



Royal Interoceanic Lines



RIL POST

A monthly staff publication



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FOR ALL PERSONNEL OF THE

Royal Interocean Lines

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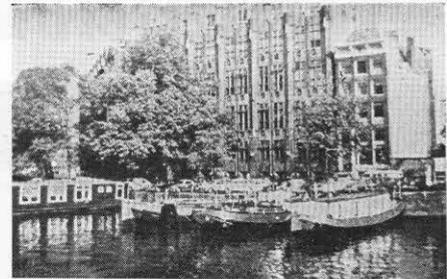
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From the Editor

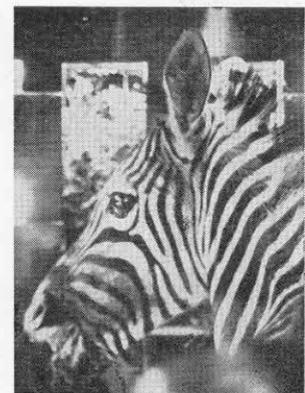
**ANNOUNCING
AMSTERDAM**

It is thirteen years since we last saw the staff of our Amsterdam Head Office. Now, with the aid of Correspondent Keller, we 'talk' you round on our centre pages. This photograph of the 'Binnenkant' side was taken by Correspondent Timmermans; the houseboat on the left-hand side was formerly occupied by the Purchasing Department.



ANIMALS

Not infrequently, RIL ships carry animals, but it is some time since we saw any. This issue shows those which were carried on *Tjikampek* recently, including the nervous zebra on the right, and we can promise something of a surprise for next month.



ANTICIPATION

In response to requests from seagoing staff for details of the new ships, we publish in this issue (page 144) some details about the cranes on *Straat Amsterdam*, and hope to follow with the engines.

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Contents, with the exception of articles derived from other sources, may be reprinted; acknowledgement of the source, however, would be appreciated.

A NEW ANGLE ON LAUNCHING

We have published many accounts of launchings this year, but this is the first to be reported from the 'sea-side': from the small boat *Erasmus* in fact, lying out in the river by Van der Giessen-de Noord's shipyard at Krimpen aan den IJssel. Correspondent P.W.A. Keller tells us how this came about:

On June 24th, the RIL houseflag flew proudly from m.s. *Erasmus* of Spido Havendienst at Rotterdam, as she lay alongside the 'Boompjes' quay at the foot of 'De Boeg' monument, war memorial for the Netherlands Merchant Navy. It was the day on which officers' wives and some officers on leave were not only guests of RIL, but also — later in the day — guests of Van der Giessen on the occasion of the launching of *Straat Accra*. Altogether, 185 passengers embarked in high spirits for a morning trip round the always-interesting harbour installations of Rotterdam.

It became obvious straight away that sight-seeing was not the only enjoyment on board: old acquaintances were renewed, and new contacts made, with the help of Amsterdam office staff. To make things easier, a passenger list had been issued showing, not only the names, but also home towns and the names of husbands' vessels. After morning coffee, Mr R.A. Koning welcomed everyone, saying that the Company hoped that this would lead to closer contacts between wives, who after all were 'all in the same boat'!

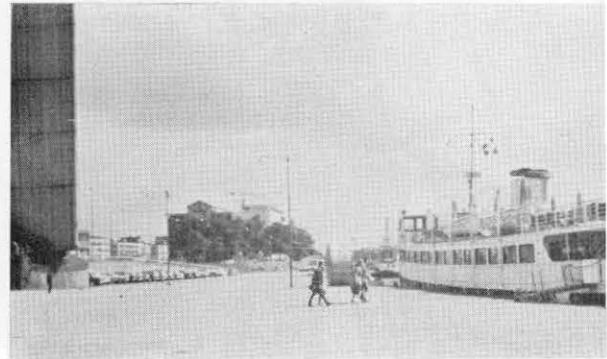
Gradually, as *Erasmus* made her way up the Oude Maas, the hustle and bustle of Rotterdam harbour gave way to quieter scenery, and in a spot overlooking flat meadows, the party enjoyed an appetizer, followed by a cold lunch.

At three o'clock sharp, the road bridge at Dordrecht was opened and *Erasmus* followed a course along the river Noord. The passengers took a good look at *Straat Auckland* on Verolme's slipway as they passed Alblasserdam, and finally arrived at Krimpen in very good time to get a first-class view of *Straat Accra*, still towering high in the yard. Unfortunately, the weather — which had been quite reasonable up to that time — worsened rapidly, and soon heavy rain was falling from dark clouds.

On the wharf, Van der Giessen's official guests had gathered, including Mrs E.E. Ruys-Stork, wife of Mr L.P. Ruys, a delegate member of the Company's Board of Directors. Sharp at 1645, high-tide, Mrs Ruys launched the new ship with a bottle of champagne and a tap of a hatchet. It seemed to take a little time before *Straat Accra* actually started to move, but then a perfect launching was achieved, to the accompaniment of all the sirens and whistles in the neighbourhood.

It is arguable which of the two parties had a better view, but the writer was very much impressed, especially by the efficient way in which the vessel was slowed down, stopping only a few yards from the opposite bank of the River IJssel, which is a bare 35 yards wider than the length of the ship at that point.

Thereafter, each party went its own way, the official shore party to a reception by Van der Giessen-de Noord, and *Erasmus* down-stream again, to arrive at the Boompjes Quay at 1840 — the end of a perfect day. (Photos: P.W.A. Keller)



Embarkation at the Boompjes quay.



The party enjoyed a buffet lunch.



"... the huge hull started to move ..."



The Gemini-crane being lowered into position in Straat Amsterdam. With deckhouse: weight — 100 tons, height — more than a 4-storey building.

HOOKED!

In 1968, the majority of vessels sailing the high seas are still equipped with derricks for loading and unloading cargo. It is a system which dates right back to the old sailing-ships, and it is surprising that until about ten years ago the only main alteration through the centuries was from 'elbow steam' (manpower), through real steam, to electric- and hydraulic-power.

The use of cranes on board ships has never been widespread. A few of our Company ships (BRT's etc.) were fitted out before the war with small cranes which could only lift 2 tons, and the booms of which could not be luffed. The main advantage of these cranes was the possibility of working over both sides at one end of the hatch. When at anchor, the BRT's could work four gangs for instance, in hatch No. 4.

With the cost of ship operations rising all the time, various ways have been sought to improve methods of cargo-handling, in order principally to reduce the 'in-port' periods. One method has been the utilisation of better deck cranes, and this is closely connected with the introduction of unitisation and containerisation of cargo. The first vessels in the RIL fleet to be fitted out with cranes having a capacity of 3 and 5 tons were the Straat F-vessels built in Japan (Futami, Fushimi, Fiji and Florida). One advantage of these cranes is that it takes very little time to make them ready for cargo operations on arrival at a port. Furthermore, the hook moves in three dimensions instead of two*, so that the cargo can be picked up and put down at any place within the crane's reach.

When the Straat H-vessels were built with so-called 'open hatches', it was even more essential to have cranes, as working with derricks would mean that the cargo gear would have to be re-rigged each time that work was switched from one side hatch to the other. Allowing for the possibility of container trade, it was necessary to make plans for lifting weights of up to 20 tons. The Straat H-vessels, therefore, were fitted out with a 20-ton crane between Hold 3 and Hold 4.

