



Royal Interocean Lines



A monthly staff publication

RIL POST

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A monthly magazine for all personnel of:

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

**N.V. NEDERLANDSE TANK- EN
PAKETVAART MAATSCHAPPIJ**

**HOLLANDSE VRACHTVAART
MAATSCHAPPIJ N.V.**

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From the Editor

It has been a busy month:

new ships on the way pages 70/71
old ships leaving pages 63/4/5
the Chairman of the Board of Directors
visiting Hong Kong opposite
Area Managers converging on HK HO pages 64 and 72

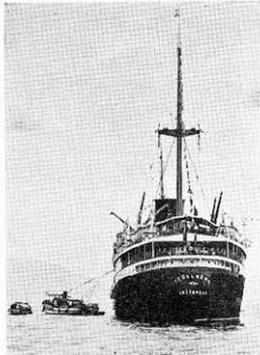
HK HO is, of course in Java Road pages 68/9

Japan have been 'playing it cool' page 75

A hot tip for treasure comes from Australia pages 66/7

RIL Post sends its grateful thanks to all who helped to fill in questionnaires recently. The 'spot census' revealed the not-unexpected fact that no-one likes everything, and everyone wants more of some one thing. With help from you all, we will do our best!

Welcome to Straat Hong Kong and Goodbye to Tegelberg



RIL ON TELEVISION

In January, we announced that the RIL film 'Windows on the East' would be shown in Holland by AVRO-RTN in a colour television programme. We now hear that — barring unforeseen circumstances — the film will be shown on 2nd July, 1968 on NEDERL. 1 (first programme). The commentary will be in Dutch, and we are sure that all viewers are going to enjoy the colourful film made by Harold and Helena Weaver.

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RIL'S CHAIRMAN ARRIVES IN HONG KONG



HAPPY MEETING AT KAI TAK AIRPORT

(l. to r.) Messrs Veltman, de Haan, van der Schalk, Leung Kwok Hing, Bouvy, Röell, Terwogt and Reyneker.

Jhr. E.W. Röell, Chairman of the Board of Directors, arrived in Hong Kong on 16th March for a two-week visit. He left again on 28th March for a visit to Singapore, accompanied by Mr de Haan and Mr van der Schalk.

FLEET FACTS

The H.V.M. vessel **Hollands Dreef** has been time-chartered to make the April sailing in the China-West Africa Service (CHIWAS) in place of **Straat Mozambique** which, owing to delays, will now make the May sailing. **Hollands Dreef** will be delivered at Sasebo in Japan after DMO.

The charter ship **Reefer Basse** was redelivered to owners at Yokohama at the end of March.

Straat Luanda, when west-bound in the Africa-New Zealand Service (ANZS), called at Singapore in mid-March.

m.v. Tjitjalengka has been sold to the Hong Kong Salvage & Towage Co. Ltd. for breaking, and will be delivered in Hong Kong in May.

m.v. Sibigo has been sold for continued trading to the Pacific International Lines Ltd. and was delivered at Hong Kong on 14th March.



The charter ship *Reefer Basse*.

ROYAL BIRTHDAYS

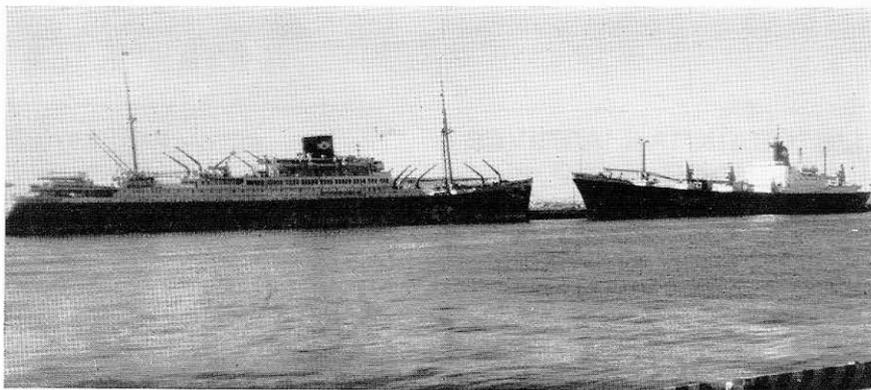
21st April
H.M. Queen Elizabeth II
of Great Britain



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



It is a great pleasure to add one more date for the first time in RIL Post: on 27th April, Prince Willem Alexander will be one year old.



COMING AND GOING

Alternatively, we could say 'Old and New' or 'First and Last': in other words, Tegelberg and Straat Hong Kong together at the Honmoku Pier, Yokohama. Stately Tegelberg was just discharging the last of her cargo and passengers (see opposite), and sleek Straat Hong Kong was preparing for her maiden voyage in the Far East-Africa-South America Service (ASAS).

Our grateful thanks to Mr E.M. van Rhoon (Manager for Japan) whose sharp eyes spotted the two vessels, and to Mr H. Okuda (Manager, Yokohama, Ag.) for taking the photograph.

AREA MANAGERS' CONFERENCE

The following came to Hong Kong in mid-March to confer with Managing Directors:

Mr P.A. de Loos, General Manager for Australia & New Zealand.

Mr J. Dekker, Manager for South America.

Mr E.M. van Rhoon, Manager for Japan.

Mr A.N. Bouvy, Manager for H.K. & China.

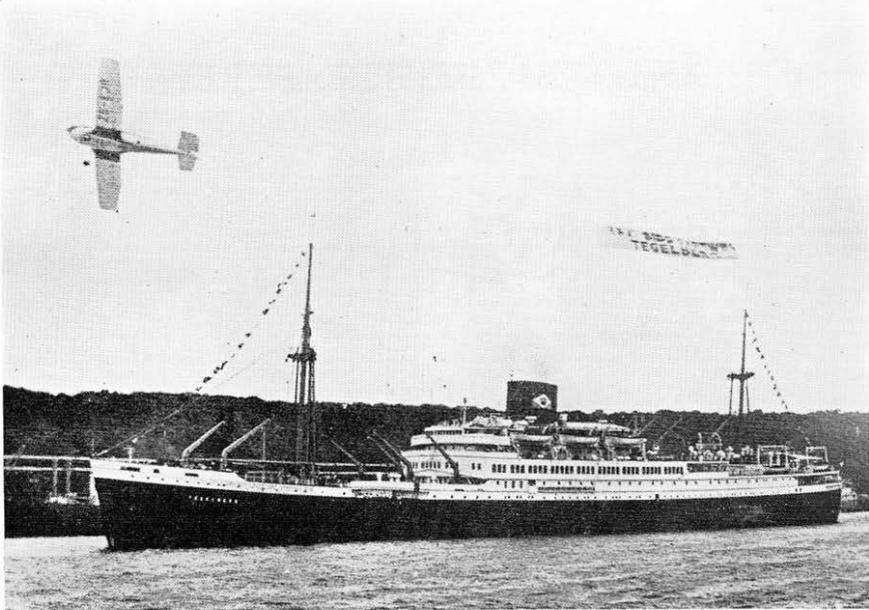
Mr J. van Middelkoop, General Manager for Africa.

