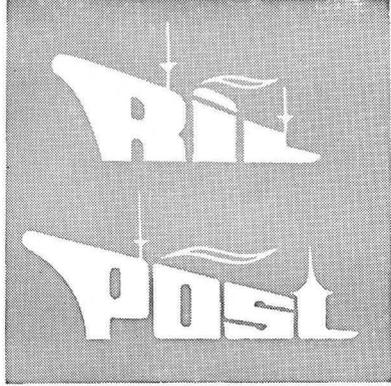


RIL Post

Volume 17 Number 12

A monthly staff publication of Royal InterOcean Lines





Monthly
Staff Magazine
of

Royal Interocean Lines

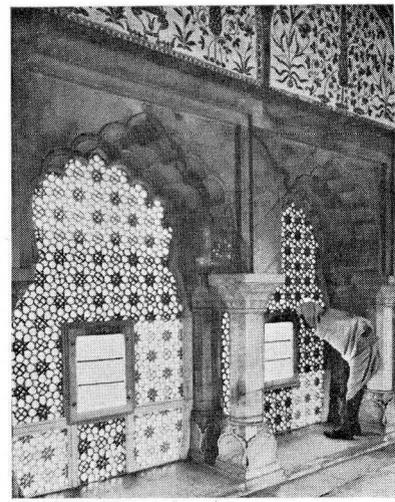
(Koninklijke Java — China —
Paketaart Lijnen N.V.)

A Member of the
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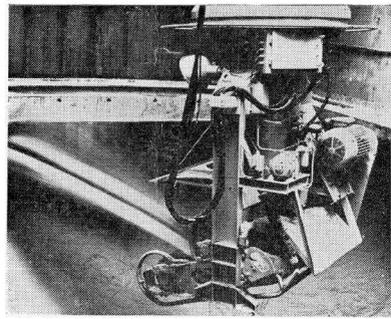
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Hardly had we gone to press last month with a plea for more 'Life on Board', when seagoing staff sent us some really excellent photographs. See the centre pages for Radio Officer L. Maarse's colour photographs (this is a 'first' for RIL Post) and pages 227 and 230/1 for Chief Officer F.E. de Nieuwe's pictures of Bulk Sugar Loading — well up to his usual standard. This is a 'first' for RIL.



In no way behind — as the sample above shows — is Mrs J. Ram who took her own photographs in India — pages 236/7.

What is this curious thing doing in a hold? Page 230.



Old friends meet—page 241.



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DECEMBER 1970

P.O. BOX 725, HONG KONG

EDITOR
Mrs L.M. Petty

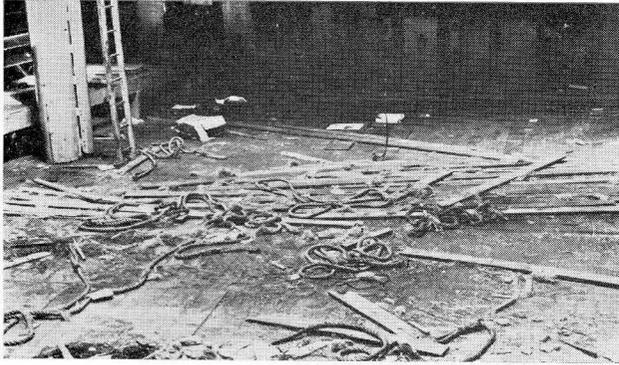
- AREA CORRESPONDENTS**
- HOLLAND — P.W.A. Keller
— J. Timmermans
 - JAPAN — H. Oike
 - AUSTRALIA — B. Polain
 - AFRICA — C. Moes
 - S. AMERICA — P. van Schaardenburg
 - SINGAPORE — J. Tan Swee Ann

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

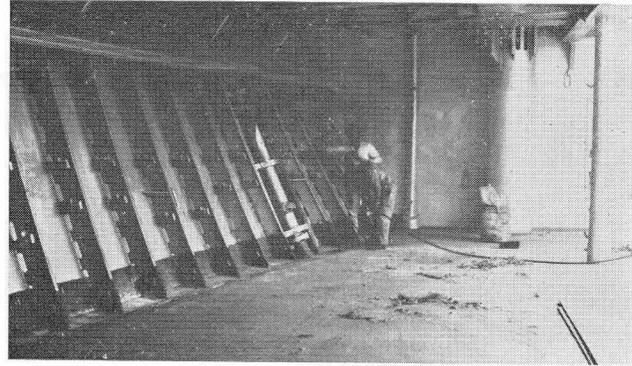
BULK LOAD

A general cargo ship prepares

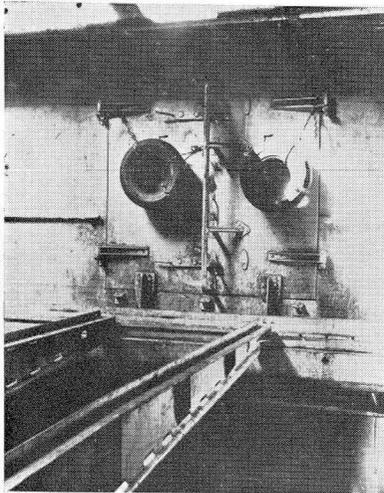
(see page 230/1)



A hold before cleaning.



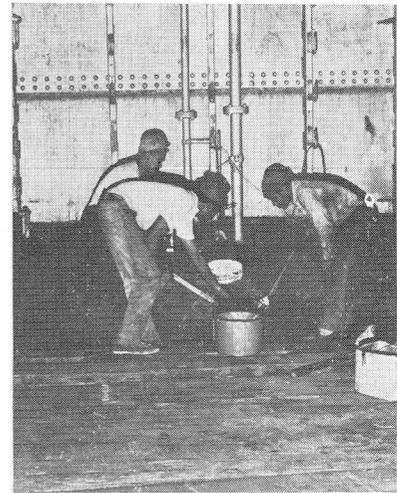
All holds were swept and airhosed



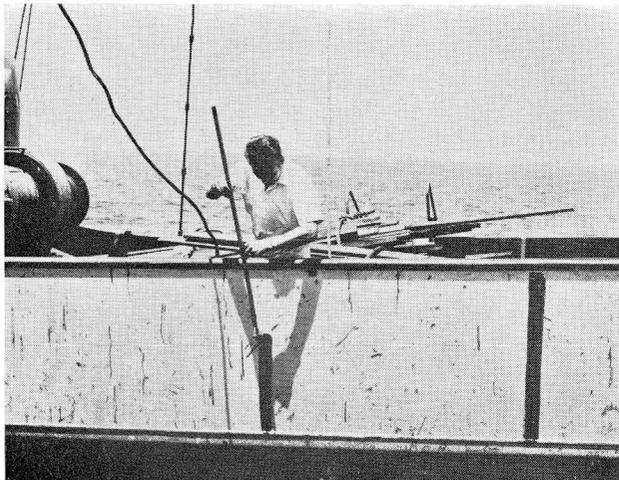
Protection against the massive grabs used for discharging.

As soon as it was known that the STRAAT CUMBERLAND was to carry a full load of bulk sugar to Japan, work started to prepare the holds and convert the ship to a closed shelterdeck vessel. The last of the cargo was discharged from four hatches on the evening of 16th October, so we had two full days to clean the holds and put all the sparrings and hatch boards on deck. Bilges were opened and cleaned, and the covers caulked thereafter. Freezer doors were protected with old tyres and plywood. Hatch No. 4 had to be washed with a detergent to remove all carbon black. All beams were moved to the centre of the hatch and locked; coamings were marked for grab discharge. After bilges and holds were passed by the shipper's surveyor, loading of the raw sugar began.

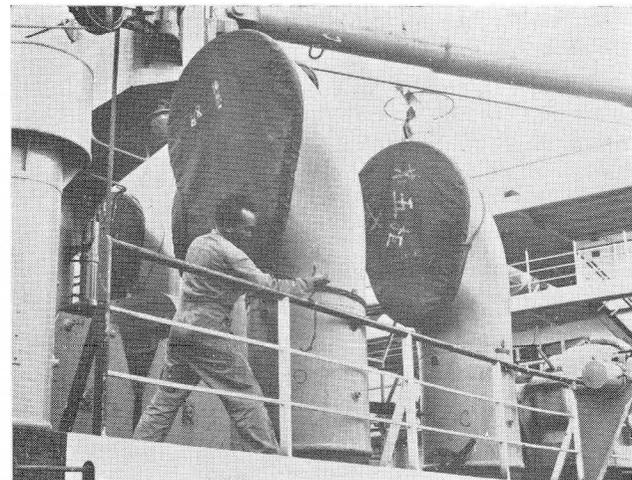
F.E. de Nieuwe (*Chief Officer*)



Bilges were emptied and cleaned, and covers caulked.