In the meantime, development of ship cranes had by no means stood still, and the 'twin-crane' had been introduced. This has now been installed on the Straat A-vessels between hatches No. 3 and 4. It goes without saying that a 20-ton crane cannot always be utilised up to its full capacity, but as provision must be made for heavy lifts and possible containers, it would be impracticable to fit a smaller unit. The solution was two light cranes that could work together as one heavy crane. This is the basis of the Hensen Twin Crane.

The twin crane consists of two completely independent units operating round a common centre post, and each controlled from its own operator's position. When a load above the capacity of one of the cranes (11 tons) has to be lifted, the cranes are linked together and may be operated as one unit from either control position. Thus linked, the cranes can lift up to 22 tons. The cranes are also remotely controlled. Both can be controlled by means of portable

(continued opposite)

'THE BIRDS AND BEASTS WERE THERE'

When Tjikampek came in to Hong Kong early in July, packed closely together on her portside, alongside Nos. 4 and 5 holds, were wooden crates of all shapes and sizes. Captain F.W. Kaptijn was in command of a motley crowd of 'pas sengers' from East Africa: 7 ostriches, 6 zebras, 2 warthogs, 3 giraffes and 3 large land tortoises, all destined for Yokohama.

The Japanese importer had sent his son by air to join Tjikampek in Africa and to take care of the animals on the voyage. Chief Officer A. Treffers also took a keen interest in their welfare, and it was through his ministrations that one of the ostriches 'Sweetheart', made a good recovery from a face infection, and a cut on the leg of a zebra was quickly healed. It is not the easiest thing in the world to dab penicillin ointment on the leg of a congenital kicker!

It was obvious that all the animals knew 'Doctor' Treffers; Grandpa Warthog grunted with satisfaction as buckets of cooling fresh water were shot over him; 'Sweetheart' rested her head confidently on his shoulder; and enchanting baby 'Tufty' avidly curled her long blue tongue round a feeding-bottle in his hand, as she fluttered a pair of giraffe eyelashes which would be the envy of any human female.

The animals were in splendid condition and we rather think that Tjikampek missed them when they went ashore at Kobe.

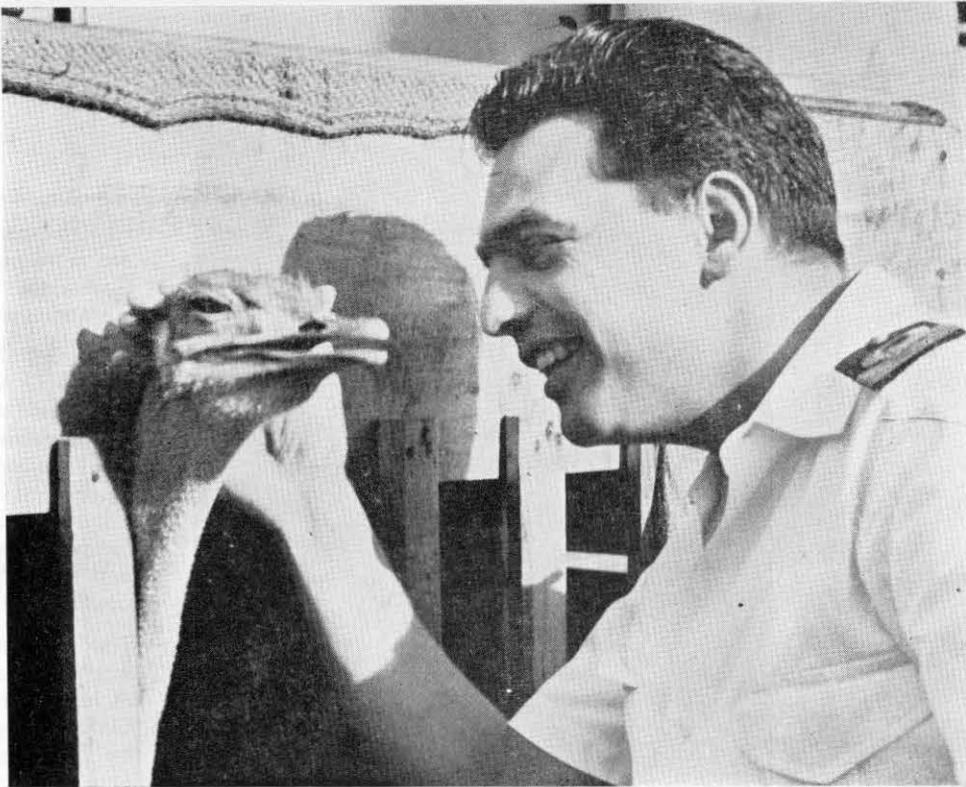
HOOKED (continued)

control units, so that the operator can take up positions giving him optimum visibility into the hold. A further advantage is that, as the two cranes are supported by one post, the space requirements are no more than required for a single conventional deckcrane.

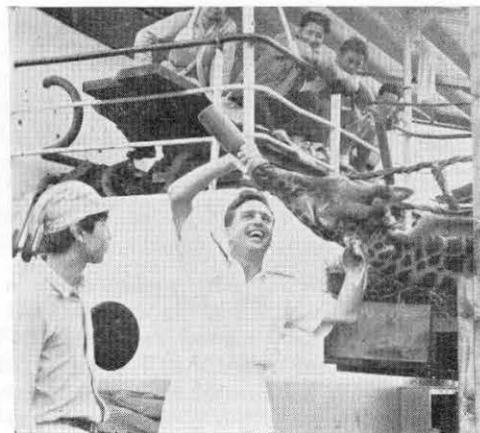
The photograph (opposite) gives a clear illustration of the 'Gemini-crane' on Straat Amsterdam. This vessel, first of the Straat A-class, will leave Holland in August on her maiden voyage, when many readers will be able to study the modern crane for themselves.

E.F. AALBERTS.

* The normal derrick works athwartship and up-and-down. A crane can also move fore-and-aft.



"Sweetheart!"



Tufty grabs her bottle.



Mr Kono, son of the importer, amongst the crates on deck.



The natural arch formed by the leaves, prevents the sun from reaching the ground, thus deterring undergrowth.

PHILIPPINE ABACA

All over the world 'Manila rope' means good rope, and even on ships which are turning to man-made fibres, it is almost certain that somewhere on board will be some good hemp—cargo-slings for example. Our Manila Correspondent tells us in detail about this useful commodity:—

ABACA fibre, or the strong lustrous white ochre in colour "Manila hemp" as it is known in the world market comes from a plant scientifically named "musa textilis". The Filipinos call this plant ABACA. The name "Manila hemp" is a misnomer because abaca is raised mostly in the Visayas, Mindanao and the Bicol areas in the Philippines. However, through the years Manila remained the major port of shipment of abaca to every part of the world, so the name Manila became attached to the fibre.

Abaca bears a strong resemblance to the banana plant—only it has narrower leaves and bears inedible fruit. Its stalk is slenderer and more pointed. Abaca is a source of very valuable fibre—banana's contribution is food.

Historians have recorded that Antonio Pigafetta who accompanied Magellan during the first circumnavigation of the globe described the Island of Cebu and listed "words of those people" which include abaca "for the cloth with which they cover themselves". It is interesting to note from this that Filipino ancestors had, even before the coming of Magellan, acquired the beneficial use of abaca.

