



Royal Inter-oceanic Lines



RIL POST

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N.V. NEDERLANDSE TANK- EN
PAKETAART MAATSCHAPPIJ

HOLLANDSE VRACHTVAART
MAATSCHAPPIJ N.V.

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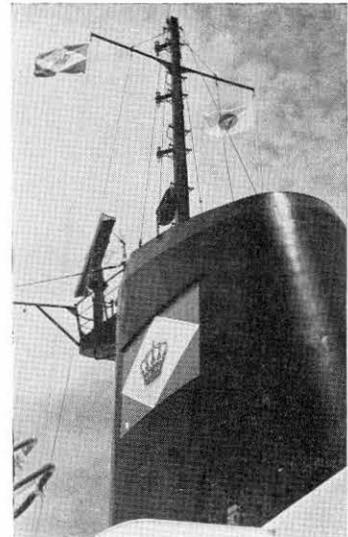
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From the Editor

SHINY-NEW

It seemed no time at all. We waved goodbye to the crew of Straat Holland from Kai Tak (page 194), and as we were looking at the pictures of her delivery to the Company (opposite), the new ship sailed in to Hong Kong. She really does look different from her predecessors, with four holds forward of the bridge and the big 20-ton crane amidships. Next month we shall be showing some of the exciting new developments inside her hull. Meanwhile, we wish Captain Beynon and everyone on board, a successful maiden voyage in the Far East-Africa-South America Service (ASAS).

STRAAT HOLLAND



NEW FACES

Singapore and Penang staff are introduced on pages 188/9, making a substantial increase in the number of staff faces we have seen this year.

NEWS!

Turn to page 196 to find out who won the RIL Photographic Competition announced in our March issue.

NEW OWNERS

Keerkring leaves RIL
(pages 184/5)



"My ship's gone . . ."



Photo: J.H. Reurts (Yokohama)

IN MEMORIAM

DRS. LODEWIJK SPEELMAN

Just after going to press we received the sad news that Drs. Lodewijk Speelman, former Managing Director in Europe, had passed away after a long illness.

It was only in the May edition of RIL Post that we said farewell to Mr Speelman, who has worked for JCJL/KJCPL for nearly forty years and whose services to the company can only be equalled by few.

RIL Post expresses its deepest sympathy to those who were so dear to him, especially to Mrs Speelman and their son Robert.

A short ceremony was held at Interocean House on the 17th of December to commemorate the passing away of Mr Speelman.

史不敏先生

當本刊一月號行將赴刊時，突接前歐洲常務董事長史不敏先生逝世之消息。

去年五月本刊曾刊登有關史不敏先生榮休之情形，查史君在渣華公司任職達四十年之久，在本公司之服務紀錄及輝煌建樹，環觀以往工作人員中，能與之比較者寥寥可數。

本刊對史不敏夫人及其公子羅拔先生寄與無限同情。

在去年十二月十七日，本公司香港總行舉行一簡短之追悼會以追悼史不敏先生，以下為奧士林先生之追悼文。

The first time Speelman and I met was in December 1928. I was newcomer to the Company with Surabaia as first port. Speelman received me in the same friendly way he has always approached me since. In a few minutes time he told me all he thought necessary or worth knowing and he made it abundantly clear to me that he considered me very fortunate to be allowed to work for such a highly esteemed company as JCJL.

"It is a small company" he said, looking at the wallmap in Kembang Djepoen-office, "but we are a happy team and, though small at present, there are possibilities of growth and expansion. I am thinking of the future".

Exactly what possibilities he saw at that moment I don't remember, but all of us know that his prediction came true. In 1947 the first merger between JCJL and the overseas services of KPM became a fact and without any doubt the success of this merger to a very great extent can be attributed to the ability and clear foresight of Mr Speelman.

Unfortunately it has not been given to him to see the results of the second (1966) merger. But when I called on him a few months ago and told him of the developments I had just learned, he showed keen interest.

Interest. One could call it his hobby: interest in the company, in the personnel, in things around him and in his family. In return to many questions, he would tell you whatever you wanted to know. He was prepared to give you a lot of his time, even if he was about to go to a meeting.

Speelman, or 'Spiele' as his friends called him, was a philosopher of a kind. He looked at people around him, talked with them, studied their habits and character and always respected other people's feelings and convictions. I remember him giving his opinion on somebody we both knew in a somewhat mysterious way and he seemed highly amused when I showed all signs of not understanding what he meant. But when elucidating his statements, his opinion proved to be solid and very much to the point.

Interest. Many members of RIL staff have reason to be thankful for what Speelman did on their behalf and



in their interest. I am thinking of people who left the Company on retirement or for other reasons and to whom Speelman lent a helping hand when they were trying to find work in Holland.

Towards the end of 1965, Speelman decided to retire. He had done his bit he felt, and though this was true, his friends hated to see him go. Before these friends had the opportunity to thank him for all he did for the Company and bid him a farewell and well deserved retirement, his sickness came about.

My heart-felt sympathy goes out to his wife Henny Speelman and their dear son Robert.

J.R. v. Osselen

AT THE FOOT OF MOUNT FUJI

First of the 'H'— Series

From Area Correspondent Nagashima in Yokohama comes the following report:

Miho-No-Matsubara — pinery beach of Miho of Shizuoka Prefecture — where Nippon Kokan Kabushiki Kaisha, Shimizu is located — is widely known in Japan to provide an ancient fantastic tale of romance between a fisherman and a heavenly maiden who fluttered down to this beach because it was such a beautiful place. The dignified appearance of the famed Mt. Fuji viewed from Miho is said to be the best of all in Japan, and people living in this area are very proud of this.

In these surroundings, in the morning of 19th August, STRAAT HOLLAND was just ready for delivery, bearing the fruit of efforts and energies of the "romantic" labourers from Miho.

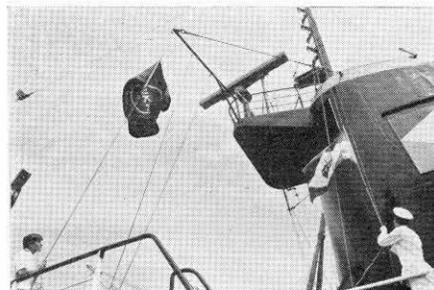
Mr K. Toyama, Managing Director of Nippon Kokan, escorted Mr W.M. de Haan accompanied by Mr Ph. Bangert, Mr M.A. Pannevis, Captain J.Ch. Beynon, Ch.Eng. J.P. Holman and others on the STRAAT HOLLAND for the owners' inspection, prior to delivery.

After the inspection, in the attractive dining saloon of the new ship, the formal delivery documents were signed by Mr de Haan and by Mr Noyama, general yard manager of Nippon Kokan, in the presence of Master, Chief Engineer, representative of Nippon Kokan and of the "Bouwureau".

At 11.00 a.m. sharp, to the deafening sound of the ship's horn and the applause of all present, the house-flag of Messrs Nippon Kokan was slowly lowered and simultaneously the RIL house-flag fluttered up confirming that the STRAAT HOLLAND was delivered to her owners.

After delivery, Nippon Kokan offered a luncheon party at Shimizu's Minato restaurant, at which Mr Noyama, representing Nippon Kokan, made the opening speech, giving general particulars of the newly delivered vessel and thanking owners and the "Bouwureau" for their cooperation during the construction.

Mr de Haan was the next speaker, thanking Nippon Kokan for building a sound ship, the first in a series of four of a new and advanced technical type. Despite some initial difficulties and a last minute "dash" to have the vessel ready for delivery, Mr de Haan expressed



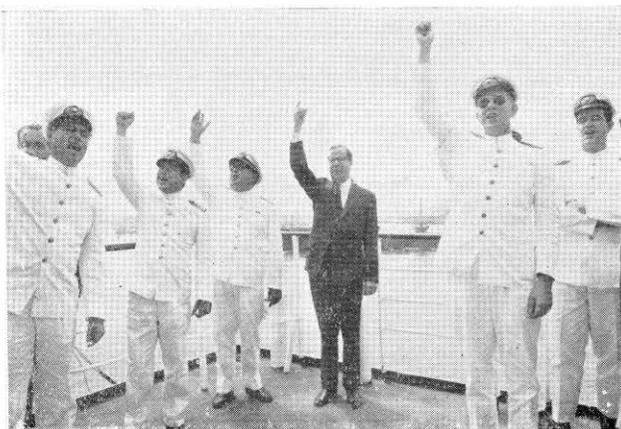
confidence that the vessel would fully come up to the requirements for which she was designed. He then thanked the staff of the "Bouwureau" and Veritas surveyors for their part in the building of the vessel.

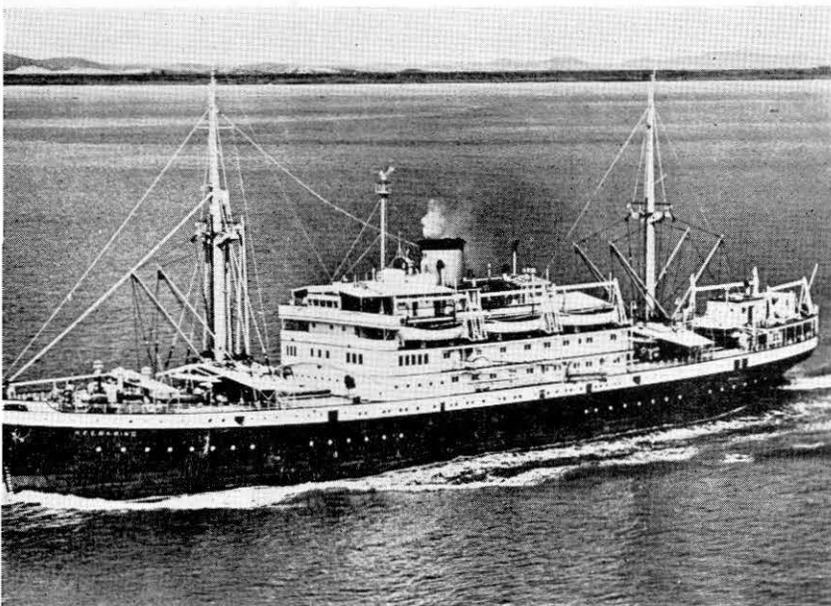
Mr de Haan concluded by appointing Captain J.Ch. Beynon, Master of the STRAAT HOLLAND and expressing confidence that he, his officers and crew would find it a "happy ship".

