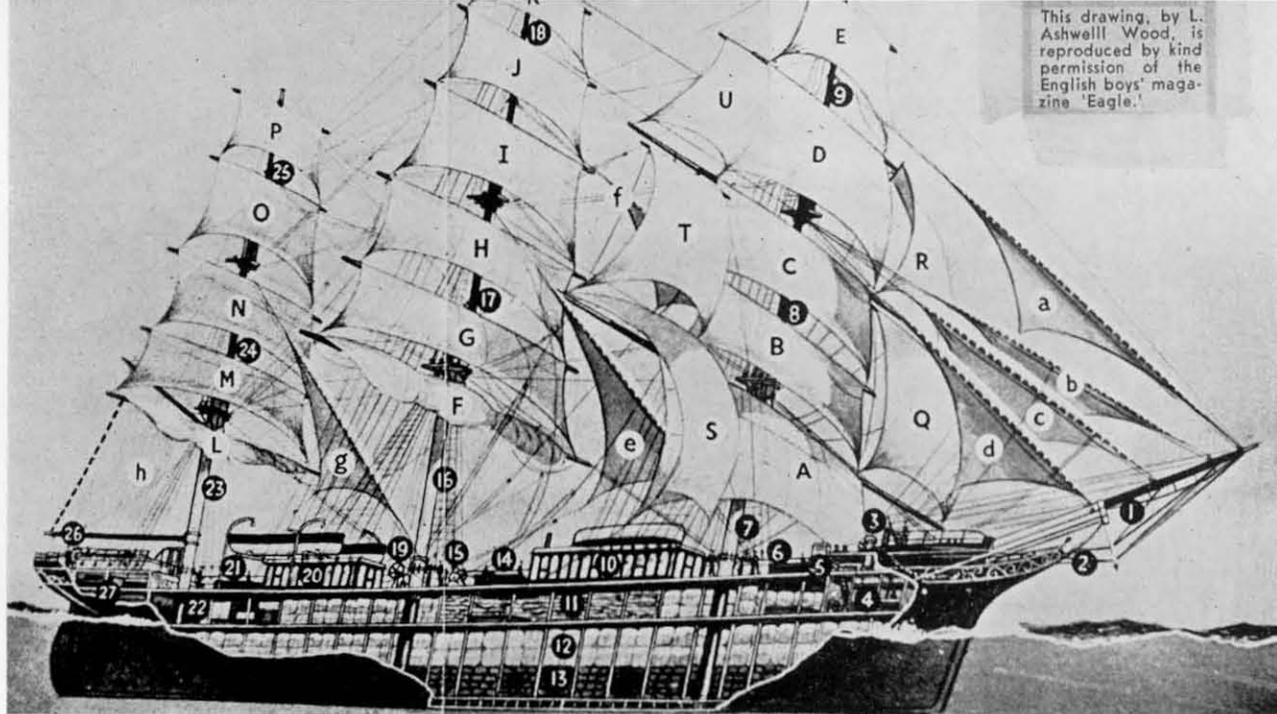
The Cutty Sark never succeeded in winning the Tea Race, though she put up some good performances against Thermopylae. By 1875, steam competition was becoming very serious, and although Cutty Sark was brought home from Woosung in the quite creditable time of 108 days (99 days was the record), finishing with a magnificent run up Channel from Start Point to the Thames in 24 hours, the s.s. Glenartney took only 42 days via the Canal. Such competition was fatal, and in 1877 Cutty Sark carried her last tea cargo in 127 days after clearing from Woosung.

It was then that the little clipper was diverted to the wool trade from Australia. This differed from the Tea Trade in one particular. The object, with tea, was to be the first ship home with the first of the new season's crop for the London market, where it commanded the highest price. The fastest ships were therefore the first to be loaded. With wool, it was exactly the other way round. The object then was to get the last of the ships to London in time for the January and February wool sales; to do this, the fastest ships were kept back to load last, as slower ships might miss the market by taking too long on the voyage. There were good profits, therefore, to be made by racing clippers in this trade, and the competition was every bit as keen as it had been with tea.

