

RIL Post

Volume 18 Number 5

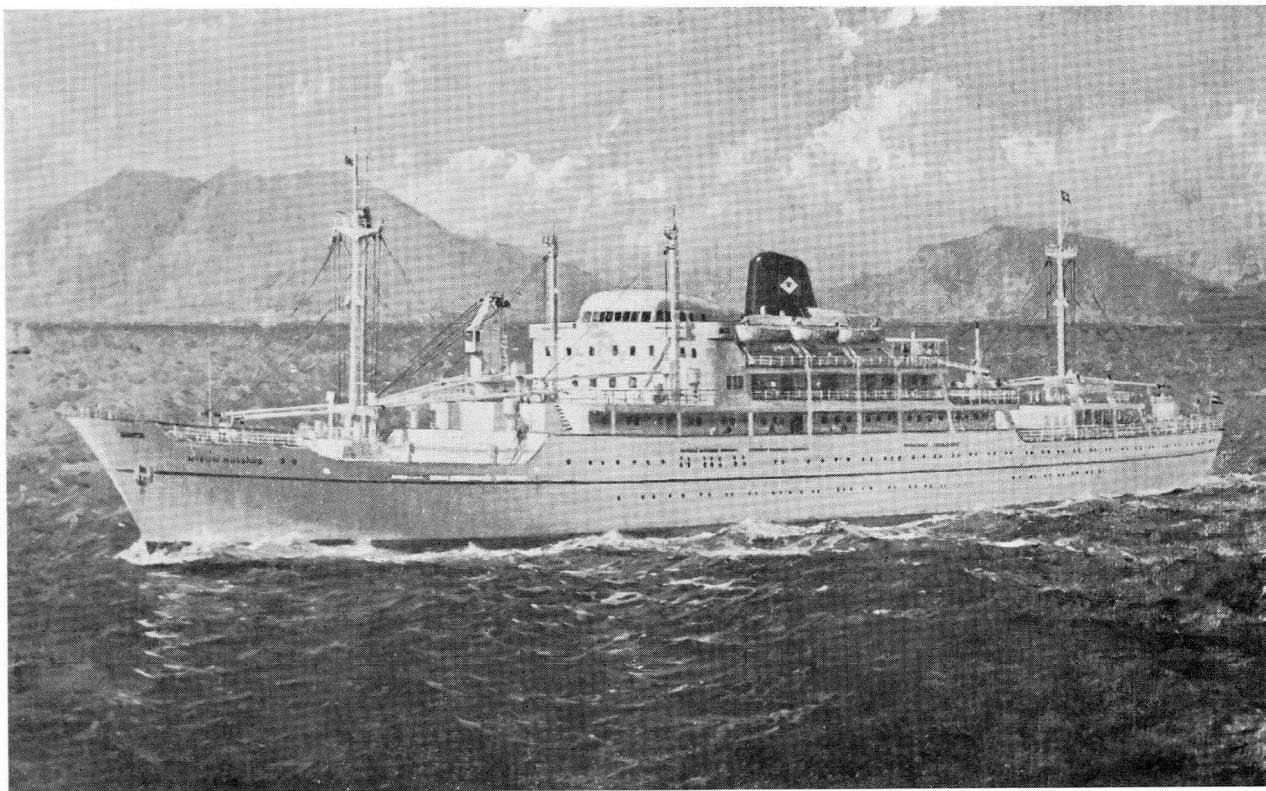
A monthly staff publication of Royal InterOcean Lines



FOCUS

. . . on A Sailor's Life: long voyages over deep waters, strenuous work in ports, sometimes a trip ashore, a dash home to see families. And all the time there is the never-ending maintenance work that keeps a vessel 'all ship-shape and Bristol fashion'. Chipping and painting, overhauling, splicing and mending and caulking are recorded by Chief Officer F.E. de Nieuwe (seen in his cabin on board Straat Tanga).





A pre-view

The artist's impression above is of the passenger ship Randfontein, at present sailing for Nedlloyd, which will have this appearance when she is transferred to RIL in mid-September this year.

The ship will be re-christened Nieuw Holland, a name to gladden the hearts of all, particularly Australians, who knew the illustrious Nieuw Holland I, a passenger ship with an unequalled record (see page 84). When the veteran was sold for breaking in 1959, RIL Post commented: "Should there ever be a new ship named 'Nieuw Holland', that vessel would, in spite of all modern designs and conveniences, have a difficult task

to compete with the outstanding reputation gained by this ship during the past 30 years."

Now coming into view is the *new* Nieuw Holland — new to RIL that is. The ship was built in 1958 at Schiedam and is registered in Amsterdam. She has accommodation for 122 first-class passengers and 142 tourist-class (unlike her predecessor which was a one-class ship carrying 156 passengers). Her speed is $18\frac{1}{2}$ knots, length 584', she is powered by two MAN engines, and her gross tonnage is about 14,000.

Nieuw Holland will undergo some conversion in Holland before sailing for the Far East towards the end

of October. A cargo crane will be installed between hatches 2 and 3, hatches will be made flush wherever possible, and folding hatchcovers will be fitted. The lower deep tanks in Hold No. 6 will carry fresh water, and the upper tanks will be treated with Colturet paint.

The first sailing of Nieuw Holland will be from Hong Kong on 20th January, 1972 for Australia in the Australia-Japan-Hong Kong Service (AJHAS) where she will replace Tjiluwah. RIL Post hopes to show some details of her at that time. No doubt there will be many keen Company sightseers on her first voyage.



The s.s. Nieuw Holland was held in the highest esteem by the Australian people

NIEUW HOLLAND I

The only two funnelled ship ever to fly the RIL colours (which she received in 1948), Nieuw Holland was built in 1928 for the KPM, together with her sister-ship Nieuw Zeeland (torpedoed in 1942). They were steam turbine vessels with twin screws—wonderful ships for those days. An Australian Minister wrote at the time to the Managing Directors of the KPM to convey his thanks for the confidence placed in the future of Australia's trade with Indonesia and Malaya with the commissioning of these two fine and well-appointed ships, which were greatly ahead of their time.

It was the Australians, of course, who knew and esteemed the Nieuw Holland best during the years when to have made a round trip aboard her was a valued symbol of prestige. Apart from the prolonged interruption of the war years, the ship carried passengers and cargo from Australia to Indonesia and the Straits from 1928 to 1959 when she was sold for scrap.

In 1933, Nieuw Holland, sponsored by the Australian Chamber of Commerce, and at the special request of the Australian Government, acted as Trade Exhibition Ship to Indonesia and Malaya.

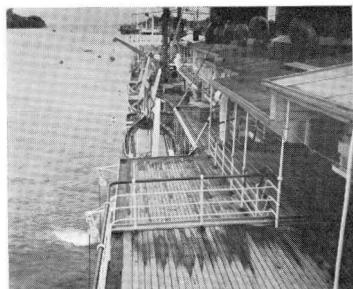
As Captain Baak remembers (October, 1969): "It was unforgettable to see such a ship gliding past in a starry, tropical night with all decks, windows and portholes lit up . . . the best ship I had the privilege to serve in."

Nieuw Holland II (page 83) will have a great reputation to live up to.