Captain Beynon replied suitably, after which Mr Toyama asked all present to join him in a toast to RIL's STRAAT HOLLAND.

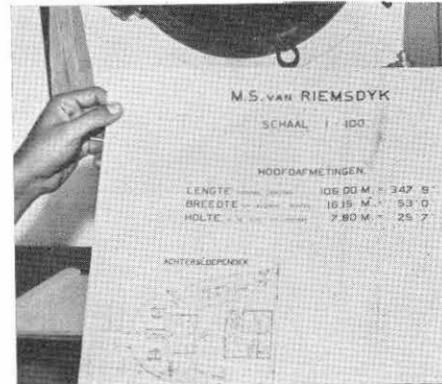


Delivery documents are signed, and everyone cheers as the RIL flag is hoisted on board Straat Holland.





1967 Last voyage for RIL

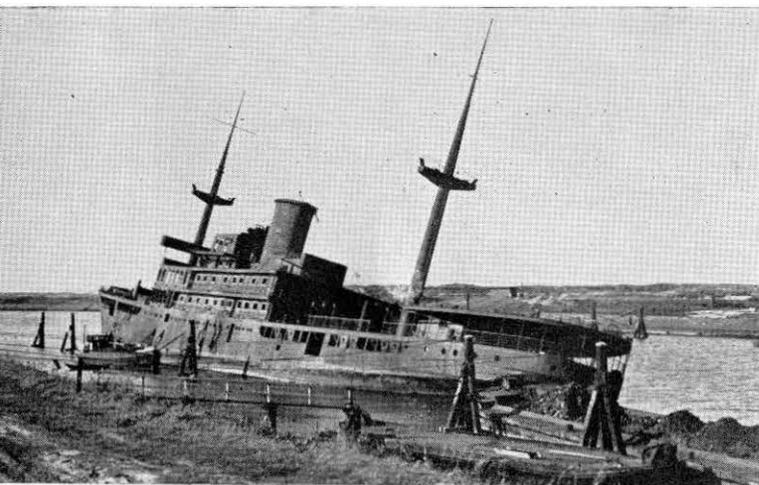


m.v. KEERKRING

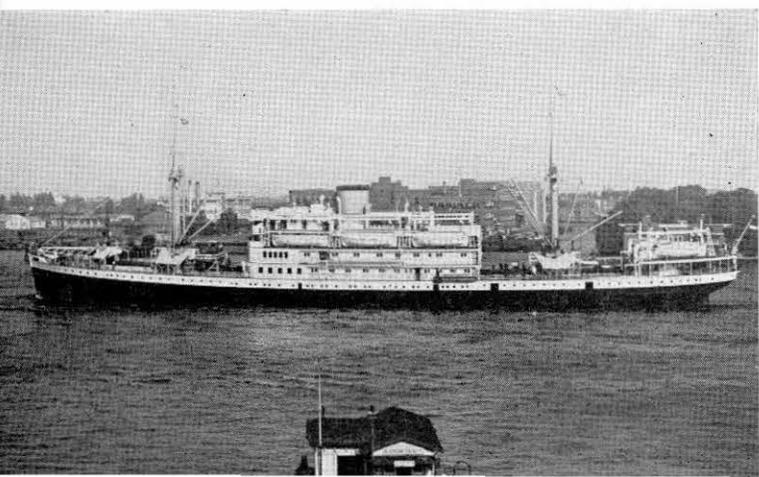
Resurrected — Renamed — Restored — Relinquished

This ship has had quite a remarkable history. In June 1939, the N.V. Koninklijke Paketvaart Maatschappij ordered the building of m.v. "Van Riemsdijk" with the Netherlands Dock Company (since 1947: "Netherlands Dock and Shipbuilding Company") at Amsterdam. Her keel was laid on 31st May 1940. In the first year of World War II the building proceeded slowly; the launching took place on 4th July 1941 and on 9th October of that year the ship was requisitioned by

1945 Sunk before sailing



1948 Maiden trip of Van Riemsdijk



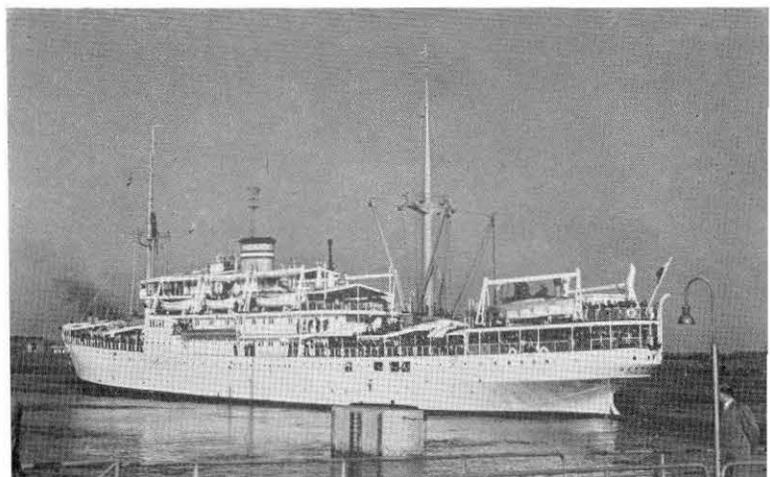
the Germans. After the main engine (Werkspoor) and auxiliary engines (Stork) had been installed in October 1944, the vessel was towed to IJmuiden on the way to Germany. The intensive control and bombing by the Royal Air Force, however, prevented the execution of this plan and on 7th April 1945 the vessel was bombed by the R.A.F., to sink into the harbour of IJmuiden.

After the war the first efforts to raise the ship were not successful, but when better salvage material became available, the "Van Riemsdijk" was raised, on 11th October 1946. She was towed to the Netherlands Dock and Shipbuilding Company for repairs and completion. It was striking that the main engine (better than the auxiliary engines) had withstood the influence of the salt water, probably on account of the fact that the sand mixed with the oil of the main engine had preserved the vital motorparts effectively.

Repairs and building were completed in September 1948 and it was on 25th September 1948 that the "Van Riemsdijk", under command of Captain J.J.R.H. Zomer, sailed from Amsterdam to Tg.Priok, via the Suez Canal. She was put into commission on K.P.M.-Lines' services in the Indonesian Archipelago and she also sailed in charter for Royal InterOcean Lines and the Indonesian Government.

When K.P.M. had to terminate her services in Indonesian waters in December 1957, "Van Riemsdijk" was laid up at Singapore for several years.

1960 Refitted as Keerkring





Affectionately known to all as 'pandjang' (long), Quartermaster Jaena bin Wasale takes a last look at Hong Kong

(l. to r.) Captain F.W. Kaptijn, 4th Eng. F. Knoot, 2nd Eng. C.U. Topp, Ch. Off. H.J.J. Kessenich, 2nd Off. P.J. Wesselman, Ch. Eng. E.N. van Don, 3rd Off. N.P. Steenbergen, Ch/Std. Yong Thye See, 5th Eng. J.A. van der Sluijs, Radio Off. J. de Kluyver, Home Trade Mate H.F. Dias

(below) Though the ship is no longer full of passengers, the officers enjoy the cosy bar.

An old-style, rather simple but roomy double cabin



From the end of 1960, however, the ship was used for an unusual purpose; after reconditioning and refitting in Holland, she became 'hotelship' for the Dutch forces at Biak (West Irian) and was re-named 'Keerkring' (Tropics). The ship was under the management still of the K.P.M. (and the Captain retained his comfortable cabin — we imagine that there was some discussion on this point with the Commanding Officer of the forces!), but her holds were filled with pilots instead of cargo.

In 1963, 'Keerkring' sailed under her own steam to Singapore for a complete reconversion, and — due to the good care she had received — was still able to maintain her former speed on the way. Since then she has been sailing in the Far East for K.P.M. and R.I.L., and her last voyage was in the China-East Africa Service (CHEAS). She was delivered to her new owners, Messrs. Triple Navigation Co. (Panama) S.A. at Hong Kong on 7th September.



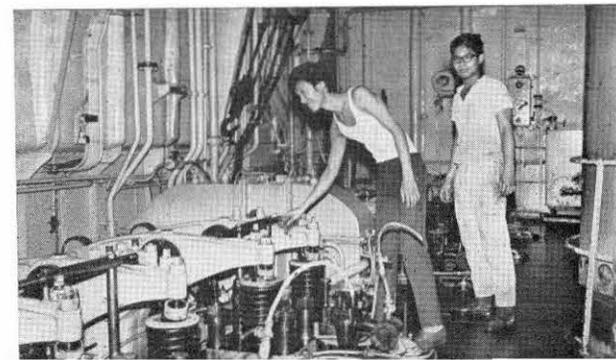
These photographs were taken on board 'Keerkring' when she dropped anchor in Hong Kong on her last CHEAS voyage. The roomy old ship was a cheerful place to visit, even in the tail-end of a Severe Tropical Storm. The spaciousness of her public rooms combined with whirring fans to make comfortably cool conditions after the stickiness outside.

As we stepped over the copper bars in the hold, chatted with the smiling crew, and listened to Captain Kaptijn's account of the ship's history, we felt that 'Keerkring' was a "happy ship", and wish her many years of sailing to come.



Everything must still be ship-shape. (left) Sailors Matrawauy bin Hadar and Sinwan bin Dawi tidy up the boatswain's locker and (right) two junior Firemen, Wong Chok Jam and Lim Teng Toon clean the valve rockers on the top of the main engine.