It was as a wool clipper that the Cutty Sark really came into her own, outsailed all her rivals, including the great Thermopylae, and made her name famous throughout the world. Record after record time was broken, culminating in a 71-day run in 1888 from Newcastle, NSW to Dungeness. In 1894 she loaded her record cargo of Australian wool in Brisbane; the almost incredible amount

(continued on page 173)

This drawing, by L. Ashwell Wood, is reproduced by kind permission of the English boys' magazine 'Eagle.'



The Cutty Sark is a full rigged ship with 29 sails.

KEY TO PARTS OF SHIP

(1) bowsprit; (2) figure head; (3) starboard anchor and capstan; (4) lower forecabin with crew space; (5) forecabin; (6) fore hatch; (7) foremast; (8) foretop mast; (9) fore-topgallant and royal mast; (10) midship deck house for crew and galley; (11) 'tween deck cargo of sheep-skins; (12) main hold cargo of wool; (13) main hold cargo of nickel ore, which also acts as ballast; (14) main hatch; (15) winch; (16) main mast; (17) main-top mast; (18) main-top-gallant and royal mast; (19) hand pumps; (20) half-deck house with accommodation for apprentices; (21) after hatch; (22) mixed cargo; (23) mizzen mast; (24) mizzen-top mast; (25) mizzen-top-gallant and royal mast; (26) steering wheel; (27) Captain's and First Officer's accommodation.

KEY TO SAIL PLAN

Square Sails — (A) fore course; (B) fore lower topsail; (C) fore upper topsail (D) fore topgallant; (E) fore royal; (F) main course; (G) main lower topsail; (H) main upper topsail; (I) main topgallant; (J) main royal; (K) main skysail; (L) crossjack; (M) mizzen lower topsail; (N) mizzen upper topsail; (O) mizzen topgallant; (P) mizzen royal.

Fore and Aft Sails — (a) flying jib; (b) outer jib; (c) inner jib; (d) fore topmast staysail; (e) main topmast staysail; (f) main topgallant staysail; (g) mizzen topmast staysail; (h) spanker would be set here.

Studding Sails or "Stunsails" — (Q) lee fore topmast stunsail; (R) lee fore topgallant stunsail; (S) weather fore lower stunsail; (T) weather fore topmast stunsail; (U) weather fore topgallant stunsail.

FAMOUS MEN OF THE SEA HAVE LIVED AT FLUSHING

(From the 'Falmouth Packet' Tall Ships' Supplement, July 1, 1966)

"While Falmouth plays host to the maritime nations of the world, many of the town's visitors will make their way across the harbour to Flushing, the tiny picturesque village nestling snugly under the Trefusis highlands and claiming the warmest winter climate in the whole country.

But how did this typically Cornish coastal village manage to acquire such a Dutch sounding name?

True that in the last war a major part of the free Netherlands Navy was in camp at Enys, a large country estate on the outskirts of Flushing, but the village's link with Holland goes much further back than that.

The original name of Flushing was Nankersey (today a choir and a village street still bear that old name), but in 1660 Dutchmen who came over to build a sea wall renamed it Flushing after their home town of Vlissingen.

This link with Holland is still retained by Flushing Sailing Club, whose burgee bears the letter V.

At Trevisson, by the riverside towards Penryn*, once lived Captain W.H. Dowman, who in 1923 bought the celebrated Cutty Sark from the Portuguese and moored her off Flushing as a training ship for boys."

* Captain Th. Rose, for one, will remember taking one of his examinations here.



The port anchor dwarfs the youngsters.



"Weel done, Cutty Sark!" . . . R. Burns.

WHITE SAILS CROWDING (continued from page 171)

of 5,304 bales was packed in, putting her so deep in the water that she was two inches below her Plimsoll marks. She left Brisbane wharf on 9th December on what was to be her last voyage under the British flag.

In 1895 Willis sold the Cutty Sark to the Ferriera brothers in Lisbon, and it was under their name, *Ferriera*, that the ship continued to roam the seas for the next 26 years. By 1922 the Ferrieras could no longer make her pay and sold her to another Portuguese firm, who changed her name to *Maria do Amparo*.

Only a few months later she was bought by Captain Wilfred Dowman who had admired the Cutty ever since he had seen her as an apprentice in 1894. He had her towed home to Falmouth and—as a labour of love—restored the worn old ship to all the former glory of her China clipper days. When Captain Dowman died in 1936, his widow presented the Cutty Sark to the

Thames Nautical Training College, and for some years, she laid at Greenhithe, where she was used for training cadets.