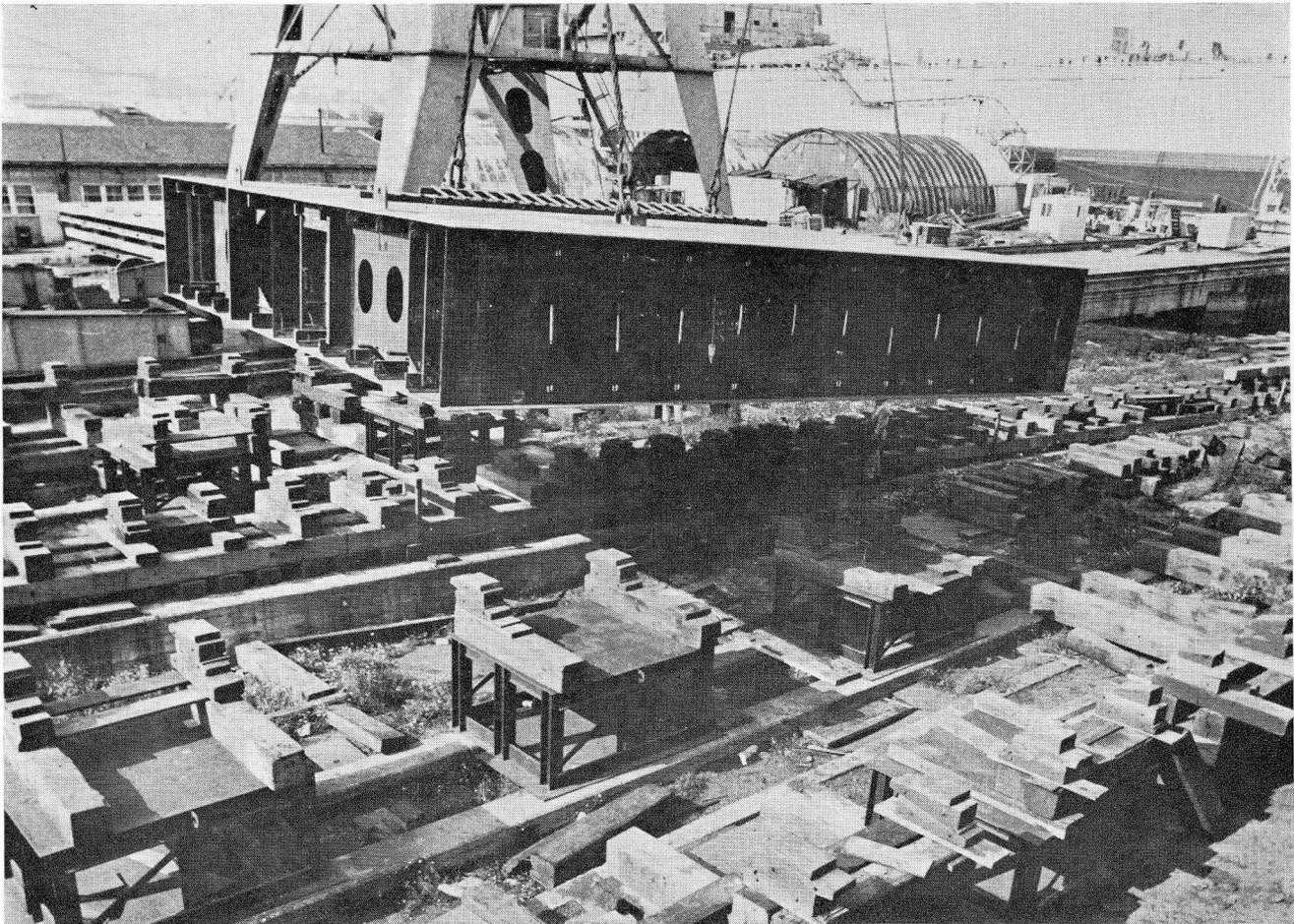


2/O P. Bootsman marked the position of the beams which would be hidden under the sugar.



The Quartermaster covered the ventilators before sailing, to prevent damp affecting the sugar.

FLEET FACTS



The keel of Straat Nagoya — first of the four Straat N's — was laid on 23rd September in the yard of Van der Giessen-De Noord. Straat Nagasaki will follow.

Straat Talbot left Hong Kong for Japan on 18th November, after her refitting, and will make the early December sailing in the Far East-East Africa Service (EAFS).

The newly-purchased vessel **Pipat Samut** was delivered at Shimonoseki on 14th November, and after re-fitting and re-naming **Straat Tauranga**, will sail via Taiwan and Hong Kong to Australia, where she will enter AULAS/WAAS employment.

Straat Cumberland entered NKK's Asano dockyard on 16th November for lengthening, and will enter the New Zealand-East Asia Service (NZEAS) in the second half of December.

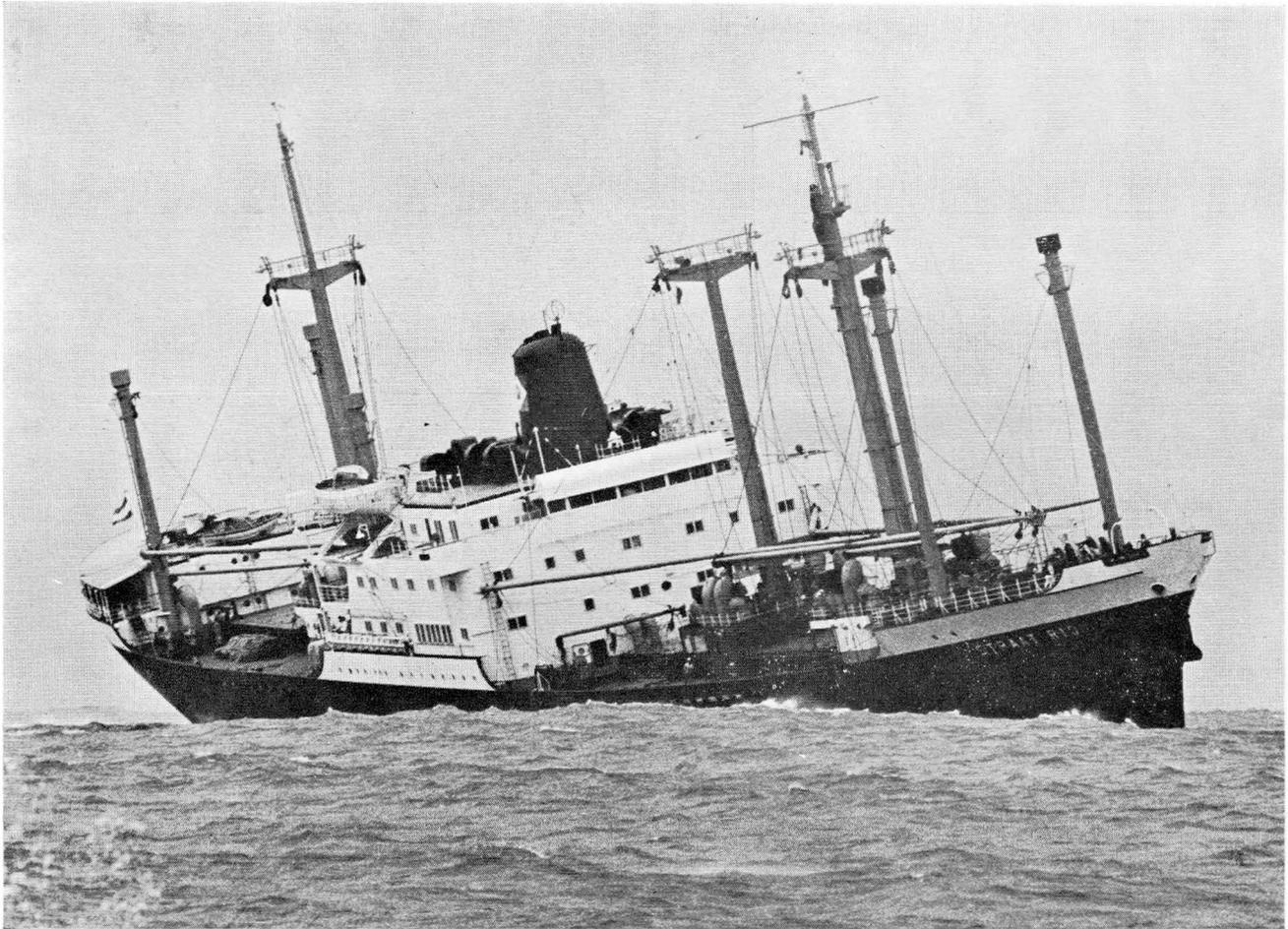
The charter vessels **Teakbank** and **Mimi M** were re-delivered to owners during November.