(above) No. 1 Cook Wong Ah Peng pleases the Chief Officer with his satay in the busy galley.





SECOND

STRAAT H—

Mr E.F. Moen, Manager of RIL's Engineering Department in Yokohama, pressed the switch of the welding machine which symbolized the laying of the keel of Straat Hong Kong.

The customary Shinto rites were carried out, and work in NKK's Shimizu yard is going ahead for the launching in early October.



TEN YEARS AGO

From R.I.L. Post of October, 1957

"Foundation Stone of Interocean House

On September 15th the foundation stone of the new head office in Hong Kong was laid by Mrs J.H. Warning in the presence of about fifty guests. Although it was a Sunday, this date had been especially selected for the ceremony, as it was the fifty-fifth anniversary of the foundation of the Company.

Tjibantjet

In the evening of Sunday, September 22nd, 1957, m.s. Tjibantjet ran aground near Lyemun Pass, the Eastern entrance to the port of Hong Kong, whilst she was sheltering in Junk Bay from typhoon "Gloria", which passed the Colony at a distance of only thirty miles. At the time of the stranding, winds of hurricane force were experienced, causing heavy seas.

When this issue had to go to press, no particulars were available yet as to the extent of the damage to the ship, as weather conditions so far prevented any kind of thorough survey. Fortunately, there were no casualties.

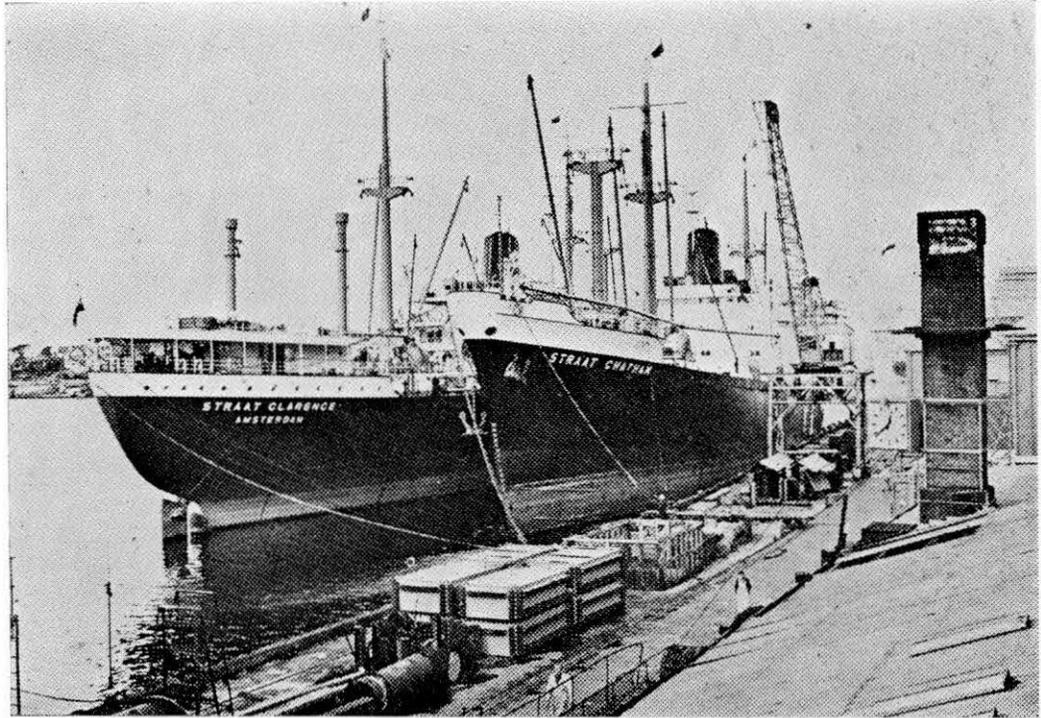
Tjitjalengka

On her way to Okinawa, m.s. Tjitjalengka came quite close to typhoon Agnes, so that on two occasions the ship had to seek shelter. The typhoon was about thirty-seven miles away and gusts of more than one hundred knots per hour were experienced. As m.s. Tjitjalengka was lightly loaded, she caught much wind, and often the engines had to be put at full speed ahead in order to relieve the strain on the anchor chain, which, however, did not prevent the loss of one anchor and the entire chain."

“SPICK AND SPAN AND A1 AT LLOYDS!”

(From the “Daily Commercial News and Shipping List” — Sydney)

“The Straat Clarence and the Straat Chatham, sister ships of the Royal Inter-ocean Lines, were recently tied up alongside each other at Cockatoo Docks, Sydney. The two Dutch ships had their complete annual overhaul at their docks. All of R.I.L.’s 30 vessels trading to Australia have their annual overhauls at Australian shipyards, mostly in Sydney. The line spends \$1m. annually on repairs, stores and provisions in Australia.”



SHARP LOOKOUT ON STRAAT SINGAPORE

A yellow raft, 40" × 40", saved the life of two fishermen off Bunbury on 10th July. They had been out all night fishing from their wooden boat Themoni 2, and at about 10 a.m. it blew up hard from the north-west. The 25-foot fishing boat was swamped, and sunk more than ten miles off shore.

When the fishermen were three hours overdue in Bunbury, they were reported missing, but by then it was too rough for other fishermen to put to sea. It was lucky indeed for the castaways that RIL's STRAAT SINGAPORE was making ready for sea at Bunbury at that moment, and heard the news of the missing boat when the pilot came aboard. A sharp lookout was kept, and when a small boat was seen about one mile outside the harbour, entering under her own power, it was at first assumed that this was the overdue boat.

The pilot left at 1538, anchors were secured and full power requested, when suddenly — at 1545 — a yellow raft was sighted, two miles WNW of the breakwater, with two men lying across it.

Captain S.Tj. Doornbos immediately requested the engine-room to make ready for manoeuvring, and at 1558 commenced a turn to starboard to try to bring the raft alongside. However, a hard west-south-westerly wind (force 6-7) and a high swell prevented STRAAT

SINGAPORE from getting close enough to throw a lifebuoy with line. The ship then tried in vain to contact the Harbourmaster by VHF, but eventually managed to do so via Fremantle radio, and at 1605 was in contact with Bunbury. The pilot boat Koombana, immediately put out to sea, with the Harbourmaster in charge, and whilst STRAAT SINGAPORE kept in continuous VHF touch, Captain Doornbos tried again to come up to the raft. However, the heavy rolling of the ship and the state of the sea made the operation too risky, so they remained in the neighbourhood of the raft and kept the pilot boat informed of its position.

When the pilot boat arrived on the scene, STRAAT SINGAPORE made a lee for both her and the raft, and at 1627 the two fishermen were taken on to Koombana — both utterly exhausted. The Harbourmaster, Captain R. Allsop, took them to a waiting ambulance in Bunbury. He said that if the STRAAT SINGAPORE had not spotted the raft, the two men undoubtedly would have drowned.

Two days later the following message was received on board from Perth Radio:—

MANY THANKS FOR YOUR ASSISTANCE

MEN FROM RAFT.

MEET SINGAPORE



(From l. to r.) **Front row:** Messrs Shariff bin Thuabib, Mohammed Ali bin Abdullah, Karim bin Berdi, Arjan Singh, Kader bin Hussain, Lazar s/o Mathew, Mohammed Ali bin Khamis, Sheik Yusof bin Shaik Kader, Tahir bin Hussain, Balasundrum s/o Krishnasamy, Ismail bin Maideen, Rajapackiyam s/o K. Ramu Thevar, Subian bin Mokthi, Tapah bin Abdullah, Simon s/o Thevesagayam, Sheik Ali bin Bacha Meaen.

2nd row: Mrs A.M. de Pass-Woodford, Miss Goh Siew Kooi, Miss R.G. Oliveiro, Miss Chan Lee Neo, Messrs L. Krikke, A.J. Janssen, S.v.d. Mey, J.G. de Harde, G. Kasteleijn, F.W. Bonsen, J.J.M. Lensing, J. Klerekoper, H.C. von Chrismar, Miss M.L. Pereira, Miss F. Raphael, Miss H. Ezekiel, Mrs F. Ho Tuck Shan-Tan.

3rd row: Messrs Chua Hee Kim, Lee Keng Loon, Haji Abubakar bin Haji Sakir, Ang Lian Teng, Tan Yeow Wah, Wee Lian Guan, Goh Tian Soo, Loh Heng Kit, Kanniyappan s/o Govindaraju Pillai, T. John Mathew, G. Mannarlingam, Cher Tse Liang, Chan Beng Hock, Ahmad bin Ujod, Wong Yip Keong, Lee Kok Liang, Goh Leh, Tan Swee Ann, Nicholas Heng, Yip Kwok Kit, Mok Kim Soon, Tan Ngian Ti, Timothy Chew, Tan Kim Yam, Lim Yew Chuan, Wee Chwee Siew, Koh Peng Koo, Chua Buck Sir, Heng Hui Yam, L. Favacho, Koh Ah Lek, Chiu I Chuan, Peter Lam, Hooi Yew Seng, Lim Sen Fah, Oon Kheng Hoea.

4th row: Tang Boon Lian, Lim Seng Huat, Hambari bin Ahmad, Lim Khye Huat, Thong Keng Choy, Lim Kim Yam, Chua Kia Yong, Chung Nam Kioen, Cheah Thye Hin, Chew Swee Kiat, Lim Cheng Siong, Sng Ti Teck, Fong Yeng Lee, Poh Kim Inn, Sau Cheng Hock, Yeoh Oon Chwee, Wee Siew Soon, Sng Choo Eng, Mohammed bin Abdullah, Loo Kok Ann, Lim Kang Chew, Khoo Thiam Whatt, Nguan Hai Tong, Ng Choon Kin.

5th row: Messrs Bart Kasteleijn, Mohd Yunos bin H. Arshad, Kassin bin Mohd Yassin, Liew Wai Leong, Kang Yong Joo, Goh Gek Seng, Gan Tiang Siew, Lim Hong Kim, Lim Meng Kiah, Nguan Hai Cheng, Ow Fook Yan.