* * *

The atmosphere on board was warm and friendly, with plenty of deck space for games and promenading. Dinner was a formal affair, heightened by the rich decoration of lounge, dining-room and smokeroom.

HK HO staff will recognize the carved wooden panel on the stairs, which now hangs in the Third Floor corridor of Intercean House. Other items are the marble slabs in Managing Directors' flat, the bronze panels at the entrance and the stained glass windows in the lobby, the large tiled panel at the top of the main staircase, and the carved wooden panels in Managers' Messroom and Fifth Floor corridor.

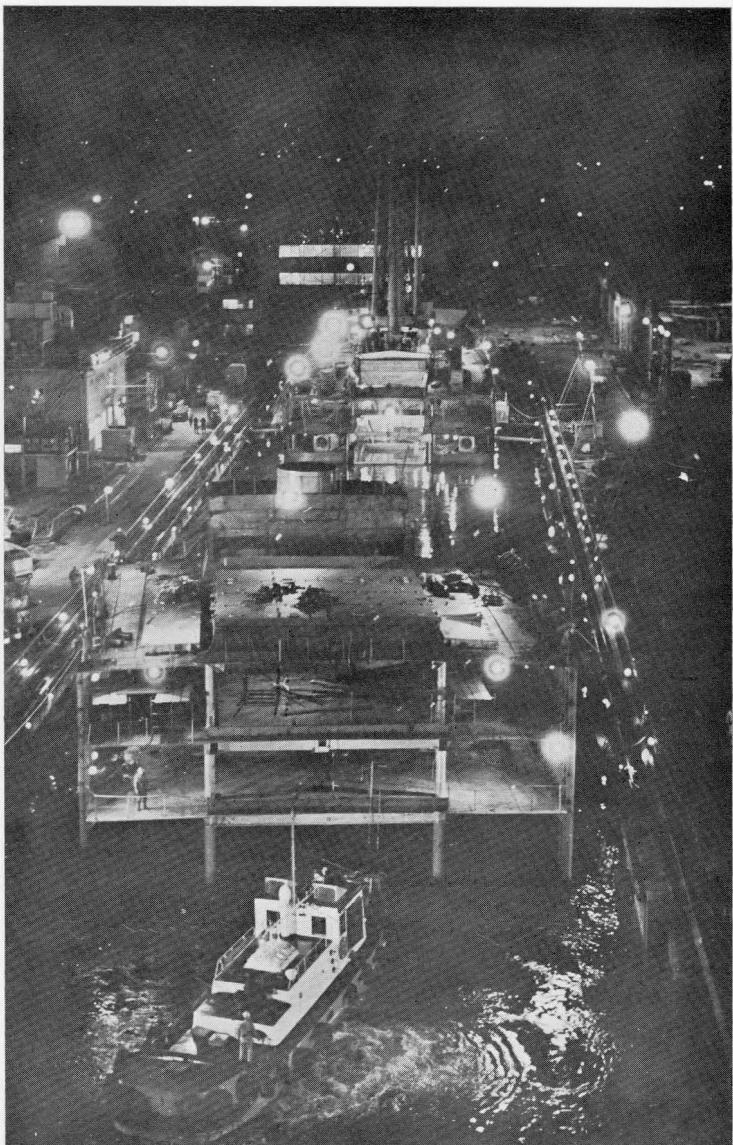
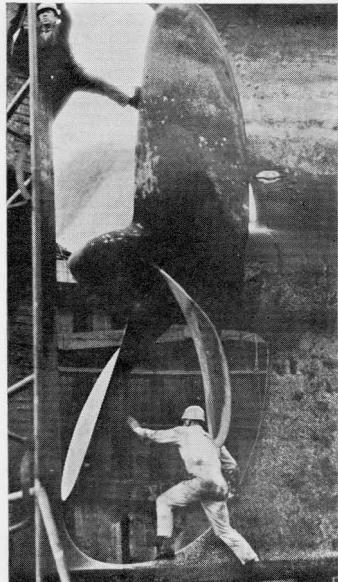


STRAAT C'S

The jumboizing of **Straat Chatham** was completed on 30th March, and the ship sailed from Japan for Port Swettenham to re-enter the New Zealand-East Asia Service (NZEAS).

Straat Colombo entered the Asano Dock, Yokohama in mid-April for her four-week conversion programme.

The last of the five Straat C-vessels to be jumboized, **Straat Clement**, will be worked from India to Japan via the Straits, ready for docking on 6th June.



This brilliant photo by Acting 4th Engineer A.J.M. Claesen shows the new section being nudged up the dock to meet the floating foreship of *Straat Cumberland* during the course of her jumboization. On the left, Acting 2nd Engineer A.W. Noort, in a study of strong lines and curves, appears to be trying to turn the propeller singlehanded! The acrobat at the top has not yet been identified.

SOUTH ATLANTIC SAGA

Cape Town to Rio Race, 1971

Last month we published a photograph of the start of the race from Cape Town to Rio de Janeiro. One of the entrants was the Argentinian Navy yacht *Fortuna* which was carried by *Straat Fiji* from Buenos Aires. No doubt many keen yachtsmen have wondered what the outcome was. Thanks to the good offices of Messrs. Martinelli in Rio, we are able to publish a detailed account by Mr. Colin S.R. Syndercombe of the Royal Cape Yacht Club in Cape Town. He flew to Rio to take charge and arrange for the shipping of yachts back to South Africa. RIL is carrying some of them, and we hope to publish some photographs in due course.

Our warmest thanks to Mr Syndercombe for the detailed account which follows:—

For years, in the bar of the Royal Cape Yacht Club there has been talk of a race to Rio. It always sounded so romantic to be rolling down to Rio. With plenty of dreaming and lots of talking, by many people on several continents, many organisations and even large business houses became involved.

Even before the race began, many shipping companies, including R.I.L., were already contributing to the success of the race by bringing entries from all over the world. The very first entry to arrive from overseas was *Fortuna* from Buenos Aires. She came as deck cargo on the *Straat Fiji* and was later awarded the prize for the best prepared yacht before the race. This took place at a dinner for race entrants, at which the Prime Minister of South Africa was present. *Fortuna's* cradle, which was fairly big, plus slings and mast trestles, returned to B.A. via R.I.L. as well.

Barbette, the smallest boat in the race—only thirty feet long—was sailing out to the start from England. Finding it was taking longer than expected against the trade winds, she was able to get a lift to Cape Town aboard the *Willem Barendsz*, a fish-processing ship. Needless to say she smelt rather fishy on arrival, but the "Cape Doctor"—the South-easter—soon cleaned her up.

In the pre-race period there were several days of unseasonal northerly wind, but finally the South-easter, a favourable wind for the yachts, returned with a vengeance on the morning of the start of the race. It was a lovely day with the tablecloth of white cloud pouring over Table Mountain and the sea very blue, dashed with white horses.