The passenger ship **Randfontein**, at present sailing for Nedlloyd between Europe and South Africa, will be transferred to RIL for subsequent employment in the Australia-Japan-Hong Kong Service (AJHAS). The ship is expected to be delivered in October, 1971 in Holland and, after conversion, to make the February, 1972 sailing from Hong Kong.

SHIPS OF THE WEEK

On 9th November, Radio Nederland broadcast messages to the officers on board **Straat Franklin**, **Straat Singapore** and **Straat Rio**. These were recorded by their relatives at Hilversum on 4th November.

LIST TO STARBOARD

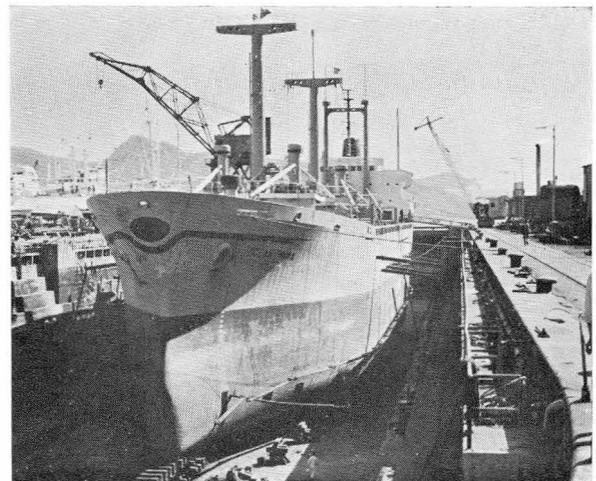


"Rolling heavily, the Straat Rio heads for Durban harbour through the heavy swells which closed the port for most of Tuesday".

Photo: John Seccombe

So the report read in the 'Natal Mercury' on 15th October. The swell had been so heavy that the port had been closed for most of the 13th. However, Captain J.A.H. Faber received special permission from the port authorities to enter the storm-swept harbour, and Straat Rio was the first vessel to negotiate the tricky entrance during that day. The urgent reason was an injured woman passenger aboard. We understand that she received treatment at the inner anchorage and has been able to continue her voyage.

The 'Natal Mercury's' photographer found an unusual angle when he took this picture.



Ocean Prima — soon to become Straat Talbot — in Taijoo Dock.



Captain van Schoondrager keeps a sharp eye on the rapidly filling hold as the spectacular 'thrower' does its job of filling all corners.

SUGAR

"Sugar had always been the backbone of the outward traffic, not only to China, but also to Japan; in fact 60%, sometimes more than 70% of the total traffic carried outward was sugar . . ."

So reads the old Javaline history of the days from 1903 until 1920 when there was a business depression, largely owing to the development of the sugar industry in Taiwan. It was Chinese labour carried to the plantations of Java, and bagged sugar back again—a very nice two-way traffic.

Nowadays, sugar is an exceptional cargo for RIL. Tjimenteng carried a full cargo of sugar in bags to Japan from Cuba in 1956, making an unusual voyage through the Panama Canal. Straat Cook loaded a full cargo of sugar in London for Port Sudan in the same year, when she was making her maiden voyage to load in East Africa; records do not show whether it was in bags or in bulk. Most sugar to-day is carried in bulk.

After Cuba, Australia is the world's largest exporter of raw sugar: in 1968, the country's 34 mills crushed 18,400,000 tons of sugar cane to produce 2,665,000 tons raw sugar. Most of the cane is grown on farms in North Queensland. After harvesting, the cane is carried to the mills on narrow gauge railways. The raw sugar is then transported to sugar terminals to await shipment to refineries all over the world. The newest of these terminals, built in 1964, is at the port of Cairns. It receives sugar from four mills and its receiving capacity is 600 tons per hour. This terminal can store 115,000 tons of raw sugar.

On her way to Japan to be jumboized (as announced in August), *Straat Cumberland*, first of the five *Straat C*-s to go into NKK's yard, loaded a part cargo of bulk sugar, under Charter Party conditions, at Cairns. The Charter Party provided for a minimum loading of 7,800 tons and a maximum of 8,100 tons.

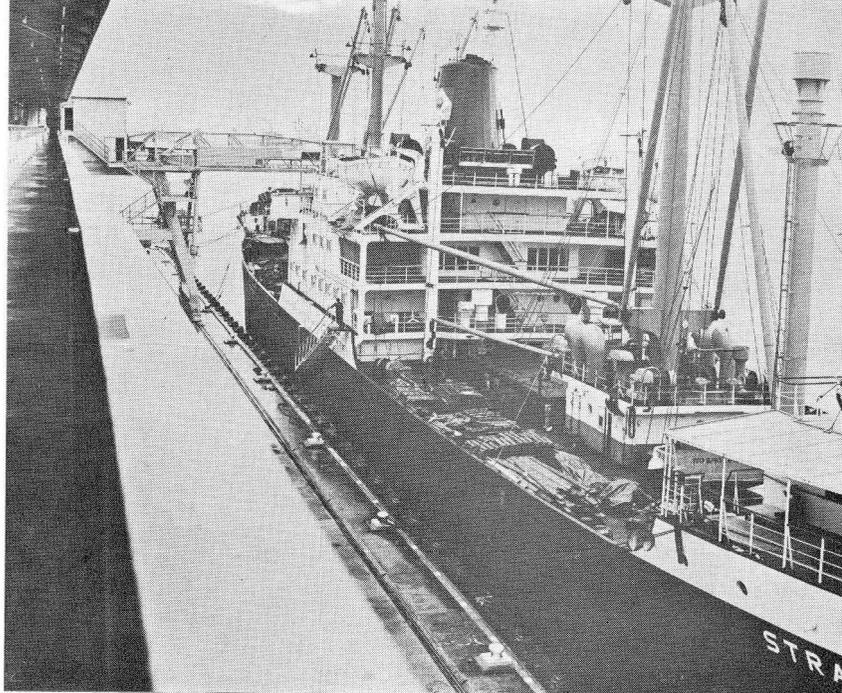
The ship was the first 'Straat' vessel to call at Cairns, although Captain J.L. van Schoondrager was no stranger to the port, having previously visited as Master of *Van Neck*. A considerable amount of work was necessary to prepare the holds for bulk carrying and to convert the ship to a closed shelter vessel. Thanks to the Chief Officer we are able to show the details—see page 227.

The sugar loading wharf at Cairns is a 600-foot long concrete structure with a minimum depth of water alongside, LWOST (Low Water Ordinary Spring Tide), of 33 feet. *Straat Cumberland* came alongside on the morning of 19th October and started loading at 10.10 a.m., completing at 8.20 p.m. with 8098.40 tons below her hatches. As the agents report: "a satisfactory and expeditious operation, especially in view of the showery weather conditions which somewhat retarded the loading."

The sugar was conveyed from the storage shed by belt. It was placed in the ship's holds by a gantry loader, at the base of which is a trimming machine which throws the sugar into the extremities of the holds. The average loading rate on all types of vessels with this equipment is about 1000 tons per hour, although this rate is often exceeded. Using the older method of loading in bags, the same operation would have taken about six days, night and day, working with 9×12 men on board. Now it took just one man, the supervisor, to see the sugar loaded in exactly 9.02 hours (1.08 hours rain delay).