6th row: Messrs Bakri bin Sudor, Lim Yew Soon, Jeet Singh, Yeo Siak Chong, Kang Yong Meng, Hussain bin Hamid, Khoo Hock Soon, Tan Soo Guan, Lioe Djoen Kong, Neo Hock Leng, Wong Chee Meng, Lim Kai Eng, Taib bin Marhom, Yeo Soo Chye.

Unavoidably, at the times that the photographs were taken some people were on duty elsewhere, which accounts for some missing faces.

Here, on the roof of the K.P.M. building (once the tallest in Singapore) is the whole of the K.P.M. (Far East) Ltd. staff. The pagoda-like watch-tower behind them, was used in pre-war times (when communications were more primitive) to check movements of vessels in the harbour.

A complete list of names is printed under the picture, but Correspondent Lensing has sent us some other interesting information:—

"In the front row are the uniformed personnel: launch crews, messenger-boys (in Singapore we call them 'tambies'), lift-attendants and the office-watchman (the 'djaga'), who is the one bearing a very close resemblance to Father Christmas!

In the second row, sitting in the middle is our Manager, Mr Kasteleijn, flanked on his right by Mr de Harde (Secretary/Accountant), Mr van der Mey (Outdoor Department Manager), Mr Janssen (O.M. Dept. RIL/HEAL) and Mr Krikke (Supt.). On Mr Kasteleijn's left are respectively Mr Bosen (Operational Manager, KPM Lines), Mr Lensing (Operational Manager, RIL/HEAL),

Mr Klerekoper (Chief Canvasser), Mr von Chrismar (Freight) and Miss Pereira who manages the Passage Department. On the far left of this row is Mrs A. de Pass-Woodford — nineteen years with the Company, and the best telephone operator in town.

Right behind Mr Kasteleijn, in the third row, we see Mr Goh Leh, the Shipping Manager of Heap Eng Moh Steamship Co., and on his right are Mr Lee Kok Liang (Asst. Accountant) and Mr Wong Yip Keong (Claims Manager). On Mr Goh Leh's left are Mr Tan Swee Ann (Manager, Freight Dept.), Mr N. Heng and Mr Yip Kwok Kit (O.M.-KPM Lines), Mr Mok Kim Soon (O.M.-RIL/HEAL), followed by two trainees, Messrs Tan and Chew, and then the Manager of the Crew Department, Mr Tan Kim Yam.

The third from the left in this row is Haji Abu Bakar bin Haji Sakir, serang of our launch 'Margriet'; he is 59 years old and has already served the Company for 30 years.

Clerical staff fill the remaining rows, and on the far left of the fifth row you can spy an 'interloper' — Bart Kasteleijn, holidaying in Singapore with his parents."

PENANG



The branch office staff at Penang have lined up outside their office building, with the Manager, Mr van Marle in the centre. No less than twelve of them have worked for the Company for over ten years: the dates are indicated after their names.

Front Row (from l. to r.) Messrs. Choong Kim Jee (i/c Despatch) 1951, Chan Yew Chong (i/c Claims) 1951, Ong Boon Thong (i/c Outward Freight) 1950, Khoo Tatt Seng (Port Captain) 1955, Lee Ah Guew (Asst. Manager) 1941, T.H. van Marle, Khoo Beng Chin (Cashier) who is the doyen, having worked for K.P.M. since 1937, Miss Cheah Ah Leng (i/c Passage) 1951, Messrs. Tan Ban Choon (i/c Inward Freight) 1951, Teh Ee Lay (i/c A/cs), Miss Ang Ghin Lean (Passage) and Miss Jan binte Ghani (Tel. Op/Typist).

Back Row (l. to r.) Messrs. Lim Hock Kheng (A/cs), Syed Sultan bin K.P. Majid (A/cs), Mohammed Hussein Bin Sharif (i/c Filing) 1947, Cheah Sin Keong (Freight), Shaari bin Haji Mohammed (Driver), Abdul Mutalib bin O.S. Mydin (Tambie) 1951, Cheah Swee Chui (Claims), Lee Teik Say (Freight), *Abdul Hamid bin Mohammed Ali (Serang) 1951, Abdul Rahim Bin Ismail (Tambie), *Othman Bin Ismail (sailor), *Ahman Bin Buyong (sailor), *Ali Bin Ibrahim (engineer) 1951.

* crew-members of the launch 'Beatrix'.

THROUGH E

Your Editor visits



When we boarded the early plane at Cape Town for George, it was after only three hours' sleep:—

Oudtshoorn

This was the reason why, on touching down at Oudtshoorn, we barely heard our names called over the loudspeaker system. Sleepily, we gathered up our scattered belongings and tumbled out, to find ourselves minutes later being whisked across the Little Karoo to the Zwartberg Range where the spectacular Cango Caves are hidden. Our hosts urged us to hurry to catch the official tour, so, with only a rather undignified scuffle in our suitcases for our oldest clothes, we entered the dark vaulted caverns. Area Correspondent Forsyth (Durban) gave us an eloquent description last year (*August issue*), so we will not add to this except for a small note of criticism: the commentary which has been recorded for the 'Son et Lumiere' effect in the first part of the trip is eloquent and dignified, even religious. We found this to be in uneasy contrast with the somewhat facetious lightheartedness of our guide. It might have been that we had not had enough sleep to produce the right mood!

Two hours later we blinked in the strong sunlight as we emerged at the end of our long walk/scramble through miles of caves: up slopes, down steps, almost on hands and knees through small holes, slipping and sliding, we finally made it. It was perhaps fortunate that 'The Chimney' was closed because of the large numbers of visitors on that day. When we saw the size of the narrow aperture, we had eyed each other doubtfully!

Back down in Oudtshoorn, another braaivleis awaited us in the shade of an enormous tree in a hospitable garden, and we heard more tales of drought. Even in the Little Karoo, where average rainfall is only ten inches, there had been less rain than usual,

and irrigation of lucerne, tobacco and vegetables was suffering. We saw some of the effects as we drove with merry family parties across a dusty stretch to one of the large ostrich farms which are a peculiarity of the district. In fact, Oudtshoorn is the only place in the world where ostriches are bred for their feathers, skin and flesh. The boom of the last century is very much in the past, when fine ladies wore feather boas and plumes in their hats, but these are still in demand for cabaret artistes and circus ponies. The handsome leather that comes from the skin has given the industry a new lease of life, and the—rather pricey—light-brown hide with its distinctive even markings where the feathers have been plucked, is increasing in demand.

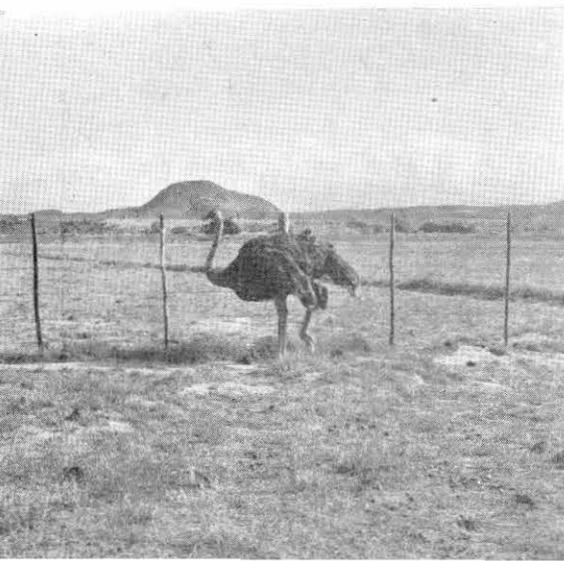
The flocks of ostriches in their paddocks, with their studied lifting gait, were treated with great respect, and our guide picked up a thorn broom before allowing us to enter one breeding enclosure to inspect the huge eggs, each big enough to make an omelette for eighteen people. The trick is to poke the thorns under the ostrich's chin if it attacks. Looking at the wicked fleshy clawed toes (one rip can disembowel a man), of the large black-and-white male and his more sober brown consort, I felt no inclination to experiment. Little did I think that minutes later I would be on the back of a fidgetty, reluctant, eight-foot bird! With a long crook hooked round its neck, it had been pulled out of the flock and herded into a small triangular wooden pen, normally used for plucking. Cheered on by an applauding audience from the small stand, I clung on to the great wings with some bravado. It was perhaps fortunate that the bird was not released, as I realized minutes later when I saw a breakneck race between two native herdsmen.

A cup of tea, accompanied by bread-and-butter spread with grated, dried ostrich meat, rounded off our visit to this unlikely bird farm. There was a small postscript: back in Oudtshoorn itself, we met some of the people who dye the soft brown, black and white flues with bright colours and market the feathers all over the world. Their generosity ensures that one of these days I shall be seen with muted-pink or vivid turquoise 'trimmings'.

George

After the long, hot, dusty day, we enjoyed the peaceful evening drive over the Outeniqua Pass to "The Wilderness" and the orderly green city of George, one of the popular holiday resorts on 'The Garden Route' between Cape Town and Durban. From the top, our hosts pointed to us the stones that mark the perilous path of their forebears, who descended the steep escarpment in ox-drawn covered wagons. This was the only reminder of a rugged past which we saw in the neat little town, with its broad streets and well-advertised local industry of beautiful stinkwood furniture (such an unfortunate name!).

We visited the ancient Knysna Forest, one of the few remaining stretches of primeval forest in the Province. It is now a reserve, and it is said that there are dangerous elephants in its dim depths.



Female ostrich pacing the boundaries of her sandy paddock.



Trimaran in peaceful Knysna Bay.

ENGLISH EYES

South Africa — II

The only giant which we saw, however, was the Big Tree, a huge old yellow-wood, said to be eighteen hundred years old, and outstanding among the other tall hardwoods.

