On HK MH, busy office of the Manager for Hong Kong and China in the heart of the Island's Central District, whose handling services cope with all the problems of RIL ships in port and whose efficiency ensures that those ships depart on schedule.
A GLANCE AT THE PAST

In Mina's early days, the office of the Manager for Hong Kong and China was in King's Building, on the waterfront. The building was demolished long ago, and the former waterfront is now reclaimed land.

Much has been written about the lamented 'Mina' (Shum Kwan) who worked for the Company in Hong Kong for over fifty years. His Golden Jubilee was fully reported, but what was never reported was the celebration of forty years' service in 1949, probably because the RIL Post did not exist at that date.

The tone of the report itself gives one a glimpse of more leisurely days: "the telephone operator disconnected the switchboard so that nobody should disturb the first official part of the celebrations" was the writer's statement, corroborated by Mina himself at the end, who certified that "it is in accordance with the actual proceedings". Apparently the doors of the office (the old King's Building) were closed to the public at 12.30 and official presentations were made. Following that, Mina was interviewed, and his memories which went back to 1909 give some startling views, amongst other things, of young shipping clerks!

"In 1909 when Mina joined the Company, the 'Java line' was situated in York Building. In those days motorcars were scarce and parking must have been less of a problem. 'Big men', so Mina told us, used sedan chairs, carried by four coolies, contrary to the 'small men' who could only afford two. Mr Roosegaarde Bioschap was Mina's first Manager; the others in his forty years' career were: Messrs. Jonckheer, Otten, de Meester, Quares van Ufford, de Bruyn-van Gelder, Lebert, Veitman, Rouffaer and the present Manager, Mr Offenberg. Mina is still impressed by the fact that Mr de Meester, who was shipping clerk in 1909, had no Chinese clerks and wrote the cargo documents by hand! The fleet of those days included the Tippas, Tjialatap, Tjimahi, Tjiwijong and Tjibodas, of which in 1911 the Tjimahi was lost near Saigon.

The Hong Kong office was the 'General Agency'. With remarkable accuracy, Mina told us that in Java the 'Scheepsgentuur' represented the Javaline, whilst in Shanghai, Amoy, Swatow and Manila the interests of the Company were respectively looked after by Holland China Trading Company, Butterfield & Swire, Nederlandsch Indische Handelsbank, and Meerkamp & Co.

In the years 1913-1916, Javaliners had apparently time for practical jokes. Under the management of Mr Quares van Ufford, the staff members of the office were Messrs. Geus, van Dobben, Carriere, Nieuwenhuijzen and van der Graaf. In the morning Mina would be on the lookout, whilst these gentlemen would shake dice for the coffee. Mr van Dobben's monkey and gramophone provided further entertainment. Mina was instructed to keep a stock of rotten eggs, which Mr van Dobben would aim at passers-by from the first floor windows.

With his broad grin, Mina told us how he would sometimes be locked up in the safe, while on one occasion Mr Nieuwenhuijzen pushed a tremendous cake (in those days five cents) into Mina's mouth and then asked him difficult questions!

The years of the first world war were not unpleasant from the financial point of view and Mina remembers with great pleasure how for some years in succession bonuses of one full year's salary were paid out! In 1916, the British requisitioned in Hong Kong the Titaroem, Tjikembang and Tjitsordari, and Mina's feelings towards the Company are best illustrated by the distinct look of disapproval which came on his face when he told us this after thirty-three years.

Mina worked consecutively in the accounts department, shipping, as telephone operator and for a period as godown-keeper of the stationery godown. From May 1st 1934 he has been Number One office boy!"

Following the interview, Mina was escorted with ceremony down to Queen's Pier to embark in Managing Director's launch, Interoclear I, for the short voyage to Head Office at Westpoint. Here followed more presentations and the reading of some fifty cables of congratulation. It was a big day, concluded by a Chinese chow in the evening.