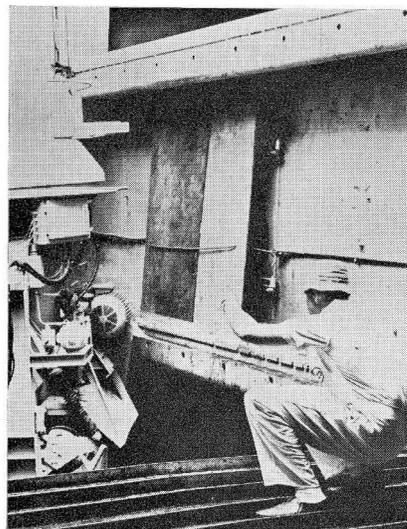
Straat Cumberland set course for Japan at 2200 hours, almost full and down with raw sugar.

(Our sincere thanks are due both to RIL's agents in Cairns, Howard Smith Industries Pty. Ltd., and to Chief Officer F.E. de Nieuwe with his camera eye for the details of this cargo operation).

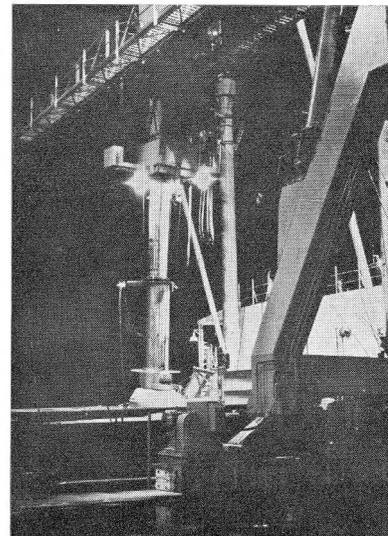


Loading at Cairns starts in No. 3. All holds are clean, and sparrings and hatch boards are stacked on deck.

Just one man to supervise.



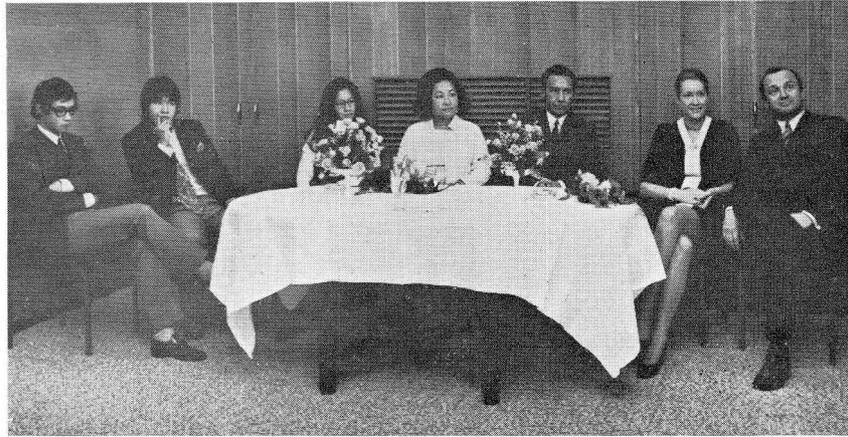
The last hold in the evening.



Almost full and down, the ship makes ready for sea.



Double celebration



Captain & Mrs Schepman with their family (left) and Captain & Mrs Jelijs.

Although their seagoing careers started on different days — Captain H.N. Schepman on 2nd September and Captain J.D. Jelijs on 19th October — for family reasons both anniversaries were celebrated on the same day, October 21st, in the Conference Room on the Fourth Floor of the 'Scheepvaarthus.'

Marine Superintendent D. Kuiken, a party of Captains and Chief Engineers on leave, and some of the Amsterdam office staff gathered to meet Captain and Mrs Schepman, their two sons and a daughter, and Captain and Mrs Jelijs. Both ladies were presented with a bouquet.

Managing Director W.M. de Haan said that he had met both Captains in Hong Kong on quite a few occasions, and was therefore able to address them on the celebration of their anniversaries in Amsterdam. He would not

enumerate all the details of their careers, as he had not known Captain Schepman as long as Captain Jelijs, but he pointed out the staggering number of vessels on which the former had served — some 60 altogether.

Both Captains are held in high esteem by the Company for the way they are able to maintain a congenial atmosphere on board their vessels. There are many changes in shipping today, new types of vessels, new ways of cargo-handling, and new problems in life on board, but Speaker wished them many happy years to come. Captain Schepman then received an engraved 'jubilee' watch, and Captain Jelijs a pair of binoculars.

Both Captains expressed their thanks and their wish to serve for a long time to come, Captain Jelijs adding that as nice things always slip away too quickly, he hoped that the next few years would pass very slowly!



Mr van Kretschmar presents the watch to Captain Boerée.

A polite formal welcome to visitors on board STRAAT ALGOA on 10th November soon relaxed into a warm friendly party as the Master and officers made everyone feel very much at home when they met at Hong Kong to celebrate the 25th Service Anniversary of Captain H. Boerée. The Captain and Chief Engineer from TJIPONDOK and STRAAT TALBOT, Chief Engineer H.M. Deggens (on his way to STRAAT TAURANGA) and senior shore staff were present.

It was a long long way from the wartime years in London where, Mr van Kretschmar recalled, both he and Captain Boerée joined the Dutch Mercantile Marine in 1945, with every Dutch shipping company trying to lay its hands on its 'own' staff in the turmoil of government control. Captain Boerée sailed aboard the troop carrier "Rangitiki" for Melbourne, where he joined his first KPM ship "Merak". From then on he was aboard almost every

Captain

ANNIVERSARIES

Captain J. Jacobs

What started out to be a normal RIL Jubilee celebration, turned into a most interesting family reunion for the Jacobs family on 7th October: Captain Jacobs' mother (aged 81) was in Sydney and, as a bonus, his twin brother flew over from New Zealand to be present as well. Captain Jacobs really completed his twenty-five years on 1st October, but as *TJINEGARA* was at Sydney on the 7th, this enabled Mrs Jacobs and the children to come from their home at Glenbrook in the Blue Mountains.

Senior seagoing and shore staff were present, and Mrs Wever welcomed the Captain's wife and Mrs Jacobs Senior, presenting them with small gifts and flowers.

Mr H. Wever, General Manager for Australia & New Zealand, addressed the gathering on behalf of Managing Directors, reminding his hearers of the details of Captain Jacobs' career since he registered as an Apprentice Officer in Holland in 1941 and joined the JCJL in 1945. Tribute was paid to his ability to take calm, cool and effective action, his leadership, and the tact and authority displayed to subordinates. Mr Wever concluded with the presentation of a set of carved ivory chessmen of oriental design.

In his reply, Captain stressed what a very jolly time he had had with RIL, saying that if he were to re-live his time over again, he would wish for no better than to follow the same career with the same organization.



*Captain Jacob's twin brother (left), Mrs Jacobs Senior (right) and Mrs Jacobs Junior all admire the carved ivory presentation chess set during the celebration on board *Tjinegara*.*

We hear that a tremendous private party was held on board in the evening, a truly festive occasion. As the Captain said: "it only comes once in 25 years"!

H. Boerée

type of KPM ship in turn, and the ups and downs of the Company were reflected in his own career, until the merger brought him into the RIL fold. As Mr van Kretschmar fastened on the engraved anniversary watch, he thanked the Captain for a quarter-century of excellent service.

Congratulatory telegrams were read by Mr J.J. Leurs (Manager, PZ Officers) and then Third Officer J.N.M. Smit, in a neat little speech on behalf of the officers, congratulated the Captain on his twenty-five years, saying that the Company should also be congratulated on its good fortune in having had Captain Boerée for twenty-five years! Changing ships, changing times—*STRAAT ALGOA*'s officers thought it appropriate to symbolize the changes with a gift of a brass ship's clock, and hoped that each time the clock struck the hours, the Captain would think, not only of the "good old days" but also of present happy times.

Applause was followed by laughter as the Captain opened a second parcel to disclose a tin of Brasso!

Mrs H. Roorda and Mrs C.W. van Staveren, who were sailing with their husbands, presented flowers to Captain Boerée, and a very special bouquet arrived from his wife and children in Holland.

The Captain said how happy he was to celebrate his anniversary in Hong Kong on the 10th November, the actual date on which he had arrived in London 25 years before. He recalled with pleasure the many ships in which he had sailed (and somewhat nostalgically *Rangitiki* which had had 500 girls aboard and 80 officers!), adding that two of the most pleasant had been *SIBIGO* and *STRAAT ALGOA* to which he was most happy to return after a brief spell aboard last year.