There were fifty-eight competing boats running off before the wind, many setting multi-coloured spinnakers just before crossing the line, between a large buoy and the guardship of the South African Navy which fired the starting gun. Such was the strength of the wind, that within minutes several boats had broached through carrying such a lot of sail in their enthusiasm. *Albatross*, the eventual winner of the race, had to anchor at Robben Island to straighten her mast which had become "S" shaped, due to excessive strain. With good seamanship, ropes, blocks, an extra spreader on one side and

the power of several of her sheet winches, the resourceful "marineros" managed to keep the stick up. They had lost many hours, so took a more southerly course, which subsequently paid off. Late that evening *Guia* arrived back in Cape Town, having sheared off all the spokes in her wheel, trying to control the overpressed yacht as she surfed downwind in boisterous conditions. Globe Engineering, well known in Cape Town shipping circles, were able to fabricate a new stainless steel wheel during the night and by daylight *Guia*, with her volatile Italian crew, was well on her way again.

One yacht, designed, built and sailed by her 76 years-young skipper from Durban, had a rough trip down the coast and was two hours late for the start of the race. When she arrived, just before sunset, the naval vessel went out specially and anchored on the line, while *Wayfarer* officially started her race. She popped back into Cape Town where she made a few running repairs and took on fresh water. Twenty-four hours behind the fleet—to the accompaniment of "three cheers for *Wayfarer*"—she started in earnest, and in fact overhauled many of her less fleet-footed sisters.

Two other rather expensive, sponsored, non-owner-driven boats, were soon in trouble and though *Jakaranda* managed to limp back to Cape Town, her rudder, nevertheless gave trouble all the way over to Rio. She has now left there for Europe for extensive repairs. *Stormkaap* put into Port Nolloth, where temporary repairs were made, but soon she was in trouble again and ended up at St. Helena Island in the South Atlantic. From there, it was decided to ship the poor thing back to Cape Town—where she will probably need a transplant!

Many of the other boats which were not really racing craft and "just going along for the ride" managed to get to the other side...their only complaint being boredom from lack of wind, and heat.

One boat that seemed to be doing well from her daily position, suddenly disappeared off the plotting chart. This was *Pioneer* who came off worst in an incident with a rudely disturbed, sleeping whale. This thirty-three foot, brand new fibreglass racing yacht, imported from Holland specially for the race from the

racing stable of Ricus van der Stadt, sank within fifteen minutes, and the crew of four men and one able woman were soon settling down to the new environment. Five people in a six-men raft and "sweating like pigs". Fortunately they had water in the yacht in plastic jerry cans and towed this behind the orange life raft, which had inflated perfectly on cue. Nineteen hours later, with a tropical rain squall approaching from the east and a bulk carrier from the west, just before sunset, they waited with the one smoke signal for the optimum moment to fire it off. Fortunately the eagle eyed Yanks on the *Potomac* saw them and soon they were back in Cape Town where, "the most beautiful ship we ever saw" came in for bunkers.

Ocean Spirit, a British entry, crossed the line in Rio first. *Albatross* from Knysna in South Africa won on handicap, and *Sandefjord* brought up the rear 48 days later, just as an air search was being organised.

As the boats finished in their own good time, the crews, skippers and camp followers started to go their own ways again. Some, still keen to sail, went to the islands south of Rio, where on white silent beaches with palm trees in lovely sheltered bays, they found what they were looking for.

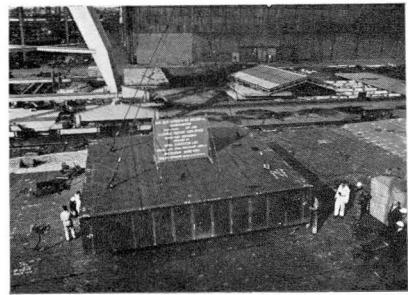
Others again became involved in the Carnival "goings-on" in Rio which really comes to a rhythmic standstill, devoted to music, dancing and spectacle.

It is all over now, we know about the heat in Rio. We were lucky to survive the floods which claimed many lives and washed several bridges away. Due to language difficulties, we don't know which taxi driver is Fangio but they all drive like him. Can you imagine a continuous round-the-clock Grand Prix, with diesel buses and Volkswagens competing and a few large trucks to add spice?

Some of us have been up the Sugar Loaf, beneath which all our yachts are anchored, and all of us have seen the Corcovado beautifully lit and standing out in the black of the night from the terrace of the Rio Yacht Club—where we have all partaken (some too much) of the pleasures of the rich. But above all, one thing we now know is the meaning of "Manana".

FLEET FACTS

STRAAT N's



The keel of the third of the four 'N'-class, **Straat Nassau**, was laid on 22nd February in the yard of Van der Giessen-De Noord N.V.

STRAAT K's

Straat Korea (ex Kloosterkerk) and **Straat Kobe** (ex Koudekerk) are expected to be transferred from Nedlloyd in May and June respectively. Main particulars of the two vessels are as follows:

Built: 1964, by Van der Giessen-De Noord N.V.
Length o.a.: 541'
Breadth moulded: 69'
SDW: 11,737 (*Korea*) and 11,747 (*Kobe*) tons
Balespace: 614,000 (*Korea*) and 598,915 (*Kobe*) cu. ft.
Reefer space: 14,894 cu. ft. in four chambers
Main engine: Stork Diesel—14,200 BHP
Speed: 19 knots

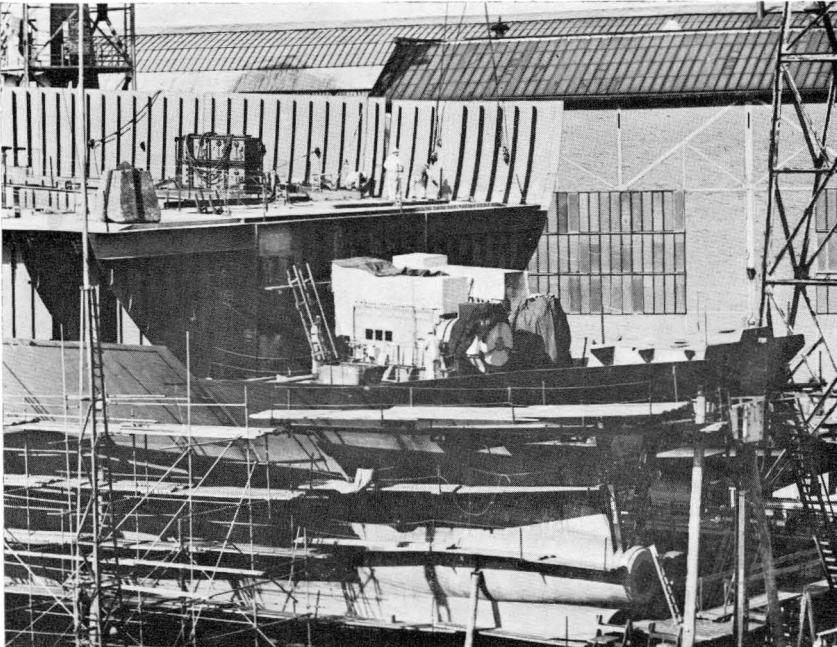
Straat Korea will be delivered in Japan about 6th May and will enter the Far East-Africa-South America Service (ASAS) for one round trip as

a ninth vessel to assist the schedule, seriously disrupted by congestion in South Africa. The vessel will make the mid-May ASAS sailing from Japan, and thereafter all ASAS sailings will move up one.

