



Royal Interoceanic Lines



**RIL
POST**

A monthly staff publication



A MONTHLY MAGAZINE
FOR ALL PERSONNEL OF THE

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From the Editor

INDEFATIGABLE

A warm welcome to our new Singapore Correspondent, Mr J. Tan Swee Ann (right) and a hearty vote of thanks to Mr J.J.M. Lensing for his hard work during the past two years. We wish him a very enjoyable leave.



INFLAMMABLE

The news that it was raining in Sydney was heard with a sigh of relief early in December, after days of reports on the disastrous bush-fires which were growing ever-nearer to the big city. The cheerful Newsheet from the Social Club (and thanks Editor for the 'love') reports that various RIL'ers were called out for fire-fighting. We sincerely hope that they were all completely soaked.

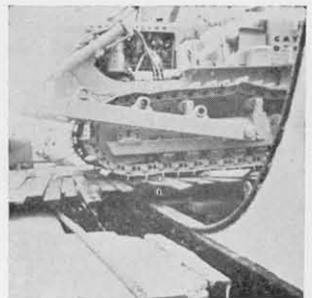


Photo: Mrs M.C. Pruyssers,
wife of Chief Engineer.

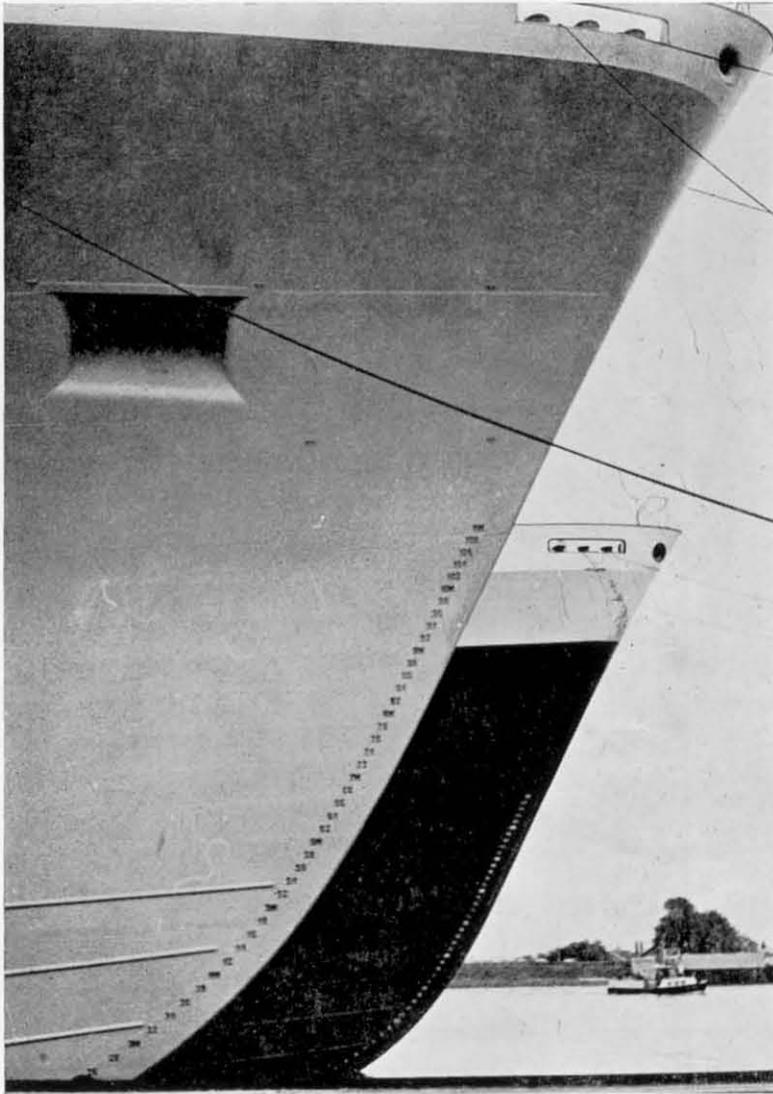
INVENTIVE

On the opposite page, Managing Directors write of 'introducing new methods' and 'plotting to cope'. We draw your attention to page 5: it seems that little *Musi* is doing all right in this direction.

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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.



THE BUILDING LINE

The beautiful bows of Straat Adelaide and Straat Accra, side-by-side in Van der Giessen's yard, inspired this picture by expert cameraman Captain H. Zeylstra (retired), well-known to RIL Post readers for many photographs in the past.

FAMILY MESSAGE

"We did not actually telephone the Royal Observatory, but we certainly would like to have known where time has gone. From the speed at which your editor's demand for yet another New Year's message has come around, it seem that we have skipped a few months somewhere. This means that we have been busy — we, that is all of us — building, outfitting, manning and commissioning new ships (no less than seven of them this year), trying to keep up with the rather drastic changes in the shipping world around us, introducing new methods and preparing to cope with new ways of thinking by traders and governments alike, planning new ventures and plotting to cope with the ever-increasing competition. And still it would seem that we haven't seen half of it yet.

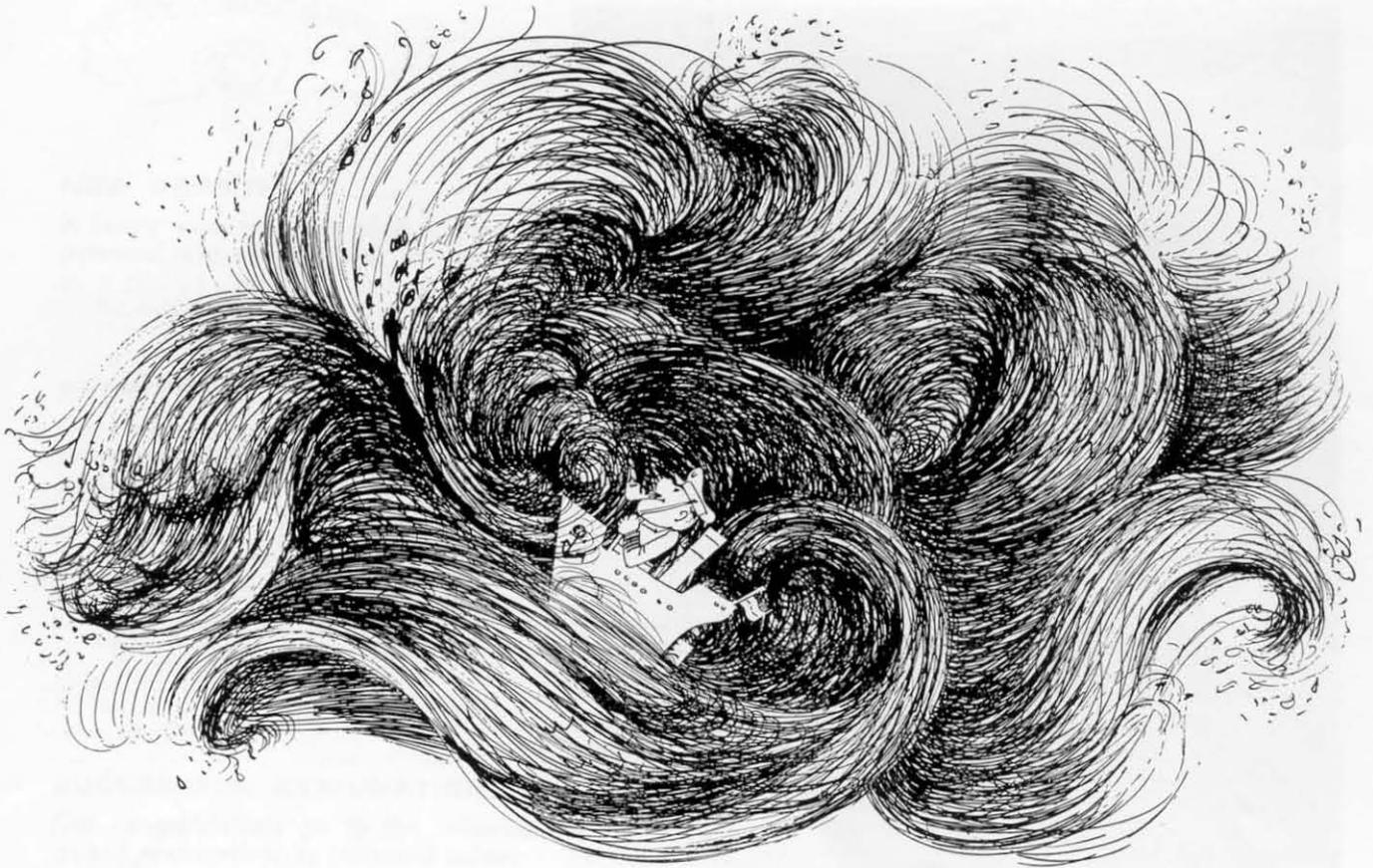
But even if we do not know what is in store for us, it will not do to pass into 1969 in a "que sera sera" mood.