LIFE RAFT DRILL

**TJILIWONG'S OFFICERS
MAKE A
THOROUGH TEST**



1. *Apprentice Officer J.P. Prince demonstrates a perfect jump.*
2. *Rigging the cover.*
3. *The sea-anchor appears difficult to open out, but it worked very well as the raft drifted away.*
4. *In the middle of the ocean.*
5. *'Saved'!*



2



3



4



5

On a sunny day in August, as TJILIWONG was lying in the outer roads of Dar-es-Salaam, the deck officers had the brilliant idea of carrying out a special drill with one of the liferafts.

Everyone who has been on a RIL ship knows that these rigid reversible rafts are stowed under the lifeboats, and that they really get in the way when playing deck games! To be quite honest, never having tested them, neither officers nor crew had absolute confidence in their seaworthiness. . . .

So it was that sharp at 1.30 p.m., six men dropped a raft built to carry 12 persons into the sea. Notwithstanding gloomy predictions, the raft did not break. Neither did it sustain any damage—it was even floating! Three volunteers, Chief Officer G. Daman, Third Officer J. Jonkers and Apprentice Officer J.P. Prince, wearing their lifejackets, made the long jump down into the water. The whole ship's company was watching as the three struggled to climb into the bright orange raft.

Once inside, the raft was very quickly rigged with its hinged tent cover, the painter was cut with one of the two knives, the floating anchor thrown out, and the three men drifted away from the ship. TJILIWONG's motorboat was lowered in the conventional way and eventually 'rescued' the raft, towing it back to the ship's side.

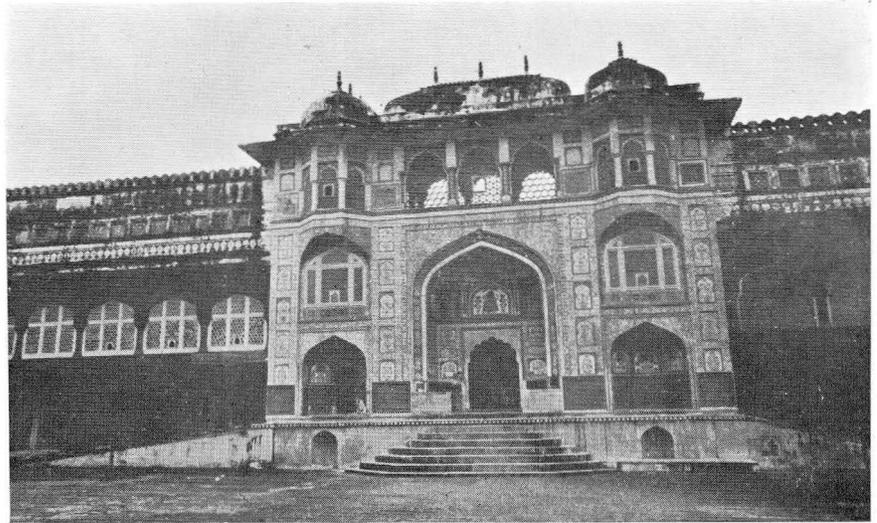
After this unusual drill, everyone on board has a better idea of the reliability of the liferafts.

J.W.F. van Hummel (Master)

INDIAN ODYSSEY



The beauty removes a thorn from her foot — a favourite theme for Indian classical sculptors.



Main gate to the palace at Amber.

Wanderings through the Sub-Continent by Mrs J. Ram (HK HO VZ)

Before we left Hong Kong for a five-week tour of India early this year, I read all I could find, in order to be as well-prepared as possible. However, nothing that I had read prepared me for the fascinating diversity and contrast of the many different regions we visited. At all times, my husband's knowledge of different Indian languages, and his friends and relatives in many places helped us to move easily off the beaten track. Places and people have all remained clearly in my mind's eye to make our tour a most enriching experience.

We started — appropriately enough as it is the capital city after all — in Delhi. It was cold and wet and grey, so we spent little time there, but used it as a base. We flew first to Jaipur to arrive in time for breakfast in a maharajah's palace converted into a hotel. We watched in fascination as neatly-turbaned waiters carried big bowls of cornflakes or porridge to a huge party of Russian engineers sitting at the long central table in this impressive dining room. It was raining outside and, tantalisingly, all we could see was one wet peacock sitting hunched up on a telegraph pole. Then suddenly, the sun came out and Jaipur, the pink city, lived up to its name. The sandstone buildings positively glowed and the colourful clothes of the people were matched only by the

mounds of flowers which had suddenly appeared everywhere for sale.

Quickly we were whisked off to the Old Palace of Amber at the top of a steep and winding hill road. This 17th palace has particularly lovely mirror inlay work in intricate designs over the marble walls and vaulted ceilings. An obliging guide moved lighted candles from side to side so that the thousands of small mirrors appeared to be dancing.

There was more colour and movement when we returned to Delhi in the evening. We went to the city's most famous tandoorie restaurant, which can produce up to 500 roast chickens an hour. The owner of the restaurant proudly showed us the rows and rows of prepared chickens on racks waiting to be lowered into the fiery pits of glowing charcoal. He was just as proud of his brand-new electric dishwasher, which he said could wash up to 500 dishes an hour. He then said that a special performance of Bangra dancing was being held for some guests in a private room and invited us to watch. This was unforgettable. The dancers (all men) leaped and twisted to the insistent pattern marked out by the drummer. He alone seemed to decide when the dancers must speed up, turn right or left and finally finish when almost exhausted.

The next day we flew to Khajuraho, now a small village, although a regional capital 1,000 years ago. This place was peaceful and quiet, with few other tourists to break the spell of the carvings which completely cover the inside and outside surfaces of the small temples grouped together at three sides of the village. The artisans who created these rich walls must surely have been among the finest in the Hindu artistic tradition. Our guide here was determined that we should miss nothing. He showed first the long friezes consisting of scenes of war and of peace. These were on the lower levels of the temple platforms. We were fascinated by our guide's explanation of the more dissipated scenes. His theory was that after the rigours of battle, the king thought his soldiers deserved to enjoy themselves as a reward. "And here", he said, stopping before a scene that even the most liberal censor would cut from any film, "you see them enjoying themselves like anything".

His explanation of the larger than life-size sculptures (many of which are also erotic) on the actual temple walls was even better. Apparently the goddess of lightning was a virgin and thus easily embarrassed. The sculptures on the temple walls were calculated to make her strike elsewhere. Unfortunately this theory was disproved quite recently when one temple was badly damaged by lightning. Now all temples have orthodox

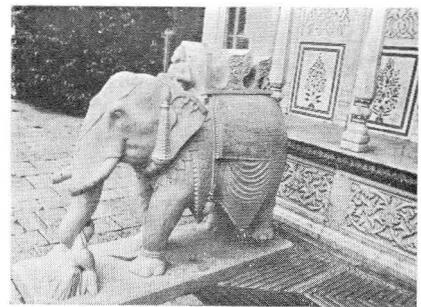
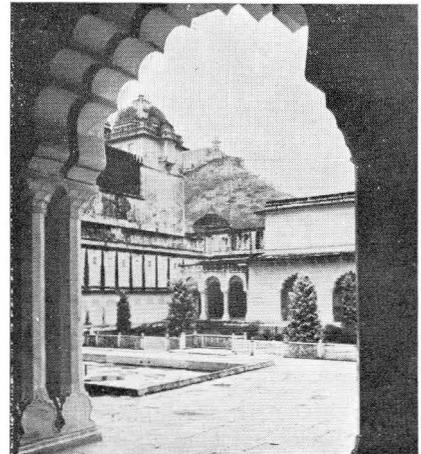
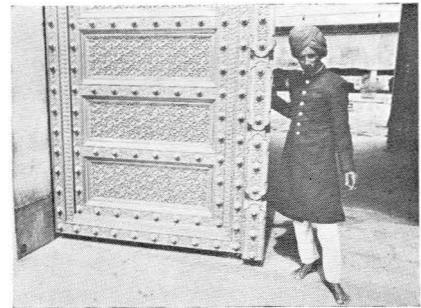
lightning conductors, but luckily no one has yet tried to remove the "useless" lightning conductors. These must be some of the loveliest and most lifelike stone carvings ever produced.

Our next stop was Goa, which still has some magnificent buildings remaining from its heyday almost four centuries ago. Most famous is the basilica of the Bom Jesus, which contains the tomb of St. Francis Xavier. His silver coffin is at the top of a monument in a side chapel.

