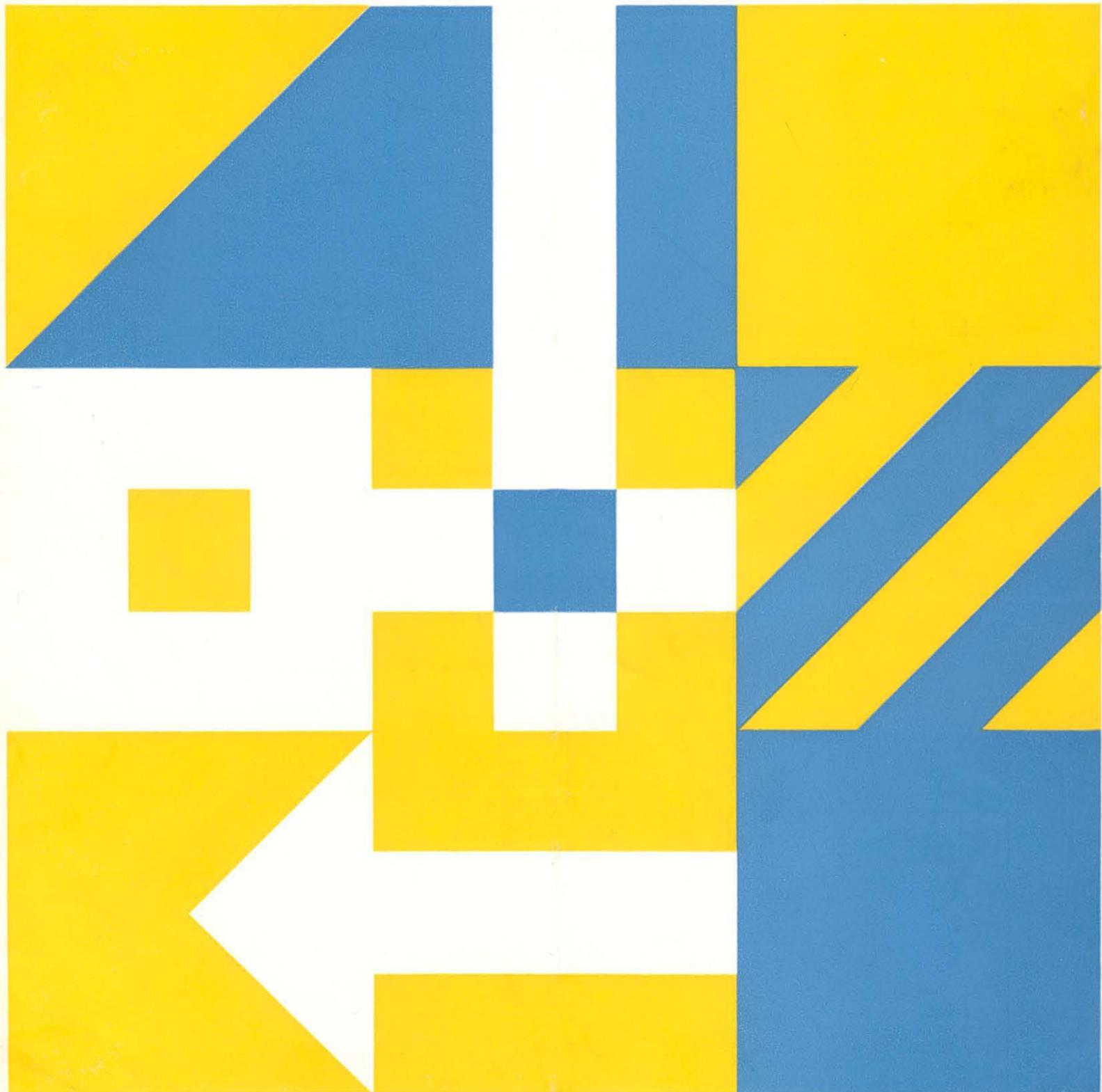
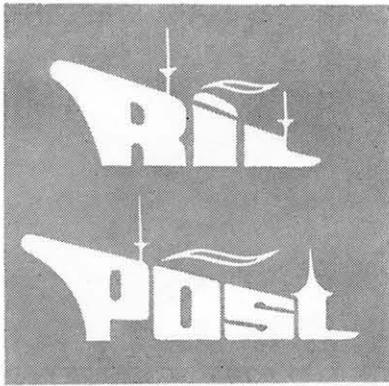


R I L Post

Volume 16 Number 8

A monthly staff publication of Royal InterOcean Lines





A MONTHLY MAGAZINE
FOR ALL PERSONNEL OF THE

Royal Interocean Lines
(Koninklijke Java — China —
Paketaart Lijnen N.V.)

**N.V. Nederlandse Tank- en
Paketaart Maatschappij**

**Hollandse Vrachtvaart
Maatschappij N.V.**

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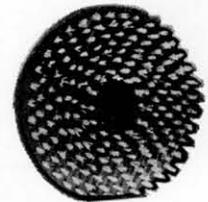
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Who are these people sitting so happily under the RIL house flag? Where were they going and why? Turn to page 150 for the answer — and more pictures.



Is it a new kind of ship? Something to eat? Or a sea monster? Turn to page 147, and by way of a clue, it has some connection with this below.