The New Year will have to be faced in a positive manner, which means that great demands will have to be made from management, our seagoing staff, and executives alike — and not only within the offices or on board, but also in the way of business trips, short postings, transfers, and frequent changes which have all a habit of interfering with our private lives.

It is on such occasions that we realise the important part our families play in the well-being of our company, and it is to this RIL family — in the widest sense of the word — that this message is dedicated.

1969 will be a busy year for RIL. May it also be a happy one for the entire RIL family."

Managing Directors



With acknowledgements to 'Ship via Hamburg'

It's the Gale that Shows the Captain's Worth

(Greek Proverb)

That means that when the seas run high
he's got to keep his head.

There are gales, too, in the port —
gales of work stretching officers and crews to the
limit to master the demands of schedules and cargoes.

This is the time the

RIL MAN

shows his worth

Imperturbably looking ahead to
calm seas and steady sailing

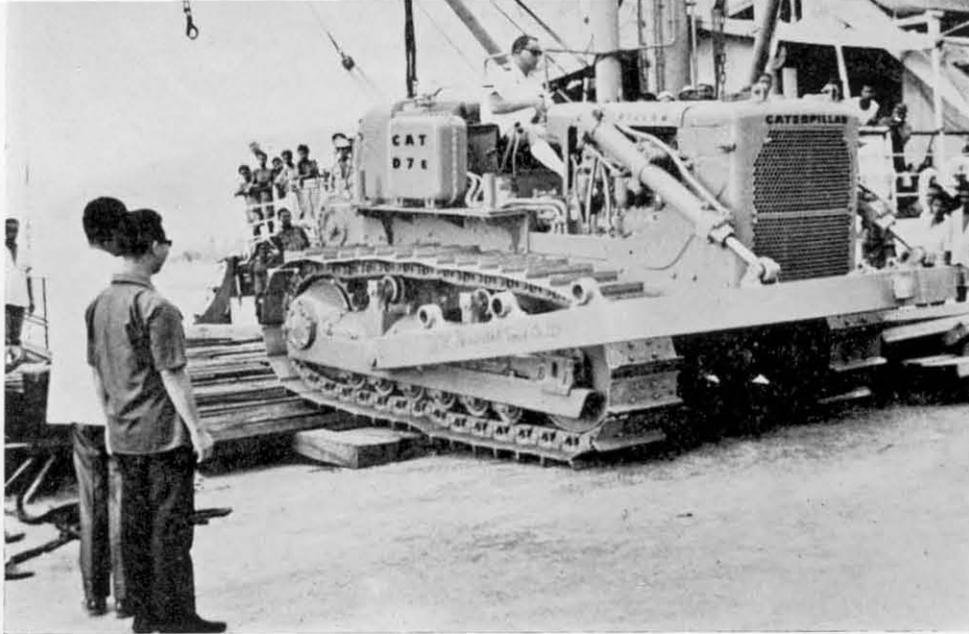


Photo: Mr Tito, second-in-command of Timor Dilly Customs.

“THE BABY” CARRIES BULLDOZER

Little MUSI (586 GRT) shuttles to and fro between Singapore and Timor Dilly. Smallest ship in the RIL fleet, she normally carries general cargo and oil products from Singapore. Recently, however, something rather larger than usual came her way, as Acting Captain H.J. van der Wel describes:—

It started with a cable received from Singapore one day, in which they requested us to investigate the possibility of “MUSI carrying for discharge Timor Dilly bulldozers on tracks 3 units 14500 kilos each.”

Discharging facilities in Dilly, however, are very poor: only one very old 5-ton crane is available ashore, and it is even doubtful if it can lift this amount. Since MUSI is not fitted with a Jumbo derrick, another way had to be found. With previous KPM experience, this was not so difficult. With low water at Dilly, or with a fully-loaded ship, hatch and bulwark railing are at the same height as the wharf. If a wood bridge was made, the dozer could be driven off under its own power. A subsequent cable was returned to Singapore with the suggestion.

After arrival at Singapore, we learned that only one dozer could be loaded (was available). The floating crane “Nimrod” came alongside and the dozer was easily put on the hatchcover of hatch No. 2.

Whilst the dozer was standing on the trailer alongside the ship, waiting to be loaded, investigations were made as to how to handle the monster i.e. how to start and how to drive, knowing that there would be nobody available in Dilly to drive it off. During the voyage, when making the daily routine round, the engine of the dozer was started and run (as suggested by the mechanic when loading), to be sure that nothing mechanical could go wrong when discharging.

On arrival at Dilly, and after the deck cargo had been discharged, the empty deckspace was filled up with heavy battings. Over these, a bridge was laid of battings from hatchway to the wharf, and over this a floor of dunnage longitudinal, nailed to the bridge to prevent the battings from shifting.

When bridge and wharf were at the same height, the dozer was driven without difficulty under its own power over the bridge to the wharf — amid loud cheers from onlookers.

The trouble only started when the monster was standing on the wharf. When we had learned how to handle the thing in Singapore, very little experience could be gained on the trailer of driving forward and backward, and because of the limited space, no trial at all could be made of turning the dozer to port or starboard. We were only told how it could be done. Now standing on the jetty at Dilly, though trying again and again, and again, the dozer would not turn either to port or starboard. All remembered instructions were carefully thought over and repeated again — without success.

Can you imagine how it feels to sit in uniform on a dozer, surrounded by onlookers, pretending to know how to drive it and the thing refusing to turn?

Finally, with the assistance of a forklift driver, we managed to get the dozer to turn to the left, at which point one man was handling the brakes and another the handles and the gas. That turned out to be the whole trick: full gas, sufficient braking, and using the handles. With a godown wall in front and the ship at the back, not too much room, and not making a daily profession of driving a bulldozer, giving so much gas was a little bit tricky; with sweating hands, we carried it out, and were very much relieved when everything went smoothly.

A cool glass of beer tasted very good indeed after the job was done, and helped to compensate for fluid lost during the experiment!

v.d. Wel.

AUSTRALIA - AFRICA TRADE



Pre-slung in hatch square immediately ready for discharge.



Fork-lift trucks bring out from the wings. Note two sizes.



A luncheon was held on board for (l. to r.) Captain Klute, Mr D. Sive (System Manager, Railways) Captain J. Higham (Stevedores), Mr D. Slabbert (Port Goods Superintendent) and Mr C. Hull (Wilson Collins, Agent).

'CKD' is a word familiar enough to our Freight Departments; for the uninitiated, it stands for 'Completely Knocked Down', or in other words the component parts (usually of a motor-car) which must be put together at an assembly plant. The carriage of 'CKD's' from one country to another is an economical and reliable way of transporting cars.

RIL has already been carrying CKD's from Australia to Port Elizabeth for General Motors Holden since 1960. However, since early last year, Chrysler and Ford have also begun to ship CKD's.

We are indebted to our old friend Mr Clive Hull in Port Elizabeth (Wilson, Collins) for sending us interesting details and photographs on a consignment of Ford CKD's which arrived at Port Elizabeth in May this year on board STRAAT LE MAIRE. These were specifically built by Ford in Australia to carry a brand-new Line of Fairlane and other models from Geelong to Port Elizabeth, where Ford have an enormous assembly plant.



Easy slinging ashore to waiting railway trucks, and the slings are then returned to the ship.