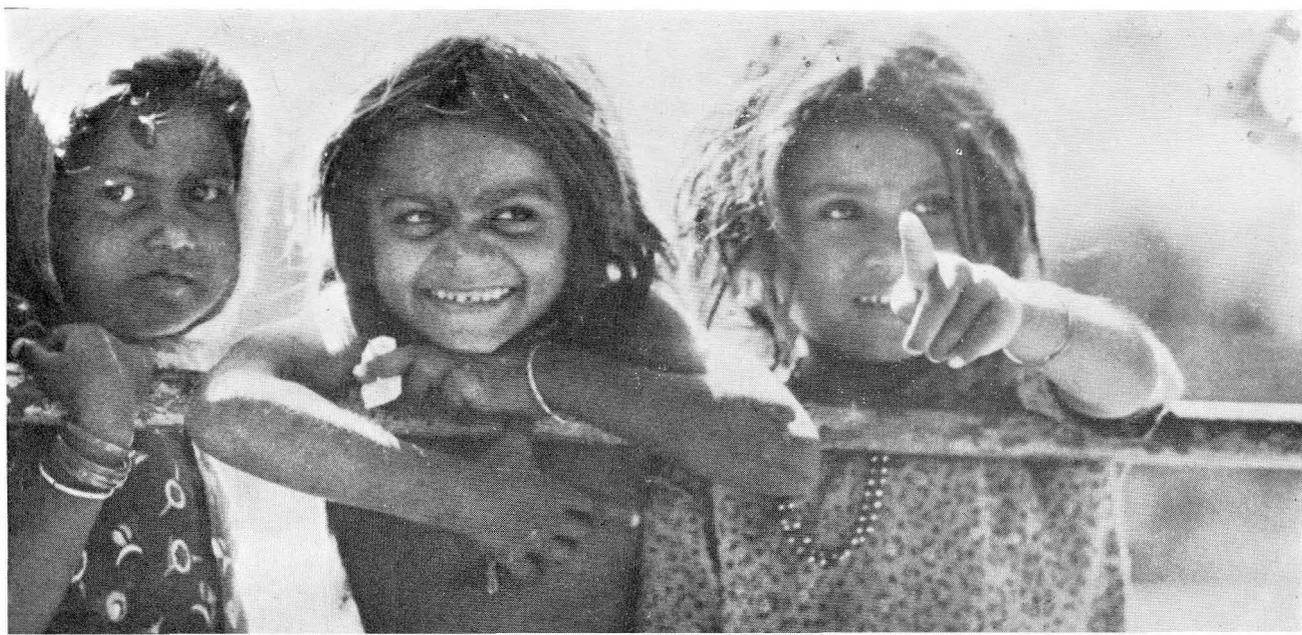
Goa has beautiful beaches with waving palms, golden sand and miles of rolling breakers. When we were there the additional attractions were the colonies of European hippies, who had migrated from Nepal for the winter. The local people seemed to be fascinated by these colourful people, but there were indignant protests when they tried to behave "au naturel" as the people of Khajuraho seem to have done in the past! The people of Goa are so hospitable that they welcome even the most unkempt traveller with a warm smile.

So from Goa, with its own blend of eastern and western cultures, we moved south to Kerala where we found an equally fascinating blend of traditions . . . but that must wait for another time.

(continued next month)



"There's much more to see . . ."





“ Play ball! ”

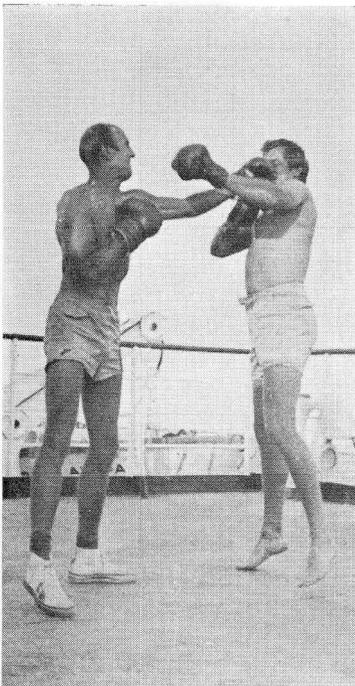
ALL RIL BASEBALL

Kansai v. Kanto

Athletics Day in Japan is 10th October, and on that day the 'sluggers' of RIL's Kanto and Kansai offices met in the Nishinomiya Sports Garden at Kobe for the annual baseball match.

Two exhibition matches were played first, for which Kobe's Manager, Mr H.M. Roos, threw the first ball. Results were that Nagoya beat Kobe 2 : 1, and Osaka overthrew a combined Tokyo/Yokohama team 6 : 2.

The main Kansai and Kanto match which was played for 10 innings was drawn 6 all, owing to sunset at 5 o'clock. The winning 1969 team (Kanto) therefore retained the RIL Cup for another year.



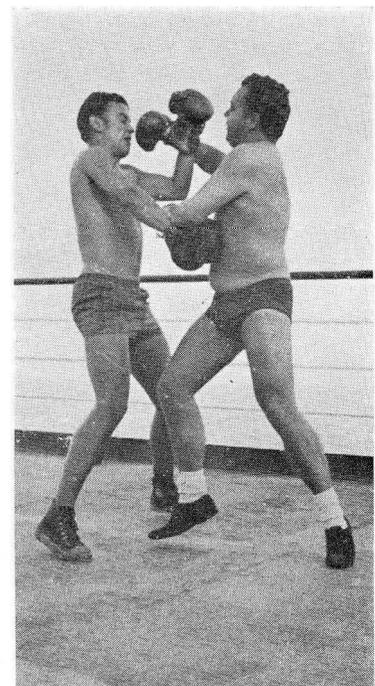
SHIP SHAPE

'Keeping fit' is an adage more often preached than practised, but it is taken seriously on board STRAAT ALGOA where a thriving 'STRAAT ALGOA Sports Club' (started by Chief Officer D. Plooy — now on leave) makes the most of its opportunities.

We hear that officers are doing their '5BX' exercises every day. For the uninitiated, these are sets of simple exercises worked out by the Canadian Air Force to achieve the fittest results with the least exertion, and are geared to the age of the performer.

There are some keen boxers too, who exchange blows on the wings of the Bridge Deck. Third Engineer J.H.W.M. van Oostveen took these action photographs, and we saw some other topless 'pin-ups' in the bar!

No doubt it is all faithfully reported by Editor J.N.M. Smit in the Ship's Newspaper which — as the Editor says — "appears at irregular intervals."



COMPANY

PERSONALITIES

Mr F. Terwogt (Managing Director) returned to Hong Kong from leave on 20th November.

Mr E.M. van Rhoon (Manager for Japan) visited Hong Kong for consultations on his way back to Japan from leave at the end of October.

Mr R.B. Lenterman (Manager, Audit & Control) left Hong Kong on 25th October for a two-week business trip to Australia.

Mr A.L. de Jong, General Representative Far East of Nedlloyd (Europe-Far East Service), has been appointed 'Adjunct-Directeur' of Holland Bulk Transport N.V., and will take up his post in Amsterdam as from 15th January, 1971.

Mr E.A. Postuma (Manager, Singapore) left Singapore on 15th November on leave and a business trip to Africa.

Mr Ph. Bangert took over at the end of November as Representative in New Zealand in place of Mr F.J.A. Hens, who went on leave.

Miss S. Yoshida (Tokyo, Man.) made an orientation trip to Hong Kong in mid-November, sailing on board TJIWANGI from Japan and returning by air on 22nd.

Mr E. Willems (Financial Adviser) made a short business trip to Japan in mid-November.

LOG BOOK

FAMILY NEWS

Weddings

Mr C.R. Banks (Durban) to Miss S. Harris on 19th September.
5th Engineer M.A. Brons (leave) to Miss F.J. Engel on 6th October, at Bussum.
2nd Engineer H.L. Uijl (leave) to Miss R. Mesu on 8th October, at Den Helder.
Miss Y. Wada (Yokohama Ag.) to Mr Shigikura on 17th October.
Mr H. Honsho (Tokyo Ag.) to Miss Sachiko Kito on 23rd October.
4th Engineer J. van de Pol (leave) to Miss A.F. Kip on 23rd October, at Midwoud (W. Fr.).
3rd Officer C. Oudendijk (leave) to Miss Y.J.M. Koning on 27th October, at Hoofddorp.