Our sojourn in George was quiet and enjoyable. As we sat drinking coffee right out at the entrance to Knysna Bay, we gazed across the blue water to the opposite headland where that eminent marine biologist, Professor Smith, has a sea-verged retreat. His name has become a household word since his discovery of the ancient coelacanth a few years ago. A locally built trimaran bobbed up and down invitingly in front of us, as it pulled at its anchor. We chatted to our friendly, unpretentious companions and wished that we too had a holiday home to which we could return.

Addo

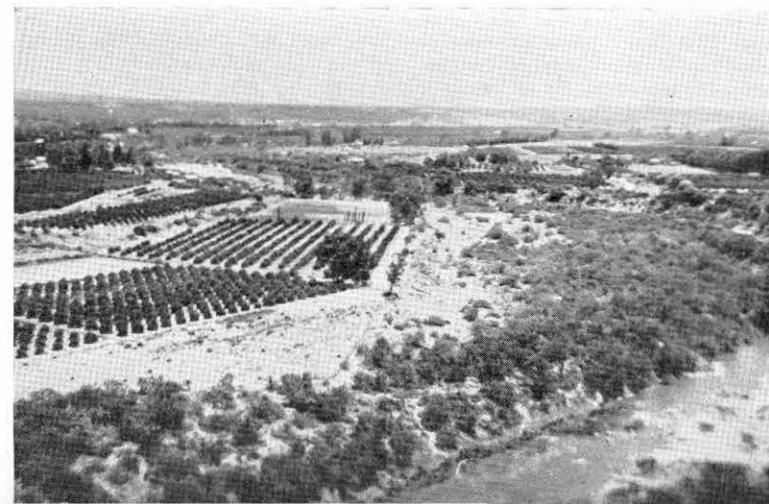
A small Dakota 'hedge-hopped' up the coast to put us down in busy industrial Port Elizabeth. Hardly had we taken in our first impression of a perpetual wind when we were whisked off by the lanky sun-tanned young owner of a citrus farm to his estate in the Sundays River Valley, some fifty miles up-country. As we left the coast behind us, the heat noticeably increased, and we were quite pleased to hear that we were going to see elephants in the Addo 'Forest' on the way. We did see them—just a few—at one of the fast drying-out waterholes, but as a provider of shade, the forest was a dead loss: it was a dense mass of grey-green scrub, over the top of which we saw waving black trunks and the occasional large flapping ear. Slightly disappointed, we churned our way along the dirt road round the immense 10-mile-long boundary fence, but a close glimpse of an irritable black rhinoceros and a more distant view of large, graceful eland compensated for the discomfort of the hot sun.

Arrival at the Mfuleni citrus farm put all previous 'little miseries' out of our minds. The narrow estate road, along which we pushed in a cloud of dust through thickets of prickly pear and tall aloes, did not prepare us for the fertile scene on the plantation. The arid sandy landscape outside gave no hint of the luscious green within: the bright lucerne, the glossy lemons, oranges and grapefruits set in orderly rows between black-green cypress windbreaks, or the clean white lines of the 'Dutch Cape' style house which awaited our coming.

Cold showers and cold drinks revived us for a formal dinner-party in the lofty dining-room with its cool, reed ceiling. It seemed an entirely appropriate setting for the heavy 'heirloom' furniture of yellow-wood and stinkwood. Talk at the table was all of 'The Valley', prospects of crops, the 'Orange River Scheme' (which the optimistic hope will preclude all future droughts), citrus marketing, and irrigation. *Water*—that is the keynote to prosperity in this region.

In the bright morning sunshine next day, we looked at the source of fertility, the Sundays River flowing unheedingly through the tortuous bends of The Valley. On either side lie the ordered rows

Citrus farms irrigated by Sundays River (right foreground)



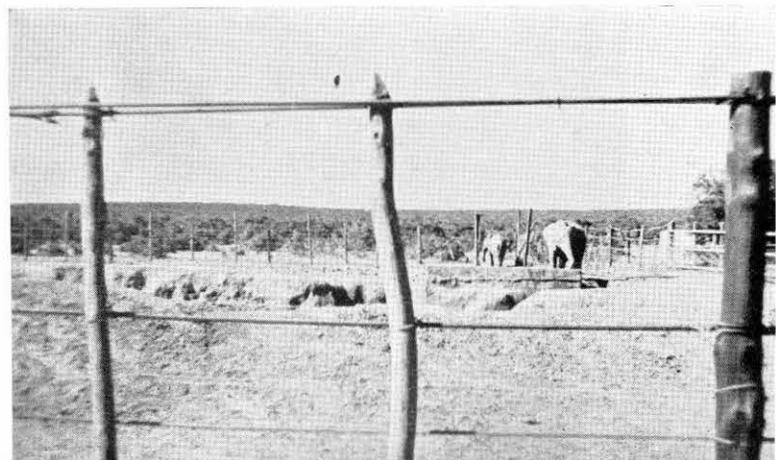
*The Big Tree
in ancient
Knysna Forest*



of fruit trees of the large farms. We were told that lemons are no more difficult to grow than oranges—maybe less—and rather wondered why they are so often scarce and expensive in Europe. Off-season fruit was being sorted in Mfuleni's packshed, a huge structure which may expect some five million pounds of fruit in one year. Irrigation channels were closely inspected for breaks, and checks made on the amount of water reaching each grove.

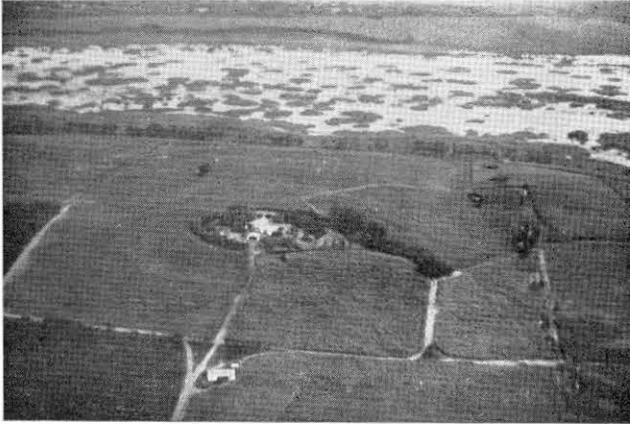
(continued on next page)

Elephant at Addo waterhole



THROUGH ENGLISH EYES

(continued from previous page)



"an island in a sea of soft sweet sugar . . ."

A new word entered our vocabularies as we watched the Xosa labourers in the circular patches round each tree, 'scoffling' with a special hoe to turn over the earth. With considerable satisfaction, we poor Northerners picked some of the warm fruit, enjoying the sharp sweet smell on our hands.

"This is the life!" we said to ourselves, as we observed the polo ponies hock-deep in green lucerne, heard the bell notes of the barbets flitting across the lawn, and smelt the fragrant flowers which surrounded the house. It was an oasis of quiet peace, and somewhat curiously I asked our bachelor host what he would do if the existing drought should ruin his next crop: "It must be terrible to watch your fruit shrivelling. . . ." "Oh, I couldn't bear it. I should probably fly over to New York until the rains came" was the nonchalant reply. We concluded that the good seasons must be very good indeed!

Port Elizabeth

From this sunny enclosed little world, we tore ourselves away to make the dusty journey back to Port Elizabeth in Algoa Bay. 'Algoa' was a new name to me, and I learned it in time to await the coming of STRAAT ALGOA, fifth of RIL's new Straat A-ships.

More South African hospitality awaited us, but before the evening party, we went out to 'see the sights', so well described for RIL Post by Clive Hull (February, 1966). In spite of his eloquence—and it certainly is a 'friendly city'—we were not drawn to Port Elizabeth as to other parts of the Union. Perhaps it was simply

Rondavels at St. Lucia



a reaction to our own confined city life, but not all the fascination of the Oceanarium (with comedian dolphin Haig), the Snake Park or the historical Museum, attracted us as much as the sweeping miles of rugged glorious scenery to be found outside city limits in huge South Africa.

We managed to drop in to Wilson, Collins before we left, to get acquainted with Mr Weller and Mrs Gerrens, and then, in a luxurious Trident, flew out of the Cape Province up to Natal, to busy, bustling Durban.

Durban

First in our thoughts, after we had been welcomed into a gracious house in Durban North, was the suitcase despatched from Johannesburg (it already seemed an age ago) and the sailing date of STRAAT BANKA, scheduled to take us back to Hong Kong. Without more ado, therefore, we were driven round to Albany House and had a warm homecoming feeling as we were greeted by the RIL Passage Department staff there. Mr Auer smoothly organized us: STRAAT BANKA was running a day late, so we had time in hand: yes, he would see our suitcase aboard: he had some mail for us: no, no trouble, the parcels would also be sent to the ship: could we stop and visit with everyone? Four days later? All right: not to worry, everything was in hand. Wonderful man! Relaxed and lighthearted, we left Durban in the cool of the next morning to motor to Mtubatuba.

Mtubatuba

Mtubatuba — we kept repeating the delightfully euphonious African name to ourselves, as we drove north, out of sight of the coast, but close to it. It was a beautiful drive. Although the humidity had considerably increased since we left the Cape, yet it was not as uncomfortable as the height of a Hong Kong summer, and we enjoyed the lush greenness as we approached the sugar country. Great stands of trees, mostly gums, shaded the road in many places, and we observed with interest the many colourful Indians in gangs, hacking the cane, burning the trash, and loading trucks. On we went, across the wide Tugela river into Zululand, through more dry country, and then right into the heart of the sugar plantations. Our host's snug farmhouse sat on the top of a small hill, like an island in a sea of soft, sweet sugar, and just beyond the confines of his garden we could gaze at a swamp, home of hippo and crocodiles. The boundaries between civilization and wilderness are very narrow in Mtubatuba, itself a rather formless, unattractive little town, criss-crossed with the railway lines which brought it into being. Each surrounding plantation is threaded with narrow lines, all leading to the large sugar mill where the cut cane is unloaded from small trucks, to be crushed. It was not the height of the harvest season when we were there, so the sun-burned farmers had time to talk with quiet satisfaction of good world prices for sugar to-day, rather sombrely of the hard struggles of the past, and confidently of the future. Private swimming-pools and planes spoke eloquently of to-day's successes.