Abaca is strictly a tropical plant. It grows well where the atmosphere is warm and humid, where the rainfall is abundant and evenly distributed. This plant is propagated by rootstocks or suckers planted in rows about 8

to 10 ft. apart. In the Philippines the abaca plantations are more particularly located in the provinces of Quezon, Camarines Norte, Camarines Sur, Albay, Sorsogon, Catanduanes, Samar, Leyte, Surigao, Agusan, Misamis Oriental, Bukidnon, Davao, Cotabato, Zamboanga and Lanao.

The first two years of cultivation of abaca entails considerable expense which includes soil preparation, planting, proper shading and windbreak to avoid too much wind, weeding, control of plant pests and diseases, irrigation and the use of fertilizers. The planting of temporary leguminous cover crops like mongo, cow peas and other non-climbing beans is encouraged as much as possible to reduce the cost of upkeep.

The first stalk reaches maturity in approximately 18 months. Succeeding stalks mature every three months. A hill of abaca may continue to produce for 20 years. Only matured stalks are harvested. Maturity is detected by the enlargement of the base of the petioles on top and the shortening of the leaves.

In harvesting abaca, the stalk is first "topped" — the top leaves, fruit and flower are cut off. The remaining stalk is then cut off close to the ground—this is tumbling. Then the cut stalks are gathered and hauled to a designated place.

The fibre bearing strips are lifted from the leaf sheaths of abaca stalks with the use of a sharp narrow pointed knife inserted through the outer surface of the leaf sheath—this process, which is repeated until all the sheaths are removed from the stalk, is called tuxying. The sheaths when removed are called tuxies. The tuxies are classified according to the position of the sheaths on the stalk—from the outermost to the innermost sheath.

Pre-classification of the tuxies before stripping will facilitate grading.

The process of extracting the fibre from the fibre-bearing tuxies is called stripping. Stripping is either by hand or by machine—both operate on the principle of scraping



Abaca stalks gathered for tuxying.

off the covering pulp and tissues from the fibre of the tuxy. Stripped fibre of the same colour shade are hung over their corresponding fork to insure proper classification.

Cut stalks should be split into tuxies and then transported to the centres for stripping without delay. The interval between the cutting time and stripping should not be beyond 36 hours, for delay could produce bad effects on the fibre. There are three types of abaca stripping in the Philippines, namely:—

1. Hand stripping
2. Locally made machine stripping
3. Modern decorticating machines.

Hand stripping is most commonly used in the Bicol areas, Samar, Leyte, Panay Island and Surigao. It consists of drawing the fibre out of its surrounding pulp or tissues by means of a medium sharp knife pressed against a hardwood. The knife and block combination is the main part of a hand stripping device.

The mechanical "hagotan" or spindle stripping machine is a modification of the handstripping method. A motor driven spindle attached to a heavy flywheel is made to revolve at about 600 revolutions per minute. The spindle which is cone shaped is attached to one end of the axle shaft. One end of the fibre strips previously set under the knife is wound twice around the revolving spindle to produce a "hold" in the latter which pulls or draws the strips from the knife. Thus a mechanical force takes care of the heavy work formerly done by man. This system is common in Mindanao, Davao, Camarines Sur and Albay.

The fibres stripped by either of the above methods are hung on the branches of trees or spread in open fields to dry under the sun, being careful not to allow the tips of the fibres to touch the ground.

Fibre extraction by decorticating machine is the modern commercial way of stripping. The stalks of abaca are cut into lengths of 4 to 6 feet and transported to the 'central' by trucks or rail-cars for stripping. In the 'central' the stalks are made to pass under large rollers that crush and separate the layers per sheath into separate strips. The strips are moved by conveyors to the decorticating machine and there caught in a system of rope grips that feed the strips to fast revolving drums provided with paddle-like bars set across their outer surface. These paddles scrape the pulp around the fibres against a bed plate—first one end of the strip, then the other end in two successive operations.

After passing through the decorticating machine, the fibres are transferred to a centrifugal and whisked around at high speed to remove the remaining sap and water; then they are moved into the adjacent mechanical steam dryer where they are thoroughly dried and made ready for baling.



High fashion in abaca.

Big abaca plantations in the Philippines maintain a fairly large number of employees and labourers. They live in villages within the plantation. The plantation for example operated by a large concern in Mindanao has its own water system, electric power system, a school for employees' children, a church, a doctor, a dentist, nurse, hospital, garden plots and fruit trees. All except meat are supplied to the workers without charge.

Movies are shown once or twice a week, and at certain times during the year—particularly at Christmas—special entertainment is given for employees and other workers.

The official grade classification of abaca fibre came into force when Act 2380—better known (locally) as the Philippine Fibre Law—was passed. By virtue of this law, hundreds of unregulated commercial grades privately established by different abaca exporting firms were consolidated into uniform standard classifications, the basis of which are tensile strength, cleaning and colour of the fibre.

Hemp exporters today are guided by the established official grading standard. They are assisted by fibre inspectors from the Philippine Fibre Inspection Service stationed at baling points. These inspectors help in the proper classification of the fibre before baling for export to foreign markets.

Abaca is important—it is liked by all mankind. As an export item it goes out baled; therefore it is clean and easy to handle. It is a good paying cargo.

I have heard some people say that the Philippine Monopoly of abaca fibre is now a thing of the past because fibre-buying nations have since exploited other



Handstripping

sources of fibre for their factories which otherwise would have closed when the war cut off supply of raw materials from the Philippines. They maintain that there is a boom in the production, imports and exports of synthetics and other natural products from different countries. For instance the inroads of synthetics, like nylon and rayon, terylene, ardil and glass fibre in the United States — vinylon and Amila in Japan — have increased.

They further claim that the pattern of competition with natural fibres has become more or less fixed and appears not likely to change.

Backers of the Philippine Abaca Industry maintain however that although chemical laboratories in the U.S.A., United Kingdom and Japan are investing heavily on synthetic researches, abaca is and will continue to be a quality product. It is a premier cordage in continuous use everywhere in the world and there is not a single foreign spinner known so far who will value abaca fibre less than synthetic.

Research on abaca gave knowledge to the various novel uses of this fibre. Abaca fibre, waste and by-products can be utilized and made into such items as sacks, bags, pulp and paper products and textile items. Sack manufacturing offers tremendous possibilities for abaca. Abaca goes primarily into the making of rope and in much lesser amounts into the manufacture of paper and fishing gear. In the United States abaca is, by long usage and custom, the overwhelming favourite among the hard fibres for rope supplying over 80% of the weight use.

Similarly, in world markets today, although still in limited quantity, are Philippine abaca-made articles. They have invaded not only the fashion world but also homes, offices, theatres, hostelryes — not as rope or twine, but as rugs and carpets, draperies, acoustic material and decorations.

On the domestic front, cottage industries produce hammocks, mosquito nets, slippers, rugs, carpets, coasters, placemats, handbags and cloth. Abaca is used in the manufacture of commercial and industrial articles such as yarns, twines, braids, and woven materials.

Currently abaca has invaded fashion casual foot wear for both men and women (with matching bags too). Really the abaca that came into town was something one could very well associate with class and high fashion style.

Abaca could sell the Philippines well not only to its own people but also to the peoples of the world. The dresses, sportswear, casuals, suits, stockings, gowns, evening dresses, patadjong, ternos, wedding gowns brought the lowly fibre into focus.

Abaca can also be made into abrasive belts, envelopes, cigarette wrappers, insulation for electric wires, bond paper, dartboards and household items, including bags for vacuum cleaners.