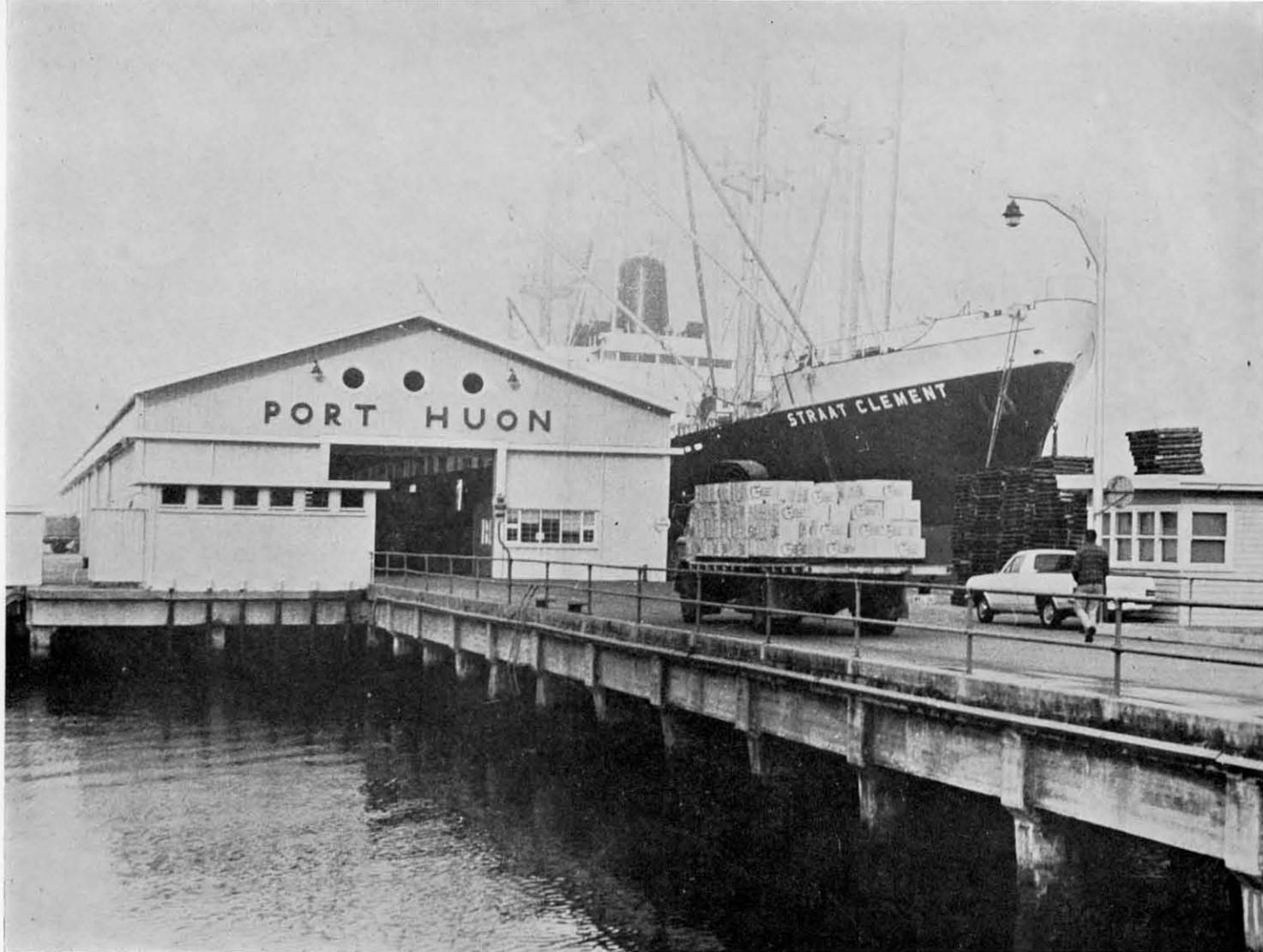


From the Editor:—

Summer holidays in the northern hemisphere, snow in the southern hemisphere: wherever you are we hope that you will find time to enjoy the new Fleet Folder enclosed with this issue of RIL Post.

The Chinese Supplement needs a new design for the outside cover. So come on all RIL artists. Let your imagination run free. (There is a prize for the winning design).

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



In early June Straat Clement called at Port Huon in Tasmania to load apples. This was the first call at that port by any RIL ship. In spite of the thick fog which covered the area at the time, the photographer still managed to produce incontrovertible evidence of the visit. If you yourself are a little misty about this apple port, turn to page 157.

TWO
FIRSTS
FOR RIL



When the Tjinagara underwent repairs in dry dock at Port Chalmers recently, members of the crew performed a lion dance as a token of thanks to the local Chinese community. According to the Otago Daily Times, Dunedin, who kindly allow us to reprint the photograph above, this was the first time the lion dance had been performed in Dunedin for over 40 years.

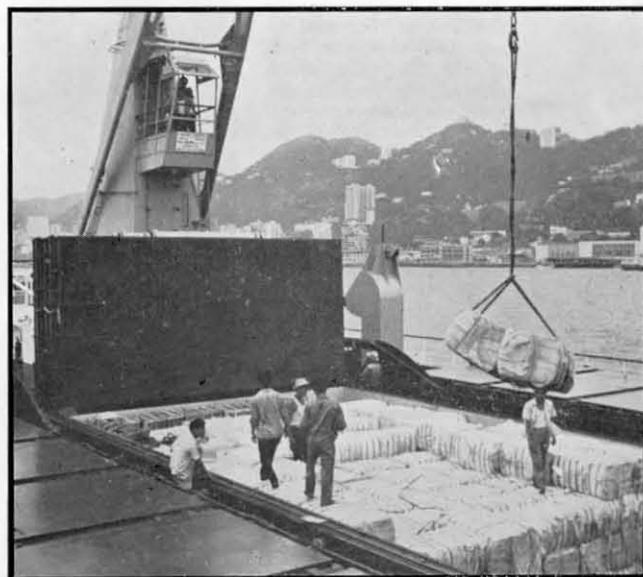


**STRAAT ALGOA
ARRIVES IN
HONG KONG**

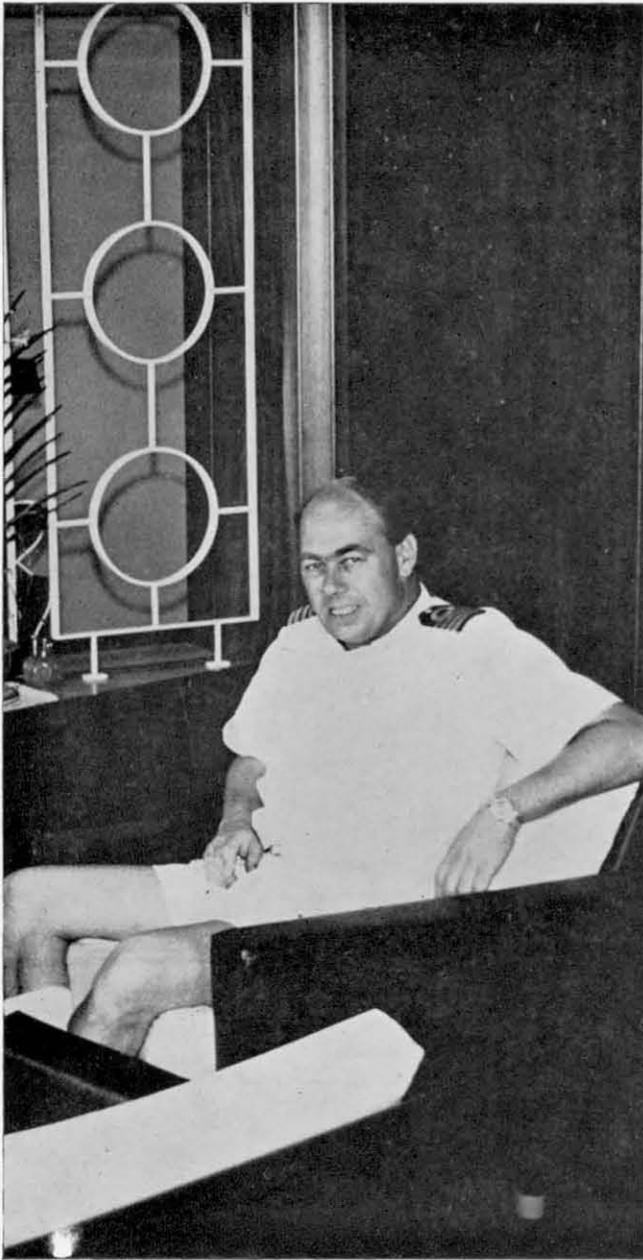
Straat Algoa, the only Straat A- with a Chinese crew, arrived in Hong Kong on her maiden voyage early last month.



The twin cranes can interlock to lift up to 21 tons: separately they lift up to 10½ tons. They are operated by remote control.



The Straat A-s are all fitted with the most up-to-date cargo-handling equipment to speed up their cargo loading and unloading. Increased speed means quicker turn round in port and considerable economy in the long run.



Captain J.H. Mak caught in a rare relaxed moment in his cabin on board the Straat Algoa. Once her maiden voyage is over, the ship will enter the ASAS (Far East—Africa—South America Service).



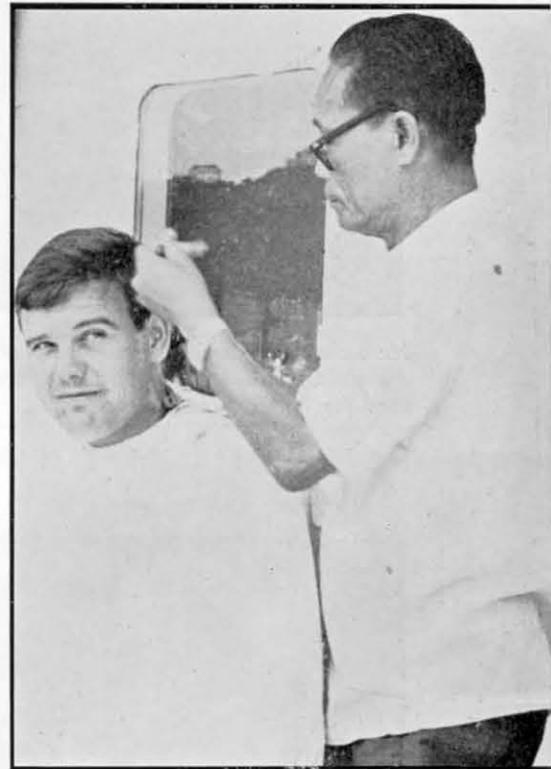
Crew quarters quickly become "home from home" with growing plants as shown here.