Mr G. Kasteleijn, Manager for Singapore & the Federation of Malaysia.

Mr E.M. van Walrøe (Amsterdam), Mr A.L. de Jong (ex-Manager for the Philippines) and Mr W. Winkelman (Representative, Indonesia) were also present.

Mr H.W.R. Baron van Tuyl van Serooskerken acted as secretary to the meeting.





A banner was trailed overhead at Durban.

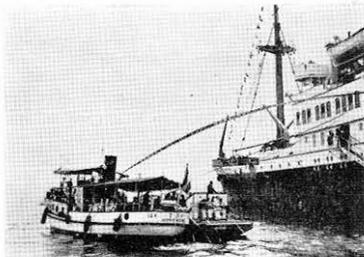
TEGELBERG—LAST VOYAGE

Well—she's left us! The Press, all along the route, reported the last farewells of the Tegelberg: "el formidable buque holandés" (Montevideo) "a ser retirado da linha depois de 30 anos de serviço" (Sao Paulo): when she sailed "for the Far East for the last time" (Cape Town), lines of flags fluttered from her masts and streamers dangled in the water: "a light aircraft trailing a long steamer with a final goodwill message circled her several times" (Durban): "to the sound of Auld Lang Syne, played by the P.S.A. Pipe Band, the vessel slowly drifted out, escorted by numerous small craft" (Singapore): there were "nostalgic partings from a ship which has given so many years of service . . . and so much enjoyment to many people" (Manila): "a final blast from her klaxon bid farewell to the Colony as she steamed majestically out of the harbour" (Hong Kong), and everywhere those on board were waving last Goodbyes to well-wishers.

Following a brief call at Hong Kong of a few hours only on 11th March, Tegelberg was delivered to her purchasers at Kaohsiung on 19th March.



RIL's 'Tji' pulled away at Hong Kong to reveal a farewell banner.



Pipeband at Singapore.



ANYONE FOR TREASURE?

PART I

"GILT DRAGON"

By

Eric Spring (Sydney)

When we hear of sunken treasure our thoughts tend to turn towards the far-off Caribbees and the legendary Spanish Main. For there, so favourite storytellers impressed upon us in our childhood, are the ultimate in adventure, danger and spoils for the taking.

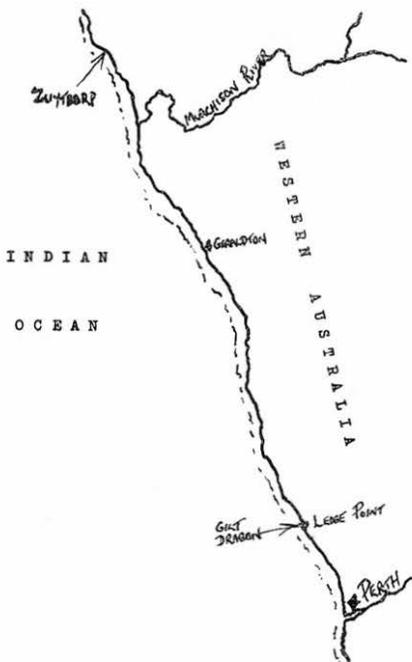
And yet, the coasts of Australia abound with equal treasures—some discovered, others still to be charted and actually recovered. These treasures are the hulks of unfortunate vessels which foundered upon our shores during the great Age of Reconnaissance when European nations were sending forth adventurous seamen in search of new lands and new avenues of trade.

Our western coast holds more than its fair share of these treasures—some of them Dutch ships. For, after all, the Dutch were the first navigators to discover a new route to the Spice Islands by making use of the local trade winds. Unfortunately, some of their vessels ran into sudden storms and were blown way off course. With a shuddering crash as rock bit into timber, they became permanent fixtures on the Australian continental shelf. So unpredictable is the weather at times along the Western Australian coast that Dutch sailors called it "The Killer Coast."

One immense fortune in silver coins lies on the sea-bed near Ledge Point, Western Australia. This was lost in 1656 when the good ship "DE VERGULDE DRAECK" (GILT DRAGON) was wrecked on an unexpected reef. Owned by the Dutch East Indies Company, "GILT DRAGON" sailed from Texel on 4th October 1655 bound for the lucrative Spice Islands. As well as a valuable cargo of general merchandise, her manifest shows that she had on board eight chests containing 78,600 guilders.

The story of the wreck—substantiated by the ship's log which was salvaged—is told briefly in a letter dated 4th December 1656 written by the Governor-General of the Dutch East Indies (who apparently had never heard of full-stops!).

"On 7th June 1656 there arrived here from the Southland the cockboat of the jaght "DE VERGULDE DRAECK" with seven men, to our great regret reporting that the



Sketchmap of W. Australian coast.

said jaght had run aground on the said Southland in 30-2/3 degrees on 28th April; that besides the loss of her cargo, of which nothing was saved, 118 men of her crew had perished and that 69 men who had succeeded in getting ashore were still left here. For the purpose of rescuing these men, and of attempting to get back by divers or other means any part of the money or the merchandise that might still be recoverable, we despatched thither on the said errand on 8th June the flute "DE WITTE VALCQ" together with the jaght "DE GOEDE HOOP", which after staying away for some time were by violent storms forced to return without having effected anything, although the said "DE GOEDE HOOP" has been on the very spot where the ship was said to have been lost."

Despite numerous search expeditions over the next three centuries by Dutch, English and (ultimately) Australians, no trace of "GILT DRAGON" could be found. Gradually, her very existence faded from memory until April 1963 when she became very much in the news again with the announcement that a party of skin-divers had found what they believed to be this long-sought wreck.

(continued opposite)

TJIWANGI 'OLYMPICS'



Cutting tape lengthways.



Captain Jochems presented medals, assisted by Mr T. Makiura (Tokyo, Man.), who sailed on the cruise as Liaison Officer.