Empty containers stowed on deck of Straat Clement for return to Melbourne.

A 'TEAL' OF TWO CITIES

Last month we published a rather technical account of the loading of a steel tugboat on HOUTMAN. Here, from the hand of Mr J. Vermeulen (Singapore), is — as they say in the glossies — the 'inside' story of the whole affair:—

Life had become a bit dull. Having been stationed at Auckland for a number of years, bringing dredgers and the like from one muddy place to another, he felt he had been led up the creek. Recent talk about his ending up as a piece of junk had sent a shudder through his sturdy hulk, but had at the same time opened up a vision of other places where "junk" was a perfectly respectable name for a Chinese type of boat, comparable in size to his own.



Built during World War II, TEAL was a tugboat of modest size with a not precisely graceful waterline which, though his owners still tried to pass him off as his original 45.73 tons, had probably expanded considerably during a prosaic career as workboat for a Dredging Company.

No longer young, well aware of his (port) limits in towing-jobs, and with his somewhat oversize funnel drawing sarcastic comments from the curvaceous yachts racing past while he laboriously towed his dredgers across Auckland harbour, TEAL began harbouring the idea of emigrating to some nice warm Asian port. After pulling a few strings his owners relented and decided to ship him off to Singapore where their branch office was in need of a tugboat for a dredging project in Singapore's East Lagoon.

Finding a vessel willing to take their unwieldy passenger proved difficult until HOUTMAN came along, whose Captain, keen on filling his ship "to capacity", agreed to provide TEAL with deck accommodation to Singapore. At a price.



TEAL's owners, maintaining that their tug merely needed a change of surroundings to get a cure for his depressed mood, thought the "no cure, no pay" principle applied. But HOUTMAN is a normal liner, Auckland Agents and Sydney (which had also become interested in TEAL's welfare) argued. So both sides sat down and came to terms. Liner terms.

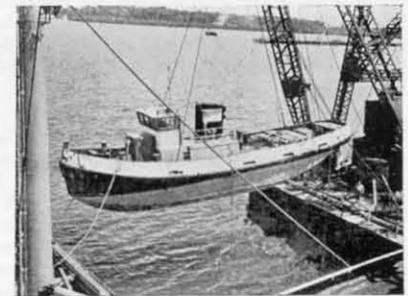
Loading at Auckland presented problems, as TEAL's weight appeared to have increased from a spry 45.73 to a rather bulky 97 tons. The Captain of HOUTMAN and his officers, being quite familiar with the standard Agency excuse "Sorry Captain, probably a typing error in the loading list", took the slight underestimate in their stride and built a solid cradle on deck for their baby.



The voyage was smooth, with TEAL enjoying himself immensely and hanging over the railing the whole day and night, fascinated by the real deep water on which he was taken for a ride.

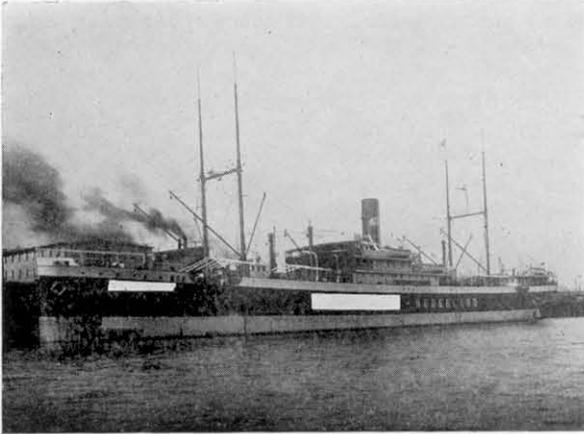


At Singapore a big brute of a floating crane delivered HOUTMAN of her over-age baby.



TEAL has now been reported floating around happily in Singapore waters and developing the healthy tan of a real Chinese junk.

SHIPS OF YESTERYEAR



November's 'mystery-ship' was s.s. Tjimanoeek (1911). She and her sister-ship Tjitaroem (1910) were the first 'Tji' vessels with double masts, a feature which was to distinguish the JCJL vessels for many years to come. She was one of the five Company vessels to survive World War II, and was sold to Belgian breakers in 1948.

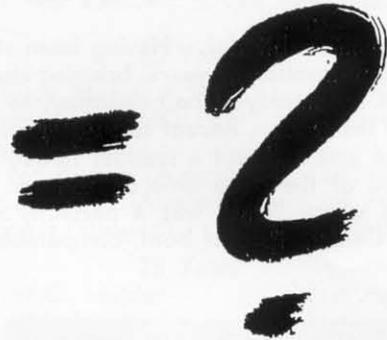
We have to thank Captain A. van Nieuwkoop for this picture: he sailed for JCJL from 1912-30.



It is not very often that one comes across a book on the Philippines that is of general interest to the reader. This one has the rare combination of providing useful—in parts extremely useful—information on the islands, their people and other attractions, as well as giving an intimate picture of the Filipinos and the author himself. In the latter two we find a lot of charm.

There is no doubt that the author can spin a yarn and write it up in a most fascinating way; we remember with pleasure reading his earlier books and are always on the look-out for an occasional poem from his hand in odd magazines. For it was as a poet that he came to Japan in the first place, and he has since immersed himself in Asia in a wider sense.

The material for this book has been collected over a number of years, when the author used to escape the rigours of the Japanese winter by spending these trying months in a warmer climate. It should not be taken as representing the impressions of a casual visitor supplemented by intensive browsing in tourist folders and encyclopaediae. As the author likes to see himself, he has: 'the passion for creative contemplation and sees things in their pristine freshness'. We certainly could agree that this quality is among the author's many virtues but would prefer to limit it to the description of country, scenery and the people in their social context. When he is describing individuals at close range, his pre-occupation with physical characteristics is more in the class of pristine staleness. To borrow again from Pasternak describing



Congratulations to Captain P. Hoetjer (retired) who becomes the first to receive a napkin ring made from timber taken from m.v. Tjitjalengka. It seems very appropriate that an ex-Master of the old ship should win such a token, and we hope that it will remind him of happy sailing years.

This month's clue:—a smaller copy of an older sister.

AN INTIMATE PICTURE

James Kirkup — "Filipinescas"

(Phoenix House, London 1968. 30/-)

Tolstoy: 'the authenticity of what he sees differs so much from what we are used to that it may appear strange to us'

It may be that we do not know the Filipinos—nor the author for that matter—well enough to relish these recurring minutiae. But we certainly know the Philippine Islands well enough to appreciate his descriptions of Manila, the tourist round of its surrounding district, and when the book is read to Part Two it becomes really fascinating. The trip to Baguio by train and bus and the further ventures into the interior to Bontoc and Banaue are described in a way which makes one think one should go again and have a better look still. From here onward our readers will enjoy every page of the book, particularly when the author takes a ship to islands and cities on the eastern side of the Sulu Sea and on Mindanao. His remarks on the predominant influence of Islam and the much greater "survival" of Malayan elements in the people and their culture are highly illuminating. Since the author has the excellent habit of drifting in where his feet take him and of talking to everyone he feels inclined to talk to without the slightest discrimination, the book presents a good overall-picture of the impact of western and oriental imperialisms on this people. Although a conclusion is not offered, there were far more failures than successful graftings.

A number of photos, apparently taken by the author, have been included; they could not possibly be found in any folder or tourist-guidebook and as such are an asset.

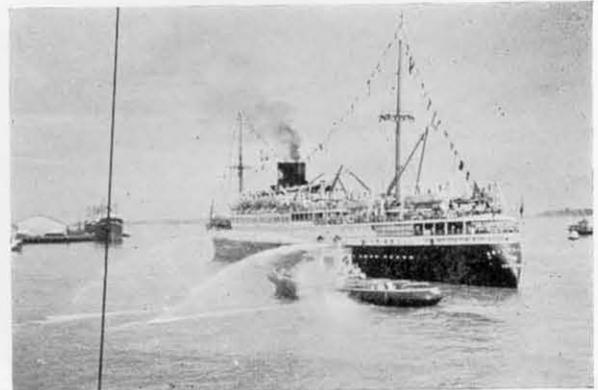
W.Z.M.