Under a black velvet sky, we drove that evening to St. Lucia on the coast, to where thatched rondavels surround a small hotel. A handful of holiday-makers came in for dinner. It was clear that the season was coming to a close. Our very English host was pleased to show us the many trophies displayed round the large comfortable lounge, and drew our attention to a small pool in the corner, where green water plants give an effect of coolness. "We found a small crocodile in the garden today", he said, pointing to a blatantly faked saurian lying motionless across a rock. "Oh yes", I said unbelievably, "And how do I know it is alive?" "If you watch its eye, you will see it move," was his reply. I looked at the obviously glassy unwinking eye, but did not comment. Why should I spoil the fun of teasing a stranger? Later, after dinner, he said, "Come and see the crocodile: it has moved". Going along with the gag, I peered over the low retaining wall to where it had been placed with its tail sticking up. It was irresistible: I grabbed and pulled—and from that pool came the most wicked, gravelly growl I have ever heard in my life! From now on, I'll believe anything.

(to be concluded)

FAREWELL CHIEF ENGINEER REYNHOUDT

Ever since 1936, Mr A.P.C. Reynhoudt has been serving the Company: first it was as a Fifth Engineer with such old steamships as Tjikembang, Tjikandi and Tjisondari, and latterly — after many years with mostly 'Tji' ships — on board Straat Banka.

World War II caught Mr Reynhoudt on Home Leave and prevented him from going back to sea until 1944, after the liberation of the south-west part of the Netherlands. In January, 1945, he sailed for New York, to rejoin the Company again as an active member. Promotion to Chief Engineer came for Mr Reynhoudt in 1957 aboard Van Heutz.

Mr de Haan reminded his listeners of these facts at a Farewell Luncheon held in Interocean House, Hong Kong, on 22nd August, saying that the Chief Engineer was known to be a capable engineer, as well as a very kind and cheerful person, who was always ready to help when necessary. He wished him Bon Voyage on his way with his wife and daughter to the Netherlands, where he will retire after a few months in South Africa.

Mr Reynhoudt thanked Mr de Haan for his appreciative words, saying that he had always loved his job, and if he should have to make a choice again, he would choose the same job with the same Company. He concluded



by wishing a good future to everyone.

GOODBYE MR DEN BOER

Appropriately enough, on 28th July, Management and Staff gathered in the Passage hall of Interocean House, Sydney to farewell RIL's Passage Manager, Mr A.M. den Boer.

In his speech, the General Manager, Mr P.A. de Loos outlined Mr den Boer's long career: he joined the KPM in Amsterdam in 1926, and three years later went out to the Passenger Booking Office in Djakarta. From then until 1942, he was transferred successively to Medan, Sydney, Singapore, Djakarta and Singapore again, always as a passage man.

When, in February 1942, Mr den Boer was recalled to the Head Office in Java (on the last 'Plancius' voyage) he joined the Royal Netherlands Navy and went down to Australia from the escape port of Tjilatjap on board the submarine supply ship 'Janssens'; a contingent of wounded U.S. Navy personnel was also carried, and the voyage later became the subject of an American film entitled 'The Story of Dr Wassell'. In Australia, he was made available to the Allied Intelligence Bureau, and in 1945 joined the Netherlands/Indies Government Sea Transport Bureau.

In 1946, Mr den Boer returned to Java as Adjunct Chief in charge of KPM Passenger business. His next home leave — in 1948 — was spent in Australia, and when he left Java for good in 1950, it was on board 'Nieuw Holland' to take up permanent residence in Australia. Three years later (two of which were spent working for Royal Dutch Airlines — KLM) he joined RIL as Passage Manager, Sydney. The Passage Department at that time totalled five people, but later expanded to thirty-

seven to cope with the work attached to the General Agency for Dutch Mails and Trans Ocean Steamship Company, which commenced regular services between Australia and Europe at the end of 1958.

Mr de Loos, on behalf of Managing Directors thanked Mr den Boer for all his good services to the Company. The RIL Social Club treasurer, Mr P. Flak, followed with the presentation of a beautifully carved lamp-stand, on behalf of Management and Staff.



A STAIRWAY OF STALWARTS

In the bright sunlight at Kai Tak Airport on 18th August, were the crew members of RIL's new ship, STRAAT HOLLAND. They flew from Hong Kong to Japan in two parties, and Mr A. Leung (wearing dark glasses) and his assistants from PZ-Crew Department were kept busy completing all the formalities for the flights.

This was a specially chosen group, picked for their experience, because 'running-in' a new vessel requires quite a bit of extra work and detailed knowledge. Boatswain Cheung Wa (centre, front) is an old hand at this, for he sailed on the maiden voyage of STRAAT FUTAMI.

Mr Li Man Tik (Maitre d'Hotel) was the senior of the Catering staff who will all be working on a new system of catering service, designed to meet the requirements of changing times. Catering training officer J. Kroon (halfway up on the left) will also be on hand during the first part of the voyage to assist and advise.

Families of the departing men turned out in full force to wave goodbye. The whole party, under the leadership of Mr Ip So, Cargo Clerk S.G. (front, left) was a very cheerful one, for many of them have worked together before, and it is always a pleasure to meet old friends.



中流砥柱

八月十八日渣華郵船公司的新船「士打荷蘭」號的船員出現於陽光普照的啓德機場。他們是分兩隊從香港飛往日本。梁先生（佩戴黑眼鏡者）和他的海員部助手們忙碌地辦着飛行的例行手續。

因為航駛一艘新船需要特別工作和精密智識，所以這一羣船員都是經驗豐富而被特別揀選的。水手長張華（前排正中）是這方面的老手，因為他已在「士打富達美」的處女航中獲得不少經驗。

李文迪先生（管事部總管），管事部的高級船員，將會實行一種新的管事方法。管事部的訓練伙長高隆先生（左半部）也將會參加航程的首部份以便幫助和建議。

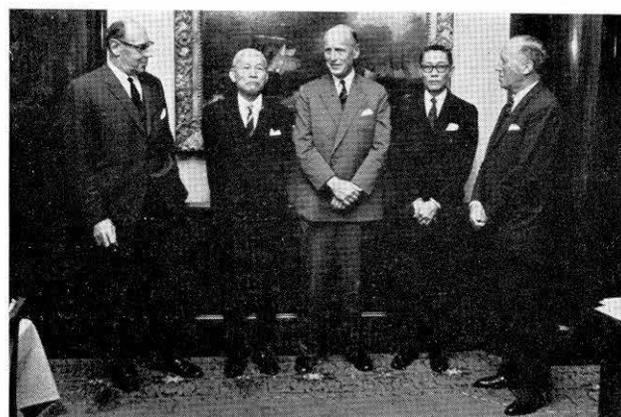
離港者的家屬興奮地和他們的親屬揮手告別。全體隊員，在高級理貨員葉蘇先生（前排左）領導下，心情極為愉快，因為他們的一部份從前曾經在一起工作，而現在再得重聚而感快慰。

Mr W.M. de Haan (Managing Director) and Mrs de Haan left Hong Kong on board TEGELBERG on 18th September for Home Leave via Japan and South America.

Jhr. C.L.C. van Kretschmar, General Superintendent, returned to Hong Kong from Home Leave on 6th September.

Mr J. van Zuylen, Financial Adviser, made a two weeks' business trip to Singapore and Bangkok, leaving Hong Kong on 12th September.

Mr E.M. van Rhoon returned from Home Leave on 14th September, via Hong Kong, to take up duty again as Manager for Japan.



HONG KONG VISITORS

On 11th September, a sherry party was given at the Scheepvaarthuis in Amsterdam, in honour of two visitors from Hong Kong. These were Mr Leung Man King and his son, Mr Leung Kwok Hing, former and present managers of the 'J.C.O.'.

(from l. to r.): Messrs van Walree, Leung Man King, E.W. Roell (Chairman of the Board of Directors), Leung Kwok Hing and van der Schalk.

PERSONALITIES

Dr J.J. Koppes returned to Hong Kong from Home Leave on 14th September, to take up duty again as Medical Superintendent.

Mr A.F. Veugelers, Manager CTA Department, made a trip to Bangkok from Holland during September to attend an ECAFE Conference.

Mr A.L. de Jong, Manager for the Philippines, made a brief visit to Hong Kong in mid-September, for discussions.

Mr E.F. Moen, Superintendent Yokohama, returned to Japan after three months' Home Leave.

WHAT DO THEY DO ?



The doctor 'writes a Chinese Letter' (ship's expression for a siesta)

工餘遊樂

各樣的嗜好能令出海的船員不會感到寂寞。「寶樹雲」的醫生自認是對釣魚甚感興趣。但是我們的中國海員給予他的評語是：「他只是用他貴重的魚具來餵魚，但我們只用魚絲便能有收穫。」

但是在對上的七月，當亞爾拔醫生乘遊艇離德爾本往試深海垂釣時，他的運氣大大的轉變。攝影員袁唐森（侍應生助理頭目）用這張圖片來證明醫生的轉運，因為圖示管事李貴正在幫助醫生拿穩一隻重四十磅的鱈和五條黃咀鮭魚（每條重二十磅）。

當船下次到達德爾本時，毫無疑問地定有些船員會希望能夠參加亞醫生的垂釣玩意。

亞爾拔醫生的船上伴侶是一位小伴友。那就是「雲美絲」，他的會說話的鸚鵡。兩年前，當牠還是一隻羽毛未豐的雛鳥時，牠便被亞爾拔醫生在橫濱購買下來。從那時起牠在德基堡和寶樹雲兩艘船上交上無數朋友。當牠歡喜說話時，牠便說出慣說的两句話：「退後——我是一隻鷹！」或「兩杯啤酒——你付錢！」



A variety of hobbies keeps our seagoing staff occupied on board ship. The Ship's Surgeon on BOISSEVAIN claims to be a keen fisherman. To quote the Chinese crew, however: "he only feeds the fish with his expensive gear, whilst our handlines actually catch something!"