As Mina said 'Just now too rich inside—no can talk, but fix'. And he did, as the above report shows.
This new DC10 aircraft has been ordered from the McDonnell Douglas factories by Martinair (See report in June issue of RIL Post). The DC10 will further expand the Martinair fleet which at present consists of:—two DC8's 55 freight; one DC8 33; three DC9's 33; one DC9 32; and one Fokker 28, in addition to twelve Super Piper Cubs belonging to Reclamair.

**FLEET FACTS**

**Leuve Lloyd** of Koninklijke Nedlloyd N.V. has been time chartered to give one sailing from Australia to the Caribbean and West Indies. The vessel will be delivered at Noumea about 2nd August.

**Tjitarum** assisted Straat Rio in EAFS and effected an extra sailing from Hong Kong and Singapore to Mahe, Mauritius and East Africa. Upon completion of the Westbound extra sailing in EAFS, **Tjitarum** will give one extra round voyage in GESAS, loading in East Africa.

**Straat Napier** was delivered in Vlissingen on 16th June and departed on 17th. En route to South Africa, the vessel called at Tema to load aluminium for the Far East. **Straat Napier** will effect an Eastbound sailing in SAFS-E.

**Straat Nassau** also called at Tema en route from Holland to South Africa to load aluminium. After loading in South Africa in SAFS-E, the vessel sailed for the Far East on 22nd June.

**Wonosari**, returning from the West Coast of South America to Singapore, called at Auckland to load milk powder for Straits' ports.

**Straat Lagos** will assist on the Westbound ANZS berth, simultaneously covering some overflow on the New Zealand/Singapore Straits route.

Loading in New Zealand in July, **Straat Lagos** is expected to be empty in South Africa in September. Subsequent employment is not yet determined.
With hours of painstaking work, Mrs van de Ven, wife of RIL Chief Engineer E. van de Ven, completed this exquisite tapestry depicting the coat of arms of the city of Napier. Mrs van de Ven was born in Napier and is still living there. She has presented her tapestry as a gift to the new Straat Napier. This story appears as a tribute to her efforts, and to wish Straat Napier well.

Capital of wealthy Hawke’s Bay Province on New Zealand’s North Island, Napier is a flourishing resort, renowned for its magnificent Marine Parade, its pines, palms and gardens, and a fine city with a Cathedral and Museum. Laid out in 1855 by Alfred Domett, a Commissioner of Crown Lands, he named the city after Sir Charles Napier, hero of Scinde at the time of the Indian Mutiny. Many street names have Indian associations, like “Scinde” and “Hyderabad”, while others named after “Shakespeare” and “Tennyson” remind us that Domett was a poet of some merit.

In 1858, Napier’s 343 settlers petitioned the ruling Wellington Provincial Government for the right to run their own affairs. Thus, in November, the Hawke’s Bay Provincial Council came into being; Napier became capital of the new province.

Surrounded by tidal flats and swamps, land reclamation was vital to Napier’s expansion. The major reclamation of 300 acres south of the city started in 1900. By 1908, bound by sea and inland waterways, Napier had reached its land limit. Then in February 1931, a disastrous earthquake hit Hawke’s Bay Province, destroying Napier’s business centre and causing loss of life. The earthquake also carried out in seconds a huge reclamation of land which man could only have undertaken at tremendous cost. Nearly 10,000 acres have provided space for residential suburbs, industrial sites, sheep farms, and a 500-acre airport. The reconstructed business centre is one of the most modern in New Zealand and the city has a fine breakwater harbour. The spirit of her citizens in the face of the earthquake is recalled in Napier’s motto “Faith and Courage”.

With a population of 37,400, Napier is today New Zealand’s third largest exporting port. Granted city status in 1950, a petition for a grant of arms was sent to the Earl Marshal of England.

To interpret the arms, the three red roses in the chief of the shield are taken from the coat of arms of Lord Napier, a descendant of Sir Charles Napier; the undulating blue bands are the accepted symbols of coastal towns, resorts & ports; the golden fleece is the heraldic symbol of the wool industry of which Napier is a significant centre in New Zealand. The crest depicts the inverted wing and claw of a hawk, from the arms of Lord Hawke, former First Lord of the Admiralty and namesake of Hawke’s bay; in the claw is a Maori wahaiki or bone club. The supporting golden kiwi and lion represent Napier’s dependence on New Zealand and Great Britain.
AFRICA TRANSIT

I presume that the readers of RIL Post to a large extent belong to the category of "bereisde Roelen" for whom earth has few secrets left. On the other hand, most readers travel by air or sea and not many have the opportunity to see exactly what lies across the African continent.