Journey's end was reached in 1951, when—in readiness for the Festival of Britain—a special dock was built at Greenwich, cradle of Britain's Navy, and the Cutty Sark was berthed as a permanent memorial to sailing merchantmen.

Those who—like some 280,000 others every year—wish to make a pilgrimage to the graceful old ship, should properly embark on one of the small ferries at Westminster Pier or the Tower of London and sail down London's river; down through the Pool of London, past Wapping, Limehouse and Rotherhithe; past teeming docks and wharves, and the jumble of deep sea merchantmen, coastal freighters, launches, tugs and barges: down the dirty grey river to the clean, bare dock where little Cutty Sark lies quietly at rest, the most famous and the last of her kind.

FAREWELL MR DE ZEEUW

On June 30th Mr N. de Zeeuw took leave of Messrs NTPM as Engineering Superintendent, after over 45 years of service with RIL and KPM/NTPM. He entered service as a junior engineer with J.C.J.L. on 25th August 1921 and was promoted to Chief Engineer on 1st October 1946.

As Mr de Zeeuw was granted a pension from RIL on July 15th 1954, this is the second time he has retired from the same company! Because of his experience with steamturbines he was engaged as Engineering Superintendent by NTPM in 1953, as this company at that time planned the construction of two turbine-propelled tankers.

Mr de Zeeuw was liked very much aboard, as well as ashore, because of his kind personality and unabating ardour in working day and night to keep the engineering part of the six NTPM-vessels ship-shape.

A farewell luncheon was held in the Amstel-Hotel on June 30th with directors and some colleagues. In the afternoon the personnel of the Engineering Department gave a small reception for Mr de Zeeuw.



Regrettably, this photograph is not a very recent one, but we are sure that all his old friends will enjoy seeing Mr de Zeeuw's face again.



(l. to r.) Mr C.A.A.H. Sinninghe Damsté (RIL Rep.) Chief S.B. Bakare (Man. Director of S.B. Bakare & Sons, RIL stevedores in Lagos/Apapa), Mrs Sinninghe Damsté, Mr Terwogt, Mr W. van der Goes (Acting Gen. Manager, HWAL).



Mr H. Oike (Tokyo Ag.) together with some Nigerian consignees.

PARTY IN LAGOS

When Managing Director Terwogt visited West Africa in June, during the course of his month-long business trip to Africa, a cocktail party was held in his honour at the Ikoyi Hotel, when he had an opportunity to meet many shippers and agents.

Mr Terwogt's visit happily coincided with that of Mr H. Oike (Tokyo), who is seen in the adjoining photograph with some Nigerian consignees.

FAMILY NEWS

Weddings

Mr Fong Bun (HK HO Stores) to Miss Agnes Kwok Ching Hon on 13th May.

5th Engineer J.A.J. de Ridder (Tijluwah) to Miss C.H. du Fossé on 17th June at Breskens.

4th Officer J.M. Hoes (leave) to Miss K.F.J.S. Terlingen on 24th June at Utrecht.

4th Officer J.A.W. Martens (Tjimanuk) to Miss C.M. Webb on 14th July at Auckland.

4th Officer J.W. Moerbeek (leave) to Miss A. Clausius on 15th July at Den Burg-Texel.

New Arrivals

2nd Officer D.B. den Braber (Camphuys): a son, Robert, on 12th June.

2nd Engineer J. Siebert (leave): a son, Thijs Jan, on 12th June.

Mr Woo Wah Yip (HK HO AZ): a daughter, Woo Mai Ling, on 3rd July.

Mr Lee Wah Look (HK HO TP stencilroom): a son, Lee Shan Ho, on 31st July.

PERSONALITIES

Mr W.M. de Haan, returned to Hong Kong from Singapore on 5th August. He proceeded to Tokyo, Yokohama and Shimizu on 17th August to take delivery of Straat Holland, and returned on 19th August.

Mr E. van't Sant, Superintendent Engineer, made a short business trip to Japan at the end of July.

Mr W. Boogerman, Personnel Manager, made a week's business trip to Singapore in mid-August.