Straat Kobe will give the early August sailing in the Far East-East Africa Service (EAFS) in place of Straat Talbot. She will be followed by Straat Korea taking the place of Ocean Unity in early October.

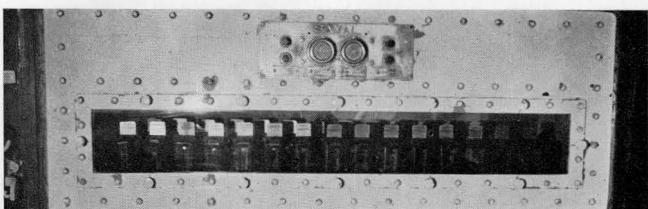
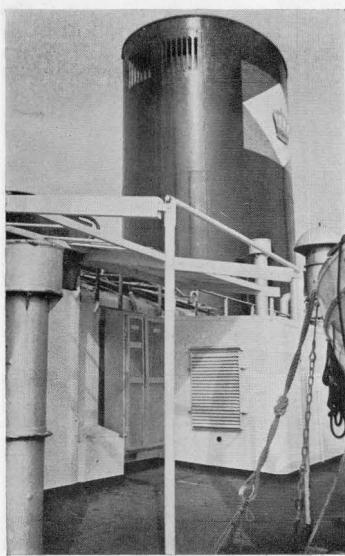
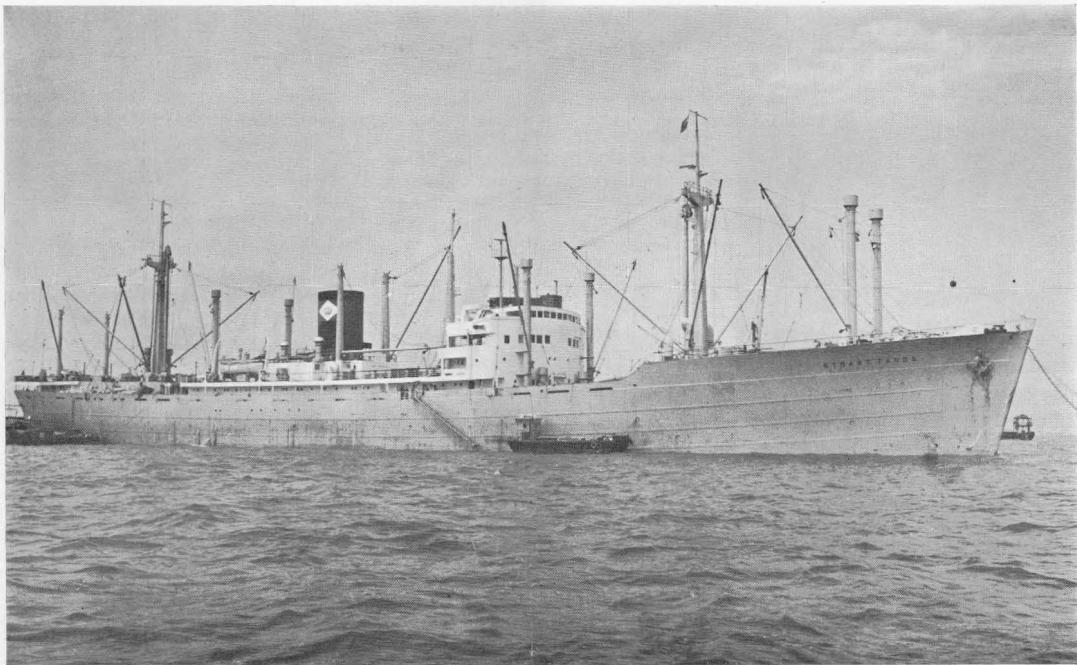
Straat Tauranga (at present sailing in the Australia-Latin America Service —AULAS) and **Straat Talbot** will enter the Australia-Singapore-Thailand Service (ASTS), giving the early-August and early-September sailings from Australia respectively.

s.s. Tjipondok was delivered to breakers in Kaohsiung on 23rd March.



Early in March, both auxiliary engines (SMIT/B & W-diesel generator sets —type 8T23HH) were lowered into **Straat Nagasaki**, first of the **Straat N-class**, which is expected to be launched at the beginning of May.

A GOOD MIXTURE



Lying in Hong Kong harbour, STRAAT TANGA (ex GAROET) was seen in mid-March with her Nedlloyd-grey hull as yet unchanged, but with RIL colours on her straight round funnel. Something of the same pleasant mixture was apparent on board, where Nedlloyd's Second Engineer H. Vet was preparing to disembark for leave after a RIL voyage from Japan, which he seemed to have enjoyed as much as his fellow engineers.

The wide, spacious wooden decks of the 23-year old ship make for very relaxed living conditions aboard, with room for exercise. The bar is placed strategically at the top of a double flight of stairs, in the middle of a lounge which extends the full width of the ship — a natural centre for conviviality (opposite).

Behind the funnel aft, is the Sick Bay and just outside is a framework to carry awnings. It looks a comfortable place to convalesce in hot weather (bottom left).

On the starboard side of B-deck is the one-time 'Cabin de Luxe'. The door is now locked, but in its day it led to a small section of the deck, where, with the pulling of a canvas curtain, complete privacy was en-

sured. What luxury! The ship was built to carry 80 (unconfirmed) passengers, and most of them were housed on the main deck in cabins which have since been removed.

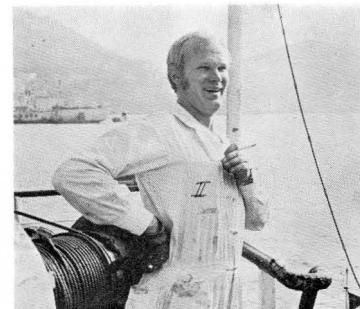
In the wheelhouse is one of the first automatic pilots and also a 'smoke detector' panel, of a kind which has now been superseded by more sophisticated equipment. A 'wet-paper' echo-sounder also catches the eye (centre, opposite).

Everyone was busy at Hong Kong making the STRAAT TANGA 'ship-shape': the deep tanks in Hatch No. 4 were being cleaned and scraped, further aft could be seen drums for Dares Salaam which had been loaded in Japan. It was obvious that the Chief Officer could hardly wait to get at the decks with sand and 'elbow-grease', but that was a job to carry out during the voyage to East Africa.

It is with some diffidence that RIL Post includes these photographs, for Chief Officer F.E. de Nieuwe is himself a first-class photographer, as a glance at page 82 will show.

We wish the ship and her Master, Captain W. Lautenbag, a happy first RIL-voyage!

Chief Engineer J.G. Maijor and Chief Officer F.E. de Nieuwe watch the scene on deck as the tanks are cleaned out. Nedlloyd's Second Engineer H. Vet demonstrates a point to RIL's Acting Third A.J. Gulmans, and Second Officer G. Mulder relaxes to survey the Hong Kong scene.