When a Briton feels the urge to hit the road by going to Nepal, just to mention one outpost, he merely states: "I think I will be going to Nepal this year." Having aired the thought amongst friends and relatives, who in turn will only react with, "Are you really?", he is socially excused. In Holland you have to be more careful. It smells somewhat of suspicious consumption, so you had better state some pseudo-scientific reason for your trip. Our 'reason', was to investigate the possibility of travelling across Africa, as a family, by road. If on the other hand you have never felt the urge to trot the less-beaten track, well then you are lucky; it has saved you some trouble.

We chose Africa for our trip mainly for the Sahara challenge, and because we knew so little about day-to-day life in the various Central African states. Moreover Africa is nearer to Europe than, for instance, South America; and since we learnt that the India run could be done without a four-wheel drive vehicle, there was in fact no alternative.

So we acquired ourselves a solid Landrover and set off from Holland, southbound, at the end of October last year. Our party consisted of four people; my wife and myself and our two sons aged 6 and 4. One has to select the season with care because during the European summer it is very hot in the Sahara. Furthermore it is supposed to rain at that time north of the equator. Rain means total stoppage, since one has to drive along so-called dry-weather roads for many miles, meaning that not only the road but the whole area becomes impassable during and after rainfall. Later on in the European winter and spring, one is more likely to encounter sandstorms in the desert. Finally you have to keep an eye on the rainy season south of the equator which runs counter to that north of the equator.

The shortest crossings to North Africa are the ferries from Algeciras to Ceuta and from Cadiz to Tangiers. For no particular reason we choose the first one, which brings you in three hours to the small Spanish enclave of Ceuta. In Ceuta, petrol is sold for what it is, i.e. a means of transport instead of a vehicle for taxation; in other words, cheap. We continued through Morocco which in that region has little to recommend it except for the good tarmac roads and the few cars using them. Very remarkably, we encountered a high percentage of Dutch registered cars which belonged to our "guest labourers" on holiday. Trusting to the common propaganda that Morocco is the place for sunshine, it was a surprise to set up camp the first night in a snowstorm. Algeria was next on our list, with Algiers itself as the last place for shopping for a long time to come. Up until then, travelling didn't present many hazards because water and petrol were plentiful.

To reach the borders of the Sahara one has to travel South through the Atlas mountains for some 600 miles after which "le grand Sud" begins. The Sahara itself is approximately 6000 miles by 2000 miles. It covers most of North Africa except Ethiopia. There are four recognised crossings. One runs along the West coast through the Spanish Sahara to Dacar in Senegal, another, the so-called Tanezrouft route, starts in Algeria and runs to Gao in Mali. The most popular one called the Hoggar route, runs from Algeria to Agadez in Niger. The fourth possibility is on the East coast through Egypt and the Sudan, but this route is closed at the moment. We decided to follow the Hoggar route mainly because the others were reputed to present more problems with regard to soft sands, markers and supplies.