When TJIWANGI held 'Olympic Games' on board during her winter cruise from Japan to Hong Kong and back, there was enthusiastic participation by passengers. No less than 80 of them joined in ten games, competing in four teams representing Japan, Holland, Australia and England. Strictly speaking, it could hardly be called an athletic event; perhaps 'adaptability' was more to the point, as participants — amongst other things — cut their way through long tapes (3,000 metres), threw 'go' stones into a bowl or wriggled backwards in the 'Limbo'.

Captain Jochems, as Chairman of the Olympic Committee, opened the Games, and at the conclusion of each presented the winner with a gold medal.

When Australia won the series, the winning team were congratulated with a rousing chorus of "Waltzing Mathilda".

GILT DRAGON (continued)

The actual find was made by a teenage boy who told other members of the party that they were right over a wrecked ship with two curved objects sticking out of its bow. These curved objects when brought to the surface were found to be elephant tusks. Other divers joined in the exploration of the wreck and before long a host of relics were piled aboard their boats — a bronze candlestick, musket-balls, a sounding lead, pottery and pieces of metal. Many of these were recovered from underwater caverns ranging from eight to forty feet in depth. About a dozen ivory tusks were found inside one cave — in another, scores of bricks were found stacked neatly in rows indicating that this was a complete section of the ship, its shape preserved by the engulfing marine growth.

A cannon has been recovered and when cleaned down revealed the markings $\frac{VOC}{A}$. The VOC (Vereenigde

Oost-Indische Compagnie) confirmed that the vessel was owned by the Dutch East Indies Company and the A signifies the particular fleet of vessels in which "GILT

DRAGON" served. About fifty silver coins were found scattered about on the ocean floor. Cleaning with acid solution showed that they were guilders minted in 1652, 1653 and 1654.

The wreck lies off Ledge Point about sixty miles north of Perth and some five miles off-shore. A new expedition is now trying to determine whether the bulk of "GILT DRAGON'S" treasure can be salvaged. The ravages of time and tide have scattered parts of the ship and her contents over a very wide area, but experienced skin-divers still have a good chance of recovering a substantial portion of the treasure.

Estimates of its current value have been as high as 1 million dollars (Aust.), so even one of the eight chests would be worth a tidy fortune. But whereabouts are these eight chests?

Your guess is as good as mine!

Next Issue: "ZUYTDORP"



Interocean House is seen clearly from all the western length of Java Road.

'JAA-WAH'

Say 'Java Kongsie' to anyone in Hong Kong, and it is immediately RIL of which they think. And so it has been since the days of the old "Java-China-Japan-Line".

It has always seemed something more than a coincidence that the Hong Kong Head Office building should be

situated in Java Road, so RIL Post went digging into the past, to see if there was any connection between the two names.

When old files were turned up, it became clear straight away that there was a Java Road long before RIL built Interocean House in 1957.

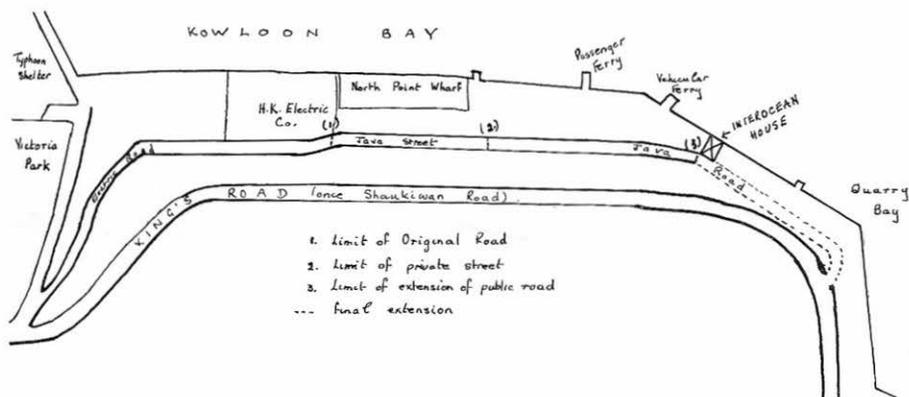
Main Gate of the North Point Wharf.



SIDE GLANCES

Terminal of Kowloon Passenger Ferries.





In fact HK HO is built on land reclaimed from the sea. Mr Yuen King Fai (Passage) remembers the little sandy beach beside the Shaukiwan Road (now King's Road) which was the seafront previously. When the big North Point Reclamation scheme was completed in 1956, the old Java Road was extended right across the new area, and I.O.H. was indeed 'at the end of Java Road'. When the adjacent Vehicular Ferry was opened in January 1965, Java Road was extended even further, across the back of RIL's building in a long curve eastward back to King's Road.

To find the origin of the name of the original western section of road, we delved even deeper and with the help of Government records, we found that in the immediate post-war years there were two 'Marine Lots' which originally belonged to the China Provident Company. This was the only land between Shaukiwan Road and the sea, and was sold to a certain 'Charlie Gray', a well-known local character who owned some dance-halls and the one-time Cathay Hotel in Causeway Bay (now demolished). He built an amusement park, the Lunar Park, but after some years of recreational enjoyment, the land was again sold; this time it was to an Indonesian developer who put in a private street, Java Street, which later was taken over as a public road. One imagines that the Indonesian came originally from Java and that the road was named for sentimental reasons. Is it too much to wonder if he sailed in one of our Company's ships to Hong Kong? It certainly seems very likely, with the regular sailings from Java in those days. Can any 'old hands' help us to complete the circle and establish the 'Java' connection?

The long narrow street is used by vehicles approaching the ferry for Kowloon. The concourse beside Interocean House is half completed, but may be doubled in size at some time in the future, using the rough ground seen on the left. Many new blocks have been erected, but there is still a huddle of ramshackle huts to come down. A multi-storey carpark is planned eventually.





Straat Hobart enters the water.

“ANOTHER RED-LETTER DAY FOR R.I.L.”

These were the headlines in the Japanese Press on 12th February, a fine bright day with snow-clad Mount Fuji clearly in view. The first of a 'triple event' was the

Mr Usami (centre) represented RIL in Shinto ceremonies.



launching at Shimizu by Mrs C.L.C. van Kretschmar of the third of the STRAAT H-vessels, STRAAT HOBART. Immediately afterwards, Nippon Kokan laid the keel of the fourth ship, STRAAT HONSHU, with Mr T. Usami there to represent R.I.L. On the very next day, STRAAT HONG KONG (No. 2) began her official trial trip (see opposite).

It was a unique occasion in the long and close relationship between NKK and RIL.

For Mrs van Kretschmar (nee Tegelberg) it was a memorable occasion also, for as a child she launched the passenger ship TEGELBERG, to which we have just said Goodbye (page 65). The new STRAAT H-vessels will replace the passenger ships in the Far East-Africa-South America Service (ASAS).