Mr E. Willems returned to Hong Kong from Home Leave on 31st August, to take over again as Manager of the Audit & Control Department.

Mr F. Nishibata (Osaka) will leave Japan on 2nd September for a two months' orientation trip to Australia and South Africa.

N. E. V. A. S.

The Netherlands Society for Adoption of Ships (Nederlandse Vereniging tot Adoptie van Schepen) have notified us that their new address is:

N.E.V.A.S.
o/b m.v. "Jan Backx"
Parkhaven 101 — Rotterdam
tel. 010 — 12 07 76
P.O. Box No. 158
Schiedam

Interested parties, please note.

LOG BOOK

ACTIVE 'WHITE SISTERS'

These attractive little girls are the daughters of Mr Kan Kwong of HK MH. The eldest one is named LUWAH to commemorate her father's honeymoon on board m.v. TJILUWAH, and the younger one, of course, just had to follow on with the name of WANGI. The young 'white sisters' look trim little craft indeed!

白衣姊妹花

這兩位美麗的少女，乃本公司香港分行貨運部金光先生的女兒，金先生爲了回憶在「芝利華」輪渡蜜月，將其長女取名金利華，次女則追隨其姊姊之後取名金萬宜。這對白衣的姊妹花看來十分活潑可愛。



PLAYING IT COOL!

This very relaxed and refreshed looking group is the football team from Straat Towa, who played their first game ever against Straat Mozambique's team at Apapa on 5th August, when the two ships were both berthed there.

Chief Engineer J. Tamboer, who took the photograph, reports that it was a very friendly game but that unfortunately Straat Mozambique proved to be the stronger, beating Towa by 3—0.

We imagine the weather to be very hot on the West African coast, but this team looks in fine fettle.

球賽消息

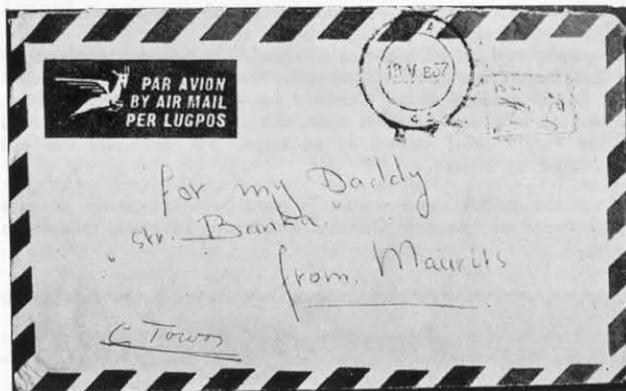
此圖乃「士打都華」輪由船上船員所組成之足球隊。當該輪於八月五日與「士打毛三碧」輪一同碇泊於西非亞巴巴港時，曾與「士打毛三碧」輪之足球隊舉行友誼比賽。

此圖爲大車譚保所攝，譚君並來信報導稱是賽結果「士打毛三碧」輪之足球隊獲勝三比〇。

雖然西非的天氣十分炎熱，但我們在圖中見到各健兒均充滿活力。



(from l. to r.) Front Row: Asst. Fitter Ip Chun Wing, Carpenter Tang Leung Wing, Appr. Eng. D.J.C. Scholtz, 4th Off. B.V. Mevius, Qtrmstr. Tsui Yue Cheung, Fireman Wong Tsan Cheung
Back Row: 5th Eng. N.C. van der Klis, No. 1 Fireman Leung Yung, Radio Off. H.P.M. van Toren, Appr. Eng. M.J. Vermeule, Appr. Off. H. Halbesma, Storekeeper C.D. Chan Tsz Ka, Steward Tong Keung, Fireman Chung Yan Yip.



BRAVO POSTMEN!

When the five-year old son of Second Engineer F. Huizinga wished to write to his father, he laboriously addressed this envelope, and having drawn the stamp, dropped it into a Durban postbox.

The South African postal authorities carefully wrote "C. Town" on it, and when the Straat Banka sailed into Table Bay, the letter awaited Mr Huizinga, with no surcharge.

手提打字機

有一部手提打字機經已遺留於「芝利旺」船上超過六個月，物主不知去向。

該打字機現寄存於香港總行，如有遺失打字機者，能夠提出打字機的顏色及牌子，可寫信向本刊編輯認領。

WANTED — ONE OWNER!