The Hoggar route consists of three parts, discounting the first few hun-
dred miles of well-maintained tarmac leading from Algiers through the Atlas mountains. There is a small town called El Golea, which consists of a few streets in the middle of the sand, where fresh food is already synonymous with canned food and where the real thing starts meaning the “piste imperiale nr 1” as the French used to call it. This stands for an unpaved track marked every couple of miles by stoneheaps or “guemiras”. The first part leads from El Golea to In Salah over some 300 miles, the second from In Salah to Tamanrasset covering 500 miles and the last from Tamanrasset to Agadez in Niger which is 600 miles. In between these towns there is definitely no petrol or supplies to be had. Tamanrasset is the last Algerian village after which one is left alone. North of Tamanrasset by contrast, search parties will set off if you are 48 hours overdue. As I mentioned before, the piste is an unpaved track, and since the Hoggar route runs across the Tademait highlands eventually culminating in the Hoggar mountains, the surface is for the most part hard and stony and tremendously corrugated. It is impossible to evade the corrugations; one just has to endure it since no speed will lighten the burden. The speed you maintain is a compromise between your own patience and the solidity of your vehicle. Although it was possible sometimes to drive on the sides of the track, we had to be very much on guard there for axle-cracking holes, not to speak of the stones which could easily cut our tyres. If badly cut-up tyres had any value, you would be a millionaire in no time. I must admit that the Niger part is more comfortable since it consists of sandy plains as far as the horizon, but there are fewer markers and the track is also less defined. When a marker or two are missing, which easily happens, then you have to extrapolate your course with the compass hoping that the track has not turned in a different direction in the meantime. Another discomfort is the dust. A car in the desert is somewhat like a ship on the horizon; one sees first a cloud of dust and much later the car itself. Eventually the dust penetrates into everything, and since for practical reasons you gave up washing yourself, better arrive dirty alive than stay...
clean on the scene, your hair gradually turns grey. However relatively low humidity and strong winds prevent you from feeling sticky. The strong wind makes the temperature (frying eggs on the car’s bonnet is child’s play), bearable, in fact during the night the wind can be very uncomfortable. Contrary to our expectations there was hardly any really soft sand but for a few stretches here and there, although I must admit, even a few yards of it are very tiring indeed.

In Salah turned out to be the most complete desert village we could have imagined. It has streets paved with soft sand, houses made of sand and clay, sandy dunes all around the town, camels to ride the sand and palms to hold the sand together. Only the women were more emancipated than we expected. There were no longer any veils to be seen and they behaved far more independently than their Arabic sisters up North. Since there were few tourists around, it was culturally speaking more pure than the small town of Tamanrasset, with all the hazards that such purity comport, —for example petrol was sold out on the day we arrived, even at premium price. Since we were newcomers on the African scene we still considered this a nuisance, instead of accepting life as it came along. Later on we considered ourselves lucky to get what we wanted straight away where we expected to find it.

After crossing the Tropic of Cancer, we reached Tamanrasset. Thus far there was considerable traffic, as many as six or seven lorries a day. The drivers were genuinely friendly. We were impressed when one of them halted at our picnic spot to offer us some water, since he had 8,000 gallons of it in the back of his vehicle. Their command of the French language, incidentally, gave us some red ears. Tamanrasset is a well established place. The French formerly had a nuclear research centre in the neighbourhood, reminders of which can still be found, for instance a piece of very good road in the middle of nowhere and thousands of empty oil drums scattered all over the place. There is still a military garrison in the vicinity, and it is also a base for geophysical research. Moreover it attracts tourists who are flown in for desert excursions. For this reason one can find a hotel, a camping site and recently a bank has been opened. With the very strict Algerian rules on foreign currency and being an intermediary for petrol coupons, a bank is a very useful institution.

The desert scenery is magnificent, more for what there is not than for what there is. First of all the tremendous space around you; the thought that you follow a mere track while on your left side there are 4,500 miles of nothing, and for 1,500 miles on your right side there is also nothing. There is no vegetation except for the few oases and an occasional dry river bed. There seem to be no human beings or animals around. Even flies and insects are no longer there. The surroundings are sterile so that you won’t easily catch a cold. There are no sounds other than your own and the wind blowing through your luggage on top of your car. You are completely alone. Nature’s building materials are rocks, stones and sand. The earth’s surface is covered with a crust of small stones; the sand which lay between has been blown away. When you step on it the crust will break and the soft sand surfaces causing dust all around you. There is a fine sort of soft reddish sand covering all your belongings. Sometimes you witness the spontaneous birth of a hurricane. The sand starts whirlpooling and rises funnelwise towards the sky, usually not higher than 20/30 yards or so. In the meantime the whole funnel dances around, blown by the wind. Fortunately the death-rate among newly born hurricanes is almost one hundred percent so that after a short time the whole structure collapses. The mountains you see are also completely bare and dry. When you come near they seem to be corroded all through, so that they appear more like enormous stone-heaps built up by man in the form of a mountain. For the rest only the occasional white camel skeleton and discarded blown-to-pieces tyres remind you that you are still on earth. At night there is silence all around you. The sky above is always clear. Because of the low humidity and the lack of air pollution, the stars are brighter and more numerous than anywhere else.