Mr van Kretschmar recalled these facts in his speech made at the reception after the launching, adding his thanks, on behalf of Managing Directors, to everyone concerned in the designing, building and supervision of the construction of STRAAT HOBART.

The new ship is expected to be delivered at the end of June.





Formal exchange of delivery documents.



Trial run of Straat Hong Kong, now well on her way in her maiden voyage.

“A VERY FINE SHIP”

This was Mr Reyneker's comment on 29th February when he took delivery of STRAAT HONG KONG on behalf of the Company. Mr K. Toyama, Managing Director of Nippon Kokan, first escorted Mr Reyneker round the ship for owner's inspection before the formal signing of delivery documents in the ship's dining saloon, and at 11.30 the RIL house flag was hoisted for the first time.

In his speech at the reception which followed, Mr Reyneker commented on the very satisfactory result of the technical trials of "this well-constructed and well-found ship". This was the third ship to be built by the Nippon Kokan Yard for RIL, and there were two

more to come. In spite of these and other commitments, NKK had delivered STRAAT HONG KONG exactly on the schedule, a factor of the utmost importance to an operator of liner services. He expressed his thanks for the cooperation of Nippon Kokan, the Tokai Maritime Bureau, Bureau Veritas, Mr Hokke of the Netherlands Shipping Inspection, and—not least—to the Company's supervisors.

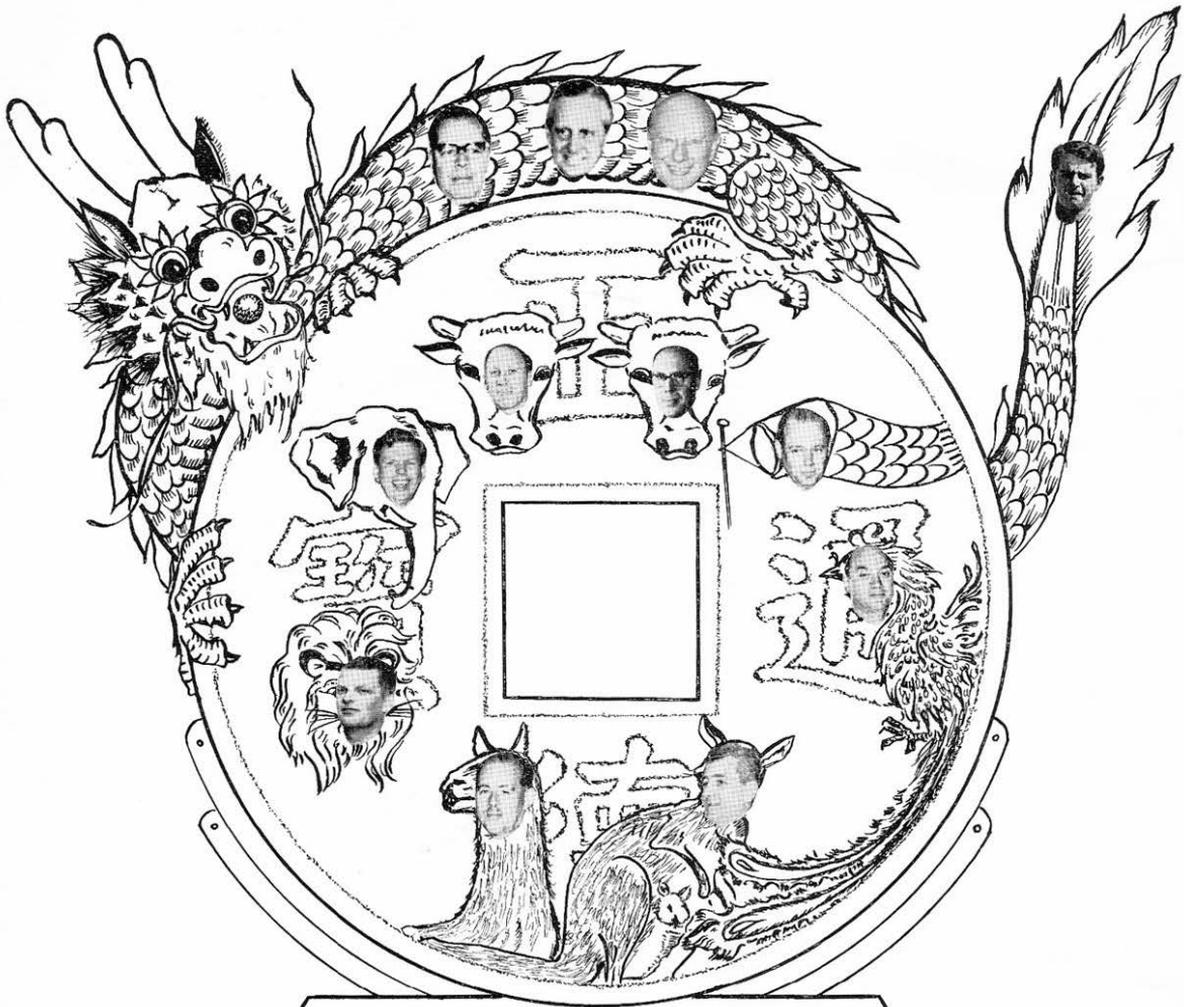
Mr Reyneker then appointed Captain J.H.W. Voigt to the command of STRAAT HONG KONG, wishing the new vessel Godspeed, good luck and prosperity.

in J.H.W. Voigt and Chief Engineer M.G. Beunder sit either side of Mr Reyneker, as the whole ship's company lines up on board Hong Kong at the very beginning of the ship's career.



Half-seen through the hazy smoke of a good luck firecracker in the stern of Straat Hong Kong, is the newly-launched Straat Hobart.