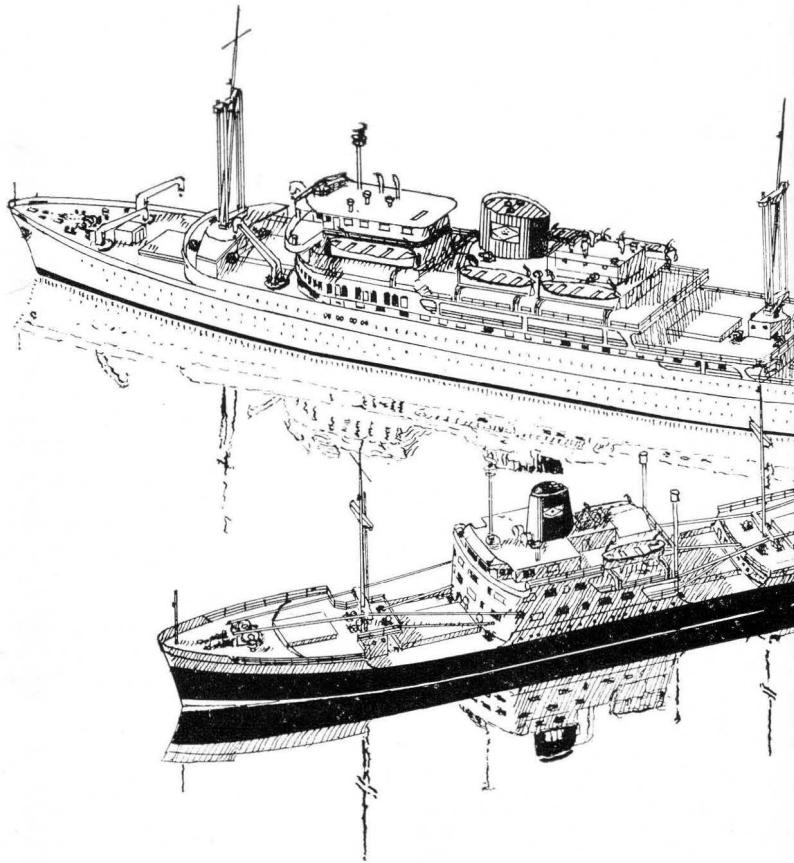
TJI— FLEET

A MINI-REVIEW

by

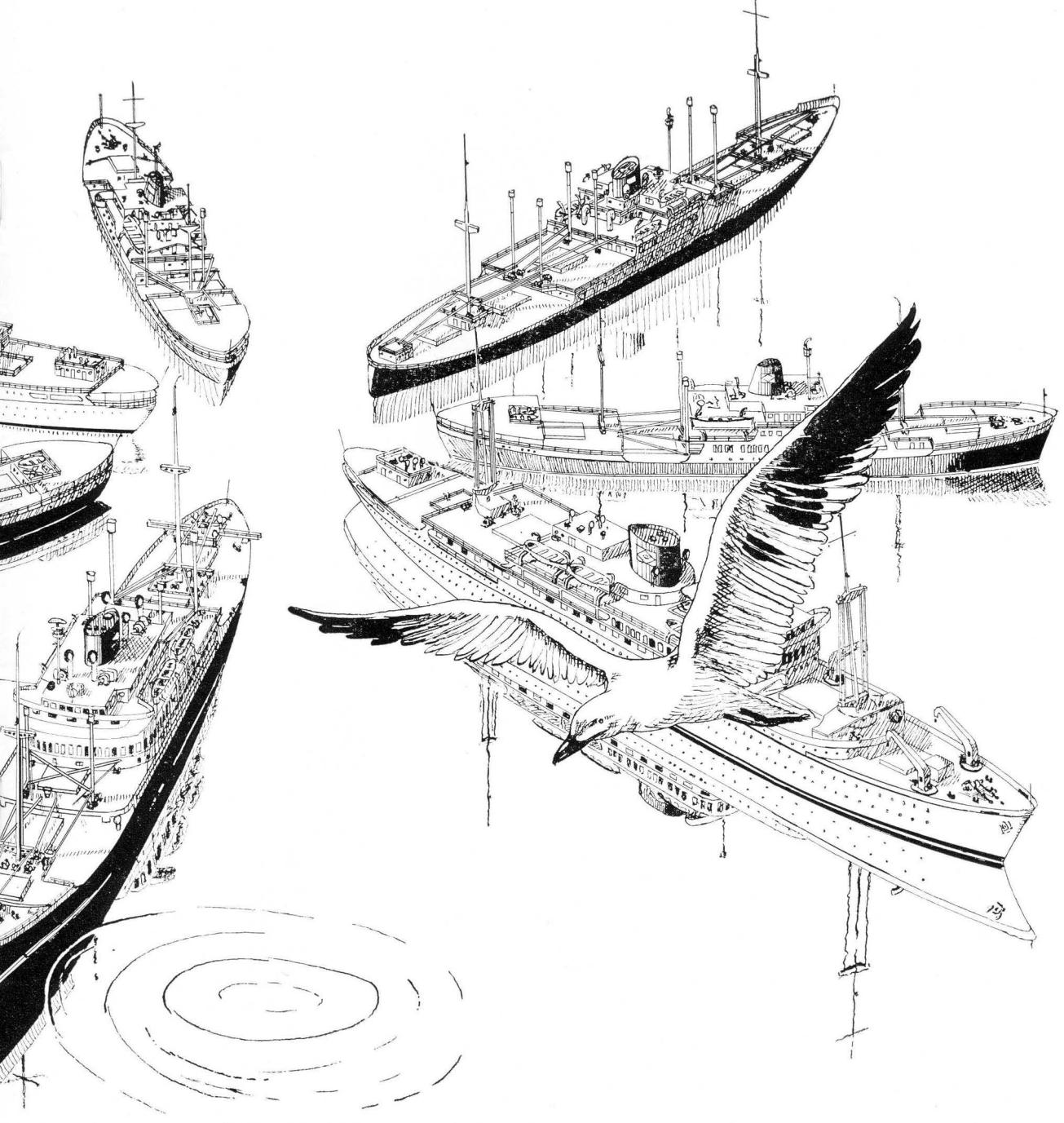
Captain C. Baak (Retired)

CB



Captain Baak's artistic impression is a study in perspective, shadows and reflections of the remaining tji-fleet. The ships are neatly lined—or rather starred up for a mini fleet review. In the foreground is Tjinegara and then clockwise: Tjiliwong, Tjiwangi, Tjitarum, Tjibantjet, Tjimanuk and Tjiluwah.

With the last



of the Victory-ships, Tjipondok, gone (see last month's report), only seven ships remain with the Javaline prefix 'Tji'.