Several handicraft and novelty products are also created out of abaca fibre. Baled hemp exported from the Philippines to other countries eventually finds itself in the world shipping centres, not only as rope, twine, or marine cordage, but also as optical wipers, currency paper, cement bags, tea bags, plate glass and enamel surface wiper, cheese wrappers, ordinary wrapping paper, auto-seat cushion stuffing, acoustic padding, cargo nets and fish nets.

The Industrial Research and Development Corporation found that abaca pulp is 100% cellulose. As such it is a good source of material for the manufacture of films (movie, kodak and x-ray), cellophane, synthetic thread (rayon) synthetic rubber, glue, explosives and other valuable products.

The reader will perhaps share with me the belief that there is no commercial, military or nuclear ship plying the Seven Seas, or should I be more specific by saying that there is no ship in the Royal Interoccean Lines fleet that is not equipped with a stout, light brownish abaca rope regardless of the price and competition from synthetics or man-made fibres?

The Republic of the Philippines is fortunate to have the finest abaca in the world as one of its ranking exports.

V.E. PAZ.



Looking Southwest across the Oosterdok, 'Het Scheepvaarthuis' is in a commanding position on the Prins Hendrikkade.



SECRETARIAT

Miss M.M. van Goor, Miss A. Anderson, Mr K. Dirkwager, Miss M. Mooiweer (Secretary to Managing Director).

MEET AMSTERDAM

TRAFFIC

Front Row: Messrs J.G. Kneefel (standing), F.J. van Amesvoord (in charge), Miss Y.M. Bakker, Mr G. Ladenius.

Middle Row: Messrs T.Sj de Vries, A.C. van den Blink, W.J.N. Ploeg, Mrs E.N. Murray-Monsanto, Messrs H. Meenhorst, J.H. Stempher, B.Th. Schreuder, E.R. Willems.

Back Row: Messrs J.W.J. Admiraal, D.A. Tombal, S.G. Vriend.



PERSONNEL/PASSAGE

Clockwise, sitting: Miss G. Schouten, Mr F.P.H. Heltzel, Miss M.A.J.S. Besamusca (Passage), Miss J. Jordans, Mr J.L. Portier, Miss M.C. Tjepkema, Mr E.W.F. Schmidt, Miss J.C. Doelmoekti.

Clockwise, standing: Messrs W.A. Barendsen (Company car driver), H. Kos (driver to the Managing Director), T.J. de Keijzer (hall-porter), K. Groeneveld (Man. PZ), R.A. Koning, P.W.A. Keller (RIL Post Correspondent), A.J. van der Meent (Passage), D. de Groot (Passage), C. Koeman (in charge Passage), Mrs P.H.N. de Kock (Passage), Miss G. Koehoorn (Passage).



On the waterfront of old Amsterdam, a huge building dominates its commercial surroundings: this is 'Het Scheepvaarthuis', designed over half a century ago by an architect of the so-called 'Amsterdam school', Mr J.M. van der Mey. The pointed shape of the building suggests the protruding bow of a ship, and quite some shipping history has been made within its abundantly decorated walls.

In 1916, the 'Shippinghouse' contained the offices of five major Dutch shipping companies: the Nederland Line (SMN), the Royal West Indian Mail services (KWIM), the Royal Netherlands Steamship Co. (KNSM), the KPM-Lines, and the Java-China-Japan Line (JCJL). Today the building is occupied by KNSM, SMN, a few South American consulates, and, of course, our own Head Office in Amsterdam. RIL occupies the whole of the third floor and part of the fourth floor, the other part being taken up by a communal luncheon-room.

Managing Director van der Schalk has his third floor room on the side of the Prins Hendrikkade, on the east corner of the building overlooking the Oosterdok, where the training vessel 'Pollux' is a conspicuous landmark. He will very soon be able to see the entrance to the new IJ-tunnel to the north.

(continued on next page)

DEELNEMINGEN

Mr H.C. Kemp (in charge), Miss J.B. van Spall, Mr J.L. Aarsen.





PA (CALCULATION OF SALARIES)

Standing: Messrs G.H. Schagen, J.Th. van Dijk, C.M. Heus, H.G. Rienstra (in charge), J. Meijer, G.L.M. de Mey, P. van Heuven van Staereling.

Sitting: Mr F.H. Schenkhuizen, Miss W.A. Goudberg, Mr H. Strijd (Mrs G. Hoekstra-Van Dijk absent on honeymoon).



MACHINERY & ELECTRICAL

Front Row: Messrs J.J. Stroo, J. Tannenbaum, M. Koot, M. van der Graaf, A. Dil, W. Middelberg, J. van Haastert (in charge).

Middle Row: Messrs H.S. Groot, B.H. Rijnten, B.F. van Buuren, A.A. Nagelkerke, C.J.P. Rutten.

Back Row: Mr A.M. de Jongh, Miss R. Kuiper, Miss P. Wayboer, Mr D. Hendriks (Messrs J.F. de Bakker and H. de Jong were in Japan).

MEET AMSTERDAM

MEET AM

(continued from previous page)



FINANCE/CASHIER

Drs A.M. Bom (in charge of Co. finance), Mr H. Poesiat (Cashier), Miss W.J. Heijdenus, Miss C.J. Moonen, Mr G. Gons.

Next to his room is the Secretariat, headed by Mr K. Dirkzwager as Secretary to the Board of Directors, and — still going westward — Onderdirecteuren van Walree and Poulus have adjoining rooms. Adjacent to the latter's is the 'Deelneming-Department' (Participation in other Companies), followed by Traffic, PZ/Passage, and then Finance in its various sections. Finally, on the Third Floor are situated the two newbuilding departments viz. Machinery & Electrical, and Ship-building, as well as the TD TIAC (Technical Purchasing & Administration).

Up on the Fourth Floor are the Bookkeeping, Pension-funds, and Filing/Despatch departments. Between the third and fourth floors is the Medical Department, and finally — right down in the basement — is the Purchasing Department, which has recently moved from the house-boat.

We still have to introduce the HVM and NTPM staffs. Quite a number of these people were on holiday at the time of taking the photographs, so we shall be showing them later in the year.

N.B. All names are from left to right.

SHIPBUILDING

Front Row: Messrs M.A. Pannevis, A. IJkema, P. Roskam, G.J. Hogewind (in charge).

Back Row: Messrs Th.J.M. Beuk, A.A. Iliohan (Messrs S.J.A. Hazewinkel, H. Grillis and Supervisor A. Terlouw were absent, and Messrs C. de Knecht, H.J. Heyblom and A.S. Preesman were in Japan).

TIAC

Messrs R.J. de Vries (in charge), H.J. Nahuysen, K. Lammerse, J.A. Roth, H. Lyklyma, J.A.M. Gemke, T. van den Dool.





BOOKKEEPING

Clockwise, back: Messrs J.J. Volcklandt, P.F. Botman, H.F. Castricum, E.A.N. Blokker, J. van de Molen (Taxes), J.C.L. Geiger (Insurance), M.R. Mossel, J.G. Baak (in charge), C. de Graaff, C. Koot, R.H. van den Berg, A.P. Krul (Accountant).

Clockwise, front: Messrs B.S. Veldhuyzen, Th.L. Kors, Miss I. Beekman, Mr A. van Dulken (standing), Miss E. Jager, Messrs A.G.H. Oremus, J. Visser (Insurance), H.F. Holst (Miss Y.T. Müller was absent).