FLEET FACTS

Straat Accra left Holland in mid-December for West Africa where she will enter the West & South Africa-Australia Service (WSAAS) to make one eastbound voyage to Australia and New Zealand. She will then enter the ESAAS in March.

Straat Auckland sailed towards the end of December in ballast from Holland to Brisbane via the Cape, and will then enter the East & South Africa-Australia Service, making the January sailing.

SINGAPORE SEND-OFF



Films with 72 pictures certainly make for delays in seeing photograph! However, we are still interested to see Third Officer F.H. Elkhuisen's photographs of "a great ceremony" at Singapore last June, when **BOISSEVAIN**

left for the last time. The pipeband on the quay, the fire-crackers lighted by the crew, and the arching jets of water from the fire boat in the harbour, made this an occasion which everyone there will long remember.

TEN YEARS AGO

From RIL POST 1st January 1959

HAPPY EVENTS ON BOARD TJIWANGI

"When sailing on a ship, one is apt to believe that the life of a ship's surgeon is in general rather a routine affair, dealing with the usual cuts and bruises, colds, and minor illnesses. But we quickly changed our minds when we received a voluntary contribution from Dr Hung Sui Kit, Surgeon on board m.v. TJIWANGI, which should also be of interest to our readers.

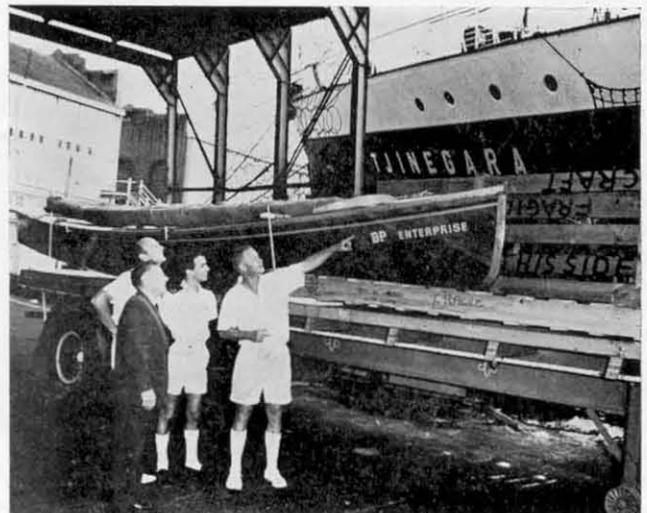
Dr Hung Sui Kit told us that during his recent voyage he delivered no less than three baby boys within 12 days! The first baby was born on the 13th of November to Mrs Kaminah, and the mother named him Wangi to commemorate his birth on the TJIWANGI. The second boy was born on the 19th of November to Madam Junl Mondong, who named him Ferry.

The third baby came into this world on the 25th of November, and since the sea was very rough at the time of his birth, the mother, Madam Lam Fong, named him Yung Ping, meaning "eternal calm", implying the parents' wish that the sea of life will be forever calm for their child."

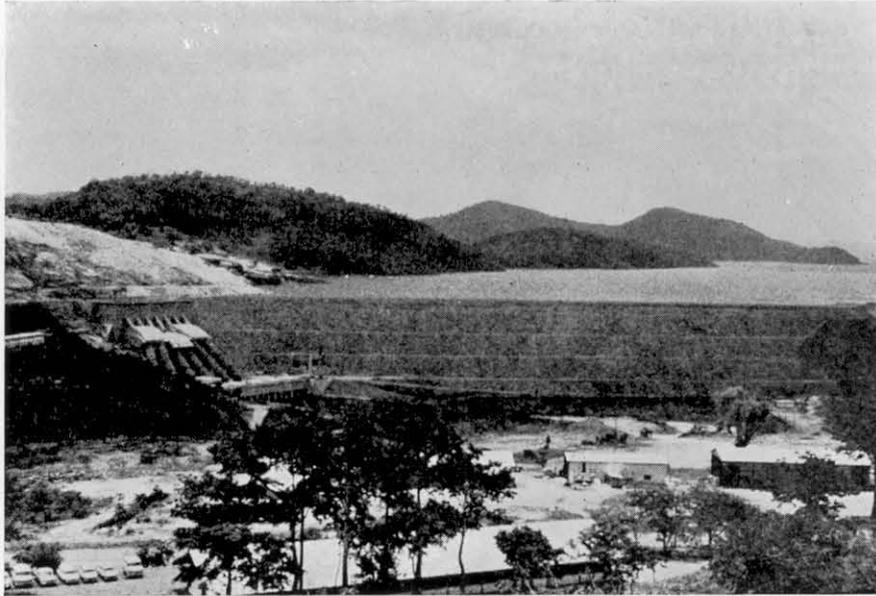
SURF BOAT FOR SOUTH AFRICA

Three of **TJINEGARA's** officers and Mr D.A.P. Golder, B.P. Australia's NSW Manager, supervised the loading of an Australian-built surf boat in Sydney in October.

BP Australia and BP Southern Africa have combined to donate the boat to the Australian Surf Life Saving team to tour South Africa in December. The boat, named **BP Enterprise**, after the company's latest tanker, will be presented to the South African Surf Life Saving Association after the tour, and will be competed for in open competition.



A MIGHTY POWER



The main dam, with the Akosombo power station on the left.

In the August, 1963 issue of RIL Post we referred to Ghana as being 'dominated by the huge River Volta', and an article about the then-building of the enormous Akosombo Dam concluded: "It will be seen then how the power of the waters of the Volta River, properly harnessed, will be able not only to supply the full needs of an important new industry for Ghana—the manufacture of aluminium—but also the full domestic and growing industrial needs of Southern Ghana as a whole".

Early last year, RIL's General Manager for Africa, Mr J. van Middelkoop, visited the dam, together with the Representative in West Africa, Mr H.K. van der Schatte Olivier, to whom we are indebted for the following details of the now completed dam and developments therefrom:—

Work on damming of the Volta River which started in January 1962, was completed three years later, in February 1965. The first electricity power on a commercial basis was generated by the Akosombo power station in September 1965. At present four turbines/generators have been installed which produce 512,000 KW. The number of generators will be increased to six, with a total output of 768,000 KW.

The economic viability of the Volta project has only been feasible because Kaiser Aluminium Chemical Corporation has guaranteed the purchase of a large constant amount of power for a period of thirty years (the production of aluminium requires large quantities of cheap electrical power). Besides the establishment of the aluminium smelter in Tema, as the all-important main-user of the electricity, this Volta river project has opened up various other possibilities.

The electricity generated is transmitted to the whole of Southern Ghana through a 500-mile transmission network, as a result of which new industries have been attracted to Ghana. At present a study is being made to build transmission lines from the Akosombo power station to neighbouring Togo and also Dahomey. Another benefit

of the availability of large quantities of electrical power is the saving of foreign exchange on imported fuel which used to provide the principal motive power for the generation of electricity.

The damming of the Volta river should also be seen in a much wider context. The world's largest man-made lake has been created. To give an idea of the size of this lake, it covers an area of 3,275 square miles, has a length of 250 miles and a storage capacity of 120 million sq. feet of water.

This huge lake will of course, make it possible to start irrigation on a very large scale. First, extensive soil surveys have to be carried out to find the areas with the best agricultural potentiality. A large project to grow rice has already started. Eventually it is expected that all the low-lying lands in the area Accra-Tema-Akosombo will be irrigated and will be available for agriculture and cattle-raising.

The newly-created large lake makes it possible to develop a navigation system for transporting goods which hitherto had to be transported by very primitive means, due to absence of proper means of communication. It has been

A DOLL



OF LEGEND

One can imagine the interest in Messrs. Nippon Kokan Kaisha's Tokyo Head Office and their Shimizu shipyard when RIL's Dutch-built STRAAT AMSTERDAM sailed into Yokohama early in November. NKK's executives and engineers visited the new vessel (no doubt comparing her with the STRAAT H-ships which they have themselves so recently built) and Dr. Hanita, Managing Director, presented the Master with a special Japanese doll — see picture.