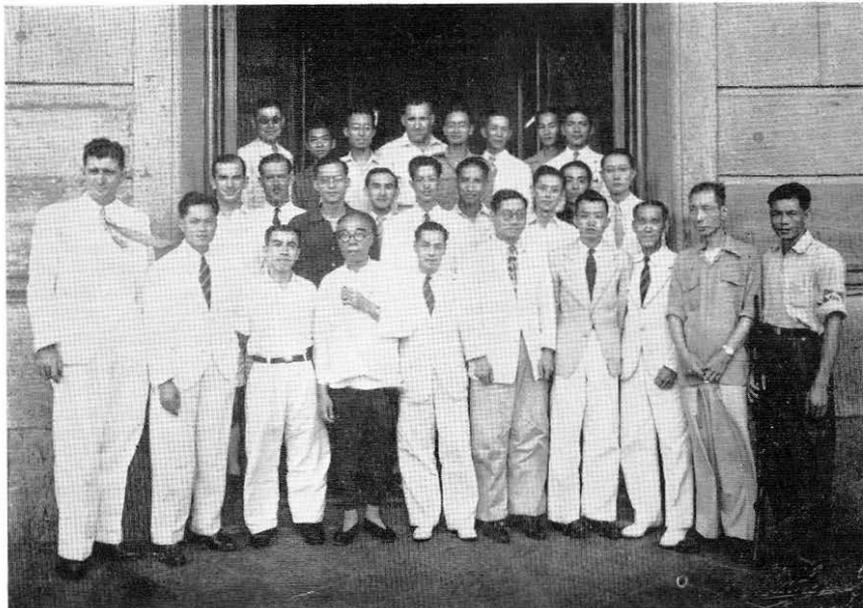
VISITORS TO HONG KONG



The Imperial dragon (let's hope that he has really caught that pearl of wisdom in his jaws!) fiercely clutches an ancient Chinese coin, sign of prosperity, in his Royal five-clawed foot. He also symbolizes the Royal welcome given to visitors to Hong Kong in March. Turn to page 64 if identification is needed.

The frown would seem to indicate that the sting was in the tail!

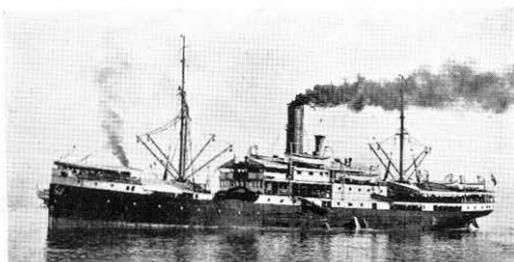
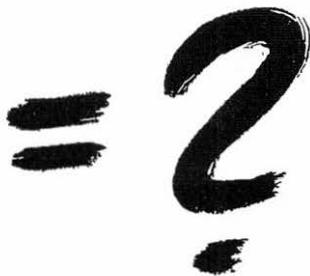
Our warmest thanks to creative Richard Chan (HK HO VZ) who designed the above.



TWENTY YEARS AGO

We are indebted to Mr K.C. Yuen (HK MH) for this photograph, which he has cherished ever since it was taken in front of King's Building in 1947. Many of these people are, happily, still with RIL, though not all still at MH. Here are the names:— **Back row:** Joseph W. Lee, Johnny Chiang, Y.H. Wong, G.M. Pliester, Francisco Lopez, David Chin, S.C. Chiu, E.M. Alarcoun. **Middle row:** J.M. Hens, J. Dekker, Cary Wong, Chan, K.C. Yuen, Y.Y. Lam (dec'd), P.Y. Hung, Lau Sang, K.H. Leung. **Front row:** P.A. de Loos, Henry Wong, Pang, Mina Shun Kwan (dec'd), Y.P. Loo, S.T. Sung, K.W. Chung, F.L. Yeung, Ma Shu (Finger Print), Ah Fook (Watchman).

SHIPS OF YESTERYEAR



The old KPM ship shown in our February issue was the steamship SPEELMAN (1030 GRT) — 1926 to 1942. Her sister-ships were Duymaer van Twist, Rooseboom, Van Diemen and Van Goens. The name, of course, immediately recalled RIL's former Managing Director, the late Drs. L. Speelman.

Mr. J. van Dienen (retired KPM Chief Engineer) writes that he stood by the ship when she was built in 1925

and sailed on her maiden voyage from Rotterdam to Batavia, adding that these KPM ships were the first to be fitted with 'kleppenmachines' (for the non-technical-minded: steamengines with poppet valves).

The luck of the draw this month falls to Mr. W.K. Mink (HK HO) who receives a RIL letter-opener.

This month's clue: built in a period when orders for new KPM ships were scarce.

Boatswain Cheung Ming

As announced in our January issue, five members of staff received watches engraved with their names this year, in recognition of twenty-five years of service with the Company.

Among them is Boatswain Cheung Ming, who should have received his watch at Chinese New Year, aboard TJITJALENGKA. Unfortunately, Mr Cheung was sick in hospital in Hong Kong, so on 24th January Mr D. Ma, Manager of Crew Department, and Dr. J.J. Koppes, Medical Superintendent, visited him in the Grantham Hospital.

When presenting the watch, Mr Ma thanked the Boatswain for his years of service, for the way in which he had kept the flag flying in many countries, and for the spirit he had instilled amongst his shipmates, adding that his stable character had set a good example to others, enabling him to do his job to everyone's satisfaction. He was a good leader, well-liked and respected by those who worked under him.

We congratulate Mr Cheung and wish him a speedy recovery.

Maitre d'Hotel Lau Shun

Another man to receive a 'Jubilee' watch was Maitre d'Hotel J.G. Lau Shun on board STRAAT BANKA. Captain Helleman reports that the occasion was celebrated in a very pleasant and cheerful way. A special Chinese Dinner was held on Chinese New Year's Day, during which the engraved watch was presented to Mr Lau by the Master, who thanked him for his long and loyal service to the Company ever since he first signed on in 1941 as a steward on board TJSADANE. He had been on STRAAT BANKA for nearly six years.



Mr Lau made a cheerful reply, thanking RIL for the watch and wishing the Company good luck and prosperity.

SEA-AIR COOPERATION

A report in a national newspaper said:—

"Despite the growing awareness for personal contacts overseas, too many British businessmen miss the boat by not taking a plane."

'OLD BOYS ASSOCIATION'

It will be a special day on 12th October for the "Vereniging van Oud-Personeel der Koninklijke Java-China-Paketaart Lijnen N.V." because members will be celebrating their 20th Anniversary at a reunion to be held at the Hotel Kurhaus in Scheveningen. The famous cabaretier, Seth Gaaykema (who, by the way, translated 'My Fair Lady' into Dutch) will be performing.

The Association extends a generous welcome to all serving personnel who may be on leave at that time. It sounds as though it will be a good party, and we suggest that interested persons get in touch with the Secretary:—

Mr P. van Vliet,
Johan van Oldenbarneveltlaan 36,
Den Haag.

FAMILY NEWS

Weddings

Miss M.L. Perreira (Singapore, Pass.) to Mr C.A. Shorter on 10th February.
5th Engineer H. Fokkema (leave) to Miss C.H. Visser on 23rd February at Groningen.
4th Officer P.P.J. den Boer (leave) to Miss H.P. Olijslager on 8th March at Sas van Gent.
5th Engineer R.W. Schröder (leave) to Miss Y.M. de Vries on 6th April at Zeist.