HONG KONG CHANGES

Ten years ago, a view from the Peak (left) across the Wanchai waterfront showed the Causeway Bay Typhoon



VICTORIAN VIEW

In 1873, a remarkable Frenchman completed yet another of those detailed novels which foresaw so clearly what was yet to come. The book was "Round the World in Eighty Days". The author: Jules Verne. It is understandable that some of the details in his "armchair travels" did not quite correspond to reality, and nearly one hundred years later it is amusing, and may be of some interest to compare his description of Hong Kong with its appearance today:

"Hong Kong is only a small island secured to England by the treaty of Nanking, after the war of 1842. In a few years, the colonising genius of Great Britain had established there an important city, and created the port Victoria. This island is situated at the mouth of the Canton River, and sixty miles only separate it from the Portuguese city of Macao, built on the other shore. Hong Kong must necessarily vanquish Macao in a commercial struggle, and now the greatest part of the Chinese transportation is done through the English city. Docks, hospitals, wharves, warehouses, a Gothic cathedral, a Government House, macadamised streets, all would lead one to believe

that one of the commercial cities of the counties of Kent or Surrey, traversing the terrestrial sphere, had found a place at this point in China nearly at its antipodes. Passepartout, with his hands in his pockets, sauntered towards the port Victoria, looking at the palanquins, the curtained carriages still in favour in the Celestial Empire, and all the crowd of Chinese, Japanese, and Europeans hurrying along in the streets. In some things, it was like Bombay, Calcutta, or Singapore that the worthy fellow was finding again on his route. There is thus a track of English towns all around the world.

Passepartout arrived at Victoria port. There, at the mouth of Canton River,

shelter (where RIL's launches are tied up at night) behind the Yacht Club, with Victoria Park on the right. North Point in the distance showed bare hills rising above it.

The picture on the right shows the enormous Wanchai reclamation well on the way to completion, with the new Fenwick pier in the centre. The waterfront road has been widened, incorporating flyovers and elevated driveways; a new section extends this road alongside Victoria Park to join it on to Electric Road, eventually becoming Java Road. The journey for office cars between Intercean House at North Point to the centre of town has been considerably shortened in time.

North Point, too, looks different, with multi-storey concrete blocks sprouting out of the hillside.

The cross-harbour tunnel from Hung Hom in Kowloon will emerge close to the Yacht Club in Wanchai, it is hoped in 1972. No doubt this in its turn will produce a new pattern of roadways.

was a perfect swarm of the ships of all nations, English, French, American, Dutch, war and merchant vessels, Japanese or Chinese craft, junks, sempas, tankas, and even flower-boats, which formed so many parterres floating on the waters. Walking along, Passepartout noticed a certain number of natives dressed in yellow, all of quite advanced age. Having gone into a Chinese barber's to be shaved "a la Chine", he learned from Figaro in the shop, who spoke pretty good English, that these ancient men were at least eighty years old, and that at this age they had the privilege of wearing yellow, the Imperial colour. Passepartout found this very funny, without knowing exactly why."

Mr H. Poesiat



Mr H. Poesiat, Manager of the Finance Department at Amsterdam, celebrated his silver jubilee with his wife, son and daughter in the 'Grote Vergaderzaal' on 1st March.

After welcoming the family Poesiat, Mr van der Schalk said that Mr Poesiat was actually trained as a teacher, as was his father before him, but jobs were few and far between in 1936 when he completed his training, so he entered the accounting field. After various positions, he entered service with the JCJL in 1946 and was posted to the Accounts Department. In 1960 he was transferred to Finance, and became

manager of the department in 1968. In this capacity, he looks after the financial position of RIL in Holland and abroad, and also the assets of the Pension fund.

Though faced daily with figures, Mr Poesiat is far from being a dull person; he has a cheerful, equable disposition and is always receptive to a good joke, of which he himself is a good raconteur.

It did not take long to choose the right jubilee present for Mr Poesiat: his hobby is classical music (as a member of the Bach Society, he never fails to attend the Mattheus

Passion at Naarden), and Mr van der Schalk 'unveiled' a stereo-radio amplifier with two speakers, at the same time thanking him for the service he had given to the Company.

Mr Groeneveld followed by reading out many telegrams from overseas and in the course of a witty speech, presented Mr Poesiat with a camera from the staff.

Finally, Mr Poesiat thanked everyone, not only for the presents, but particularly for the appreciation and cooperation which he had always received.

HOW TO DRIVE YOUR SECRETARY CRAZY

From Mrs Nell West (Sydney, Management)

"Don't dictate everything at once—do it out a little at a time, say, every hour or so. Keep her on the run. Every so often, give her a little dictation at 5.10 p.m., just to show her who's boss! Make a few long-winded telephone calls while she's sitting there."

Never make yourself understood when you can avoid it. Swallowing every other word helps, as does chewing on a pencil, holding your hand over your mouth, talking to your belt buckle.

Another thing—just because you've already said something one way doesn't mean you can't change it. Make full use of inserts, cross-outs, deletions. And, when her notes look as if they've been through the wars, ask her to read them back . . . just for laughs. If you feel grouchy, why hide it? Give her a large piece of your mind regularly, just on general principle. A good way to get rid of pent-up emotions is to revise all those nicely finished letters on your desk. Ink in all the corrections you want to.

Never spell out unusual names. And every once in a while, throw in a foreign phrase or two without blinking an eyelash. When she asks questions, beat around the bush and make it quite clear that you don't encourage that sort of nonsense. And, when you're in a suitable mood to play a really funny joke, dictate a long, long report . . . and don't tell her you want an extra carbon until after it's typed."

— "The National News".

COMPANY

LINE OF BUSINESS

When Mr Terwogt visited Japan at the end of February, a cocktail party for business connections was held at the Hotel Okura in Tokyo. During the course of this successful gathering, five of the RIL staff were lined up for this photograph.



(l. to r.) M. Yoshioka, F. Terwogt, E.M. van Rhon, J.W.H. Weissink, F.J.A. Hens.

APPRECIATION

Following RIL's carriage of the yacht *Fortuna* (belonging to the Argentinian Naval College) on board *Straat Fiji* from Buenos Aires to Cape Town, a letter of appreciation has been received in Cape Town from the Argentine Embassy:—

*"As Naval Attaché of the Argentine Embassy, I have been informed that the behaviour of the crew of the *Straat Fiji* has been excellent in every respect."*

"The zeal of the entire crew in helping with the operation of getting the yacht on board, in caring for it during navigation and subsequently in getting

it ashore, has been extraordinary and deserves special mention."

*"On behalf of the Skipper and the crew of the *Fortuna*, I have great pleasure in conveying to you, as Representative for Royal Intercean Lines in Cape Town, their sincere appreciation."*

Congratulations to Captain J.Ch. Beynon and his staff.

HONG KONG HI-JACKING

Staff in HK HO had a first-class view —albeit at cross-harbour distance— of the hi-jacking of a PAL jetliner on 30th March.

The plane was taken over, when on an early-morning flight from Manila to Davao City, by six pistol-wielding youths who ordered the pilot to fly to Peking. He was able to convince them that there was not enough fuel and that even to get to Canton would require re-fuelling at Hong Kong (in fact, only five minutes' fuel remained in the tanks when he landed there).

RIL faces at the windows watched the drama—announced over the pub-

lic radio—with fascination: squads of police cordoned off the area: police boats were stationed off the runway. After some tense two-way conversation between the skyjackers and the control tower, 19 passengers were released and the plane was refuelled for Canton. During all this time, the Superintendent of Air Traffic Services at Kaitak stood in front of the aircraft as hostage.

At 11.35 a.m. the plane took off abruptly and—all's well that ends well—calm handling of the situation in Canton resulted in a safe return to Hong Kong the following day of everyone except the hi-jackers.