There is a little story behind this popular "Shiokumi" Girl (a girl carrying salt water from the sea): originally related in the "Tale of Genji" some 1000 years ago, the story

has been played in the "Noh" drama for 700 years, and in "Kabuki" for 350 years.

The pretty girl was working at the beach in Suma (west of Kobe), carrying salt water from the sea to her house, when she met a young nobleman (Genji-no-kimi) who was making a trip from Kyoto, the then capital of Japan. They fell in love. When the boy returned to Kyoto, he promised to come back to see her, and she waited for him every day, carrying salt water.

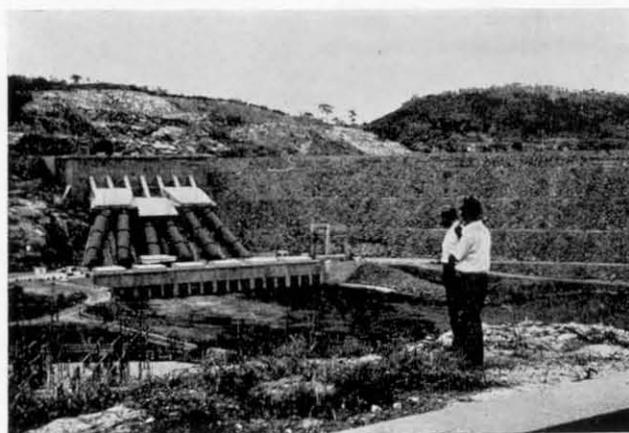
Now the doll is being carried over salt water on board STRAAT AMSTERDAM.

A MIGHTY POWER *(continued)*

decided to build 12 ports along the Volta lake. At first it was the intention that the Volta River Authority should organize and supervise the transport project on the lake, but due to lack of capital and know-how, foreign companies have now been invited to run this project on behalf of the Government.

The aluminium smelter at Tema of the Volta Aluminium Co. Ltd. (VALCO) owned by Kaiser Aluminium & Chemical Corp. for 90% and Reynolds Metals Co. for 10%, is the most modern plant in the world. This plant has at present a capacity of producing 103,000 longtons of aluminium. The yearly consumption of electricity by the smelter amounts to 200,000 KW., for which Valco has to pay £2.5 million. Future expansion may increase the smelter capacity to 145,000 tons of aluminium per year; the electricity consumption would then increase to 300,000 KW.

The Volta River, main artery of Ghana, now pumps new life into the country.



Mr van Middelkoop and Mr van der Schatte Olivier gaze at the six 24-foot diameter penstocks of the power station.

PARTY FOR PAST PERSONNEL

The ladies each received a flower...and the men got new ties for old.



The lady in black is Miss R. Oosterman (daughter of Mr J.W. Oosterman, formerly of TD, Japan).



Captain & Mrs R. Starckenburg, Mr E. Dumas (formerly Onderdirecteur, HK HO) & Mrs Dumas, and Mr W.M. de Haan.

The Association of Old Personnel of Royal Interocean Lines in Holland numbers about two hundred and fifty members, of which the oldest is Mr J.C. Joeekes (former deck officer), who will reach the age of 83 in January next. Runner-up, Captain P. Weide, will be 82 in December this year. Youngest member is Miss M.C. ("Muis") Gooszen who was a secretary at HK HO in the middle 50's.

The 'Old Boys' (and girls...!) meet once or twice a year for drinks, followed by dinner, with a lot of talking. The Autumn meeting is usually in centrally-located Amsterdam. The Spring occasion is held at Naarden, in an old farm house transformed into a theatre by an amateur dramatic society which performs a play for the visitors of the reunion.

On 12th October this year, the Association with the very long name observed its 20th anniversary, and an extra festive touch was given to the customary meeting. Nearly two hundred and sixty people were present: members, their wives and guests. There were also several people there who are still active in the Company, among them Managing Director W.M. de Haan from Hong Kong, and Second Officer T.A.J. Gulmans, whose presence was greatly appreciated by their many friends.

The function was held in fashionable Kurhaus Hotel, at the place with the — for foreigners unpronounceable — name of Scheveningen, the famous seaside resort of official royal residence, The Hague. Chairman J.R. van Osselen was holidaying in the Far East, so it fell to the lot of Vice-Chairman Captain B.J. Hoen to welcome everybody in the hotel lounge, which had been gaily decorated with large paper flowers, homework of a member's wife. After telegrams of good wishes had been read, the gathering was entertained in another hall by

Seth Gaaikema, well-known for his very witty monologues and songs, and he was later presented with a RIL tie by Mr P. van Vliet, the Association's Hon. Secretary and Treasurer (and former manager AZ Dept. HK HO).

During a brief interlude, whilst members chatted in the lounge, a huge cold buffet was laid out in the concert hall, which was stormed by hungry party-goers. Some people had already wondered why an outsider like Seth Gaaikema had been given a Company tie, but they did not know that the Company planned to present all the men with one. At the end of the meal, the ladies were requested to undo the ties of their table partners, in order to make way for the common tie — the RIL tie! In a matter of seconds, all gentlemen were sitting bare-necked, but rescue came when the RIL ties were handed out. The ladies too were not left empty-handed: they all received one of the paper flowers.

The official ending of the party came at 11 p.m., when a specially chartered motor coach left the hotel for Soest, in central Holland. However, we hear that quite a number of people stayed on until the early hours of Sunday morning.

Note:— *The Association will be very pleased to receive applications for subscribership from active members of RIL's personnel. The minimum subscription fee amounts only to Fl. 5 per year, and subscribers are entitled to visit meetings when they are on leave in Holland — at considerably reduced rates! Just drop a line to the Hon. Sec. Treasurer, Mr P. van Vliet, at Johan van Oldenbarnevelt-laan 36, Den Haag, Holland, and you will be enrolled. Fees will be deducted once a year from your salary, through the kind intermediary of the Accounts Departments in Amsterdam and Hong Kong.*

Photos: Miss M.J. Gooszen.

FAREWELL MR ZERBINATI

(Report from Buenos Aires)

Now that the "old ladies" have left our shores for ever, the time has come to say goodbye to the man who has looked after them for so long — Mr D. Zerbinati.

For sixteen years, Mr Zerbinati has been a very welcome caller on board the RBT's, Tjitjalengka and Straat Banka, always ready to tackle the many prickly problems besetting the Captains and Pursers. Also in our small office his helpful personality, his fiery retorts when things went the wrong way, have made him an integral part of the organization.

He is full of stories, and these must be heard to be enjoyed (and to be believed!).

At a luncheon held on 14th November, Mr Dekker addressed Mr Zerbinati and sincerely thanked him for all he had done for R.I.L. In his short reply Mr Zerbinati's message came through clearly: the best years of his life were with R.I.L.

Zerbinati, we wish you all the very best of luck in your new venture; we shall miss you, but we hope to see you around.

R.J.T.E.



Mr D. Zerbinati (Buenos Aires)

TWO OLD-TIMERS RETIRE

As Mr J. van Zuylen said, it was not a celebration, though there was a festive air about the gathering in Interocean House, Hong Kong, on 10th December, when old friends met to say goodbye to Mr Weeks Zung and Mr Chan Kwok Yung, two stalwart ex-Javaliners. Both are retiring after, for Mr Weeks Zung nearly 39 and for Mr Chan Kwok Yung nearly 35 years of service.



Mr van Zuylen made presentations to Mr Chan Kwok Yung (right) and to Mr Weeks Zung.

Mr Chan Kwok Yung began his service in Kobe and he was a tower of strength in the Japan offices. The war found him in Shanghai, and in 1950 he returned to the Company in Hong Kong, where he found a challenge in a different kind of work; he has worked in FB ever since.

Mr Weeks Zung is from Shanghai, and when the office there was closed in 1951, he also came to Hong Kong, where linguistic difficulties at first forced him to communicate with his colleagues in English. (Incidentally the RIL Post photo last June showed a young Weeks who does not look so very different from his cheerful self today!) He has since been in various sections of FB, and has been handling tax returns for the last few years — a job with many problems.

To both men, Mr van Zuylen expressed the thanks of Managing Directors and himself for many years of hard work, and he presented each with a small TJITJALENGKA memento to remind them of happy 'Javalijn' years.