New Arrivals

3rd Officer P.G. Langeveld (leave): a daughter, Anna Elizabeth, on 9th February.
Chief Officer P. Hoogland (Straat Freetown): a son, Watze Pieter, on 15th February.
Mr Lim Meng Kiah (Singapore): a daughter, Lim Soo Ing, on 15th February.
2nd Engineer J. Wildering (leave): a daughter, Karen Inge, on 17th February.

SEEN AT SINGAPORE

Study in expressions amongst a group of young officers on board Straat Colombo (page 76).



TO THE EDITOR

"I should like to point out an error in the March issue of RIL POST, on page 55, where the name of 'Pesch' is given to Second Engineer H. Noort in the photograph taken on board Straat Holland. Mr Pesch replaced Mr Noort in January, when the latter went on Home Leave."

W.B.

Our apologies, gentlemen! We hope to have the pleasure of personal acquaintance in the future, so that we can make positive identification.

"Enclosed are negatives of photos taken on board the Tjinegara during the Chinese New Year. They are in connection with our celebrations—a Lion Dance. As I am inexperienced in photography, I doubt whether my photos can be of service for the RIL Post. If you find them satisfactory, please print them in a coming issue."

During the Chinese New Year, our vessel was calling at Melbourne. On that day, many visitors came to enjoy our performance of the dance. At that time, Straat Cumberland and Straat Singapore were also calling at Melbourne, so our 'Lion Dance Group' marched on to those two vessels to say Kung Hei Fat Choi. Finally, we were also invited to appear on the television! Isn't it wonderful?"

Steward Chan Man Yau
Tjinegara.



One of the best known trade papers in Japan is the 'Shipping and Trade News', but we understand that weighty commercial matters are not always the first attraction to local shipping houses, who have a tendency to open at a certain column in the paper which is reserved for scantily-dressed girls!

However, RIL stole a march on them on 28th February, when eager readers found this in their favourite spot:—

(17)



We hear that certain 'buoys' showed interest!

PERSONALITIES

Mr. E. van Sant, Superintendent Engineer, left Hong Kong on 18th March for a month-long trip to Australia and Singapore to visit Company vessels.

Mr Ph. Bangert took over as Manager for the Philippines on 15th March, in place of Mr A.L. de Jong, who was transferred to HK HO.

Mr S. Bakker, Manager Planning, made a short visit to Taiwan in mid-March, in connection with the sale of m.v. TEGELBERG.

FAREWELL CAPTAIN STEGGERDA



Captain & Mrs Steggerda with Mr Kasteleijn.

When STRAAT COLOMBO sailed into Singapore harbour in January, it was time to say Goodbye to the Master, Captain H.P. Steggerda, who has been sailing for KPM and RIL ever since 1935. On the 17th, a luncheon party for Captain and Mrs Steggerda was hosted on board by Mr G. Kasteleijn, Manager for Singapore & Federation of Malaysia. Captain Kroone (accompanied by his wife) and Chief Engineer van der Gugten from STRAAT FUTAMI, and Captain van Dam and Chief Engineer Brouwer from TJBANTJET were present, as well as Messrs de Harde, Lensing, Wiss and Krikke from the Singapore office.

During his address on behalf of Managing Directors, Mr Kasteleijn outlined Captain Steggerda's distinguished career, during which he had served on many different ships, and had been promoted to Captain in 1957. He had taken a great deal of satisfaction in his work and showed unfailing interest in his officers and crew, regardless of nationality; these traits had resulted in his being 'in command' in the fullest sense of the word.

It seemed appropriate that Mrs Steggerda should accompany her husband on this, his last voyage, when STRAAT COLOMBO called at Tg. Priok (the first INDIAS vessel to do so in years), for this had enabled them both to revisit the house in Djakarta where a Third Officer Steggerda had once courted the girl who later became his wife.

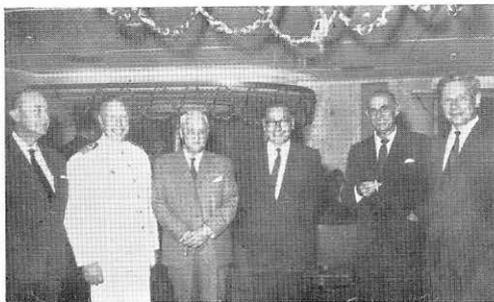
Speaker concluded by wishing Captain Steggerda and his wife a pleasant journey home, the enjoyment of a well-deserved retirement, and proposed a toast to their continued health.

In his reply, the Captain remarked that whilst he looked forward to using all the home-appliances with which he had been presented for his household chores, it was still with considerable regret that he was retiring from active service with the Company. He ended his short, humorous speech by proposing a toast to the continued prosperity of RIL who (to quote) "gave him a full pension after only one year's service!"

As usual, the catering staff rose to the occasion with a delicious buffet meal.



WELL MET!



Durban's Christmas party on board BOISSEVAIN saw a meeting of old friends:— (from l. to r.) Mr M.P. van Musschenbroek (retired in 1955 after 25 years' service), Captain Th. Rose (Master m.v. BOISSEVAIN), Mr L. Sonius (retired 1952, having served, first with the K.P.M. and then the K.J.C.P.L. ever since 1918), Mr J.F. Egberink (retired 1967 as General Manager for Africa), Mr F. Bland van den Berg (retired 1954 after eighteen years' service) and Mr J. van Middelkoop (RIL's General Manager for Africa).

IN MEMORIAM



Dr. W.F. de Priester

It is with deep regret that we have to announce the death on 4th March, at the age of 69 years, of Dr. W.F. de Priester, former Medical Adviser of R.I.L. and K.P.M.

Although he had been in retirement for the last seven years, the greater part of the present R.I.L. staff was acquainted with "our doc", not only professionally but in many cases also personally. His interest in the well-being of the staff-members was not restricted to the medical aspect but often extended to their domestic circumstances, and many are indebted to him for the advice which emanated from this interest.

After having obtained his diploma at Leyden University in 1924, Dr. de Priester became surgical assistant at Rotterdam and at Batavia. In 1928 he joined K.P.M.-Lines and served in several functions, among others as Medical Superintendent of K.P.M.'s hospital "Petamburan". During his leave in 1935, Dr. de Priester studied the possibilities of mass X-raying at the health service of Philips-Eindhoven, since cases of tuberculosis on board the ships showed a tendency to increase. After the war, during which he was interned as a P.O.W., he returned with his family to Holland for recuperation.