PENSIONFUNDS

Back Row: Messrs J.H.C. Gorter, R. Oudeman (in charge), J. Schallenberg (temporarily working on Oyevaar-report), J.C. Hulsbos (back), P.A.J.M. Maas, Z. de Jong, W.E. Brassinga.

Front Row: Miss I. Germs, Mrs G. van Weldam-Antoni, Miss P.F. Verhoef.

STERDAM



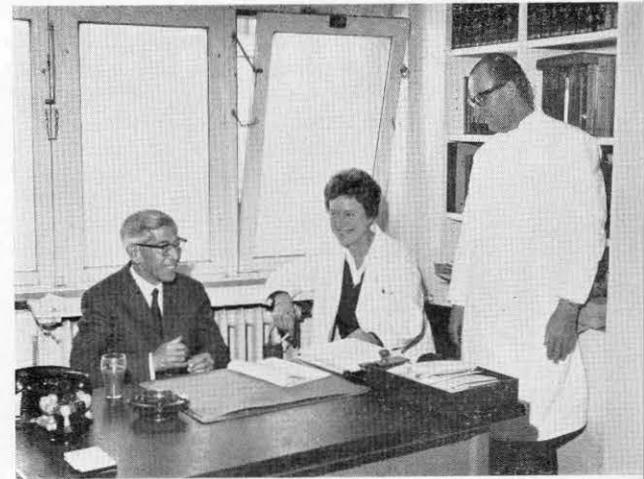
INSURANCE

Mr J. Visser, Miss M. Hauser, Mr J.C.L. Geiger.



MEDICAL

Dr C.A. Adamse, Mrs J. Fonkert, Mr J. Proost.



FILING & DESPATCH

Clockwise: Messrs W. Kroesen, A.E.M. van Goethem, A.H.N. Warndorff, J. Hoogendoorn, R.A. Jager, A.W. Koopmans, Miss A. Harrewijnen, Messrs H.F. Meijer, M. Klerk (back), J.H. van Halteren, J.N. Korstjens (in charge), Miss H.C. Assendelft, Mr P.H. Lasschuit, Miss T. Buringa ('coffeelady') (Mr R. Romswinkel was absent).

PURCHASING

Clockwise, back: Mr A.G. de Rooy (in charge), Miss B. Polder, Miss H. van Kleef, Mr W. Lubsen, Miss E.I. Uiterwijk, Messrs F. Scherjon, P. Vlek, G.R. Hoogenkamp.

Clockwise, seated: Messrs B.H. Janssen, G.J.T. Frehe, J.H. Ruurs, G. Grondman, J. Eikelenboom.





FAREWELL GUUS PLIESTER

It was a cheerful, friendly gathering in Interocean House, Hong Kong on 28th June, when Managing Directors gave a farewell luncheon party for Mr G.M. Pliester, the Company's Passage Manager. Mr de Haan began his address by saying that he would like to make an exception to the general rule and address an old friend as 'Guus'. He was not going to repeat all the details of his service career, since it was only two years since they had been listed on the occasion of his 25th Service Anniversary, and 'good wine needs no bush'.

Speaker first met Mr Pliester back in 1946, when the latter was still working for "NISO" a joint set-up of the Netherlands Shipping Companies operating in Indonesia. At that time Passage business was not very important for the Java-China-Japan Line because they only had three passenger vessels, TJITJALENGKA with around 50, TJISADANE with 30, and TJIBADAK with some 25

Ten Years Ago

From RIL Post, 1st August, 1958

LAUNCHING OF STRAAT MAGELHAEN

"The final speaker was Drs Speelman, who said that he was grateful that Mr Parrée appreciated the difficulties now facing world shipping and also the R.I.L. This, however, did not imply that the Straat Magelhaen would be an unwanted child; on the contrary. The R.I.L. is very pleased with its latest ship. "Circumstances are bad" he added "and far different from what they were three years ago when the ship was ordered, but we do not regret ordering the ship". He also said that bad times are always followed by better times so that he had no doubt that the ship within the, say twenty-five years of her career would earn money for the Company."

first-class passengers. Deck passenger allotments were handled by VZ. The importance of our Passage Department was greatly enhanced when the three KPM vessels, BOISSEVAIN, RUYS and TEGELBERG were added to the Fleet, whereas also the deck passenger traffic in its entirety was transferred from VZ to Passage. Not only were there the tickets to sell, but all details of Publicity and Advertising also became the responsibility of the Passage Manager.

During the course of his career, Mr Pliester had made a very wide range of friends, not only within the Company, but all round the world. Wherever Speaker travelled, in many distant countries, he invariably was asked: "How is Pliester?" Guus was very good at presenting an image of RIL to the outside world as a passenger-carrying company, and this ability came to the fore in his dealings with PATA (Pacific Area Travel Association), to which he had given a great deal of his time and of which he had actually been a Director for three years. His enthusiasm for promoting the Company could also be judged by the way in which he had given help and advice to Mr Weaver when making films for RIL. His fullest cooperation and whole heart had been given to these projects, which would culminate when the Company's latest film would be shown on the Television in Holland on 2nd July.

With the going of the big passenger liners, a tradition is ended for RIL, and now another "tradition" — of loyalty and friendship — by the name of Guus Pliester leaves our Company. A cable received from Mr Terwogt in Japan included the phrase "PERSONALLY CONVEY TO YOU MY SINCERE ADMIRATION FOR YOUR UNABATED ENTHUSIASM IN PROMOTING RIL PASSAGE INTERESTS UNTIL THE VERY END". Speaker and his colleagues fully supported these sentiments, thanked him for all he had done for RIL, also on behalf of the Board of Directors, and assured him that he would always be remembered. He wished Guus a good leave and, if possible, a fully-satisfying job in travel business in Holland.

In his reply, Mr Pliester said how very much he appreciated these kind words. He recalled the way in which he had come to join the Company: after some early ventures in various Travel Bureaux in Europe, followed by short stays in South Africa and Indonesia, he had noticed a JCJL advertisement for a Passage Manager in their Shanghai office. However, he never actually got to Shanghai because of the outbreak of the Pacific War, and after an interlude as a prisoner-of-war, he made a modest start in the Passage Department in Djakarta. Later, he moved to Hong Kong, to work first with MH and then in Head Office. He thanked everyone for their cooperation and understanding in the past, saying that he would always remember with much pleasure his time with the Company; passage business — apart from being a means of earning a living — had, to a great extent, been a hobby to him, one which he had enjoyed up to the last moment. He concluded by wishing the Company every good fortune in the future.

GOODBYE CAPTAIN NIESSEN

When *Straat Frazer* was at Hong Kong on 12th June, Managing Directors gave a farewell luncheon for Captain B.H. Niessen who is retiring after 33 years service, first with KPM and then RIL. Chief Engineer J. Pieterse from *Straat Frazer*, and the Captain and Chief Engineer of *Tjibodas* also attended.

Captain Niessen first sailed out to Indonesia in 1935 on board the *Dempo*, and thereafter on various KPM vessels as Fourth and Third Officer until the outbreak of World War II, at which time he was serving on board the old *Camphuys*. He was called up for duty in the Netherlands Navy in August, 1939, and it was typical of him that he started off as a bo'sun in H.M.S. *Java*, subsequently being commissioned as a Sub-lieutenant in December, 1941. In 1942 he was taken prisoner-of-war, and was not liberated until August, 1945 at Bangkok. When he was evacuated to Holland, it was on board s.s. *Nieuw Holland*.