Mr A.J. Kleber followed with presentations on behalf of the whole Administrative Division, and Mr Weeks Zung and Mr Chan Kwok Yung concluded by expressing their thanks and proposing a toast to the future prosperity of the Company.

ANNIVERSARIES

During 1969, the following service anniversaries will be celebrated:—

40 Years

Mr Ng Koon Man (HK MH)	14th April
Mr S. Nurjadi (HK HO FB) (Phoa Giok Soei)	1st June
Mr B.F. van Buuren (A'dam)	13th July
Mr J.H.C. Gorter (Amsterdam)	1st September
Mr Ho Pang (Steward)	ex Tjitjalengka

25 Years

Captain W.C. Mulder	21st April
Mr B.R. Aldridge (Sydney)	31st July
Mr Chan Lee Tim (Crew Cook)	Tjipondok
Mr Cheung Wah (Boatswain)	Straat Holland
Mr Shum Hak (Cargo Clerk)	Tjiliwong

Engraved watches will be presented to those who have served for twenty-five years, and a solid gold medal to each who have completed forty years. The crew members will receive their awards at Chinese New Year, which this year falls on 17th February.

RIL Post sends congratulations on behalf of the whole Company to those who have given such long and loyal service.

MISS BROWNE AND HER 'BAND OF RENOWN'

It appeared to be 'old home week' on 6th November, when various visitors from Hong Kong were invited to meet the Sydney office staff.

(l. to r.): Messrs P. Hulleman, J.M. Hens, C.L.C. van Kretschmar, Miss C.E. Browne, Mr H.F. Veugelers, Dr. J.J. Koppes.



WARRIOR'S RETURN

Seen passing through Hong Kong in November was our old friend 'Tji Club' President WOJ Bert White, on his way back to Australia after a year's service in Vietnam. Last seen: hot-footing it for King's Cross—aboard Tjiwangi of course.



ALL IN THE FAMILY

It was a 'R.I.L. occasion' when Miss C.P. Terhorst married Third Officer F.J.H. Roelofsen on 2nd November in Durban. The bride, daughter of Captain T. Terhorst, first met Mr Roelofsen on board STRAAT CLEMENT in 1964 when the family Terhorst made a trip along the coast of East Africa (another result was that her brother attended the South African Nautical Academy and is now a cadet officer with the SAF Marine).

As the father of the bride was making a speech at the reception in the Ocean Terminal, STRAAT CLEMENT sailed into port, thus completing the circle.

Every good wish to the newly-married couple!

SNAPPED IN SYDNEY

Seen by Photographer B. Polain during Mr Terwogt's visit to Sydney in November: (l. to r.) Messrs W.D. Abadee, G. Schmidt, Terwogt and K. Golding.



LOG BOOK

FAMILY NEWS

Weddings

Miss Y. Iwata (Nagoya) to Mr S. Komada on 11th November.
5th Engineer A.M. Zandee (leave) to Miss N. Boender on 18th November at Rotterdam.
4th Officer F.A.B. Gottmer (leave) to Miss H.I. Dorrestijn on 22nd November at Ouder Amstel.
Mr K. Hirano (Osaka) to Miss Reiko Sengoku on 23rd November.
Mr Tam Ngian Ti (Singapore) to Miss Rita Lai Kim Chan on 23rd November.
3rd Engineer C.U. Topp (leave) to Miss E.I. Kerger on 29th November at Drachten.
4th Engineer A.J.A.M. van den Bogaard (Straat Accra) to Miss L.A.J.M. van Boxel on 6th December at Tilburg.
4th Officer U.C.J. Brand (leave) to Miss J. Versepout on 6th December at Hilversum.
2nd Officer W. Verbaan (leave) to Miss T.H. Barendregt on 7th December at Rotterdam.
Mr Poon Kar Yee (HK MH) to Miss Vana Bik Sheung on 11th December.
2nd Engineer D.P.J. Brugman (leave) to Miss S.M. Polderman on 21st December at Middelburg.
Miss C. May (HK HO Pass.) to Jhr. W.M. de Brauw (HK MH) on 21st December.

New Arrivals

Mrs Ong Loe Neo (Singapore): a son, Lawrence Ong Soon Yap on 26th September.
2nd Officer C. Jolmers (leave): a daughter, Marieke, on 8th November.
2nd Engineer G. Barendregt (leave): a daughter, Desiré, on 25th November.
4th Engineer E.J.B. Verschuren (leave): a daughter, Sandra, on 1st December.
5th Engineer H. Fokkema (Straat Banka): a daughter, Monique Johanna Henriëtte, on 2nd December.
3rd Engineer J.P.K. de Korver (Straat Colombo): a son, Pieter, on 5th December.

PERSONALITIES

Mr F. Terwogt, accompanied by **Jhr. C.L.C. van Kretschmar** and **Mr W.K. Mink**, attended the Principals' Meeting of the ANZESC (Australian & New Zealand/Eastern Shipping Conference) and the ANSCON (Australia North-bound Shipping Conference) in Tokyo between 16th and 19th December. He thereafter flew to Holland for Home Leave.

Jhr. C.L.C. van Kretschmar (General Superintendent) returned from Australia, New Zealand and Africa via Amsterdam to Hong Kong on 12th December.

Mr P. Hulleman, after visiting Australia, New Zealand and Africa, went on Home Leave on 16th December.

Mr J. van Middelkoop (General Manager for Africa) went on Home Leave on 13th December.

Mr A.L. de Jong (Manager, Freight Department) made a week's orientation trip to Japan in mid-December.

Mr H. Wever made an orientation trip for a few weeks to HK HO and also visited Bangkok and Singapore en route to Sydney.



ANOTHER RIL WEDDING

Once more, two RIL'ers have found their 'Double Happiness': Mr Albert Leung and Miss Dora Lee, both from HK HO Crew Department, were married in Kowloon on 30th November, and "all went merry as a marriage bell."

We send them every good wish for their future happiness.

LIFE ON BOARD

As seen by Acting Second Engineer P.J.H. de Maar (Straat Futami).



ADUH TUHAN, WHEN YOU EAT SATAY
YOU MUST NOT EAT THE SKEWERS!



STRAAT FIJI



STRAAT CLARENCE



TJIBODAS

SHIPS OF THE WEEK

On 22nd November, Straat Fiji, Straat Clarence and Tjibodas received broadcasts from Radio Nederland. These were all messages to officers from their relatives, who went to Hilversum to make the recordings. The photographs were taken on that occasion.

CALL THE AGENT

If your vessel enters port, call the agent,
 If your berth appears too short, call the agent,
 If your ship wrecks on a mole,
 If she's drifting t'wards a shoal
 Or your tug runs out of coal
CALL THE AGENT

If the doctor is too late, call the agent,
 If your gangs all have to wait, call the agent,
 If the pilot is not there
 And delay is what you fear,
 If this costs you too much beer,
CALL THE AGENT

If the 'Customs' need more paper, call the agent,
 And your patience starts to vapour, call the agent,
 If they keep you from your letter
 From your wife (or even better) —
 Those from Principals do not matter —
CALL THE AGENT

If the Stevedore ruins your space, call the agent,
 If you have your nerves to brace, call the agent,
 If you have to stop for rain,
 To wait for cargo all in vain,
 And your gangs are slack again,
CALL THE AGENT

If you want to go ashore, call the agent,
 To have some fun and maybe more, call the agent,
 If the crew is in a fight,
 Or some fuel you must invite,
 Urgent crises in the night,
CALL THE AGENT

If your oil's spilled on the deck, call the agent,
 If the gangway is a wreck, call the agent,
 If the old man's on the blink,
 Or a draft falls in the drink,
 If you have no time to think,
CALL THE AGENT

Yea, the scapegoat on the quay, he's the agent,
 All the petty griefs are his, damn the agent,
 And at that, the stupid fool
 Remains to you a useless tool,
 Thank Heavens, you're always cool
AND NOT THE AGENT

(With acknowledgements to 'Lloyd Mail')

IN MEMORIAM

It is with deep regret that we announce the death of two crew members:

Cargo Clerk S.G. Lau Kee, aged 67, in hospital after a brief illness at Lobito, on 28th November.