For at least six months, a portable typewriter has lurked on board TJILIWONG, and we feel sure that somewhere there is an anxious owner who would like to claim it.

The typewriter is now at HK HO, and if the owner will write to the Editor, identifying make and colour, it will be restored to him.



AN ORIENTAL ARTIST

Bernard Leach — "Kenzan and his tradition"

(Faber, London, 1966. 126/-)

When a professional artist in his eighties writes about the art of one of his predecessors, as Bernard Leach does, we can be assured that he is one of the great himself. No mediocre artist would lovingly describe, and openly admire the world-famous without pushing himself to the fore, even if only subtly. Nor would he miss the opportunity to deliver some sort of criticism.

Bernard Leach has chosen Kenzan for the simple reason that he himself belongs to the School of Kenzan; he inherited the title in 1913 after working with his master, Kenzan VI, for less than two years. But he must have spent, all in all, a quarter of a century in Japan, where he is as well known as he is in England and Europe in the potters' world.

Fortunately for us, the Japanese artist of the 17th and 18th centuries very seldom confined himself to a single field. Poetry, calligraphy and art all blended outstandingly before a background of Zen Buddhism, the Tea Ceremony, the No drama, and garden and flower arrangements. Contrary to what was usual in China, as well as in Europe at that time, the potter in Japan was held in the very highest esteem as an artist. He definitely was not considered an artisan.

To use the authors' own words: "I have persisted partly because I am aware of how few Oriental artists are known as people to

us Occidentals". Although he started off as describing Kenzan, he found that in order to put the artist in focus, he had to deal with Kenzan's brother Korin, his great-uncle Koetsu and a contemporary painter Sotatsu as well. The result is a most revealing story about a number of related artists whose active period reaches from the end of the 16th century into the 18th. It reads like the history of aesthetics and good taste of the period, written by an aesthete and man of good taste. Yet it does not have the literary flourishes that often make one ask if an author is stating facts or describing possibilities.

Bernard Leach's style is plain, direct and unadorned. He admits that he had to rely on trustworthy friends for his quotations from works in Japanese and the translations of the diaries. How strongly we note the affinity of the present author and the Kenzan of the Diaries!

One should not refrain from reading this book because of lack of interest in ceramics. It is much more than that. The story gives highly interesting details on painting, calligraphy and the combination of the two arts in connection with pots; the same variety occurs in the illustrations. The dozen colourplates and the nearly hundred in black and white are a joy forever for obvious reasons.

WZM.

TEN YEARS AGO

From RIL Post of September 1957

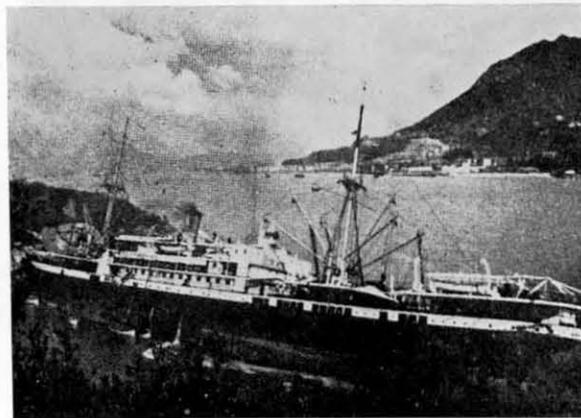
"Exactly twenty years ago on September 1st and 2nd, 1937, Hong Kong was struck by one of the most destructive typhoons it has ever known. Fortunately, Hong Kong is usually spared the many typhoons which are formed in the Pacific each year, as they either veer off to the south and lose themselves over Hainan or Indo-China or move up north to Formosa, Okinawa, the Mainland or Japan.

During the night of September 1st-2nd, 1937, a typhoon passed about seven miles south of the Royal Observatory. Owing to its proximity to the Colony — its centre passed right over Lamma Island, just south of Hong Kong — the typhoon was extremely destructive. Of the one hundred and one steam vessels berthed in Hong Kong harbour and its environs, twenty-eight were stranded.