Ships spend so little time in port these days that the barber has to go on board. 3rd Engineer Mr J.H. Baas has a quick haircut.



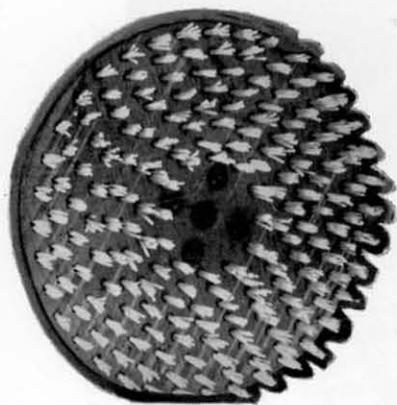
The ever-popular iron trees are carefully kept in moist containers to be handed over to grateful relatives in Hongkong in perfect condition.



UNDERSCRUB

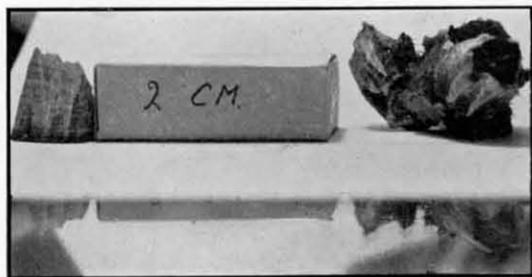
SUBMERGED HULL CLEANING while the ship remains afloat is by no means an everyday matter. Recently the Hollands Dreef underwent this treatment at Yokkaichi and Chief Officer R. van der Schaaff took some fascinating pictures and sent us this description. He said that he had not heard of this work being done on a HVM or RIL ship before and we thought that other readers might also find novelty interest in the subject.

At the time of cleaning, Hollands Dreef was partly loaded and her draft was 23'. Divers did the cleaning, wearing tight-fitting rubber suits, goggles and swimming flaps for deep diving: they used lead weights. Their air for breathing came from a small compressor, through two filters, a rubber hose and a regulator to the mouth-piece. They did not use masks. Since bottled air only lasts for two hours it is not used in cleaning work, but only for small jobs such as surveys and picture taking.



The cleaning was done with rotating, air-powered brushes, for which there was a special compressor. Nylon brushes were used for lighter work, but only steel wire brushes could shift the harder deposits. Heavy barnacles were scraped off with hand scrapers.

Cleaning of a ship the size of Hollands Dreef (length overall 500') could normally be done in about 8 hours, but at Yokkaichi harbour has such poor visibility underwater that all the work had to be done by touch and the task took 15 hours.



Above is one of the giant barnacles scraped off Hollands Dreef by the divers. It is a little larger than actual size as reproduced here. At right is a picture taken in Hong Kong when similar work was done at a local dockyard.



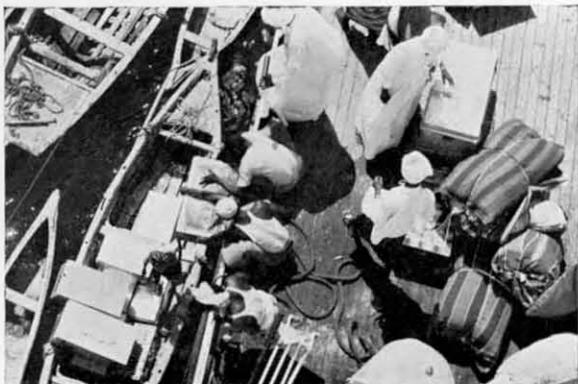


GULF GLIMPSES

TRAVELLING DOWN the Gulf, old and new assail the eye. Mr C.A. Visser, who was Radio Officer on the Camphuys before he went on home leave earlier this year, is an enthusiastic (and talented) photographer. We are most grateful to him for sending these pictures.

This picturesque country seat on the River Shatt must have many fascinating stories to tell. Additional interest for those who have never seen this region, is the glimpse of desert in the background. Gnarled date palms wave gently in front of the ruins.

Facilities for passengers may be less luxurious than in many parts of the world, but certainly they are more picturesque in the Gulf. At far right luggage is being discharged via the 'vee' (cattle) trap and at right passengers sit on the quay watching their own luggage.



The background to this snap is perhaps even more interesting than the foreground. Behind the two British minesweepers and the US Frigate Norfolk, alongside the jetty at Bahrain, masts can be faintly made out. Although this is oil-drilling country, these are radio masts belonging to the local radio station — of far more interest after all to a Radio Officer.

DE RUYTER'S EARLY DAYS

1607—1651

One of Holland's greatest heroes, "Saviour of the Fatherland" Admiral De Ruyter, is known to most people in connection with his exploits against the English and others in the mid-seventeenth century. Of his earlier years, less is known, though he certainly had a reputation as a mischievous rascal, which was heightened when he daringly climbed the spire of the Vlissingen Tower. An old song has it that he turned "the great wheel" in the rope-walks of Messrs Lampsen, wearing a "blue-checked blouse", before he eventually went to sea.

Generally known also are the stories of how De Ruyter outwitted Dunkerque privateers by smearing his ship with part of the cargo of Irish butter, and how he remained unswervingly loyal to his principals, despite dire threats, when a Moorish monarch tried to compel him to undersell goods from his ship. What is not generally known is the fact that he was a very successful trader, and — as was the way in those days — sailed in merchant ships which quickly turned to the country's defence when needed. It is certain that the early years in the life of 'Vlissingen Michiel' were not less varied and exciting than the later period of fame and glory.

cabinboy

Michiel Andriaansz (not yet 'De Ruyter', a name he adopted much later) went to sea at the age of 11 as cabinboy aboard a merchantman, and as such he made various voyages, including one to the West Indies. Quick promotion was made to the rank of sailor, and from the tender age of 14 he served against the

Spaniards as a gunner in the army of Prince Maurits and also assisted in the defence of Bergen op Zoom in 1622 when besieged by Spinola. After the relief of the town, young Michiel signed on a man-o'-war but was taken prisoner near the Spanish coast. Whilst being taken to Biscaye, he — with two others — managed to escape, and the three sailors wandered for weeks through France before finally reaching their homeland.

married

Michiel now signed on regularly, mostly with the merchant fleet, and as sailor, 'maat', boatswain and 'hoog' boatswain he sailed to the West, Brazil, Greenland and the Barbary Coast, as well as in and out of European ports. He was married in Vlissingen at the age of 24 to Maeyke Velders, a country girl from Walcheren, but she died not ten months later. Five years after he married again, this time to Neeltje Engels. For some years he took the name of 'Ruyter' and later this was amended to 'De Ruyter'.

Some tough voyages were made on whalers, notably on 'De Groene Leeuw' (Green Lion) and De Ruyter's careful logs note the number of whales caught, the bad weather conditions (thanking God for "the fatherly care which he gives us") and the extremes of cold ("We were lying so firmly in the ice that it was as if we were bedded in cement").

The last whaling trip was probably made in 1636, and in 1637 De Ruyter sailed as Master of one of two vessels which the well-known Vlissingen owners, the brothers Lampsen, had equipped for action against the Dunkerque privateers. However, the sistership returned after three weeks, with hardly a sight of the 'Dunkerkers', and under pressure from his crew De Ruyter also had to return,

saying philosophically: "it is difficult to catch rabbits with unwilling dogs".

During the heyday of his career, De Ruyter can be followed almost from day to day, thanks to the many historical sources, but there were gaps earlier on; the few years after 1637 made up one. It is not until 1640 that he comes to life again, when his own logbook describes two voyages to Brazil as skipper of the merchantman 'De Vlissinge' for the Lampsen brothers.