New Arrivals

Mr Y. Okonogi (Tokyo Ag.): a son, Kenji, on 21st September.
2nd Officer R.F. Backer Dirks (leave): a daughter, Karjan, on 4th October.
Chief Officer H. Schuitemaker (leave): a daughter, Deirdre, on 6th October.
Mr Lee Yip Choy (HK MH): a daughter, Lee Wing Han, on 15th October.
Mr Ismail bin Maideen (Singapore): a son, Mohamed Yunos bin Ismail, on 23rd October.
Mr T. Nishiyama (Osaka): a son, Takahiro, on 23rd October.
3rd Officer Th.J.H. Groeneveld (leave): a son, Joris, on 25th October.
Chief Officer T.A.J. Gulmans (Straat Clement): a son, Alex Joost, on 26th October.



ALL GO

The office boys in HK HO are an enterprising group who like to take themselves into the New Territories for walks, barbecues and you name it. Here are eight of them on a sunny day in the lovely Saikung peninsula. No. 9—Andy Lok—took the photo.

STOP PRESS

For the second time, Straat Fremantle has rescued sailors in distress. For the dramatic details—20' waves and fishermen being 'fished' off their sinking boat—see next month's issue.

TEN YEARS AGO

From RIL Post, December 1960

CARGOES

In October, TEGELBERG arrived in Hong Kong from Santos with 40,000 bags of Brazilian coffee, which we understand is the largest quantity of this kind of cargo ever carried by an RIL vessel . . .



"Following on the footsteps of many other animals which have travelled by RIL, 2,200 pigs recently left Saigon for Hong Kong by TJIPODOK . . ."



FAREWELL

MR BARTELS

After nearly thirty-one years at sea, Chief Engineer N. Bartels has now retired. It was in December, 1939 that he joined the KPM as a Fifth Engineer, and throughout the long years since, he has served on every type of KPM vessel, including some in the RIL 'Combinatie'. His last ship was HOUTMAN, and he left her in East Africa, flying home to Holland.

At a farewell luncheon held in 'Het Scheepvaarthuis', Mr de Haan outlined the details of Mr Bartels' career and thanked him for the good services given to KPM/RIL in the years past.

Mr Bartels replied with thanks and wished the Company a prosperous future.

METEOROLOGICAL AWARDS

Congratulations to the following officers who have received awards for special merit in the field of Maritime Meteorology:—

Silver Medal bestowed by H.M. Queen Juliana

Captain J.D. Jelijs	Straat Agulhas
Captain G.J. Noë	Safocean Adelaide
Captain L. Rademaker (ret'd)	
Captain Th. Terhorst	Safocean Amsterdam

Aneroid barometer presented by order of the Minister of Traffic and Public Works

Second Officer J.F. Huizenga (leave)	
Second Officer J.Th. Mors	Safocean Albany
Second Officer R. Tresfon	Straat Florida
Second Officer J.T. Wouda (leave)	
Third Officer L.C.J.L. van Oyen	Straat Fushimi

Official presentations were made at Utrecht on 21st October by Mr C.J.G.J. Vinkesteyn, Secretary General of the Department of Traffic and Public Works, to officers or their representatives. A few are shown here.



J.T. Wouda



J.F. Huizenga



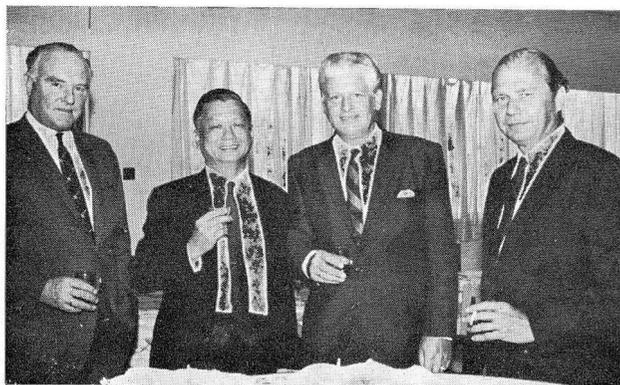
Mrs. Tresfon



J.D. Jelijs

"A MAINSTAY OF THE PASSENGER SHIPS"

So Mr G.H.J. van Echten (Manager, CD) described Maitre d'Hotel S.G. Kwok Ming, who is retiring after 22 years with the Company and a total of 44 years at sea. Catering and Stores staff gathered with Heads of Departments in Interocean House, Hong Kong on 22nd October to say goodbye to Mr Kwok when he came ashore from TJILUWAH. He is no stranger to HK HO either, having been in charge of the kitchen and mess-rooms when Interocean House was first built in 1958. Apart from a side-trip on STRAAT TORRES, however, it has been "passengers all the way", and whichever ship it was, Mr Kwok has not failed to impress both superiors and subordinates with his great capability and knowledge, combined with unvarying friendliness. There have been many occasions when these qualities were called for in times of difficulty.



Messrs Hulleman, Kwok Ming, Van Echten and Van Kretschmar.

General Superintendent P. Hulleman presented a "lucky envelope" on behalf of Managing Directors, and then Mr Kwok Ming thanked everyone, saying how many old friends were present. Although in some way he is sorry to finish his seagoing life, he is looking forward to seeing more of his family. He concluded by proposing a toast to the success of the Company and health and longlife to all his friends.

A HAPPY CHRISTMAS TO ALL OUR READERS



With acknowledgements
to Captain J.C. Maas
for the idea
and Richard Chan (HK HO VZ)
for the drawing.

PERSONNEL



PROMOTION TO 5TH ENGINEERS

Mr	as from	
Mr E.H. Claassen	8/9/70	
" F.A.B. Dekker	5/9/70	
" Th. Dekker	5/9/70	
" U.J. Dijkstra	21/8/70	
" R.R. Gellaerts	10/7/70	
" M. de Groot	22/8/70	
" P. de Groot	22/8/70	
" C. van der Have	2/9/70	
" J.A. Kortz	4/9/70	
" R. Lievense	19/8/70	
" S.H. Lim	18/8/70	
" P.L. Meijering	24/8/70	
" P.J.A. Moereels	17/9/70	
" J.H. Noteboom	25/8/70	
" A. Roozendaal	8/9/70	
" J.J. Schijff	24/8/70	
" S.J. Voogt	18/8/70	
" C.N.M. van der Weijden	31/8/70	
" J.E. Wijnans	21/8/70	
" C.J. Zomerdijk	11/8/70	

SUCCESSFUL EXAMINATION

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

Mr	2nd Officer	I	16/ 9/70
Mr J.T. Wouda	2nd Officer	I	16/ 9/70
" P. Boerman	4th "	Th.II	17/ 9/70
" J.J.A. Guitoneau	2nd Engineer	C	12/10/70
" J. Hendriks	3rd "	B	24/ 9/70
" H.J. Nieuwland	" "	Th.C	26/ 9/70
" J.L.M. Geuskens	5th "	A	12/10/70
" R. den Hartoog	" "	A	12/10/70
" J.J. Meyer	" "	A	8/10/70

LEAVE

Mr	Chief Officer
Mr F. Bakker	Chief Officer
" J. de Boer	" "
" W. Flach	" "
" R.L. Hessel	" "
" P. Hoogland	" "
" R. Dasia	2nd "
" T.R. de Groot	" "
" A.J. Martijn	" "
" A.J. van der Leest	" "
" L.J.P.W. Hilckmann	3rd "
" C.J.G. van den Hurk	" "
" E.J. Kleinjan	" "
" R.P. Koerse	" "
" G. Mulder	" "
" D. Nagtegaal	" "
" J. Orsel	" "
" N. Vogelzang	" "
" P.J. Bakker	4th "
" P.P. Buitelaar	" "
" F.H.A. Crooymans	2nd Engineer
" D. van Huizen	" "
" L. Smit	" "
" W. Westerhof	" "
" R.R.W. van Beek	3rd "
" H. Boele	" "

Mr	3rd Engineer
J.G. Meijer	3rd Engineer
" H.J.E. Peeters	" "
" C.U. Topp	" "
" P. Alblas	4th "
" K.J.A. Bouma	" "
" G. Feringa	" "
" K.J. Jansma	" "
" H. Knip	" "
" P.A.J.M. Pennings	" "
" R.L. Sinnema	" "
" F.R. Wijkel	" "
" F.J.J. Berting	5th "
" F. Chielie	" "
" A. Eygenraam	" "
" C. van Grootveld	" "
" E. de Jong	" "
" A.H.M. Kerstens	" "
" R.L. Kooiman	" "
" A. Mulder	" "
" J.F. Nienhuis	" "
" R.D. van der Veen	" "
" W. Visser	" "