The s.s. *Tasman* and the (former) m.s. *Van Heutsz* were in port on those days. The *Tasman* was in dock and the only damage she suffered was a torn off tent. The m.s. *Van Heutsz*, however, was not so fortunate. With twelve hundred deck passengers on board she was cast adrift and rammed into the *Gertrude Maersk*, thereby incurring on the starboard side a deep gash from top to bottom. Miraculously, there were no serious casualties among the many

people on board. As it was feared that m.s. *Van Heutsz* would founder, the deck passengers were transferred to the *Gertrude Maersk*.

Of the 3,500 junks and sailing craft 1,255 were reported sunk and six hundred seriously damaged. The strandings of the steam vessels caused the deaths of one European and four Chinese, while the estimated fatalities connected with loss and damage to sailing craft was 11,000."





STRAAT TOWA



VAN CLOON



SHIPS OF THE WEEK

On 7th July, broadcasts were made to officers on board TJIWANGI, STRAAT TOWA and VAN CLOON by their relatives in Holland. The messages were previously recorded by Radio Nederland at Hilversum, where these photographs were taken.



Ever had water in your cement?

PERSONNEL

SUCCESSFUL EXAMINATIONS

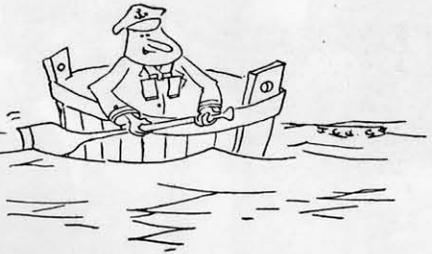
Our congratulations go to the following officers, who passed examinations as indicated below:

Mr P.D. Algra	2nd Officer	I	4-7-67
" H. Bessem	" "	Th.I	5-7-67
" T.R. de Groot	" "	I	4-7-67
" R. Reitsma	" "	I	11-7-67
" M.F. Spiessens	" "	Th.I	18-7-67
" D.P. Bleyerveld	3rd	II	14-7-67
" P.H.M. Bosman	4th	Th.II	13-7-67
" B.G.P. van Vliet	" "	Th.II	6-7-67
" D. den Dulk	3rd Engineer	B	12-7-67
" R. Hartjes	" "	B	11-7-67
" H. Boele	5th	A	24-7-67
" P.J. Castricum	" "	A	7-7-67
" J.H.W.M. van Oostveen	" "	A	12-7-67

LEAVING (OR LEFT) SERVICE

Mr J.J.H. Vogel	3rd Officer	own request
" H. Borst	2nd Engineer	"
" J. Terpstra	" "	"
" D.W.D. Kelder	3rd	"
" H.N.Ch.M.T. Luyk	4th	"
" A.A. Verdoorn	" "	"
" J.P. van Daele	5th Engineer	"
" V.Th. Los	" "	"
" Johan de Vries	" "	"
" J.C. de Geus	Employé	"
" J.P. van der Stok	" "	"

PERSONNEL



NEW PERSONNEL

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

Mr P. J. Bakker	Appr. Officer
" L.P.E. Baks	" "
" L.W.R. Bruinsma	" "
" H.D. Daalmeijer	" "
" J.H. van Dijk	" "
" H. Halbesma	" "
" T.P. van der Heyden	" "
" J.M. Hoogesteger	" "
" D.A. Koster	" "
" G. Koster	" "
" J. Mennega	" "
" R.J. Ruts	" "
" J.G. Hooglander	5th Engineer
" N. Bosschaart	Appr. "
" A. Bovenschen	" "
" A.H.J. Büchner	" "
" W.B.A. Busser	" "
" D.J.W. ten Cate	" "
" D.M. Conijn	" "
" N. Degeling	" "
" A. van Diermen	" "
" J.W. Dieters	" "
" A.F.M. Doove	" "
" W.F. den Dulk	" "
" T.R. Topée	" "
" P.J. van Geuskens	" "
" H.C. Haas	" "
" R. den Hartoog	" "
" A.P. v.d. Hoeven	" "
" P.E. Huizing	" "
" L. Jansen	" "
" R.J. Keizer	" "
" H. Kolkman	" "
" F.R.M. Kousbroek	" "
" R.C. Lammerée	" "
" F.W. van Lienden	" "
" E.V.A. Muller	" "
" A. Pronk	" "
" A.M. van de Pijl	" "
" T.P. de Ruyter	" "
" A.C.R. Schreuders	" "
" J.P. Schroeder	" "
" B.A. Snoeck	" "
" H.Y. Sperling	" "
" J.T. Streefkerk	" "
" J. Teule	" "
" C.C.O.J. Teulings	" "
" H. van Twillert	" "
" W.J.M. Uytterhoeven	" "
" R. Wiegers	" "
" H.C. Wigny	" "
" A.J.W.J. Wouters	" "

TRANSFER SHORE STAFF

Mr J.W. van Dijk, Employé, was transferred from HK HO TD to Sydney Superintendents.