(To be continued)
25th ANNIVERSARY

Mr J. van Middelkoop

On 5th April, the whole Durban staff gathered to celebrate the 25th service anniversary of Mr J. van Middelkoop. Mrs van Middelkoop was present with two of their three daughters, Maryan and Irene.

Mr J.J. van Steenberg's speech on behalf of Managing Directors was witty and entertaining. Mr van Middelkoop joined JCJL in 1947 after two years with the Royal Netherlands Navy and being decorated for meritorious service in the second World War. Following a brief spell in Amsterdam, his first posting was Surabaya. He was gradually promoted, firstly to Hoofdemployee, then to Adjunct Chef and Chef van Dienst, and finally in 1967 to General Manager for Africa taking over from Mr Egberink. Apart from Surabaya, postings were served in HK VZ, Durban, Johannesburg, in Osaka as Manager and back in HK VZ as Traffic Manager.

Having quoted these historical details, the speaker commented, "I don't think this data gives a good picture of Mr van Middelkoop's career, which is to my mind not measured by statistics, but rather by what has been achieved daily from nine to five for twenty-five years. He is undoubtedly a sound Area Manager, and hard work, great interest in his work, a sense for detail and a lot of control, have marked his work in this office. He has been a contributor of good ideas based on his knowledge of shipping and of the trade. He has been an honest critic and summing it all up, he has been one of the major pillars of RIL's world organisation'. Making joking reference to Mr van Middelkoop's weaker points, he claimed that he was a difficult riser "but there is nothing which a cigar at 10 o'clock won't put right".

On a less formal note he thanked Mr van Middelkoop on behalf of the Africa staff, remarking that their boss had a great love for their country. He also paid tribute to Mrs van Middelkoop who received a bouquet of flowers on behalf of Managing Directors. Mr van Middelkoop received an engraved gold watch.

After Mr H.J. Borland had read the telegrams and Mrs C. Hviistendahl had presented the presents from the staff, Mr van Middelkoop replied with thanks. He also thanked his wife and daughters for all their years of devotion to him.

ROYAL AWARD

Mr E.M. van Rhoon

This year, the annual reception at the Royal Netherlands Embassy in Tokyo marking the birthday of Her Majesty Queen Juliana, had a special significance for RIL. His Excellency, Dr. Th.P. Bergsma, the Ambassador, chose this occasion for the investiture of Mr E.M. van Rhoon as a Chevalier in the Order of Orange Nassau. Members of the Dutch community gathered for the investiture, which took place before the official reception.

After his speech honouring Her Majesty, His Excellency announced that Mr van Rhoon had been honoured in recognition of all he has done for Netherlands shipping interests during his long shipping career, nine years of which have been spent in Japan. Mr van Rhoon was then invested with the Knight's Cross of Orange Nassau.

In his speech of thanks, Mr van Rhoon said he felt deeply honoured, but that whatever contribution he had made would not have been possible without the cooperation and devotion of those who worked with and for him. A toast was proposed to the health of Mr and Mrs van Rhoon and then everyone present rushed to congratulate them personally.
The incorporation of the chart room (top left) in the bridge is a well-known feature. A smaller refinement is the daughter giro compass situated behind the front window of the bridge in midships. It is well-known that the engine-room can be controlled from the bridge but less widely realized is that controls on the bridge can register and regulate the temperatures in the holds. The tanks can also be trimmed by remote control from an office control panel, to eliminate any list and square up the container guides when these are in use. An electro magnetic lock that records speed to within one-tenth of a knot is another new feature.

The bridge does not have the monopoly for innovations on *Straat Nagasaki*. The reefer rooms which lie beneath the superstructure are loaded from the deck by fork lift trucks; on the *Straat N*’s, they can be entered both from main deck for’ard and from inside No. 5 hatch aft.