Now very different problems awaited him: the States General had decided to aid Portugal in her revolt against her Spanish masters, and De Ruyter was put in command of De Haze, one of twenty ships which sailed in August 1641 from Scheveningen to join the French and Portuguese fleets. De Ruyter (only 35 years old) was appointed Rear-Admiral, and he wrote: "I shall conduct myself as an honest captain in my heart, hoping that God will bless the job for which we have been despatched, to the honour of our sweet Fatherland".

courage

On arrival at the Tagus, a glittering reception awaited the Dutch ships but the French and Portuguese fleets had already sailed, and although the Dutchmen tried to find them, it was in the end they alone who encountered a strong Spanish fleet off Cape St. Vincent on 3rd November. Here De Ruyter gave a foretaste of the courage, tact and calm resolution which made him the greatest admiral in Dutch history. In an engagement which brought losses on both sides, the infinitely superior Spanish fleet suffered a total of 1100 dead and wounded, and eventually retired in the direction of Cadiz. As the Dutch captains prepared to hold council on board the flagship of Admiral Arnout Gysels, a sudden cry recalled De Ruyter to De Haze which was fast

sinking, having been holed many times below her waterline. Strenuous efforts at plugging holes and repairing shattered rigging eventually enabled De Haze to be beached at the Tagus for temporary repairs, but it was a case of "All hands to the pumps" for the long, slow voyage back to Vlissingen. De Ruyter earned special mention in the Admiral's report for his conduct during and after this engagement.

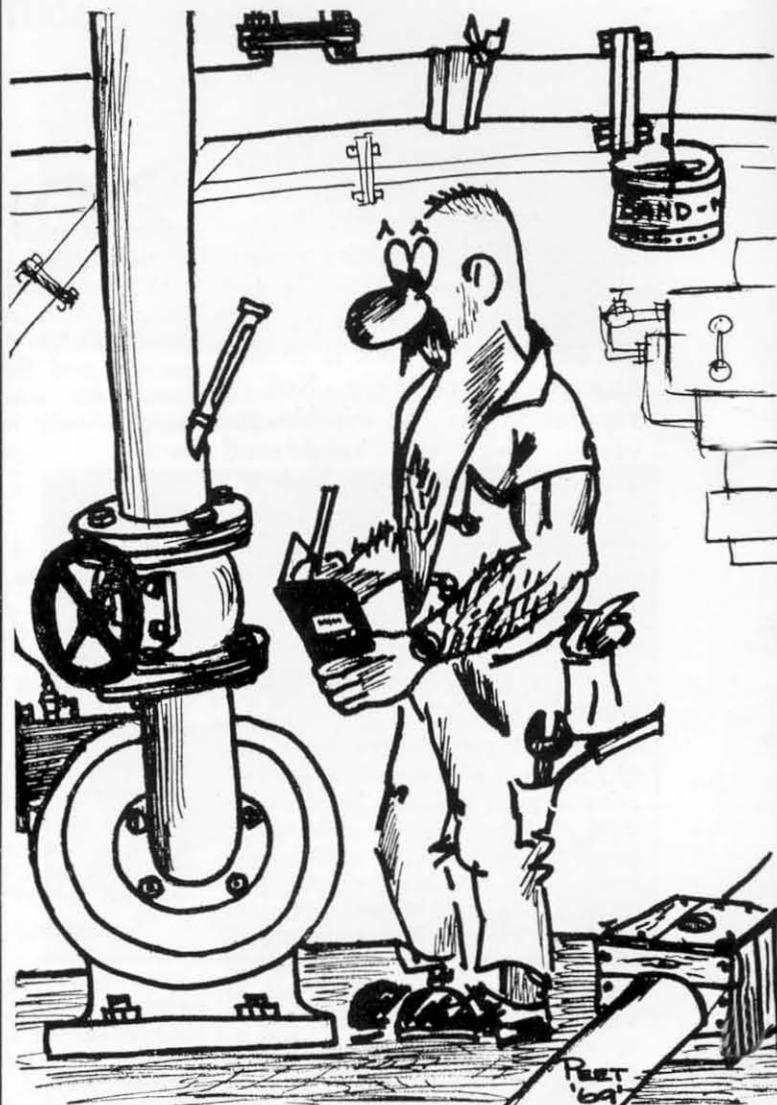
horseback

The next voyage was in a different direction: Master of his own vessel, Salamander, and part-owner of her cargo, De Ruyter became a ship-owner/merchant who had marked success in dealing with the Moors. The oft-repeated story of his encounter with a much feared marabout, Sidi Ali Ben Mohammed ben Moussa (recorded as 'Sant' or 'Santo') comes from this time. De Ruyter was making a trading trip on horseback from Santa Cruz (now Agadir) to the Moroccan hinterland when he met the Sant in the inhospitable Atlas mountains. After a friendly reception, business was brisk and the Sant bought practically all the remainder of the cargo on the strength of samples. Payment was made, one-third in gold and the rest in goatskins and wax.

During the course of negotiations, a much-too-low offer was made for fine English cloth, which De Ruyter refused. The Sant then threatened to help himself to the cloth and De Ruyter said that he was prepared to give it as a present but would not sell at a lower price than his Dutch principals had instructed; were he to do so, he would harm their reputation and neglect his instructions. The angry marabout then threatened to take the Master prisoner and to seize his vessel. De Ruyter replied calmly that the Sant undoubtedly had the power to do so, but were he to carry out his threat, the Dutch and other merchants would lose con-

fidence in him and trading would cease. Still the Sant persisted, and by now thoroughly incensed, De Ruyter exclaimed: "If you were on my ship, you would not dare to go on threatening me!". Santo walked away, furious, but to his open-mouthed followers he remarked that he regretted "that such a man was a Christian".

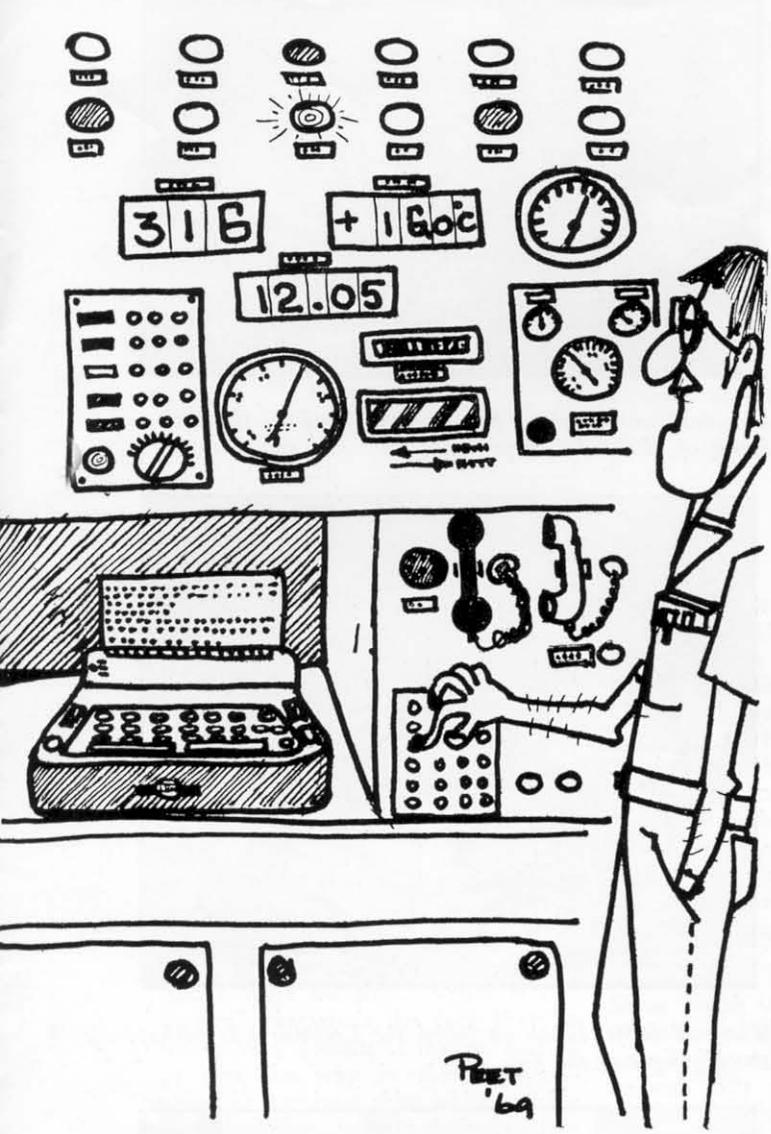
OUR CARTOONIST



Engineers in the old days had a hard time at the end of their watch checking temperatures and pressures all over the engine room.