Captain Niessen rejoined the KPM after his release from the Navy in October, 1948, and was promoted to Captain in 1957. When the KPM vessels were suddenly nationalised by Indonesia, he risked his own personal safety by taking m.v. Balikpapan safely to Singapore.

Since that time, Captain Niessen has been on quite a number of ships, including several in the 'combinatie', and was one of the Captains who was posted on a ship in the only line which the KPM ever had from Europe into the Mediterranean (MEAS).



Mr de Haan outlined these details of the Captain's career, and wished him a happy retirement with his family in Groningen.

In his reply, Captain Niessen said that he had enjoyed his seagoing life, and had only two unpleasant memories: that as a prisoner working on the Burma railway, and that of the 'confrontation' with Indonesia. Although retiring from active service was never easy, he was looking forward to seeing much more of his family. He finished by proposing a toast to the continued well-being of RIL.

CHIEF ENGINEER RETIRES

Although Chief Engineer J. Stoop will not leave *STRAAT FLORIDA* until September, when the ship is at South Africa, Managing Directors took advantage of his last call at Hong Kong to give him a farewell luncheon on 3rd July. Various changes in schedule had made it uncertain until the last moment that this could be arranged, but happily everything turned out for the best.

Mr Stoop first joined the KPM in 1937, and transferred to the RIL in 1949, being promoted to Chief Engineer in 1959. He served aboard Armed Merchant Ships during World War II. After mentioning these facts, Mr de Haan said that during his sea-going career, the Chief Engineer had always been described as a real gentleman, dependable and greatly contributing to a happy ship; he had invariably acted in the true tradition of an officer, and the Company was grateful for his long and faithful service. He wished him a happy retirement.

Mr Stoop replied by saying that looking back on his service with RIL, he remembered a very pleasant career with a very good Company. He was extremely happy to finish his career on one of RIL's most modern ships, and hoped that he would meet many old friends again in the future.





LAST FAREWELL

With flags fluttering from her masts, and to the majestic sound of her siren, Boissevain sailed past HK HO on 21st June.

PERSONALITIES

Mr J.J. van Steenbergem took over as Manager, Planning, in mid-July, when Drs S. Bakker went on Home Leave.

RIL TIE



Readers of page 152 may have noticed Mr Pliester's tie: it is the first of the new Company ties which have just been distributed. They are very good-looking — gold on navy-blue — and no doubt will be seen everywhere in RIL areas in future.

Seagoing staff can buy either at Hong Kong or Sydney. Cost US\$1 or equivalent.

'RIL RIME'

COLDS

In Autumn
Tho' I've Fautumn
I've always Cautumn!!

E.S.

FAMILY NEWS

Weddings

4th Officer J. Orsel (Straat Lagos) to Miss G. Tuin on 14th June at Wildervank.
4th Officer A.J. Nooyen (leave) to Miss M.J. Vrije on 14th June at Arnheim.
Miss H. Sakurai (Tokyo, Man.) to Mr N.S. Fung on 16th June.
4th Officer P.L.A. Lucas (leave) to Miss I. Selle on 18th June at Amsterdam.
3rd Engineer E.P. de Graaff (leave) to Miss K.F. Lee on 19th June at Sydney.
5th Engineer H.O. Voorma (leave) to Miss E.M. Moran on 20th June at Leiden.
Miss J.C. Weenink (Durban) to Mr G.W. Brown on 22nd June.
5th Engineer L.E. van den Berg (leave) to Miss W.J.J.M. Bakker on 1st July at Soest.
2nd Engineer J.H. Saat (leave) to Miss Y.A.M. Nas on 3rd July at Nijmegen.
Mr P.R.S. van Heeren (leave) to Miss C.Q. Baan on 27th July at Utrecht.

New Arrivals

Mr H. Sekiya (Tokyo, Ag.): a daughter, Minako, on 10th June.
3rd Officer P. Leenheer (Straat Hong Kong): a son, Marc Jacob Pieter, on 13th June.
2nd Engineer T. Molenaar (Straat Luzon): a son, Jacob Theodor, on 14th June.
3rd Officer H. Soetekouw (Van Riebeeck): a son, Robert, on 17th June.
5th Engineer H. Blok (leave): a daughter, Mieke, on 24th June.
5th Engineer R.W.P. Netto (leave): a daughter, Anne-Marie Claire, on 27th June.
Mrs T. Battaglia (Buenos Aires): a daughter, Veronica, on 27th June.
3rd Engineer N. Filius (leave): a daughter, Agnes, on 1st July.
5th Engineer F. Kroot (Straat Adelaide): a daughter, Catharina Isabelle, on 7th July.
Mr Woo Wah Yip (HK HO AZ): a son, Chung Leung, on 7th July.



Have we dropped anchor, Hans?

LOG BOOK

TO THE EDITOR

"With reference to the lovely B.A. group in your June issue, we maintain (all stone-sober at the time) that we are standing in Corrientes, not Nueva de Julio (see picture of said Avenue). Corrientes runs into N. de J.

Hasta luego"

Gaicho.

The quality of the picture is not quite good enough for reproduction, but we get the point (Ed.).



CIRCUMNAVIGATION

See, this world is round to wander
For every port you may be bound, out yonder.
Technically, why this world is round
I shall not now explain.
Just prove to yourself—go around!
You will come home again.

G.K.

MALAGASEY CALL

When TTIKAMPEK passed the sea-buoy in the Ampajony pass (on the northwest corner of Malagasey) on 24th May, it was her second call at the port of Majunga.

As Captain F.W. Kaptijn said "calling regularly every 17 years!" The last time was in April, 1951. He adds:—

Fifteen miles further inward we picked up the harbour-master who acts as pilot for greenhorn captains. He guided 'TTIKAMPEK' to anchorage No. 2 where we dropped the hook at daybreak.

In view of the limited capacity of the port, and the queue of three other ships in the roads, we were idle for three days before we could start loading cotton-seed. Officers and crew started exploring the rather picturesque but sleepy town during the week-end. To their delight they found a scenic beach and moderately-priced eating and watering (wining) places.

Some difficulties arose over language and prices but were soon overcome. We learned that the complete dinner (service compris!) in the Hotel de France cost 400 francs (about HK\$ 10.—) and a taxi-drive to Village Touristique where the bathing beauties dwelt, only 50 francs, there being 247 frs to the US\$.

Some went hunting with French friends and bagged a dozen ducks which were barbecued—the ducks, not the French friends! Careful chewing, though, because of the liberal amount of lead used to bring the birds down. Another delicacy were the giant prawns that could be had for a few francs and which tasted better even than their cousins from Beira or L.M.!

On Monday morning we were ordered to proceed promptly to Dar es Salaam, and left with pleasant memories.

DUTCH DUEL

In Japan, the Kansai meets the Kanto every year for a baseball match; Australia has its annual 'local Derby', when Sydney and Melbourne meet for cricket; HO and MH dispute the yearly Walkathon in Hong Kong; now in Amsterdam, the RIL football team has held Messrs Dijker, Bianchi en Vink (our external auditors) to an 11-2 win on the SMN playing-fields. Here is the RIL team (do they really play with 12 men?), captained by Mr J.Th. van Dijk (wearing dark glasses) of the PA Department.