On deck, the four mooring winches, two for’ard and two aft, simplify the mooring operation and require less manpower. The cranes are hydraulic. The twin gemini cranes are remote-controlled; singly each lifts an 11-ton load; combined they can lift 22 tons. On this occasion, they were linked ready to discharge a cabin cruiser. The hydraulic hatch covers have no less than 15,000 greasing points.
Bosun on board Straat Nagasaki talked about their new vessel.

Innovation on deck is matched by improvement in the engineroom. Chief Engineer J.H.M. van Miltenburg was quick to remind me that "the handles are now on the bridge, but the brains are still in the engineroom!"

THE ENGINE ROOM

Because the engineroom is designed to operate unmanned, an engineroom monitoring and logging system is installed. On entering the engineroom, the engineer reads a main panel which will direct him to one of seventeen local panels to locate a fault. A watch keeping report system ensures that, should an engineer suffer an accident while alone on duty, an engineer's safety alarm will sound on the bridge and in the Chief Engineer's cabin. At sea, electricity can be supplied by the shaft generator; as a result, the auxiliary engines can be overhauled en route, saving valuable time.

A spacious area is laid aside as a workshop with its own atomiser testing apparatus, and its own lathe (bottom right).

For the catering crew, the freezer rooms on Straat Nagasaki are conveniently located on the galley deck.

To complete the Straat Nagasaki scene, we record the broad grin of the eldest member of the South African crew (centre left). A 68-year-old experienced Deck Hand, his was one of many smiling faces we saw on board Straat Nagasaki.
IN HONG KONG

25th ANNIVERSARY Mr D.K. Linggo

When Mr Dick Linggo celebrated his 25-year jubilee on 12th June, Mrs. Linggo was present at the celebration and received a bouquet of flowers from Managing Directors.

Captain E.A. Aalberts, began his speech by saying that he supposed Dick had never expected to celebrate his silver jubilee in Hong Kong. Joining JCJL in 1947 as Ships' Administration clerk and becoming CD Storekeeper in 1950, he was promoted to Chief Steward in 1952. Captain Aalberts recalled that when Chief Steward Linggo was going on leave, the best tribute to his ability was paid by Captain Ar. de Best, who asked the Manager CD, "Can you make a duplicate of Chief Steward Linggo to post to my ship?" Mr Linggo served on board Straat Banka, Ruys, Boissevain, Siaoe and Straat Malakka and during his sea-faring career was seconded several times to HK HO. In 1954 he finally came ashore to join the Stores Department, which at that time was situated in Taikoo Dockyard.

In January 1955, he was permanently transferred to HK HO ND. Captain Aalberts remarked that Dick Linggo's success at sea and ashore had been marked by the same tirelessness and sense of duty. In 1959 he was promoted to special staff employee and subsequently to regional and then executive staff employee.

Mr Linggo is a skilled tennis player and top scorer in the ND bowling team. When Mr Terwogt presented the jubilee gift on behalf of Managing Directors, a camera and flash which Mr Linggo had requested, he said he hoped the Linggo family would snap some of those winning tennis shots which we would all like to study.

In an excellent reply, Mr Linggo expressed his thanks to all his colleagues for their cooperation. Appropriately he recalled the advice his father had given him 25 years before when he had left Djakarta to join the Company: "Happiness and success depend on three right decisions; the choice of friends, of a life companion, and of an employer. The remedy to life's disappointments is to always ask what you can do for these three and never to ask what they should do for you." Mr Linggo concluded that he knew he had made good decisions.

Mr van Echten read out the telegrams.

Kong, which had been made possible only by the cooperation, guidance and friendship of his colleagues. In conclusion, Mr Lommen proposed a toast to the Company and the prosperous future of all those present.