The general health condition of the K.P.M.-Staff shortly after the war was far from good and put an extra burden on the Medical Department of "Nederland" Line, which looked after the medical interests of K.P.M. too. The Management at Amsterdam office decided to establish its own Medical Department, and Dr. de Priester was entrusted with the preparation. On 1st January 1947 he was appointed Medical Adviser of both K.P.M. and R.I.L. Being an expert on tropical diseases, he extended his task at a later stage to medical examinations for other companies having staff in their overseas service, and as a matter of course for N.T.P.M. and H.V.M.

On February 1st 1961, Dr. de Priester resigned after a career of 32 years dedicated to the benefit of many, serving all over the world. Unfortunately, his health deteriorated gradually and his well-deserved rest made way for a long sick-bed, ending fatally.

Our sympathy goes to his wife, children and grandchildren.



Laundryman Lam Bong

It is with great regret that we have to report the death, after a long illness, of Laundryman Lam Bong in Hong Kong on 15th February, at the age of 52.

Mr Lam had served altogether for four years aboard RIL vessels before he came to work in the laundry at HK HO in 1962. He was an industrious man, skilled in his work, and will be missed by his fellow workers.

Our sympathies go to his wife, son, and three daughters.

SHIPS OF THE WEEK

On 2nd February, relatives of officers on board STRAAT TORRES (left), STRAAT FUTAMI and HOUTMAN (below) went to Hilversum to record messages. These were later relayed by Radio Nederland to the three ships. The three group photographs were taken at the time of the recording.



PERSONNEL



NEW PERSONNEL

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

| | | |
|-------------------------|----------------|--|
| Mr H. Andre de la Porte | 4th Officer | |
| .. J.J. Bakker | | |
| .. P. Boerman | | |
| .. F.H. Bregman | | |
| .. Ch.J. Bakker | Appr. Engineer | |
| .. A.C.L. van Gameraen | | |

PROMOTIONS

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

| | | |
|----------------------|---------|---------|
| Mr A.J. Gulmans | as from | 16-9-67 |
| .. A.M.H. van Wersch | | 15-1-68 |

SUCCESSFUL EXAMINATIONS

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

| | | | |
|-------------------------|--------------|-------|---------|
| Mr P.F. Bijl | 2nd Officer | I | 2-2-68 |
| .. W.A. van Erk | 4th .. | II | 13-2-68 |
| .. P.G.A. Gerretsen | | II | 26-2-68 |
| .. F.H. Santman | | II | 1-2-68 |
| .. A.J.M. van Schijndel | | II | 2-2-68 |
| .. R. Tresfon | | Th.II | 15-2-68 |
| .. J.R. Verwoerd | | Th.II | 15-2-68 |
| .. B.L. Herkamij | 2nd Engineer | C | 19-2-68 |
| .. H.A. van der Lelij | | Th.C | 21-2-68 |
| .. A.J. Pruyssers | | C | 21-2-68 |
| .. J.A. Pruyt | | Th.C | 16-2-68 |
| .. V.M. Adels | 3rd .. | B | 12-2-68 |
| .. N. Filius | | B | 15-2-68 |
| .. P. Goertse | | B | 15-2-68 |
| .. U.C. van Baal | 4th .. | Th.B | 7-2-68 |
| .. R.G. Koopmans | | B | 15-2-68 |
| .. P. Alblas | 5th .. | A | 29-1-68 |
| .. A.J. Gulmans | | ASW | 16-9-67 |
| .. W.A. Kok | | A | 15-7-68 |
| .. F.J. de Vreeze | | A | 1-2-68 |
| .. A.M.H. van Wersch | | VD | 15-1-68 |

TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS

Captain R. Jungeling went on intermediate leave after the delivery of TEGELBERG to her new owners.
 Captain M.M. Adarse, Master of STRAAT CLARENCE, went on home leave.
 Captain H. Boeree was posted to STRAAT CLARENCE following home leave.
 Captain J.A.H. Faber, Master of STRAAT MADURA, was transferred to TJILIWONG.
 Captain H.N. Schepman, Master of TJILIWONG, was transferred to STRAAT MADURA.
 Captain L.P. Weststrate, Master of HOUTMAN, went on home leave.
 Captain H.J. Brons was posted to HOUTMAN following home leave.
 Captain J.A.H. Faber, Master of TJILIWONG, went on home leave.
 Captain G.W.E. Gerretsen, Master of SILINDOENG, was transferred to TJILIWONG.
 Captain Th.H. Rappard was posted to SILINDOENG following home leave.

Chief Engineer J. Birza went on intermediate leave after the delivery of TEGELBERG to her new owners.
 Chief Engineer J.B. Nolthenius of VAN RIEBEECK went on home leave.
 Chief Engineer W. van Dam was posted to VAN RIEBEECK following home leave.
 Chief Engineer Th.J. Bronsvort of STRAAT FRANKLIN went on home leave.
 Chief Engineer G.J.C. Bevelander was posted to STRAAT FRANKLIN following home leave.
 Chief Engineer J.J. Pieterse of TJIBODAS went on home leave.
 Chief Engineer J.H.M. van Miltenburg of STRAAT LAGOS was transferred to TJIBODAS and subsequently went on home leave.
 Chief Engineer H. Hooyberg was posted to STRAAT LAGOS following home leave.
 Chief Engineer H.E. Kattenbroek was posted to TJIBODAS following home leave.
 Acting Chief Engineer A.L.G. Rommen of STRAAT SINGAPORE was transferred to STRAAT BALL as 2nd Engineer.
 Chief Engineer C. Krul was posted to STRAAT SINGAPORE following home leave.
 Chief Engineer J. van Willigen of STRAAT LUANDA went on home leave.
 Chief Engineer H.A. Klazema was posted to STRAAT LUANDA following home leave.
 Chief Engineer J.J. Kalkhoven of STRAAT COLOMBO went on intermediate leave.
 Chief Engineer F.M.H. Beckers was posted to STRAAT COLOMBO following home leave.
 Chief Engineer A. Vink was posted to STRAAT ADELAIDE following home leave.
 Acting Chief Engineer R.F. Schols of SANANA went on home leave.
 2nd Engineer A.J. Pruyssers was posted to SANANA as Acting Chief Engineer.
 Acting Chief Engineer C. Ligtenberg of SAMBAS went on intermediate leave.
 2nd Engineer C.F. van Overbeeke was posted to SAMBAS as Acting Chief Engineer.



Let's toss for it... Heads we eat it,
 Tails we play Football!!!