Some anxious waiting hours followed, but eventually the Sant returned and again made the same low offer. De Ruyter refused, but repeated his offer to make a present of the cloth. Now he carried his point, and the Moorish monarch, deeply impressed with the loyalty of this Christian, went up to him, placing his own hand on De-

T AT SEA LOOKS AT PROGRESS



That's heaven all right . . . as long as it works, but of course if things go wrong.



You spend hours finding all the hidden gauges and thermometers. . . . Oh for the good old days.

P. de Maar, acting 2nd Engineer on the Straat Futami has been hard at work with his pen, you will be delighted to see.

Nowadays it's all much easier . . . just press some buttons and the machine does the rest . . . all neatly printed on the log sheet.

Ruyter's bare breast and De Ruyter's hand on his; by the custom of the country, this signified "friendship, love and loyalty". During the years that followed, the Sant kept this promise, and De Ruyter carried rich loads from Morocco.

Antilles, until 1651, handling the sometimes wild incidents of those adventurous days in a calm unflurried manner. His second wife died in 1650, and early in 1652 he was married again, to the Vlissingen widow Annetje van Gelder.

enjoy the quiet life of a retired sea captain, well-earned by the many hard preceding years. How very differently things turned out! In the very same year he was called to give his services to his country, and thus the heroic period began.

He continued sailing in Salamander, to the Barbary Coast and to the

By now a prosperous man, De Ruyter decided to settle down ashore and

Our thanks go to Mr Bennema for providing the facts for this article.



Excited members of the party walk across the gangway onto m.v. Erasmus.

RIL played host on June 10th, when 140 members of the RIL family in Holland were taken out for the day. The weather was perfect and the wives of captains and officers, and a few fortunate officers on leave at the time, had a most enjoyable day. Once again m.v. Erasmus of Spido Havendienst served as meeting-place; the trip went to Hook of Holland-Europoort. The annual contact day for members of the family scattered all over Holland is very important, both for renewing old acquaintance and making new friends. Second Engineer Mr E. Teulings, being on home leave at the time, was invited to join the party with his wife, and he has most kindly sent us the following report:

Dinsdag, 10 juni waren de vrouwen van onze zeevarende collega's voor de 3de achtereenvolgende keer weer te gast bij de Maatschappij. Onder een strak blauwe hemel lag de met RIL-vlag getooide Erasmus aan de Boompjeskade op zijn passagiers te wachten. Als opgetogen schoolreiskinderen embarkeerden de vrouwen met de thuis zijnde collega's. Aan boord werd ieder persoonlijk begroet door de afgevaardigden van de Afd. PZ en Mevrouw Ineke-de Vos. Om elf uur werd vertrokken en met gematigde vaart voeren we de Nieuwe Waterweg af, op weg naar het Europoort gebied.

Al vlug zat iedereen buiten in de zon te genieten van het prachtige uitzicht. Rond één uur, nadat nog eerst drankjes waren rondgebracht, werden we uitgenodigd deel te nemen aan het koud buffet. Dit was werkelijk voortreffelijk verzorgd, hetgeen voornamelijk te merken was aan het zachter worden van het geroezemoes en het luider worden van het gekletter van messen en vorken. Na tot tussen de pieren gevaren te zijn, keerde de Erasmus om, om weer de rivier op te varen, waarbij een kleine sidetrip werd gemaakt om de gasten de grootste op de Nederlandse werf in aanbouw zijnde tanker, de Esso Cambria bij Verolme te laten zien. Rond vier uur werd weer in de schaduw van het monument De Boeg aangelegd waar iedereen, zeer tevreden over de geslaagde dag, debarkeerde.

Wij willen hierbij Mevrouw Ineke-de Vos en de Maatschappij heel hartelijk bedanken voor de genomen moeite ons dit uitstapje te bezorgen. Voor degenen, die om een of andere reden niet konden komen, spreken we de hoop uit, dat ze een volgende keer wel aanwezig kunnen zijn; zij zullen er geen spijt van hebben.

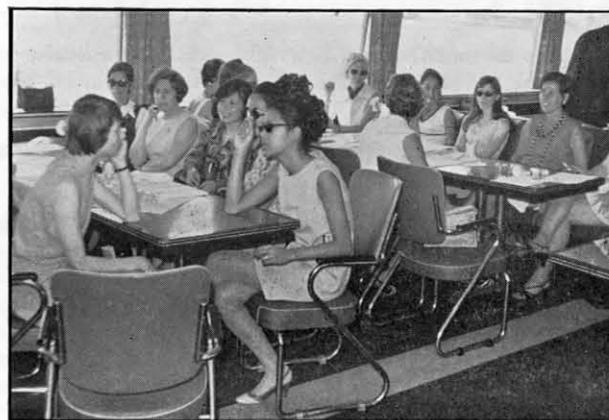
FAMILY PARTY



Glorious June sunshine followed the party all the way to Hook of Holland Europoort.



The cold buffet lunch on board the Erasmus was perhaps the highlight of the day.



Contact day is an opportunity to talk to old friends and make new ones too.

NO SAD FAREWELLS

On June 26th Managing Directors presided over a farewell luncheon at Hong Kong Head Office, to mark the retirement of Mr J.C.L. Dreverman, a personality in RIL, better known at sea and ashore as "Carel". Addressing Mr Dreverman at the luncheon table, Mr de Haan mentioned that this luncheon was rather exceptional since it was not a "farewell". In fact, after only a few months of leave, Mr Dreverman will continue working for RIL in the Amsterdam office, doing very much the same kind of job which he has done in Hong Kong. But since Mr Dreverman's relationship to the HO personnel had been a very close one in the field of personal needs it was decided to rise to the occasion. Mr de Haan expressed the hope that Mr Dreverman will have many more years of service in his new job with the Company in Holland, not least because he will then reach the milestone of his twenty-five years anniversary.

In a step-by-step review of Mr Dreverman's career, Mr de Haan recalled that he started in a highly specialised job — as a radar operator — but soon found that the way to a man's heart is through his stomach rather than electronic devices. So he switched to the Catering Department, which found him on that most hospitable lady of the sea, the ss. NIEUW HOLLAND. Later Mr Dreverman was posted ashore and took charge of the Stores in Hong Kong. He soon made a name for himself by his straightforwardness and his logical approach to daily stores matters, which Mr de Haan said had been exemplary. Mr Dreverman had made himself beloved by all and sundry, because he was always ready to help with any personal needs — from spirits to soap-powder. Touching on Mr Dreverman's logic, it was recalled that when the lubricating oil pumps of mvs. TJIWANGI/TJILUWAH were replaced, the "obsolete" ones were presented to him for storage. Prompted by his worry about restricted storage space, Mr Dreverman had asked the Superintendent Engineer why he had to store them, and when the answer came "because they are still in perfect condition", Mr Dreverman asked why on earth they had to be replaced.

Mr de Haan wished Mr Dreverman bon voyage, a happy stay in Holland, and thanked him for all he had done for RIL. He said that he was sure he was expressing the feelings of everyone present at the lunch and also of Mr van Kretschmar, who was on leave.

In his reply Mr Dreverman expressed his feelings in his customary way, in a few simple words: "I am sorry to go, but there is a time to come and a time to go: my time here has been most pleasant with everybody from the top to the bottom of the Company. It is a great consolation to me that I can carry on in this Company and I hope to see everybody again in Amsterdam".



Mr Dreverman hopes to see everybody again in Amsterdam.

FLEET FACTS

The Italian, fully-refrigerated ship, **Doroty**, has been time-chartered for one east-bound voyage from Brazil to Japan via Durban (Bunkers). She was delivered at the end of July and is expected to be re-delivered in mid-September.