Dr. H. Alberts had his luck reversed last July when he went out in a launch from Durban to try his hand at deep-sea fishing. Photographer Yuen Tong Sum (Asst. Head Waiter) really proved in this picture that the luck changed when Chief Steward Lee Kwai helped the doctor to hold one Musselcracker (40 lbs.) and five Yellowmouth Salmon (20 lbs. each).

No doubt several of the crew will want to join Dr. Alberts during the ship's next call at Durban!

A small companion accompanies Dr. Alberts on board; this is his talking budgerigar, 'Wammes', who has made numerous friends on both TEGELBERG and BOISSEVAIN since the doctor bought him as an unfeathered fledgling in Yokohama two years ago. When in a talking mood, the budgy has two sentences: "Stand back—I'm an eagle!" and "Two beer—you pay."

OPEN LETTER

"I would like to thank everyone who so kindly sent me congratulations on 1st September, on the completion of 40 years of service with KPM and RIL."

M. Berrevoets

A report on the occasion will be published next month.



DWARFED !

Ardent photographer, Correspondent Bruce Polain, nipped up to the top of the tower in Australia Square (35 floors — no less!) to take a photograph on 28th July of the new Japanese bulk carrier MIEKAWA MARU (28,528 GRT) when she sailed from Sydney with a record load of coal — 41,200 tons — for discharge at Chiba.

Whilst he was up, Mr Polain looked around and his camera was just handy to take a real bird's eye view of RIL's Sydney Office, InterOcean House in George Street. From this height it looks like a model at Maduradam.

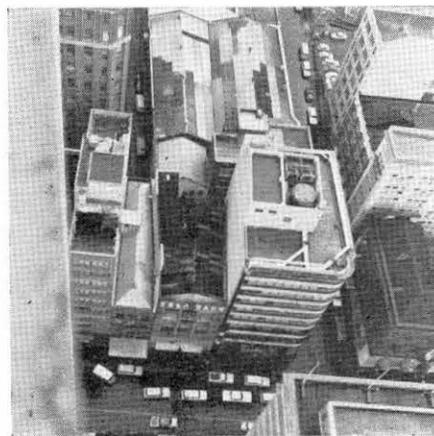


PHOTO -
COMPETITION —
RESULTS



Cooperation
Ng Min Hang

分 工 合 作

此幀榮獲首獎的照片是攝於新界一製造醬油的工場。此佳作充份地表達出製造醬油的重要過程和工人們的合作精神，確是難能可貴之佳作。

Congratulations to the three winners of our latest Photographic Competition, and also to the four runners-up. Cash Prizes have already been sent to them. We are happy to reproduce two of the photos on this page, and hope that the many keen RIL photographers are already keeping a weather eye open for good subjects for possible future competitions.

- 1st:** Cargo Clerk S.G. Ng Min Hang
2nd: Captain H. Koch (leave)
3rd: Radio Off. F.J. Eijkenduijn (Tjinegara)

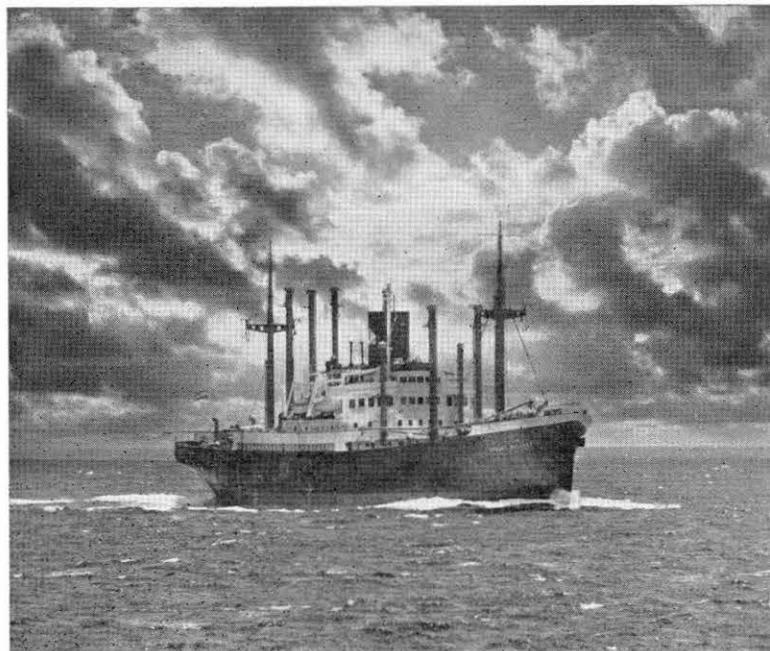
Consolation:

- E.R. Storekeeper Chan Kong (Straat Futami)
Stewardess Muriel Cheung Shui-Yin (Ruys)
Steward Cheng Yuk Chi (Tjitjalengka)
Mr. Fan Chark Nam (HK HO FB-Voorb.)

士 打 馬 力 加

當「士打馬力加」號和高治船長的船相遇時，高治船長因為機會難得，所以替它拍照留念。此幀照片構圖美妙，線條明朗，尤其是風平浪靜和漫天烏雲的對照已足以證明它的獲獎絕不是僥倖的。

本刊最近舉行之攝影比賽，因水準甚高，所以評判需時。現在成績業已評定。高級理貨員吳勉恆君以「分工合作」一照獨佔鰲頭。高治船長之「士打馬力加」榮列第二。第三獎為依治根登君（芝尼加拿號之無線電生）奪獲。此外，還有精神獎四名分由陳抗君，張瑞賢小姐，鄭玉志君和范澤南君獲得。此次之比賽，成績甚為美滿。還有值得一提的，是在七位獲獎人中，航海者佔六位，其中四位是海員。此舉足以證明他們雖身在海外，但仍熱心擁護本刊舉辦的活動。這次的比賽現已完滿結束。在短期內本刊將會舉辦另一次比賽，屆時請各位踴躍參加。



Breasting the South China Sea

H. Koch



SHIPS OF THE WEEK

The three ships which participated on 11th August in the broadcasts by Radio Nederland were STRAAT LE MAIRE (above), STRAAT FREETOWN and TJILIWONG (below). Relatives of the officers concerned made their way to Hilversum to record their messages, and at the same time these group photographs were taken.

FAMILY NEWS

Weddings

4th Officer Th.J.H. Groeneveld (Straat Florida) to Miss E.M.J.J. Hollman at Eindhoven on 10th June.

Ship's Surgeon J.H. Crosier (Ruys) to Miss C.A. Webb on 29th July at Cape Town.

5th Engineer H. Blok (leave) to Miss I. Kleyn on 2nd August at Scheveningen.

5th Engineer E. Saalmink (leave) to Miss M.W. But on 4th August at Vlissingen.

4th Engineer L. Dekkers (Straat Franklin) to Miss J.M. van Oortmerssen on 11th August at Hillegersberg.

4th Engineer R.P. Geervliet (leave) to Miss M. Stekete on 17th August at Middelburg.

4th Officer R. Tresfon (leave) to Miss A.N. van den Brandhof on 26th September at Ede.

New Arrivals

2nd Officer P.D. Algra (leave): a son, Ernst Simon, on 30th June.
2nd Engineer S.G. Adema (Straat Fiji): a son, Gerben Sjoerd, on 1st July.

3rd Officer J.F.W. Hofman (Straat von Diemen): a son, Cornelis Gerardus Wilhelm, on 24th July.

3rd Engineer M. Koek (Straat Singapore): a daughter, Audry Irene, on 2nd August.

4th Officer B.G.P. van Vliet (leave): a son, Louis, on 4th August.
5th Engineer J.A. Vugts (leave): a son, Johannes Antonie, on 21st August.

2nd Officer P. van Leeuwen (Straat Singapore): a daughter, Monique Angelique, on 26th August.

5th Engineer R. Betten (leave): a son, Richard, on 27th August.
Mr. Fok Kam Chiu (HK HO ADP) and Mrs Fok-Luk Hor King (HK HO FB Voorb): a son, Fok Wing Heng, on 31st August.

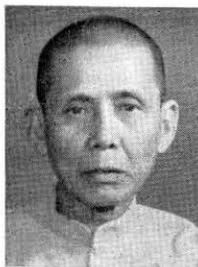
2nd Engineer J. Landwaart (Sibigo): a son, Ronald, on 2nd September.

Chief Engineer G.G. Peek (leave): a son, Jeroen Marcus, on 6th September.

Mr E.F. Aalberts (HK HO ND): a daughter, Johanna Jacoba Hendrika, on 11th September.



IN MEMORIAM



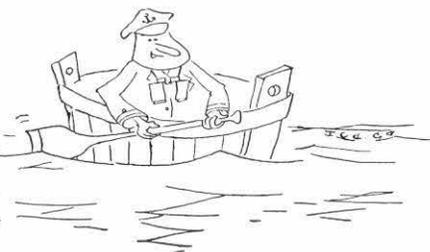
It is with much regret that we have to announce the death of Mr Wong Kam Ling, aged 70, in Hong Kong on 12th August.

Mr Wong retired in 1959 after ten years of service to the Company as Watchman. He was known to everyone in Head Office, especially to those who worked in the old office at West Point, and Wong Pak ('Uncle Wong'), as he was known, will be remembered as a cheerful, dutiful, and ever-willing person.