LEAVE

The following personnel went on leave:

| | |
|-------------------------|---------------|
| Mr F.A. Herkenhoff | Chief Officer |
| " W.J.A. van Alebeek | 2nd " |
| " A.M. Hoogland | " " |
| " R. Lindemans | " " |
| " D.F. van Woerdekom | " " |
| " F. Boonstra | 3rd " |
| " Z.P. Gischler | " " |
| " A.J. Martijn | " " |
| " V.P. Mollinger | " " |
| " J.B. Nienhuis | " " |
| " J.F. van Santen | " " |
| " S.G. Adema | 2nd Engineer |
| " H.L. Uijl | " " |
| " P.M.E. Bogers | 3rd " |
| " H.M.M. Grootveld | " " |
| " J. Kommers | " " |
| " M.A.C. van Laerhoven | " " |
| " L. de Nooyer | " " |
| " D. Penninga | " " |
| " H. Völlmer | " " |
| " T.C. Bergenhenegouwen | 4th " |
| " A.K. Hofman | " " |
| " A.L. Malcontent | " " |
| " R. Schuring | " " |
| " S. de Wilde | " " |
| " L.J. Botzen | 5th " |
| " A.A.M. Peeters Weem | " " |
| " J.G. de Rooy | " " |
| " F.A. Spoor | " " |
| " J.J.A.B. Tollenaar | " " |
| " G.W. van Velzen | " " |
| " H.O. Voorma | " " |
| " J. Frieszo | H. Employé |
| " S. van der Meij | " " |
| " G.J.W. Meynen | " " |
| " A.F.C. van Eldik | Employé |

Those who returned are:

| | | |
|-------------------------|--------------|-------------------|
| Mr H.K.M. Schot | Ch. Officer | posted to |
| " P.F. Bijl | 2nd " | Straat Clement |
| " E.C.M. Jansen | " " | Tijbodas |
| " R. Reitsma | " " | Sigli |
| " P.J.M. van den Ende | 3rd " | Silindoeng |
| " G. Kolkman | " " | Straat Towa |
| " A.F. Kuiper | " " | Silindoeng |
| " S. Rendering | 4th " | Straat Fushimi |
| " J.R. Verwoerd | " " | Straat Cook |
| " A.J. Pruyssers | 2nd Engineer | Straat Florida |
| " P.M. Bos | " " | Sonana |
| " R.E. Boom | 3rd " | Straat Franklin |
| " P. Geertse | " " | " " |
| " W.C. Geistdörfer | " " | Straat Florida |
| " J. Kristel | " " | Straat Cumberland |
| " N.J.P. van der Meulen | " " | Straat Madura |
| " K.J. Veldman | " " | Straat Hobart |
| " M.C. van Apeldoorn | 4th Engineer | Houtman |
| " U.C. van Baal | " " | Straat Fiji |
| " H.P. van Eeden | " " | Straat Clarence |
| " R.P. Geervliet | " " | Tijmanuk |
| " J.J. Leurs | Adj. Chef | Silindoeng |
| " H.C.G.L. Ribbink | " " | HK HO |
| " H.E. Kerkmeyer | 11. Employé | Durban |
| | | HK HO |

LEAVING (OR LEFT) SERVICE

| | |
|---------------------|----------------|
| Mr L.J. Feuerberg | 2nd Engineer |
| " H. de Vries | 4th " |
| " P.G.H. Uges | " " |
| " J. Breen | Ship's Surgeon |
| " Zee Yuen Ching | Purser |
| " Ng Hing | Chinese Purser |
| " H.C. von Chrismar | Employé |

IN MEMORIAM

We announce with regret the deaths of the following:—
H.H. Kho (retired Chief Engineer, KPM) at Utrecht on 16th February.

F. Matimo (retired Employé, KPM) at Zeist on 17th February.
H.J. Ahlers (retired Captain, KPM) at Groningen on 5th March.

N.T.P.M.

The following personnel went on leave:

| | |
|---------------------|--------------|
| Mr R. Slump | 3rd Officer |
| Mr A.H. Barkenbosch | 4th " |
| Mr E. Grootveld | 3rd Engineer |
| Mr A. Scheer | 4th " |
| Mr H.C.v.d. Bos | 4th " |

Those who returned are:

| | | |
|----------------------|--------------|--------------------|
| Mr G.J. Tuinstra | 2nd Officer | s.s. "Munttoren" |
| Mr A.B. Crooy | 3rd " | s.s. "Munttoren" |
| Mr A.P. de Wildt | 3rd " | s.s. "Westertoren" |
| Mr J.J.N. Bosschaert | 3rd Engineer | s.s. "Westertoren" |
| Mr H.J. Barten | 3rd " | s.s. "Munttoren" |
| Mr J.P.J. de Koster | 4th " | s.s. "Westertoren" |
| Mr H. Vermeulen | 4th " | m.v. "Sloterkerk" |
| Mr P.I. Versprille | 4th " | m.v. "Zuiderkerk" |
| Mr R.E. Stap | act. 4th " | m.v. "Sloterkerk" |
| Mr W. van Heezik | 5th " | m.v. "Senegalkust" |
| Mr M.G.v.d. Velde | 5th " | m.v. "Sloterkerk" |

Posted to

TRANSFER OF CHIEF ENGINEERS

Chief Engineer H. Kraaier of m.v. "Zuiderkerk" went on sick leave.

Chief Engineer W. Starreveld ex sick leave was posted to m.v. "Zuiderkerk".

Chief Engineer D. Bus of m.v. "Sloterkerk" went on home leave.

Chief Engineer H.v.d. Lugt was posted to m.v. "Sloterkerk" following home leave.

SHIPS POSITIONS

| | | |
|--------------------|-----------------------|------|
| m.v. "Senegalkust" | eta Freetown | 16/4 |
| m.v. "Congokust" | eta Amsterdam | 9/4 |
| m.v. "Zuiderkerk" | eta Dar-es-Salaam | 17/4 |
| m.v. "Sloterkerk" | eta Penang | 16/4 |
| s.s. "Westertoren" | surroundings P. Bukom | 15/4 |
| s.s. "Munttoren" | Persian Gulf | 31/3 |

H.V.M.

SHIPS POSITIONS

| | | |
|------------------------|-------------------|---------|
| m.v. "Hollands Diep" | eta Japan | 15/4 |
| m.v. "Hollands Duin" | eta Kobe | 11/3 |
| m.v. "Hollands Dreef" | Drydocking Sasebo | 19/31'3 |
| m.v. "Hollands Burcht" | ????? | |

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