To substitute the west-bound AULAS sailing of Straat Lagos and to cover the August Australia-South Africa cargo requirements, the Greek flag vessel **Khian Hill** has been chartered. The vessel will be delivered at Manila at the beginning of August.

During the course of the next few months, there will be some switches in various services, and by the end of this year the picture should be as follows:—

AANZS

(Africa-Australia-NZ)
Straat Lagos
Straat Lemaire
Straat Luanda
Straat Luzon

ASTS

(Australia-Singapore-Thailand)
Straat Banka
Tjinegara

AULAS/WSAAS

(Australia-Latin America)
(West &
S. Africa-Australia)
Straat Cook
Straat Madura

INDIAS

(India-Australia)
Straat Clarence
Straat Clement
Straat Colombo
Straat Cumberland



When cargo clerk Lo Shu Tim retired on June 23rd, he was only one year short of his fortieth anniversary with the Company. Here Mr Kuijken, HKHO Marine Superintendent, congratulates him on his long period of service and wishes him well in his retirement. After travelling to the most distant parts of the world on many different RIL ships, Mr Lo plans to spend his retirement looking after his grandchild.

PERSONALITIES

Mr W. Boogerman (Personnel Manager) left Hong Kong for Home Leave on July 8th.

Drs R.B. Lenterman took over as Manager, Audit and Control Department, as from July 3rd when **Mr E. Willems** went on Home Leave.

Mr E.M. van Rhoon returned to Tokyo from Home Leave on 18th July.

Mr H.F. Veugelers (Manager CTA Department) left Hong Kong for Home Leave on July 28th.

Mr F.W. Bonsen (Cargo-handling Department) flew from Hong Kong to Sydney on July 13th for a 3-week business trip.

NEW VENTURE FOR RIL ?

A telex message sent to our Sydney office by a travel agent recently read:—

STRAAT VAN DIEMEN MARCH 1970 CLIENT NOW REQUIRES BERTH SINGAPORE HONGKONG ONLY THEN TWO WEEKS OWN ARRANGEMENTS HONGKONG AND RETURN TO SIN ON ANOTHER RIL VESSEL STOP CAN YOU ASSIST.

ISLAND INTERLUDE

Few people have had the chance to visit the Addu Atoll in the Maldivé Islands. Quartermaster Li Tai Fuk from the Straat Rio may look back on his trip there with mixed feelings, but at least his 10-day stay must be unique in the Company.

Mr Li became critically ill as Straat Rio was crossing the Indian Ocean. Captain Faber was perhaps a little surprised when Radio Medical Scheveningen suggested a call at the RAF base at Gan for emergency treatment, rather than continuing to the nearest port. Radio contact was quickly established with Gan and arrangements were made for the medical staff to be ready to examine the patient. A pilot guided Straat Rio inside the lagoon of Gan Island and a waiting motor launch transferred the sick quartermaster to hospital. After two doctors had checked him and said that he should be hospitalised, Straat Rio proceeded on her journey. Mr Li spent 10 days in the RAF hospital, and once fully recovered, he was flown by the RAF to Singapore.

The Maldivé Islands are so remote that few people know very much about them. We did a little research work and discovered some interesting facts.

The Maldivé Islands are a chain of coral atolls, approximately 400 miles south-west of Ceylon. They run from just south of the equator for about 600 miles to the north. There are 12 clearly defined atolls, separated by deep channels. Addu Atoll is the most southerly atoll, just south of the equator. There are more than 1,067 islands, only about 210 of which are inhabited. The total population of the islands was 103,800 in 1967. The people are Muslims and their language is similar to old Sinhalese: they are highly-civilised and great navigators and traders. The Maldivé Islands became fully independent of Britain in 1965. They have their own elected Parliament and conduct their relations with other countries independently. The islands are thickly covered with coconut palms; coir and ropes are exported. Fishing is the principle industry and considerable quantities of dried fish are exported to Ceylon.

SHIPS OF THE WEEK

On 30th July a broadcast was made to officers of the Straat Bali, the Tjipondok and the Straat Amsterdam, from recordings made by their relatives in Holland.

FAMILY NEWS

Weddings

4th Officer J. Dolk (leave) to Miss L. Ch. Wattez on 27th June at Schiedam.
 5th Engineer A.F. Stroo (leave) to Miss W.H. Geijp on 27th June at Vlissingen.
 3rd Engineer J.P.R. Hazenberg (leave) to Miss J.L.M. Jansen on 1st July at Zwolle.
 3rd Engineer M.W.M. Huveneers (leave) to Miss M.C. van Splunder on 2nd July at Vlissingen.
 2nd Officer K. Beekes (leave) to Miss Adrienne Margaret Dryson on 4th July at Kaipoi, N.Z.

New Arrivals

Mr H. Okai (Kobe): a daughter, Yuki, on 3rd June.
 Mrs Tagawa (Nagoya): a daughter, Mamiko, on 6th June.
 2nd Officer H. Roorda (leave): a son, Jaap Johannes, on 11th June.
 3rd Engineer W.C. Treurniet (leave): a daughter, Renée, on 13th June.
 Mr H. Kerkmeyer (HK HO ND): a daughter, Sandra Elisabeth, on 19th June.
 Mr L.C.N. van Es (Durban): a daughter, Francoise, on 21st June.
 Employé H. Meehorst (Amsterdam): a daughter, Sandra, on 28th June.
 2nd Officer J. Meijler (leave): a daughter, Annemieke Ida Alien, on 29th June.
 Captain A.J.M. Michielsen (Straat Clarence): a son, Malcolm Charles, on 1st July.

HAPPY GROUP



It must have been almost a historic occasion when Mr and Mrs Reyneker passed through Durban recently. At a cocktail party at the Country Club there were no less than three Area Managers (for Japan, Singapore/Malaysia and Africa) as the photograph proves beyond doubt.

From left to right:— Mr E.M. van Rhoon, Mr van Middelkoop, Mrs Reyneker, Mr Reyneker, Mrs Kasteleijn, Mrs van Middelkoop, Mrs van Rhoon, Mr Kasteleijn.

BEST FOOT FORWARD



RIL-ers have always been renowned for their energy and enthusiasm. Last month we showed you some of the Sydney-siders and their exploits on the water. This month we introduce you to the Durban football side. Our thanks go to Mr van Middelkoop who took the photograph. From the spruce and natty appearance of the players we presume the picture was before their match against Rennies — they lost 5 - 3! Still, better luck next time!

The line-up from left to right along the back row:— P.A. Simpson, R. Bezuiyen, C. Moes, F.W. van Riet, R. Bakker, G.M. Forsyth, F. Bijker, G. Kort (referee). Front row:— S. Perkins, R.J. Mensinga, F. Westerhuys, L. Smith, C. Banks.

SPACE TALK

Since the closure of the Suez Canal in June 1967, most vessels formerly using the Canal have been routed via the Cape of Good Hope. Voyages are considerably lengthened owing to this detour and to save time many vessels do not call at any port in South Africa. Some ships however need stores and spareparts en route and all ships' crews are always anxious to receive mail. Arrangements have therefore been made for the delivery of mail and stores off Cape Town to ships rounding the Cape. Initially such deliveries were made by launch but recently helicopters have also been engaged for this purpose. Not only mail and stores are delivered but films are exchanged and sometimes crew members are taken off or on board.

At the end of May the Second Cook of Straat Amsterdam fell ill and had to be hospitalised at Walvis Bay which was the vessel's last port in Africa before crossing the Indian Ocean to Melbourne. The Master requested a replacement and in order not to delay the vessel, it was decided to have this relief cook board the ship off Cape Town. This operation took place successfully on May 25th, when the astronauts in Apollo 10 were on their way back to earth and Cape Town Agents in festive spirit telexed Durban:—

2nd cook Tshange successfully launched and joined Apollo Amsterdam 25/5.

H.C.G.L.R.

TEN YEARS AGO

From RIL Post, 1st August 1959

"RIL ACTIVITIES

"Due to the disruption of the railway service from Kowloon to Canton (caused by heavy floods), passengers for the Chinese mainland travelling per **Tjisadane/146** and **Tjiluwah/91**, could not disembark at Hong Kong. To assist passengers in reaching their final destination, m.v. **Tjiluwah** made a direct call at Whampoa towards the end of June.