本刊謹以沉痛心情宣佈 黃錦陵先生於八月十二日在香港逝世。黃君享年七十歲。

黃先生曾任本公司之司閩人達十年之久，後於一九五九年退休。總行的每一位同寅，特別是那些曾在西環舊總行任職的，都認識他。「黃伯」在我們的腦海裡永遠是一位可親，盡責和熱心工作者。

PERSONNEL



NEW PERSONNEL

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

Mr R.P.A. Kreek	4th Officer
" E. Dam	Appr. "
" R. Hansen	" "
" R.L.N. Olieroock	" "
" P.R. Ruke	" "
" B.J. Valk	" "
" Boquer	Appr. Engineer
" W.J. Le Clercq	" "
" Gast	" "
" A. Geelhoed	" "
" P.J. v. Geuns	" "
" H.R. Gleisberg	" "
" Grob	" "
" Grisven	" "
" Klous	" "
" H. Knol	" "
" van de Meer	" "
" G.Th. Pauli	" "
" A.A. Schraverus	" "
" Sikkes	" "
" Smit	" "
" J. de Vos	" "
" Huve	" "

SUCCESSFUL EXAMINATIONS

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

Mr G.M. Staudt	2nd Officer	I	1-8-1967
" J.J. Kol	3rd "	II	10-8-1967
" F. van Akkeren	4th "	Th.II	26-7-1967
" P.P.J. den Boer	" "	Th.II	9-8-1967
" Th.J.H. Groeneveld	" "	Th.II	10-8-1967
" F.C. Leliard	" "	Th.II	1-8-1967
" N.E.F.M. van der Schriek	" "	II	31-7-1967
" P.J. Wesselman	" "	Th.II	3-8-1967
" N.M. Meinsma	3rd Engineer	B	25-7-1967
" H.W. van der Molen	" "	B	25-7-1967
" C.H.M. van Bennekum	5th "	ASW	15-5-1967
" K.J. Jansma	" "	ASW	23-6-1967
" J.H. Strijers	" "	A	25-7-1967

LEAVING (OR LEFT) SERVICE

Mr P.J. de Wit	3rd Officer
" J.Ch. Bohre	4th "
" A.P. Risseeuw	" "
" H.W.B. Westerohoff	" "
" W.A. Abbink	2nd Engineer
" A.P.D. Biesters	" "
" G.J. Corpelijn	" "
" H. Deusien	3rd "
" H. Meyer	" "
" P.F.M. Starmans	" "
" J.B. van der Vegte	" "
" G. Willems	5th "

LEAVE

The following personnel went on leave:

Mr J.F.W. van Hummel	Chief Officer
" W.R.M. van der Veld	" "
" W.L. Reyling	2nd "
" B.H. Verseput	" "
" P. Bootsman	4th Officer
" A.C. Ekelschot	" "
" S. Rendering	" "
" R.A.L.J. Valewink	" "
" A. Fortgens	2nd Engineer
" F. Huizinga	" "
" A.J. Odink	" "
" J. Balder	4th "
" J.H.W. Eijer	" "
" N. Filius	" "
" J.Th. de Roode	" "
" G. Timmer	" "
" A.C.M. Blijlevens	5th "
" H.R. Bos	" "
" E. de Jong	" "
" H. Kieviet	" "
" J. van der Kooy	" "
" J.J. Kos	" "
" E.J. Koster	" "
" J. Kreunen	" "
" J. van Laar	" "
" A. van Loo	" "
" P.N. Meeuwssen	" "
" W.J.J. Mittendorff	" "
" R.W.P. Netto	" "
" J.A. Nieuwenhuis	" "
" M.J. van der Noordt	" "
" G.R. Schiphorst	" "
" A.J. Tijsterman	" "
" J.H. Timmer	" "
" F.J. de Vreeze	" "
" A.H. Zwiers	" "
" H.E. Kerkmeyer	H.Employé

Those who returned are:

Mr H.K. Kruk	Ch. Officer	posted to
" L.P. Vink	" "	m.s. Tjibantjet
" H.K. Cleveringa	" "	s.s. Tjikampek
" T.R. de Groot	2nd "	m.s. Str. Colombo
" Th.J.H. Groeneveld	" "	s.s. Tjipondok
" N.E.F.M. van der Schriek	4th "	m.s. Str. Florida
" J.H.M.Th. Smulders	" "	" Str. Bali
" A.H. de Boer	2nd Engineer	" Tjinegara
" J. den Hamer	3rd "	" Str. Mozambique
" J.W. Ruck	3rd " /Electr.	" Boissevain
" A. Hoogers	" "	" Tjinegara
" P.J. Castricum	4th Engineer	" Camphuis
" R.G. Hoogakker	5th "	" Str. Freetown
" S. Kingma	" "	" Str. Madura
" F.L. Laanen	" "	" Str. Madura
" H.S.J. Vellinga	" "	" Camphuis
" R.J. Vermeulen	" "	" Van Noort
" F.J. van der Westen	" "	" Str. Van Diemen
" J.A. Vermeulen	H.Employé	" Boissevain
		HK HO

PROMOTIONS

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

Mr C.H.M. van Bennekum	as from	15-5-1967
.. K.J. Jansma	23-6-1967

TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS

Captain D. van Hekken, Master of m.v. CAMPHUYS was posted to s.s. TJIPONDOK.
 Captain H. Boeree, Master of s.s. TJIPONDOK was posted to m.v. CAMPHUYS.
 Captain B.L. Legemaate, Master of m.v. STRAAT MAGELHAEN, went on home leave.
 Captain J.G. ten Bhömer was posted to m.v. STRAAT MAGELHAEN following home leave.
 Captain J.H. Mak, Master of m.v. TJIMANUK, went on home leave.
 Captain J.G.M. Spijker was posted to m.v. TJIMANUK following home leave.
 Captain J. de Jong, Master of m.v. VAN CLOON, went on home leave.
 Captain E. Pels was posted to m.v. VAN CLOON following home leave.
 Chief Engineer M.G. de Wever of m.v. RUYLS was posted to m.v. STRAAT BANKA.
 Chief Engineer Th. Kuiken was posted to m.v. RUYLS following home leave.
 Chief Engineer A.P.C. Reynhoudt of m.v. STRAAT BANKA went on home leave prior to retirement.
 Chief Engineer H.R. Meyjes was posted to m.v. STRAAT MOZAMBIQUE following home leave.
 Acting Chief Engineer A.L.G. Rommen of m.v. STRAAT MOZAMBIQUE reverted to his substantive rank.

Chief Engineer H.J.G.A. Otten of m.v. STRAAT FREMANTLE went on home leave.
 Chief Engineer J.P. du Bois was posted to m.v. STRAAT FREMANTLE following home leave.
 Acting Chief Engineer J. Coppoolse of m.v. TJIMANUK went on home leave.
 Chief Engineer N. Bartels was posted to m.v. TJIMANUK following home leave.
 Acting Chief Engineer P.C.H. Poppelaars of m.v. VAN CLOON went on home leave.
 Chief Engineer C. van het Maalpad was posted to m.v. VAN CLOON following home leave.
 Chief Engineer A. Bakker was posted to m.v. VAN NOORT following home leave.
 Acting Chief Engineer H.C. Smeenk of m.v. VAN NOORT was posted as 2nd Engineer (CMK) to m.v. SABANG.
 2nd Engineer (CMK) O. Kamstra of m.v. SABANG went on home leave.
 Chief Engineer E.N. van Don of m.v. KEERKRING went on home leave.

IN MEMORIAM

We announce with regret the deaths of the following:—

Mr C.H. Bering (retired KPM employee) at Amersfoort,	2nd August.
Mr C. Klein (.. ..)	Oegstgeest, 8th August.
Mr B.J. Wessendorp (.. .. 2nd Eng.)	Leiden, 11th August.
Mr G.J. Grin (.. .. Ch. Eng.)	Bergen, 16th August.
Mr J.J. Kooper (.. .. Captain)	Baarn, 22nd August.

N.T.P.M.

LEAVE

The following personnel went on leave:

Mr B.E.J. Edskes	4th Officer
Mr F.G. Veenstra	2nd Engineer
Mr B. van Riessen	2nd ..
Mr M.J. Kooderings-Clemens	5th ..
Mr H. Vermeulen	5th ..
Mr W.A. Kok	5th ..
Mr L. Schulting	Ass. ..

Those who returned are:	Posted to:
Mr W.J. Jansen 2nd Engineer	s.s. "Munttoren"

TRANSFER OF CAPTAINS

Captain J.P. van Haeften of s.s. "Munttoren" went on home leave.
 Captain J. Ruyter was posted to s.s. "Munttoren" following home leave.

TRANSFER OF CHIEF ENGINEERS

Chief Engineer H. van der Lugt of s.s. "Westertoren" went on home leave.
 Chief Engineer P. Molenaar was posted to s.s. "Westertoren" following home leave.

SHIPS POSITIONS

m.v. "Senegalkust"	eta Amsterdam	± 23/10
m.v. "Congokust"	eta Amsterdam	± 31/10
m.v. "Zuiderkerk"	eta Marseille	± 26/10
m.v. "Sloterkerk"	eta Singapore	± 15/10
s.s. "Westertoren"	eta Berre	± 15/9
s.s. "Munttoren"	eta Persian Gulf	± 9/10

H.V.M.

LEAVE

The following personnel went on leave:

Mr H. Emans	2nd Engineer
Mr R.G. Jutte	3rd ..
Mr A. Buyze	4th ..
Mr J.v.d. Haar	4th ..

Those who returned are:	Posted to:
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Mr J.H. Smit	2nd Engineer	m.v. "Hollands Dreef"
Mr H.J. Konings	3rd ..	m.v. "Hollands Dreef"
Mr B.E. Camoenié	4th ..	m.v. "Hollands Dreef"
Mr V.T. Los	4th ..	m.v. "Hollands Burcht"
Mr N.T.J. Mulhuijzen	4th ..	m.v. "Hollands Burcht"
Mr R. Nastaly	5th ..	m.v. "Hollands Duin"
Mr J. de Kruijf	5th ..	m.v. "Hollands Diep"
Mr J.T. Quaars	5th ..	m.v. "Hollands Burcht"

SHIPS POSITIONS

m.v. "Hollands Diep"	eta Singapore	± 9/10
m.v. "Hollands Duin"	eta East London	± 28/9
m.v. "Hollands Dreef"	eta Nagoya	± 3/10
m.v. "Hollands Burcht"	eta Singapore	± 10/10

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