Those who returned are:

Mr	Chief Officer	posted to
Mr N. Dijns	Chief Officer	Straat Cook
" M.F. Gout	" "	Straat Tauranga
" T.A.J. Gulmans	" "	Straat Clement
" H. van Kapel	" "	Safocean Amsterdam
" C. Jolmers	2nd "	Straat Rio
" C.H.P. te Lintelo	" "	Straat Rio
" G. Verkroost	" "	Straat Le Maire
" J.F. Vonk	" "	Straat Hong Kong
" D.F. van Woerdekom	" "	Jelunga (Supercargo)
" P.G.A. Gerretsen	3rd "	Straat Luzon
" J.A. Tazelaar	" "	Tijmanuk
" L.A. Oosthuizen	4th "	Straat Hobart
" R. de Best	2nd Engineer	Safocean Adelaide
" J. Kommers	" "	Straat Mozambique
" J. Mazereeuw	" "	Straat Fushimi
" J.C.M. Noordermeer	" "	Straat Talbot
" H.H. Smulders	" "	Straat Le Maire
" J.J. Koeman	3rd "	Straat Hobart
" J. Pleizier	" "	Tijliwong
" C.F. von Stein	" "	Tijpondok
" U. Jetten	4th "	Straat Florida
" A. Bloemendaal	5th "	Straat Bali
" W.F. den Dulk	" "	Straat Bali
" L.R. van Hilst	" "	Straat Honshu
" R.G.A.J. Gäbler	" "	Straat Van Diemen
" J.L.M. Geuskens	" "	Straat Clarence
" R. den Hartoog	" "	Straat Clarence
" R. Visser	" "	Tijliwong
" W. Winter	" "	Straat Luanda

TRANSFER OF SHORE STAFF

Mr T.E. Henkemans was transferred from Tokyo (Management) to Yokohama (Management).
 Mr R.F. Janssens was transferred from Sao Paulo (and subsequent leave) to Buenos Aires.
 Mr O. Kamstra was transferred from HK HO TD (and subsequent leave) to Yokohama Supt.
 Mr L. W. Warmenhoven was transferred from Sydney Supt. (and subsequent leave) to HK HO TD.

NEW PERSONNEL

Mr J.W.S. Hamers Employé, posted in Sydney

TRANSFER OF CAPTAINS AND CHIEF ENGINEERS

Captain A.J. Zonnevillage, master of STRAAT HONG KONG went on home leave.
Captain H. Buth, master of STRAAT CHATHAM was transferred to STRAAT HONG KONG.
Captain F.W. Kaptijn, master of STRAAT TOWA was transferred to STRAAT CHATHAM.
Captain H. Koch, master of STRAAT LAGOS was transferred to STRAAT TOWA.
Chief Officer O.J. van der Baan, was posted to STRAAT LAGOS as Acting Captain following intermediate leave.
Captain L.A. Cijssouw, master of STRAAT HONSHU went on home leave.
Captain J.H. Mak, was posted to STRAAT HONSHU following home leave.
Captain P. Starckenburg, master of STRAAT FRANKLIN went on home leave.
Captain H.L. van Dam, was posted to STRAAT FRANKLIN following home leave.
Captain H. Muys, master of STRAAT HOBART, was transferred to STRAAT TAURANGA.
Captain J. de Jong, master of STRAAT FREMANTLE was transferred to STRAAT HOBART.
Captain G. Verkerk was posted to STRAAT FREMANTLE following home leave.
Captain Tj. van der Molen, master of STRAAT FUTAMI went on home leave.
Captain B. den Hoed, was posted to STRAAT FUTAMI following intermediate leave.
Captain H. de Geest, master of TJIPONDOK went on home leave.
Captain G.E. Kaersenhout, was posted to TJIPONDOK following home leave.
Captain L.P. Weststrate, master of TJBANTJET went on home leave.
Captain J.J.E.M. Bruyn, was posted to TJBANTJET following home leave.
Captain J.H. van Dijk, master of STRAAT CLEMENT went on intermediate leave.
Captain A.M. Frigge was posted to STRAAT CLEMENT following intermediate leave.
Captain G.P. Proper, master of STRAAT LE MAIRE went on home leave.
Captain R. Severien, was temporarily posted to STRAAT LE MAIRE.
Captain J.A. Haringsma, master of STRAAT LUZON went on home leave.
Captain W.F. Klute, was posted to STRAAT LUZON following home leave.
Acting Captain J. Kalf, master of HOUTMAN, went on home leave.
Chief Officer W.R.M. van der Veld of STRAAT CLARENCE was transferred to HOUTMAN as Acting Captain.
Chief Officer J. de Boer—BMC—of MUSI went on home leave.
Chief Officer H. Samson of STRAAT HONG KONG was transferred to MUSI as Chief Officer—BMC—.
Chief Engineer J. Dirkse, of STRAAT AGULHAS, went on home leave.
Chief Engineer H.A. Klazema was posted to STRAAT AGULHAS following home leave.
Chief Engineer G.E. Godschalk of STRAAT HOLLAND went on home leave.
Chief Engineer H. Spruyt was posted to STRAAT HOLLAND following home leave.
Chief Engineer R. Jonker of STRAAT MAGELHAEN went on home leave.
Chief Engineer H.J.G.A. Otten was posted to STRAAT MAGELHAEN following home leave.
Acting Chief Engineer A. Fortgens of STRAAT VAN DIEMEN went on home leave.

Chief Engineer J. Coers was posted to STRAAT VAN DIEMEN following home leave.
Chief Engineer A.J.G. Strengholt of STRAAT FREETOWN went on home leave.
Chief Engineer G. van Beek was posted to STRAAT FREETOWN following home leave.
Chief Engineer H.M. Deggens of STRAAT CLARENCE was transferred to STRAAT TAURANGA.
2nd Engineer R.C.L. Camphorst of STRAAT CLARENCE was appointed Acting Chief Engineer.
Chief Engineer G.G. Peek was posted to STRAAT TALBOT following intermediate leave.
Chief Engineer J.G. Maijoor of STRAAT LUANDA went on home leave.
2nd Engineer H.E. Hartzuiker of STRAAT LUANDA was appointed Acting Chief Engineer.
Chief Engineer J.J. Pieterse of STRAAT SINGAPORE went on home leave.
Chief Engineer J.C.S. van Bijsterveld was posted to STRAAT SINGAPORE following home leave.

IN MEMORIAM

We announce with regret the deaths of the following:—

F. Bandsma (retired Adjunct Chef, KPM) on 11th October at Sydney, aged 70.
L.W. Poppe (retired Adjunct Chef, KPM) on 17th October at Driehuis, aged 69.
A.K. Davies (retired Employé, KPM) on 25th October at Driebergen, aged 57.
J.F. Boukamp (retired Captain, KPM) on 26th October at Utrecht, aged 73.
H.C. Muller (retired Headclerk, 1st Class, KPM) on 30th October at Arnheim, aged 68.
Tse Dick Uan (retired Senior Clerk, HK HO Crew), on 11th November at Hong Kong, aged 68.



From left to right: (seated) Mr Sweijen, Miss Reyenga, Mr Rowlands, (standing) M. Yoshioka (Tokyo Ag.), H. Okuda (Yok. Ag.), M. Sakurai (Osaka Ag.), J. de Rooy (Yok. Man.), C.A.A.J. Sinninghe Damsté (Yok. Man), T. Sugimura (Kobe Ag.), M. Yoda (Nagoya Ag.), Y. Nagashima (Coord. Yok. Man.), K. Ajita (Yok. Coord.), T. E. Henkeman (Yok. Man.).

COMBINED MEETING

Three visitors from overseas attended this year's Combined Outward/Inward Canvassers Annual Meeting in Japan; these were Miss T.R. Reyenga from HK HO VZ, Mr R. Rowlands from Durban and Mr G.Th.M. Sweijen from Sao Paulo.

The meeting was held at the New Grand Hotel in Yokohama from 19th to 22nd October.

Royal Interocean Lines

(Koninklijke Java-China-Paketsvaart Lijnen N.V.)