Africa has a lonely, stalwart walker in the person of Mr F.J. Thate (August, 1967 issue), but so far we have not seen or heard of any physical prowess in South America or the Philippines. Any volunteers?

COXSWAINS' FAREWELLS

We hear from HK MH that the gold medal received by Mr Leung Yau Tai (July issue, page 136) was part of the donations made by the MH staff, the balance being received by him in a red envelope. Mr Pang Ngao preferred to receive the entire amount in cash.

TO RIL

When Mr Chan Hing (left) and Mr Man Wai of the Stores Department in HK HO unloaded the surplus stores from Sabang, after her delivery to new owners at Singapore, they were somewhat surprised to see such an affectionate message!



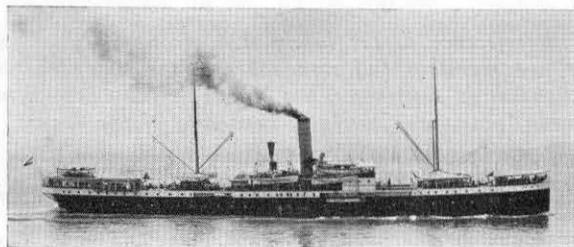


SHIPS OF THE WEEK

Relatives of officers on board **TJIBANTJET** (top), **TJIKAMPEK** and **STRAAT MOZAMBIQUE** (below) went to Hilversum in June to record messages, and these were relayed by Radio Nederland on 21st June to the vessels.



SHIPS OF YESTERYEAR



Various people had a go at our June competition, and most succeeded in identifying the old vessel as one of KPM's 'General'-class. There were five of these, built in 1928 and 1929, but only Captain C. Baak (retired) succeeded in naming 'General Verspyck,' so he will receive this month's award.

Chief Engineer P. de Frenne (Tijbodas) tells us that the 'General van der Heyden' was lost during the terrible explosion in the docks at Bombay in 1944. The other sister-ships were 'Van Geen', 'Michiels' and 'Van Swieten'.

Observant Captain G. Booy remarks that 'General Verspyck' was obviously manoeuvring in a river in Indonesia: the wash coming forward from her propeller denotes that she was going astern, and there is waterhyacinth floating all around.

This month's clue:—this KPM ship was seen early in the century.

FLEET FACTS

mv. **Ruys** has been sold for breaking to Messrs Tung Ho, Taiwan, and will be delivered at Kaohsiung in September.

mvs. **Sabang** and **Sambas** were sold to the Eastern Union Enterprises & Shipping (Panama) S.A., and not Pacific International, as reported last month.

The NTPM vessel **Zuiderkerk** (in employ of VNS) will make a trip in August from Australia to Beira and South Africa on a 'self-consignment' basis.

Supply Boats

'Smit-Lloyd 31' (announced in our November, 1967 issue) was delivered at Adelaide in mid July.

'Smit-Lloyd 32' is expected to be delivered in November, 1968.

An order has been placed with the same yard (the Adelaide Ship Construction, Pty. Ltd. of Birkenhead, S. Australia) for 'Smit-Lloyd 33,' which is expected to be delivered in April/May, 1969.



STRAAT HOBART

After successful sea-trials, the new ship—third of the four Straat H- vessels—left Japan in mid-July for her maiden voyage, which is in fact the inauguration voyage of the new Far East-Africa-South America Service (ASAS). She is the first RIL ship to have triple hatches at No. 4 hold. Consequently, the freezer compartments, which previously were located on either side, are now aft of the hold and have separate access for the upper 'tween deck.

Straat Hobart has one 5-ton crane aft of No. 4 hold, in place of the two 3-ton cranes which were installed in her predecessors.

IN MEMORIAM

It was with the deepest regret that RIL staff heard of the untimely death on 20th June of Mr J.J. van Mourik at his home in Sydney, after a protracted illness. It is not two years since he retired from the Company as Manager of the Freight Department, to return from Hong Kong to his much-loved home in Australia.

Jan van Mourik had served KPM/RIL for 29 years, gaining a wide practical experience in international shipping, and it was this knowledge which he used to good purpose when, in June last year, he became secretary of the Australia-Singapore and West Malaysia Outward Shipping Conference and of the Australia-Indonesia Outward Shipping Conference. He helped to inaugurate the first steps of the new Conferences, and established the liaison between ship-owners and shippers in arranging freight rates.

His erstwhile RIL colleagues will not be surprised to hear that Mr van Mourik's own unselfish and pleasant personality helped greatly in fostering an amicable relationship between Conference members and exporters. He was widely known for his cheerful personality and great sense of humour; he was always ready to help others and nothing was too much trouble for him. Everyone who knew



him, in Australia and other countries, will regret his going at such an early age.

Our deepest sympathy goes to his wife and daughter in Australia and his many relatives in Holland.

At the funeral service, the congregation completely filled the church, with strong representation from every shipping company in Sydney and from allied industries. Shipping representatives also travelled from Melbourne to pay their last respects.

PERSONNEL



NEW PERSONNEL

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

Mr M.J. Thuring 4th Officer
 " J.A. Thijsse " "

SUCCESSFUL EXAMINATIONS

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

Mr J.F. Vonk	2nd Officer	I	12-6-68
" H.K.C.B. Veenhuizen	3rd "	Th.I	31-5-68
" J.C. van Apeldoorn	4th "	Th.II	14-6-68
" N. Daams	" "	II	17-6-68
" C.J.G. van den Hurk	" "	Th.II	20-6-68
" J. Orsel	" "	II	5-6-68
" J.M.W. Schmidt Crans	" "	Th.II	20-6-68
" L.H. Veenenbos	" "	II	17-6-68
" B.G. Hakstege	2nd Engineer	B	5-6-68
" O. Kamstra	" "	C	14-6-68
" H.A. van der Lelij	" "	C	12-6-68
" P.N. Terpstra	3rd "	Th.C	13-6-68
" H. Verburg	" "	B	10-6-68
" G.J. van Tellingen	4th "	A	25-6-68
" Ch.J. Bakker	5th "	VD	8-4-68
" L.A.A. Barendregt	" "	A	7-6-68
" G. Prins	" "	A	5-6-68

PROMOTIONS

Our congratulations go to Mr Ch.J. Bakker who was promoted to 5th Engineer, and to the following who were promoted as from 1st July, 1968 to:

2nd Officer	4th Engineer
Langeveld, P.G.	Bogaard, A.J.A.M. van den
Steenvoorde, R.G.A.	Botzen, L.J.
Wellema, H.A.	Hauer, H.A.C.