LEAVE

The following personnel went on leave:

Mr J. de Boer	Ch. Officer
" J. J. Duit	" "
" W. Flach	" "
" R.L. Hessel	" "
" J. Bos	2nd "
" M. Hofland	" "
" B.C. Steevensz	" "
" M. Vodegel	" "
" A.R. Kruissink	4th "
" A.J.M. van Schijndel	" "
" J.J. Bakker	Appr. Officer
" A.S.M. Bos	" "
" H. Bröلمان	" "
" J.H. Docters van Leeuwen	" "
" A.C. Huson	" "
" E.E. Kip	" "
" J.F. Krijt	" "
" P.A.M. van Ommeren	" "
" J. Teygeler	" "
" J.A. Thyse	" "
" L.M.A. van Kesteren	3rd Engineer
" A.J. Koomans	" "
" D.J. Meijer	" "
" L. van Polen	" "
" P.F. Feleus	4th "
" P. Geertse	" "
" C.F.H.G.M. van den Goorbergh	" "
" R.G. Koopmans	" "
" Ch. van der Laan	" "
" A.J. Schoe	" "
" B. Spits	" "
" P. Alblas	5th "
" L.A.A. Barendregt	" "
" Joh. van Doorne	" "
" W.M. Heus	" "
" N.C. van der Klis	" "
" W.P.J. Kooyman	" "
" H.R. de Lange	" "
" G.J. Leuning	" "
" H.J.A. Mulder	" "
" J. de Plaa	" "
" G. Prins	" "
" R.J. van der Spoel	" "
" R. Visser	" "
" P.A. Weenink	" "
" K. Zwaga	" "
" G.H.J. van Echten	Adj. Chef
" M. Pach	" "
" C. Moes	H. Employé
" W.A. Mulock Houwer	" "

Those who returned are:

Mr R.Th.F. Brouwer	Ch. Officer	m.s. Str. Fremantle
" P. Cox	" "	" Str. Florida
" H.K. Labrie	" "	" Str. Luzon
" H. Samson	" "	" Str. Johore
" K. Beekes	2nd "	" Str. Frazer
" D.B. den Braber	" "	" Camphus
" G.M. Staudt	" "	" Siaoe

Mr Wiebe Verbaan	2nd Officer	m.s. Boissevain
" H. de Baat Doelman	3rd "	" Str. Holland
" D.P. Bleyerveld	" "	" Str. Florida
" J. de Boer	4th "	" Str. Futami
" J.P.J. van den Broek	" "	" Van Riebeeck
" W.M. van der Bij	" "	" Str. Holland
" J.F.W. Hofman	" "	" Str. Van Diemen
" L.Ch.J.L. van Oyen	" "	" Str. Soenda
" P.J. Wesselman	" "	" Keerkring
" L. Baljé	3rd Engineer	" Ruys
" D. den Dulk	" "	" Str. Mozambique
" E.R. Gorter	" "	" Silindoeng
" R. Hartjes	" "	" Tjitjalengka
" N.M. Meinsma	" "	" Van Riebeeck
" H.W. van der Molen	" "	" Str. Singapore
" J. Bergsma	5th "	" Str. Holland
" P.C. van Bodegom	" "	" Str. Clement
" H. Boele	" "	" Tijmanuk
" K.J.A. Bouma	" "	" Boissevain
" J.M.A. Frings	" "	" Str. Clement
" A.M.L. van Hooff	" "	" Str. Holland
" A.W. Noort	" "	" Str. Franklin
" L. Olivier	" "	" Str. Singapore
" H.J.E. Peeters	" "	" Tjinegara
" N. Poort	" "	" Boissevain
" R. Bakker	Employé	Durban
" A.M. Bongers	"	HK HO