Mr Lau Kee was one of the longest serving crew members in our Company, having joined the JCJL on board Tjikembang in 1926 as a Tallyman. After fifteen years' service as Tallyman, Head Checker and Compradore, he was stranded in Sourabaia during World War II, and rejoined the Company in 1947, being promoted to Chief Cargo Clerk in 1949. Until 1965, when he joined Van Heemskerck (now Straat Le Maire), Mr Lau had served exclusively on 'Tij' vessels. Throughout the RIL fleet, as well as on his last ship, Straat Towa, there are many who have appreciated his long and loyal service. We send our sincere sympathy to his wife and son.



本刊以沉痛之心情宣佈「士打都華」號高級理貨員劉基先生已於一九六八年十一月二十八日在西非病逝，享年六十七歲。

劉君自一九二六年開始便服務於本公司，可算是本公司之不貳之臣！自初加入本公司至第二次世界大戰前，他曾分別被任為理貨員及二買辦。大戰期間，劉基先生被囚於印尼泗水，於一九四七年重服務於本公司。一九四九年劉君被擢升為高級理貨員。在一九六五年服務於「萬謙士基」號（現名「士打利馬」）前，劉基先生全是服務於本公司之「芝」字輪。劉君的忠誠服務精神，甚獲同寅所讚賞。

本公司謹希劉基先甚之家屬節哀順變！

Sailor Ord. Ho Hoi Kwong, aged 27, at Takoradi on 13th November after a brief illness.

Mr Ho had been with our Company only since 1964, when he joined Van Waerwijck, and had served on board Straat Bali since 1966. He was a hardworking young man, who will be missed by both his colleagues and superiors alike.



「士打巴里」號水手何海光先生於一九六八年十一月十三日在西非病逝。何君年僅廿七，英年早逝，殊堪惋惜。

何海光君於一九六四年開始任職本公司，自一九六六年作起便服務於「士打巴里」號。何君為一年少有為之青年，工勤懇，他的同寅均為失去他而覺悲傷。

本刊對何海光先生之雙親及兄長寄與無限之同情。

Our deep sympathies go to his parents and brother.

PROMOTIONS AND APPOINTMENTS

(Some promotions are subject to the results of examinations which have not been received at the time of going to press. A further list will be published, therefore, next month).

Our congratulations go to the following personnel who were promoted as from 1st January, 1969:

<p>To Chief Officer: J.M.P. van den Akker T.A.J. Gulmans H. van Kapel</p> <p>To Second Officer: W.Th. Broeder J.P. Duyn P.J.M. van den Ende Z.P. Gischler L. Ingenluyff P. Leenheer J.D.H. Maas'kant B.A. Smalt H. Soetekouw H.K.Ch.B. Veenhuysen P.L.N. van der Ven W. Wijgerse</p>	<p>To Third Officer: F. van Akkeren J.F. Besier H.J.J. Clasic N. Daams E. van Hoek C.N. Hoppenbrouwers G.B.D. de Jong E.J. Kleinjan D.B. Kubbe P.L.A. Lucas J.W. Moerbeek G. Mulder J. Orsel J.A.J.P. van Riet R. Rijckaert F.H. Santman J.N.M. Smit R. Tresfon A.Ph. van Velzen J.T.M. van der Ven N. Vogelzang</p> <p>To Chief Engineer: C.F. van Overbeeke A.J.G. Strengholt</p>	<p>To Second Engineer: L. Baljé R. de Best R. Hartjes J. van der Neut P.N. Terpstra F.W.M. van Vliet W. Westerhof</p> <p>To Third Engineer: A.W.J.H. van Alfen U.C. van Baal H. Baas T.C. Bergenhenegouwen H.R. Bos P.M. Coenders R.P. Geervliet J.P.R. Hazenberg J. Hendriks A.K. Hofman L.W. Joziase H.D. van Leeuwen P.J.H. de Maar J. Pleizier J.W. Renshof Tj. Veenstra J. Wesselius D. Werner S. de Wilde</p>	<p>To Fourth Engineer: L.A.A. Barendregt J.H.M. van den Beemt P.C. van Bodegom H. Boele P.J. Castricum R.H. van Dapperen J.W. Derks J.H. van Doornik B. Geutskens J. Hemrika R.G. Hoogakker J. de Jonge F. Knoot P. Kroes H.J. Nieuwland A.W. Noort J.H.W.M. van Oostveen K.P.H. Peneder N. Poort C. Rog F.A. Spoor J.H. Strijers H.S.J. Vellinga R.J. Vermeulen H.O. Voorma J.A. Vugts</p>
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PERSONNEL



NEW PERSONNEL

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

Mr E. Dam	4th Officer
" P.J. Bakker	" "
" Th.P. van der Heyden	" "

PROMOTIONS

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

Mr A. Bovenschen	as from	21- 8-68
" M.H. Brugman	" "	30-10-68
" W.B.A. Busser	" "	17- 8-68
" E.J. van Dapperen	" "	8-10-68
" R. den Hartoog	" "	21- 9-68
" P.E. Huizing	" "	7- 8-68
" A.W. Huve	" "	16- 7-68
" E.V.A. Muller	" "	8- 8-68
" A.A. Schraeverus	" "	21- 8-68
" R.S. Sikkes	" "	28- 8-68
" H.C. Visser	" "	1- 8-68
" J. de Vos	" "	7-10-68

SUCCESSFUL EXAMINATIONS

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

Mr G.A. Smit	3rd Officer	Th.I	14-11-68
" J.M.W. Schmidt Crans	4th "	II	30-10-68
" J.E. Hartzuiker	2nd Engineer	Th.C	29-10-68
" J.A. Pruyt	" "	C	21-10-68
" R.F. Schols	" "	C	22-11-68
" J.H.M. van der Beemt	5th "	A	14-11-68
" A. Bovenschen	" "	ASW	21- 8-68
" M.H. Brugman	" "	VD	30-10-68
" W.B.A. Busser	" "	VD	7- 8-68
" E.J. van Dapperen	" "	VD	8-10-68
" J.H. van Doornik	" "	A	15-11-68
" H. Fokkema	" "	A	7-11-68
" R. den Hartoog	" "	ASW	21- 9-68
" P.E. Huizing	" "	ASW	17- 8-68
" A.W. Huve	" "	ASW	16- 7-68
" P.N. Meeuwsen	" "	A	14-11-68
" E.V.A. Muller	" "	ASW	8- 8-68
" A.A. Schraeverus	" "	ASW	21- 8-68
" R.S. Sikkes	" "	VD	28- 8-68
" H.C. Visser	" "	ASW	1- 8-68
" J. de Vos	" "	ASW	7-10-68

LEAVE

The following personnel went on leave:

Mr J.A. van Beurden	Chief Officer
" Ch.A. Budde	" "
" J.P. Goossens	" "
" J.G. Ormel	" "
" H.K.M. Schot	" "
" L.P. Vink	" "
" E.C.M. Jansen	2nd "
" E. van Went	" "
" P.A.R. van Dijk	3rd "
" F.C.J. Graaf	" "
" G. Kolkman	" "
" H.T. Schaaf	" "

Mr R. de Jongh	4th Officer
" P.J. van Kempen	" "
" J. Reitsma	" "
" S. Rendering	" "
" W.J. de Wolf	" "
" G. Barendregt	2nd Engineer
" J.R. Beem	" "
" J.J.A. Guitoneau	" "
" E. Teulings	" "
" J. de Vries	" "
" R.C.L. Camphorst	3rd "
" Jac. van Doorne	" "
" W.C. Geistdörfer	" "
" K.J. Veldman	" "
" W. Westerhof	" "
" R. Betten	4th "
" D. de Ronde	" "
" R.J. Smeets	" "
" C. van der Vring	" "
" C.J.M. Boerma	5th "
" J.W. Boidin	" "
" F.W.H.L. van Hulst	" "
" A.F. Stroo	" "
" W.J. Voolstra	" "
" W.P. Waltheer	" "

Those who returned are:

Mr R. Edsen	Ch. Officer	posted to
" W. Flach	" "	Straat Clarence
" F. van der Linden	" "	Straat Clement
" J.L. Nobels	" "	Straat Colombo
" H. Schuitemaker	" "	Straat Lombok
" W.R.M. van der Veld	" "	Straat Le Maire
" H.L. Brandes	2nd "	Straat Hobart
" P.G. Langeveld	" "	Straat Frazer
" G. Verkroost	" "	Straat Lombok
" G.J. van den Berg	3rd "	Tjibantjet
" J.F. van Santen	" "	Straat Auckland
" W.A. Vincente	" "	Camphuys
" G.J. den Hollander	4th "	Straat Madura
" G.B.D. de Jong	" "	Straat Cook
" A.R. Kruissink	" "	Straat Colombo
" A.Ph. van Velzen	" "	Straat Luzon
" J.H.W. Eyer	3rd Engineer	Straat Accra
" L. de Nooyer	" "	Camphuys
" A.J.A.M. van der Bogaard	" "	Straat Cumberland
" B.D. Planting	4th "	Straat Accra
" A.J. Smits	" "	Straat Franklin
" J.H.M. van den Beemt	5th "	Tjimanuk
" A.W. Brouwer	" "	Siaoe
" E. de Buyzer	" "	Tjiluwah
" J.H. van Doornik	" "	Straat Singapore
" B. Geutkens	" "	Tjiwangi
" R.G.A.J. Gäbler	" "	Straat Torres
" C.P. Herrebout	" "	Straat Accra
" G.J. Nijland	" "	Straat Accra
" P.L.Ph. Otter	" "	Straat Auckland
" W. Winter	" "	Straat Accra
" E. A. Postuma	Adj. Chef	HK HO
" S. Heykoop	" "	HK HO
" P.J. Bruls	H. Employé	HK MH

LEAVING (OR LEFT) SERVICE

Mr H.A. Wellema	2nd Officer
" E.N. van Don	Ch. Engineer
" F.G. Krap	3rd "
" A.F. Ruimschotel	5th "
" J.H. Timmer	" "

TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS

Captain A.J. Zonnevillje was posted to STRAAT BANKA following home leave.
 Captain J. de Jong, Master of STRAAT BANKA was transferred to STRAAT AMSTERDAM.
 Captain B.L. Legemaate, Master of STRAAT AMSTERDAM was transferred to STRAAT ADELAIDE.
 Captain W.C. Mulder, Master of STRAAT ADELAIDE was transferred to STRAAT FREMANTLE.
 Captain G. van der Spoel, Master of STRAAT FREMANTLE was transferred to STRAAT HOBART.
 Captain J.H. Mak, Master of STRAAT HOBART went on home leave.
 Chief Officer G.E. Kaersenhout, was appointed Acting Captain STRAAT FREMANTLE and subsequently transferred as Acting Captain to VAN CLOON.
 Captain J.H. van Dijk, Master of VAN CLOON went on intermediate leave.
 Captain J.J.E.M. Bruyn, Master of TJIBODAS went on home leave.
 Chief Officer M.J. Taal was posted to TJIBODAS as Acting Captain following intermediate leave.
 Captain H. Boëré, Master of STRAAT CLARENCE went on home leave.
 Captain A.J.M. Michielsen was posted to STRAAT CLARENCE following home leave.
 Captain R.E.J. van Dijk, Master of STRAAT CHATHAM went on home leave.
 Captain L. Rademaker was posted to STRAAT CHATHAM (for temporary service).
 Captain W.F. Klute, Master of STRAAT LE MAIRE went on home leave.
 Captain H.L. van Dam, Master of TJITARUM was transferred to STRAAT LE MAIRE.
 Chief Officer P. Maas was transferred to TJITARUM as Acting Captain.

Captain Th.H. Rappard, Master of SIAOE went on home leave.
 Chief Officer J.W.F. van Hummel was transferred to SIAOE as Acting Captain.
 Chief Engineer W. van Dam of VAN RIEBEECK went on home leave.
 2nd Engineer P.C. Poppelaars was transferred to VAN RIEBEECK as Acting Chief Engineer.
 Chief Engineer J.G. Maijoor of STRAAT FIJI went on home leave.
 Chief Engineer H.A. Slettenaar was posted to STRAAT FIJI following intermediate leave.
 Chief Engineer J.A. Pruyt of STRAAT CHATHAM was transferred to VAN CLOON.
 Chief Engineer C. van het Maalpad of VAN CLOON was transferred to STRAAT CHATHAM.
 Chief Engineer E.M. van de Ven, of HOUTMAN went on home leave.
 2nd Engineer H.J.G. Schoolkate was posted to HOUTMAN as Acting Chief Engineer following intermediate leave.

IN MEMORIAM

We announce with regret the deaths of the following:—
 D.A. Rouw (retired Chief Engineer, KPM) on 6th November at Goes, at the age of 66.
 A.C. Yap (retired Medical Adviser, KPM) on 7th November at Singapore, at the age of 87.
 P.J. Fooy (retired Chief Engineer, KPM) on 11th November at Middelburg, at the age of 71.
 J. Mulder (retired Captain, KPM) on 11th November at Groningen, at the age of 81.
 F. Weynen (retired Medical Superintendent KPM — Hospital Petamburan) on 20th November at Sittard, at the age of 76.
 Chr. van Oversteeg (retired Chief Engineer KPM) on 28th November at Voorburg, at the age of 66.

N.T.P.M.

The following personnel went on leave:

Mr J. Evelaar	1st Officer
Mr A.P.M. de Wildt	3rd "
Mr A.B. Crooy	3rd "
Mr J.J.N. Bosschaart	3rd Engineer
Mr J.P.J. de Koster	4th "
Mr D.R. Güntenspergen	5th "
Mr P.J. Lensen	Ass. "

Those who returned are:

Mr J. de Voogd	2nd Officer
Mr P. de Jager	4th "
Mr J. de Ruiter	4th "
Mr R.E. Stap	4th Engineer
Mr R. Kalle	5th "

Posted to:

tss. "Westertoren"
tss. "Westertoren"
tss. "Munttoren"
tss. "Westertoren"
tss. "Munttoren"

TRANSFER OF CAPTAINS

Captain W.J. Bos of tss. "Westertoren" went on home leave.
 Captain J.H.F. Stausebach was posted to tss. "Westertoren" following home leave.

PROMOTIONS

Our congratulations go to the following officers who were promoted:

Mr B. de Graaf	to 3rd Engineer	as from	1-12-1968
Mr H.W. Brunsveld	to 4th "	as from	1-12-1968
Mr E.J. Weidema	to 5th "	as from	24- 8-1968
Mr P.G.v.d. Houwen	to 5th "	as from	15-10-1968

LEAVING (OR LEFT) SERVICE

Mr D. Koper	3rd Officer
Mr L.v. Heulen	3rd Engineer

FAMILY NEWS

New arrivals:

1st Officer F.J. Kubinek (leave): a son, Ralf Jürgen on 30th November.

SHIPS POSITIONS

mv. "Senegalkust"	eta Hamburg	14/1
mv. "Congokust"	eta Rotterdam	17/1
mv. "Sloterkerk"	eta Hamburg	3/1
mv. "Zuiderkerk"	eta Genoa	26/1
tss. "Westertoren"	??	
tss. "Munttoren"	??	

H.V.M.

TRANSFER OF CAPTAINS

Acting Captain E.Th.W. Verkouteren of mv. "Hollands Diep" went on home leave.
 Captain W.A. Giel was posted to ms. "Hollands Diep" following home leave.

TRANSFER OF CHIEF ENGINEERS

Chief Engineer W.M. Wüthrich of mv. "Hollands Diep" went on home leave.
 Chief Engineer P.N. Rodenrijs was posted to mv. "Hollands Diep" following home leave.

SHIPS POSITIONS

mv. "Hollands Diep"	eta Kawasaki	7/12
mv. "Hollands Duin"	eta Seattle	16/12
mv. "Hollands Dreef"	eta Dakar	15/1
mv. "Hollands Burcht"	eta Dairen	18/12

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