"S.S. **Tjibadak** was delivered to breakers at Hong Kong on June 27th.

To assist in the cargo traffic from South America and Africa to the Far East, several vessels were chartered:

"m.v. **Oinoussios**, delivery Vitoria, around July 23rd.



The above picture shows s.s. Tjibadak during her last call at Hong Kong, shortly before she was sold and delivered for breaking-up purposes.

"m.v. **Le Maire**, delivery at a British East African port around August 2nd.

"m.v. **Loradore**, delivery Vitoria, around August 20th."

STRAAT A-s TOO SMALL?

A sharp-eyed cameraman took these photographs of Straat Accra when she passed through Lourenco Marques last month. Who thought that the Straat A-s would never have space problems . . .



Above: drums in the officers' swimming pool. (The water has been drained we are assured.)



Above: a car "parked" outside the chief officer's office. Another view of the same scene, above left.

SHIPS OF YESTERYEAR

The KPM ship shown in the June issue — last of the series — was s.s. BOTH (1931-57), whose sister-ship was s.s. REAEL (1931-59). The final award goes to Captain C. Baak.

SAO-SI, SAO-SI!



Mrs Fan Man comes from a real seagoing family: her husband first joined our Company in 1947, and her daughter Virginia Fan Yuen Wa (left) was serving until recently as an Assistant Stewardess on board Tjitjalingka.

Every time a RIL ship sails into Hong Kong harbour, a hired walla-walla leaves Kowloon-side, and the vessel is hardly at anchor before a small woman climbs nimbly up the gangway, announcing her arrival to the officers with calls of "Sao Sam" (collect clothes). This is Mrs Fan Man, but no-one calls her by her own name: she is known to all seagoing staff as 'Sao-si, Sao-si', from the sound of her own Chinese words.

Mrs Fan Man has been coming aboard RIL vessels for over 20 years, and having collected the officers' clothes, she then takes them ashore to be dry-cleaned and returned unflinchingly before sailing-time.

'Sao-si, Sao-si' may not sound very correct to Chinese ears, but it has a familiar, friendly sound to many grateful Dutchmen, who have appreciated Mrs Fan's efforts in keeping them spick-and-span with such regularity.

APPLE PORT

As a follow-on to our photograph of Straat Clement at Port Huon (page 143) Mr G.J. Gibson of William Crosby (Hobart) writes:—

Port Huon is in the estuary of a large river (the River Huon) and set in a deep valley. Even the minor hills in this valley could only be described as very steep and rugged. The port itself is right in the centre of the largest apple producing area in Tasmania (about 80% of the total crop is grown there). Apart from a paper pulp mill and odd grazing, it could be said that the whole area is dependent on apples. The waterside workers at Port Huon during the apple export season are mostly casuals drawn from the locals and could be small orchardists or orchard hands using the wharf as a second job. Whatever they may do for the balance of the year, they are certainly experts at handling apples and many good reports are heard of their work.

TWO FOR TEA?



Three hundred cups can be poured from this teapot, the biggest in the world, according to Mr J. Sholer, Manager of King Tea, Brisbane. When he visited our Sydney office to discuss future imports he produced the King-sized teapot — much to the delight of Miss Julie Andrew of RIL Traffic East.

SUCCESSFUL EXAMINATIONS

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

Mr J. Meyler	2nd Officer	I	27-6-69
" R. Dasia	3rd "	I	11-6-69
" H. van de Beek	4th "	II	11-6-69
" L.A.J. te Boekhorst	" "	Th.II	6-6-69
" U.C.J. Brand	" "	II	19-6-69
" P.J. van Kempen	" "	Th.II	27-6-69
" R.P. Koerse	" "	Th.II	10-6-69
" A.E. Rouffaer	" "	II	6-6-69
" Th.G. Snel	" "	II	16-6-69
" G. Barendregt	2nd Engineer	C	10-6-69
" R.C.L. Camphorst	" "	B	27-5-69
" J.E. Hartzuiker	" "	C	6-6-69
" D. van Huizen	" "	B	12-6-69
" A.J. Odink	" "	Th.C	30-5-69
" H. Pesch	" "	Th.C	2-6-69
" C.F.H.G.M. van den Goorbergh	3rd "	B	17-6-69
" W.G. Alberda	4th "	Th.B	3-6-69
" N. van Harten	" "	B	17-6-69
" J. de Plaa	" "	A	18-6-69
" P. Rolsma	" "	A	23-5-69
" Th.C. Smakman	" "	Th.B	5-6-69
" C.D. Tijsterman	" "	B	16-6-69
" C.J.M. Boerma	5th "	A	18-6-69
" A. Bosch	" "	A	6-6-69
" A.J. Gulmans	" "	A	6-6-69
" W.F. van Heel	" "	Th.B	16-6-69
" H. Knip	" "	A	3-6-69
" G.V. Nijdam	" "	A	9-6-69
" Th.I.J. Rutgers	" "	A	21-2-69
" K.B. van der Wielen	" "	A	4-6-69
" H.J. van Wolferen	" "	A	10-6-69
" F.R. Wijkel	" "	Th.C.Bep	20-6-69



PERSONNEL



NEW PERSONNEL

A hearty welcome is extended to Mr L.P.F. Baks, 4th Officer, who recently took up employment with R.I.L.

TRANSFERS OF CAPTAINS AND

CHIEF ENGINEERS

Captain F. List, Master of STRAAT BALLI, went on home leave.
 Captain W. Lautenbag was posted to STRAAT BALLI following home leave.
 Captain B.L. Legemaate, Master of STRAAT ADELAIDE, was temporarily posted to HK HO.
 Captain G.J. Noë from Durban (Lading Behandeling) was posted to STRAAT ADELAIDE.
 Captain J.Ch. Beynon, Master of STRAAT FUTAMI, went on home leave.
 Captain H. Buth was posted to STRAAT FUTAMI following home leave.
 Captain L.A. Cijssouw, Master of STRAAT HOBART, handed over his command at Hong Kong to Captain G. van der Spoel, following the latter's intermediate leave.
 Captain B. den Hoed, Master of STRAAT FLORIDA, went on home leave.
 Captain J. Verburg, was posted to STRAAT FLORIDA following intermediate leave.
 Captain G.P. Proper, Master of STRAAT LUZON, went on home leave.
 Captain E.P. Helleman was (temp.) posted to STRAAT LUZON and subsequently went on home leave.
 Chief Engineer A. Vink of STRAAT ADELAIDE went on home leave.
 Chief Engineer J.W. Verwey was posted to STRAAT ADELAIDE following home leave.
 Chief Engineer A. Geurts of STRAAT HOBART went on intermediate leave.
 Chief Engineer M.G. Beunder was posted to STRAAT HOBART following home leave.
 Chief Engineer J. Birza of STRAAT VAN DIEMEN went on home leave.
 Chief Engineer N. Bartels was posted to STRAAT VAN DIEMEN following home leave.
 Chief Engineer H.J. ter Stege of STRAAT FUSHIMI went on home leave.
 Chief Engineer H.J. van der Veer was posted to STRAAT FUSHIMI following home leave.
 Chief Engineer J.P. Kalma of Tjikampek went on home leave.
 Acting Chief Engineer A. Volkert of Tjimanuk was transferred to Tjikampek as Acting Chief Engineer.
 2nd Engineer R.K.K. Lie of STRAAT HONSHU was posted to Tjimanuk as Acting Chief Engineer.

LEAVING (OR LEFT) SERVICE

Mr R. Wallenburg	2nd Officer
" E. van Went	" "
" P.J. van den Berg	3rd "
" J.M. Clarijs	" "
" J. Landwaart	Ch. Engineer
" R. Betten	4th "
" J.A. van der Sluys	5th "

TRANSFERS SHORE STAFF

Mr J. Boone, Asst. Supt., was transferred from Yokohama Supts. to HK HO TD.
 Mr R.S. Hadley was transferred from Melbourne to HK HO VZ.