Captain H. Buth was posted to m.v. STRAAT BALI following home leave.
 Captain W.C. Bouter, Master of m.v. STRAAT SOENDA, went on home leave.
 Captain W.F. Klute, Master of m.v. STRAAT MALAKKA, was posted to m.v. STRAAT SOENDA.
 Captain J.A. Haringsma, Master of m.v. STRAAT LAGOS, went on home leave.
 Captain F. List was posted to m.v. STRAAT LAGOS following home leave.
 Captain H. Pronk, Master of m.v. TJILIWONG, went on home leave.
 Captain H.N. Schepman was posted to m.v. TJILIWONG following intermediate leave.
 Captain H. Koch, Master of m.v. SIBIGO, went on home leave.
 Captain H. de Geest was posted to m.v. SIBIGO following home leave.
 Chief Engineer J. Tamboer of m.v. STRAAT TOWA went on intermediate leave.
 Chief Engineer G. Vischer (Temp. service) was posted to m.v. STRAAT TOWA following sick leave.
 2nd Engineer (CMK) J. Siebert of m.v. SAMBAS went on home leave.
 2nd Engineer Gerard Barendregt of s.s. TJBODAS was posted to m.v. SAMBAS as 2nd Engineer (CMK).
 Chief Engineer J. van Willigen of m.v. STRAAT COOK was posted to m.v. STRAAT LUANDA. (Correction).
 Chief Engineer P. de Frenne of m.v. STRAAT LUANDA went on home leave.
 2nd Engineer H.L. Frenks was posted to m.v. STRAAT COOK as Acting Chief Engineer following home leave.
 Chief Engineer D.M.A.J. van der Gugten was posted to m.v. STRAAT FRANKLIN following home leave.
 Chief Engineer Th.J. Bronsvort of m.v. STRAAT MALAKKA was posted to m.v. SIGLI.
 Acting Chief Engineer C.W. Mateman of m.v. SIGLI went on home leave.

TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS

Captain E. van de Wetering was posted to m.v. SILINDOENG following intermediate leave.
 Captain G.W.E. Gerritsen, Master of m.v. SILINDOENG, went on intermediate leave.
 Captain W. Ineke, Master of m.v. STRAAT BALI, went on home leave.

N.T.P.M.

LEAVE

The following personnel went on leave:

Mr W.J. Jansen	2nd Engineer
Mr J.P. Bostelaar	3rd "
Mr Th.A.H. Bakker	4th "
Mr M.G.v.d. Velde	5th "
Mr A. Coehoorn	5th "
Mr G.P. Stout	2nd Officer

Those who returned are:

Mr G.A. de Munnik	2nd Officer
Mr B. Buwalda	act. 2nd "

posted to:

m.v. "Senegalkust"
m.v. "Congokust"

TRANSFER OF CAPTAINS

Captain J. Ruyter of m.v. "Senegalkust" went on home leave.
 1st Officer J.H.F. Stausebach promoted to Captain and posted to m.v. "Senegalkust".
 Captain W.E. Sonneveldt (temp. service) of m.v. "Congokust" terminated his contract of employment.
 Captain B.J. Hennephof, was posted to m.v. "Congokust" following home leave.

TRANSFER OF CHIEF ENGINEERS

Chief Engineer D. Bus of m.v. "Sloterkerk" was posted to m.v. "Senegalkust".
 Chief Engineer M. Schaafsman (temp. service) was posted to m.v. "Sloterkerk".

SHIPS POSITIONS

m.v. "SENEGALKUST"	eta P. Noire	18/9
m.v. "CONGOKUST"	eta Abidjan	17/9
m.v. "ZUIDERKERK"	eta Brisbane	9/9
m.v. "SLOTERKERK"	eta Singapore	6/9
s.v. "MUNTTOREN"	eta Bombay	20/8
s.v. "WESTERTOREN"	eta Vado	25/8

H.V.M.

LEAVE

None

SHIPS POSITIONS

m.v. "HOLLANDS DIEP"	eta Kobe	22/8
m.v. "HOLLANDS DUIN"	eta Kuwait	5/9
m.v. "HOLLANDS DREEF"	eta Japan	12/9
m.v. "HOLLANDS BURCHT"	eta Durban	10/9

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