RETIREMENT

In the roundabout way that RIL Post sometimes receives its news, it has come to our ears that Captain Jan Kalishoek, who retired from RIL many years ago, now lives very quietly in Cape Town, where he enjoys watching the passing shipping through his telescope.

If there are any old friends (maybe some who were at Dunkirk with him?) who would like to write, his address is:—

309, Costa Brava,
Beach Road,
Sea Point,
Cape Town.

LOG BOOK

THREE MUSKETEERS

The steamship Tjipondok which has just been sold for breaking (see last month's issue) had a reputation as a 'happy ship' where crew were pleased to stay and in which relations on board were always amiable.

One does not have to look far to find the reason: here are three stalwarts who have been the backbone of the ship's company for over 20 years: Steward Chu Choi (left), No. 1 Fireman Lam Fo Hing (centre) and Fitter Chan Lam.

Mr Lam was first to join Tjipondok, in 1947, and he has remained there ever since, apart from three absences for sickness and family matters. He preferred not to move from a vessel with which he was well acquainted, and moreover he considered Tjipondok as a symbol of luck. To prove



Messrs. Chu Choi, Lam Fo Hing and Chan Lam.

SHIPS OF THE WEEK

On 5th April, recorded messages from relatives in Holland were broadcast to officers on board Straat van Diemen, Tjitarum and Straat Fiji. The recordings were made by Radio Nederland at Hilversum on 31st March.

PERSONALITIES

Mr A.G.P.M. van Onzenoort (Manager, HK HO EDP) left Hong Kong on 3rd April for a two-week business trip to Amsterdam.

Mr D. Kuiken (Marine Superintendent) left Hong Kong on 21st April for a month's business trip to Australia, where he will inspect vessels.

Mr H.J.J. Nietzman (HK HO PZ) and **Mr G.C.H. Cooper** (Man. PZ Crew) made a short business trip to Singapore towards the end of April.

this, he quotes the time when there was an explosion on board in the engineroom and no-one was hurt.

Mr Chu went aboard two years after, in 1949, and he practically never left the ship which was a real home to him. Even in Hong Kong, he preferred to return at night.

Mr Chan joined Tjipondok in 1950 and was personally acquainted with every nut and bolt in the engineroom. This thorough knowledge made him the ideal instructor for some twelve or thirteen fitters whom he has trained.

The loyal trio unanimously declare that they would never have left Tjipondok if the ship had not left them, and they hope to be posted together again.

FAMILY NEWS

Weddings

Miss D.C. Yates (Sydney) to Mr K.D. Collins on 6th February.
Miss P.M. Gourlie (Johannesburg) to Mr D.M. Gilbert on 13th February.
Miss Ong Poh Kam (Penang) to Mr Tan Beng Keat on 7th March.

2nd Engineer R.G. Koopmans (leave) to Miss M. van Someren on 10th March at Groningen.

3rd Engineer G. Derkx (leave) to Miss T. Mol on 18th March at Emmen.
3rd Engineer P.L.P. Otter (Straat Lagos) to Miss L.C. Tjalkens on 25th March at Deventer.
3rd Engineer W.A. Kok (leave) to Miss R. Vleeshouwer on 2nd April at Drachten.
3rd Officer J. Jonkers (leave) to Miss M. Luit on 3rd April at Middelstum.
Mr F. Braches (leave) to Miss H. Hammer on 3rd April at Hamburg.
2nd Officer J.F. van Santen (leave) to Miss G. Bus on 20th April at The Hague.

New Arrivals

Mr Leung Chuen (HK HO Stores): a daughter, Leung Wai Fun, on 26th February.
Mr E.B. Tap (Amsterdam): a son, Martin Theodor, on 18th March.
2nd Officer G. Daman (Straat Singapore): a son, Bart, on 19th March.
2nd Engineer H.J. van Hattem (Houtman): a son, Hendrikus Jacobus, on 24th March.
3rd Officer R. de Jongh (leave): a daughter, Tanja, on 30th March.
Mr P.J.J. Dingemans (HK HO A & C): a son, Richard Alexander, on 10th April.
Chief Engineer H.C. Smeenk (Straat Cumberland): a daughter, Annette, on 31st March.
Mr Ngai Ming Chung (HK HO Messroom): a son, Ngai Wing Fook, on 31st March.

PERSONNEL

NEW PERSONNEL

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

Mr Scheer	4th Officer
" van Zijl de Jong	
" Th. A.R. Strauss	Employe, posted to Durban

PROMOTION

Our congratulations go to Mr H.L. van Riel who was promoted to 5th Engineer as from 28/12/1970.

SUCCESSFUL EXAMINATION

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

Mr R.F. Backer Dirks	2nd Officer	Th.I	17/2/71
" Th. J.H. Groeneweld	"	Th.I	10/3/71
" F.C. Leliard	"	Th.I	18/2/71
" W. IJppma	"	Th.I	2/1/71
" H. Andre de la Porte	3rd "	Th.II	3/2/71
" C.E.J. Bemelmans	"	Th.II	10/2/71
" R.W.A. Chevalier	"	II	1/3/71
" F.R. Kaleveld	"	II	2/3/71
" C.M. Kuiken	"	Th.II	2/3/71
" F.H. Santman	"	Th.I	28/1/71
" R.G. Koopmans	2nd Engineer	Th.C	15/2/71
" Hielke S.J. Vellinga	3rd "	B	16/2/71
" A. de Bree	5th "	A	23/2/71
" A. van Eikeren	"	A	15/2/71
" J.F. Nienhuis	"	A	16/2/71
" G.G. Olthoff	"	A	22/2/71
" M.C.M. Rademakers	"	A	27/1/71

TRANSFER OF SHORE STAFF

Mr G.E. delle Vedove was transferred from Singapore and subsequent home leave to HK MH.
Mr F. van Hoorn, Nedlloyd Employe, transferred to RIL on 14th April.

TRANSFER OF CAPTAINS AND CHIEF ENGINEERS

Captain W.H. Schroder, master of STRAAT BANKA went on home leave.
Captain W. Mieog was posted to STRAAT BANKA following intermediate leave.
Captain J.G. ten Bhomer was posted to STRAAT TOWA (instead of Captain J. Bruin) following home leave.
Acting Captain L.J. Eyken, master of STRAAT TAURANGA was transferred as Chief Officer to STRAAT AGULHAS.
Captain S. Westerweel was posted to STRAAT TAURANGA following home leave.
Captain R.E.J. van Dijk was posted to STRAAT FRAZER following home leave and Acting Captain R.J. Piso reverted to his substantive rank.
Captain J.D. Jelijs, master of STRAAT AGULHAS went on home leave.
Captain W.C. Bouter was posted to STRAAT AGULHAS following home leave.

Captain F. List, master of STRAAT HOLLAND went on home leave.
Captain H. Boeree was posted to STRAAT HOLLAND following home leave.

Captain J.J. van Nus, master of STRAAT LOMBOK went on home leave.

Captain D. van Hekken was posted to STRAAT LOMBOK following intermediate leave.

Chief Engineer D.J.B. Valk was posted to TJILUWAH following home leave.

Chief Engineer F.M.H. Beckers of TJILUWAH went on home leave.