3rd Officer	Hulst, L.G.A.J. van
Erk, W.A. van	Kupers, A.B.
Hartman, A.C.	Tellingen, G.J. van
Vliet, B.G.P. van	

3rd Engineer	'Adj. Chef v. Dienst'
Apeldooren, M.C. van	Bonsen F.W. (HK HO LB)
Doorne, Jac. van	Lensing, J.J.M. (Singapore)
Kunder, P.L.C. de	
Spronsen, Ch. van	

LEAVE

The following personnel went on leave:

Mr R.Th.F. Brouwer	Chief Officer
" H.W. Louët Feisser	" "
" H. Schuitemaker	" "
" H. de Haas	2nd "
" J. Kwakman	" "
" J. Plenter	" "
" R.B. de Vries	" "
" R. Dasia	3rd "

Mr H. van de Beek	4th Officer
" P.E.D. Beretta	" "
" J. Best	" "
" R.W.A. Chevalier	" "
" J. Dolk	" "
" D. Nagtegaal	" "
" V.J.W. Hendriks	2nd Engineer
" J.H.M.Th. Smulders	" "
" A.J. Bongers	3rd "
" L. Dekkers	" "
" J.J.A. Marttin	" "
" J.C.M. Noordermeer	" "
" J. Smit	" "
" G. Brand	4th "
" J.H. Buiteman	" "
" R. de Groot	" "
" J. Huisman	" "
" P.A. Kopmels	" "
" J.J. van Mulken	" "
" A.R. Tophoven	" "
" H. Blok	5th "
" J.H. Brouwer	" "
" J. Hemrika	" "
" C.P. Herrebout	" "
" J.A. Vugts	" "
" A.M. Zandee	" "
" J.C.P. van Diepen	Adj. Chef

Those who returned are:

Mr O.J. van der Baan	Chief Officer	Straat Adelaide
" G.E. Kaersenhout	" "	Straat Fremantle
" T.R. de Groot	2nd "	Tjiliwong
" R. Wallenburg	" "	Straat Freetown
" R.J. Edelenbosch	3rd "	Straat Clement
" H. Soetekouw	" "	Van Riebeeck
" N. Daams	4th "	Tjiliwong
" J. Orsel	" "	Straat Lagos
" R. Rijckaert	" "	Hollands Duin
" R. Tresfon	" "	Straat Le Maire
" L.H. Veenenbos	" "	Straat Johore
" B.G. Hakstege	2nd Engineer	Tjiliwong
" R. Philipp	" "	Straat Fremantle
" J. Schat	" "	Straat Florida
" A.J. Koomans	3rd "	Van Cloon
" J.C. Andriessen	4th "	Straat Van Diemen
" J.A.J. de Ridder	" "	Straat Adelaide
" G.J. van Tellingen	" "	Straat Frazer
" J.J.B. Tollenaar	" "	Houtman
" L.A.A. Barendregt	5th "	Straat Amsterdam
" A.J. van Klaveren	" "	Straat Le Maire
" G.J. Leuning	" "	Straat Amsterdam
" A.A.M. Peeters Weem	" "	Van Riebeeck
" R. Visser	" "	Straat Amsterdam
" D. van der Wardt	" "	Straat Honshu
" A.J. Dijkstra	H. Employé	HK MH
" G.J.W. Meynen	" "	Singapore
Jhr. J.B. van der Wyck	Employé	Dar es Salaam

LEAVING (OR LEFT) SERVICE

Mr T. van den Dool	Chief Officer
" H. Bessem	2nd "
" V.Ch. van der Hoff	" "
" Th.G. Ronkes Agerbeek	" "
" H.M. Koerselman	3rd "

Mr S.G. Adema	2nd Engineer
" L.W. Nagel	3rd "
" G. Timmer	" "
" P. van Twist	" "
" A.L. Malcontent	4th "
" M.C. Schoremans	" "
" Gerrit Barendregt	5th "
" N. Bosschaart	Appr. "
" A. van Diermen	" "
" F.A. Klous	" "
" L. Krikke	H. Employé

TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS

Captain Th. Rose, Master of ms. BOISSEVAIN went on home leave after delivery of the vessel to her new owners.
 Captain J.G. ten Bhömer, Master of ms. STRAAT MOZAMBIQUE went on home leave.
 Captain W.C. Bouter, Master of ms. STRAAT CHATHAM was transferred to ms. STRAAT MOZAMBIQUE.
 Captain L. Rademaker was temporarily posted to ms. STRAAT CHATHAM.
 Captain R. Jungeling, Master of ms. STRAAT HOBART was hospitalized at Yokohama.
 Captain J.H. Mak, was posted to ms. STRAAT HOBART following temporary posting at HK HO.
 Captain F.W. Kaptijn, Master of ss. TJKAMPEK went on intermediate leave.
 Captain L.P. Weststrate was posted to ss. TJKAMPEK following home leave.
 Chief Engineer C.F. Nicolai of ms. BOISSEVAIN went on home leave after delivery of the vessel to her new owners.

Chief Engineer H.A. Slettenaar of ms. CAMPHUYS went on intermediate leave.
 Chief Engineer G. van Beek of ms. STRAAT CLEMENT was transferred to ms. CAMPHUYS.
 Chief Engineer P. Reuvers was posted to ms. STRAAT CLEMENT following intermediate leave.
 Chief Engineer J. van Boven of ms. STRAAT TORRES terminated his contract of employment.
 Chief Engineer J.C.S. van Bijsterveld of ms. TJITARUM was transferred to ms. STRAAT TORRES.
 Chief Engineer Th.J. Bronsvort was posted to ms. TJITARUM following home leave.
 Chief Engineer J.C. van Dinteren of ms. STRAAT LOMBOK went on intermediate leave.
 Chief Engineer H. Weevers of ms. SIAOE was transferred to ms. STRAAT LOMBOK.
 Chief Engineer J.B. Nolthenius was posted to ms. SIAOE following home leave.

IN MEMORIAM

We announce with regret the deaths of the following:—

D.A. Vonk (retired representative KPM/RIL) on 6th April at San Francisco.
 G.C.J. Nieuwendijk (retired Captain, KPM) on 17th June at The Hague.
 A. Egmond (retired Chief Engineer, KJCPL) on 25th June at Zaltbommel.
 F.J. Hering (retired Chief Engineer, KPM) on 30th June at The Hague.

N.T.P.M.

The following personnel went on leave:

Mr J. Sjouwke	1st Officer
" J. Lameijer	" "
" Fr Kuiper	2nd "
" B. Buwalda	" "
" D. Koper	3rd "
" W. J. Jansen	2nd Engineer
" H. G. Dirix	" "
" H. Slot	4th "

Those who returned are:

Mr H. Besanger	1st Officer
" R. Slump	act. 2nd "
" W.E.H.T. Böck	3rd "
" A.H. Berkenbosch	" "
" P. de Jager	act. " "

Posted to:

ss. "Westertoren"
mv. "Congokust"
ss. "Westertoren"
mv. "Congokust"
mv. "Hollands Burcht"
(HVM)

TRANSFER OF CAPTAINS

Captain P. van Zalinge (temp. service) of mv. "Congokust" terminated his contract of employment.
 1st Officer W. Benink was posted to mv. "Congokust" as acting Captain following home leave.

TRANSFER OF CHIEF ENGINEERS

Chief Engineer M. Schaafsma (temp. service) of mv. "Congokust" terminated his contract of employment.
 Chief Engineer B. van Riessen was posted to mv. "Congokust" following home leave.

SHIPS POSITIONS

mv. "Senegalkust"	eta Amsterdam	13/8
mv. "Congokust"	eta Douala	28/7
mv. "Zuiderkerk"	eta Brisbane	5/8
mv. "Slotkerk"	eta Amsterdam	29/7
ss. "Westertoren"	eta Dar-es-Salaam	20/7
ss. "Munttoren"	eta Soerabaia	25/7

H.V.M.

SHIPS POSITIONS

mv. "Hollands Diep"	eta Singapore	18/8
mv. "Hollands Duin"	eta Hong Kong	30/8
mv. "Hollands Dreef"	eta Durban	28/8
mv. "Hollands Burcht"	eta Porto Grande	16/8

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