LEAVE

The following personnel went on leave:

Mr R.Th.F. Brouwer	Chief Officer
" R. Hol	" "
" H.K. Kruk	" "
" D. Plooy	" "
" A. Treffers	" "
" H. Roorda	2nd "
" G. Schreuder	" "
" B.H. Verseput	" "
" P.L.A. Lucas	3rd Officer
" W.M. van der Bij	4th "
" C.P. Tuinman	" "
" D.W.J.B. van Hattem	2nd Engineer
" U.C. van Baal	3rd "
" J. Kristel	" "
" Ch. van Spronsen	" "
" J.W. Derks	4th "
" A.H.A.M. van Laerhoven	" "
" F.H. Sixma	" "
" C.F. von Stein	" "
" A. Geelhoed	5th "
" J.J. Kos	" "
" H.A. van der Meer	" "
" H.J.H. Offermans	" "
" A.A.M. Peeters Weem	" "
" Th.P. de Ruyter	" "
" W.P. Vijfwinkel	" "
" W. Bakker	Asst. Supt.
" A.J. Kleber	Adj. Chef
" N.L. Padt	Employé

Those who returned are:

Mr P. Cox	Ch. Officer	posted to
" G.J. van der Heiden	" "	Tjiluwah
" P. Hoogland	" "	Tjinegara
" E. van Luyk	" "	Straat Agulhas
" E.E. Lubach	2nd "	Straat Holland
" J.D.H. Maaskant	" "	Straat Banka
" J. Meyler	" "	Tjibodas
" H.T. Schaaf	3rd "	Straat Van Diemen
" S.P.J. Heerens	" "	Straat Frazer
" L.H. Veenebos	" "	Straat Hong Kong
" P.E.D. Beratta	4th "	Straat Rio
" G.J.G. van den Hurk	" "	Straat Magelhaen
" R.P. Koerse	" "	Straat Lombok
" C. Oudendijk	" "	Straat Clement
" R. Philippi	2nd Engineer	Straat Fushimi
" C.F.H.G.M. van den	" "	Straat Honshu
Goorbergh	3rd "	Straat Freetown
" J.J.A. Marttin	" "	Tjikampek
" H.A. Schreurs	" "	Straat Madura
" W.A.M. Snel	" "	Straat Mozambique
" C.M. Bakker	4th "	Straat Agulhas
" J. Bergsma	" "	Tjiliwong
" A.M.L. van Hooff	" "	Straat Magelhaen
" J. Huisman	" "	Straat Agulhas
" J. de Plaa	" "	Straat Luzon
" G.J. van Tellingen	" "	Tjibantjet
" A.C.M. Blijlevens	5th "	Van Riebeeck
" J.W. Braun	" "	Straat Honshu
" J.M. van Ede	" "	Straat Chatham
" A. Mulder	" "	Straat Clarence
" G.V. Nijdam	" "	Straat Johore
" J.A. Johann	Adj. Chef	HK HO
" R.F. Janssens	H. Employé	Sao Paulo

PROMOTIONS

Our congratulations go to the following officers who were promoted as from 1st July 1969:—

To Second Officer:

E.P. van der Bijl
G.A. Smit

To Third Engineer:

H.Y.P. Kortekaas
R.J. Smeets
C.D. Tijsterman
W.A.G. Verhulst
H. Wegenaar

To Third Officer:

E.A. Nolten
A.J.M. van Schijndel

To Fourth Engineer:

K.J.A. Bouma
C.P. Herrebout
A.M.L. van Hooff
W.A. Kok
L. Olivier
J. de Plaa
G. Prins
J.G. de Rooy
A.J. Tijsterman
G.W. van Velzen

To Second Engineer:

P. Geertse
D. van Huizen
N.I.P. van der Meulen
H.J. Pearnards
J.P.H.M. Smets
H.W.M. Veugeliers
H.B. Wiersma
C.H.W. te Winkel

IN MEMORIAM

We regret to announce the death of Miss Mabel Mildred Parker, after a long illness at Queen Mary Hospital, on 12th July 1969. Colleagues will remember Miss Parker, Senior Dutch Typist in the Typing Pool at HK HO and the sister of Mrs E. Xavier, secretary attached to Superintendents Division, who migrated to the USA in May of this year. We send our deepest sympathy to Miss Parker's mother and two brothers in Hong Kong and also to Mrs Xavier.



We announce with regret the deaths of the following:—

L. Bleker (retired Chief Officer, KPM) at Huis ter Heide, on 5th June, aged 64.
G.P. Huttjes (retired Captain, KPM) at Amsterdam, on 25th June, aged 89.
P. Reenalda (retired Captain, KPM) at Den Haag, on 2nd July, aged 82.
H. de Jonge (retired Captain, RIL) at Amsterdam, on 4th July, aged 78.

N.T.P.M.

The following personnel went on leave:

Mr J. Sjouwke	Chief Officer
Mr S. Barendregt	2nd Engineer
Mr G.P. Stout	2nd Officer
Mr M.v.d. Steen	3rd Engineer
Mr R.L.J. Luyendijk	3rd Engineer
Mr Chr. de Groot	5th Engineer

Those who returned are:

Mr R.M.L.C. Net	4th Engineer
Mr P.C.J. de Koster	4th Engineer
Mr J.F. Jongbloed	2nd Officer

Posted to:

m.v. "Sloterkerk"
tss. "Munttoren"
tss. "Munttoren"

TRANSFER OF CAPTAINS

Captain B.J. Hennephof of m.v. "Senegalkust" went on home leave.
Captain W. Benink was posted to m.v. "Senegalkust".

TRANSFER OF CHIEF ENGINEERS

Chief Engineer D. Bus of m.v. "Congokust" went on home leave.
2nd Engineer D. Schaafsma was posted to m.v. "Congokust" as acting Chief Engineer.

PROMOTIONS

Our congratulations go to the following personnel who were promoted:

W. Benink	to Captain	as from 16.6.1969
L.C. van Kooten	to Chief Officer	as from 1.7.1969
A.P.M. de Wildt	to 2nd Officer	as from 1.6.1969

FAMILY NEWS

Wedding:

4th Engineer H.W. Brunsveld (leave) to Miss S. Geels on 25th June at Zeist.

LEAVING (OR LEFT) SERVICE

Mr D.T. Jansen	Appr. Officer
Mr G.V.W.F. van Hemert tot Dingshof	Appr. Officer
Mr W. Brugman	3rd Engineer
Mr J.J.B. Niessen	Asst. Engineer
Mr P.C.D. Laverman	Appr. Officer

NEW PERSONNEL

A hearty welcome is extended to the following new N.T.P.M.-personnel who recently took up employment:

Mr W.J. van Oosterhout	Appr. Officer
Mr R.J. Lakenman	Appr. Officer
Mr J.W. Ten Dam	Appr. Officer

SHIPS POSITIONS

m.v. "Senegalkust"	eta Amsterdam	8/8
m.v. "Congokust"	eta Rotterdam	21/8
m.v. "Sloterkerk"	eta Japan	10/8
m.v. "Zuiderkerk"	eta Cape Town	10/8
tss. "Westertoren"	eta Buenos Aires	20/7
tss. "Munttoren"	eta Aruba	11/7

H.V.M.

TRANSFER OF CHIEF ENGINEERS

Chief Engineer H.C. van Mourik went on home leave.
Chief Engineer P. Asbeek Brusse was posted to m.v. "Hollands Burcht".

SHIPS POSITIONS

m.v. "Hollands Burcht"	eta China	21/7
m.v. "Hollands Duin"	eta Dakar	27/7
m.v. "Hollands Dreef"	eta Japan	31/7
m.v. "Hollands Diep"	eta Yokohama	15/7

Royal Interocean Lines, N.V. Nederlandse Tank-en Paketvaart Maatschappij and Hollandse Vrachtvaart Maatschappij N.V.