Chief Engineer A. Minnesma was posted to TJINEGARA following home leave.

Chief Engineer J. van Willigen of TJINEGARA went on home leave.

Chief Engineer M.G. de Wever was posted to Straat Agulhas following sick leave.

Chief Engineer J. Schriemer of Straat Agulhas was hospitalized.

Chief Engineer J. Birza was posted to STRAAT HOBART following home leave.

Chief Engineer C.F. Nicolai of STRAAT HOBART went on home leave.

Chief Engineer G.E. Godschalk was posted to STRAAT FUTAMI following home leave.

Chief Engineer A. Geurts of STRAAT FUTAMI went on home leave.

Chief Engineer J. Dirkse was posted to STRAAT FIJI following home leave.

Chief Engineer H.B. Visser of STRAAT FIJI went on home leave.

Chief Engineer W.H. van der Poel was posted to STRAAT COOK following the sale of TJIPONDOK.

Acting Chief Engineer D.W.J.B. van Hattem of STRAAT COOK went on home leave.

Acting Chief Engineer J. Schat of HOUTMAN went on home leave.

Acting Chief Engineer A. Fortgens was posted to TJILIWONG following home leave.

Chief Engineer J.A. Pruyt of TJILIWONG was hospitalized.

LEAVE

Mr F.J. Broersma	Chief Officer
" W.J. Florie	" "
" L. Huyding	" "
" W.H.C. Wijnhorst	" "
" F. van Akkeren	2nd "
" A. Kruger	" "
" B.C. Steevensz	" "
" R. Zwenk	" "
" J.C. van Apeldoorn	3rd "
" M. Bijker	" "
" J.H. van Dijk	" "
" A.C. Ekelschot	" "
" J.P. van der Meulen	" "
" J. Reitsma	" "
" A. Robaard	" "
" R.L.A.J. Valewink	" "
" M.A.R. Zeilstra	" "
" G.J.A. van den Berg	4th "
" M. Boomgaard	" "
" L.M. Drewes	" "
" S.L. Schuurman	" "
" M.H. de Vries	" "
" H. Baas	2nd Engineer
" A.J.J. Bijman	3rd "
" A.M. Zandee	" "
" H.W.I. van Amerongen	4th "
" R. den Hartoog	" "
" P. Huigen	" "
" P.E. Huizing	" "
" A.J.M. Claesen	5th "
" W.J. Voolstra	" "

Those who returned are:

	Chief Officer	posted to
Mr P. Cox		Straat Colombo
" R. Hol		Houtman
" G. Daman	2nd "	Straat Singapore
" R. Dasia	" "	Houtman
" E.E. Lubach	" "	Tjiliwong
" A.Ch.O. Meynderts	" "	Straat Johore
" H.J. Minderhoud	" "	Tjimanuk
" H. Roorda	" "	Straat Van Diemen
" E.G. van Tellingen	" "	Tjiliwong
" J.T.M. van der Ven	" "	Straat Tanga
" R. van Willigenburg	" "	Straat Futami
" P. Bootsman	3rd "	Straat Agulhas
" J. Dolk	" "	Tjinegara
" S.A. Hoven	" "	Houtman
" D. Nagtegaal	" "	Straat Hong Kong
" M.A.Th. Roodvoets	4th "	Tjiwangi
" H.W.M. Veugelers	2nd Engineer	Straat Towa
" H. Blok	3rd "	Straat Freetown
" J.G. Meijer	" "	Straat Lagos
" G.J. Nijland	" "	Straat Clement
" P.L. Ph. Otter	" "	Straat Lagos
" J. van de Pol	" "	Tjinegara
" N. Poort	" "	Straat Holland
" J.G. de Rooy	" "	Tjiliuwah
" Ch.J. Bakker	5th "	Tjinegara
" J.M. van Ede	" "	Tjiliuwah
" Tj.R. Toepe	" "	Straat Holland

IN MEMORIAM

We announce with regret the deaths of the following:—

S. van der Mey (retired Chief Engineer, KPM) on 10th March at Breda, aged 73.
J. de Wijn (retired Chief Engineer, KJCPL) on 28th March at Naarden, aged 81.
P. de Frenne (retired Chief Engineer, RIL) on 5th April.



It is with regret that we have to announce the death on 9th April of Mr Choi Kin Chiu who had worked at HK HO as Airconditioner Operator since August, 1958. He was a very loyal, competent, quiet and kind man, who will be missed by those who knew him. Our deepest sympathy goes to his wife and two children who are all in mainland China.

本刊以沉痛之心情宣佈本公司之冷氣機房技師蔡建釗先生於四月八日逝世之消息。

蔡先生一九五八年八月開始任職本公司總行。蔡君為人沉實忠誠，辦事能幹勤懇。凡認識蔡君者均因失去一位良朋而感惋惜。本公司謹希蔡建釗先生留居中國之遺屬節哀順變！

TEN YEARS AGO

RIL Post, 1st May, 1961

"RIL RESCUE OPERATIONS AT SEA

m.v. **Houtman** (Captain J.M.A. Plante Febure de Villeneuve) steaming to the rescue of a sinking Australian Coaster in the Coral Sea....

m.v. **Straat Cook** (Captain L. Rademaker) taking over a sick Greek greaser from a Panamanian Freighter at night in the Straits of Malacca....

m.v. **Ruys** (Captain C.H. Gosselink) picking up a disabled Taiwanese Trawler in the South China Sea and towing her to Hong Kong....

RIL assisting Coaster, Freighter and Trawler — these were the rescue operations of the month."



IMPORTANT NOTICE

FOR SHIP'S OFFICERS

FLEET CONTACT DAY

Once again, preparations are being made in Holland for the annual excursion for wives of officers, and married officers on leave.

This year, the 'Contact Day' will be Thursday, 3rd June, when a trip has been arranged on board the *Erasmus* from Rotterdam.

Do write to your wives and tell them what an enjoyable day they will miss if they do not go.

AMONG THE ISLANDS

with Captain H. Zeylstra (retired)

In addition to the Moluccas and the New Guinea (West Irian) waters, the ports of Nias and adjacent islands was another area where KPM ships called regularly and where working conditions were very primitive.

Shore-based boats or small lighters (praus) were often used, and in some cases the ship's surf boats. In any case, the towing was always done by the ship's motor launch.

At Gunung Sitoli, 'capital' of the island of Nias, cargo was unloaded from a barge and carried to the shore. A fair amount of logs was carried from Sumatra to Nias on each voyage; here, *Balikpapan*'s motor-boat is towing a raft ashore.



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HIGH HONOUR

We announce with great pleasure that H.M. Queen Juliana of the Netherlands has been pleased to appoint Mr A.J.J. de Feyter and Mr H.S. Groot Chevaliers of the Order of Oranje Nassau. The investitures took place in Amsterdam on 29th April.

RIL Post offers its congratulations on behalf of the whole Company. A full report will be published next month.



'Ring out the old!' Garoet's bell hangs in *Straat Tanga's* bar—pages 88/9.

Contents, with the exception of articles from other sources, may be reprinted; acknowledgement of the source, however, would be appreciated, and the editor would like to receive a copy of the reprint.

Royal Intercean Lines

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