FAREWELL Mr A.M. Lommen

On 26th May, Managing Directors gave a farewell luncheon to mark the retirement of Mr A.M. Lommen. In his speech, Mr F. Terwogt recalled that Mr Lommen joined the Company in July 1956, as a specialist in documentation and archives. His immediate task and by no means an easy one, was the reorganization of RIL's filing system and archives. Mr Lommen accomplished this most successfully. Mr Terwogt described the reorganized system as being technically of a very high standard and he expressed the gratitude of all those employed with RIL for the tremendous work Mr Lommen had done. Not only Hong Kong Head Office, but all other RIL offices had benefited from Mr Lommen's experience in this field. In 1966 Mr Lommen took over the management of AZ and in January 1967 he became Adjunct Chef.

In conclusion, Mr Terwogt wished Mr Lommen a happy reunion with his family and every success for his future life in the Netherlands.

In reply Mr Lommen thanked Mr Terwogt for his kind words and continued by saying that he refused to look backwards at the past because "we are living today and the future lies ahead". This did not mean, however, that he did not have many memories of happy years in Hong Kong, which had been made possible only by the cooperation, guidance and friendship of his colleagues. In conclusion, Mr Lommen proposed a toast to the Company and the prosperous future of all those present.
It was in honour of the 25th service anniversary of cashier Joseph Tang Ah Soh, that on April 30th office desks were pushed aside in the Finance and Accounts Department of Interoccean-EAC Agencies Pte. Ltd. Singapore, for a ‘Makanan Ketjil’.

Mr J. Balhuizen, Manager of the former Nedlloyd Lines Office at Singapore, addressed Mr Tang, tracing his career from his days with Rotterdam Trading Company and Rotterdam Lloyd, through his years with Nedlloyd Lines and most recently with Interoccean-EAC Agencies Pte. Ltd. He praised Mr Tang, particularly for his industry and loyalty.

Mr E.A. Postuma read out messages of congratulation from Managing Directors, thanking Mr Tang for his loyalty and services to the Company. He then presented the jubilee watch to Mr Tang, on their behalf.

Mr Tang thanked the management for the presentation watch and expressed his wish that he might continue to serve the Company for many years to come.

Haji Abubakar bin Haji Sakir, Helmsman of the launch Magriet, joined KPM on 1st May 1927. However, as 1st May was a public holiday in Singapore, the party held in the office in honour of his 45 year jubilee was held on 10th May. The party was attended by management staff, as well as Haji Abubakar’s colleagues both from the office and from Company launches.

Mr J. Wiss, Operations Manager, made the introductory speech, part of which was in Malay. He traced Haji Abubakar’s very active years of service with the Company during the past 45 years.

Haji Abubakar bin Haji Sakir, Haji Abubakar, replying in Malay, expressed his thanks, and encouraged the younger people present to work hard and follow in his footsteps in serving the Company.

Mr E.A. Postuma read messages of congratulation sent by Managing Directors, and presented Haji Abubakar with a Gold Watch on their behalf. Mr Wiss presented him with a wall clock on behalf of the staff of the Operations Department.

IN AMSTERDAM

Mr J. Proost

Shortly after the war, KPM and JCJL decided to establish their own medical department. Mr J. Proost joined the Company as attendant to the Medical Adviser on 6th May, 1947.

As almost all our Home and Floating Staff have to be passed by the Medical Department before commencing service with the Company, or resuming service after leave, Mr Proost is well-known to most of them. His friendliness and spirit of service are reflected in the swift help he is always ready to give, even outside formal consulting-hours, when someone working in "Het Scheepvaarthuis", is in sudden need of medical attention.

Mr Proost expressed his wish, that as little attention as possible be given to his silver jubilee. Consequently, it was simply celebrated by a small “rijsttafel” luncheon party on 6th May which was also attended by the former Medical Adviser, Dr. C.A. Adamse. Before the luncheon, he was presented with the Gold Jubilee Watch, in Mr Groeneveld’s room.
ANYTHING AMISS?

This photograph is one that RIL seamen will not wish to see too often! Showing the bow-wave of a ship that is proceeding at full speed, it reveals the bulbous bow protruding well above the water line, an indication that the ship is far from fully loaded; in fact it is not earning its keep. Do not assume however that RIL has come upon hard times. On the contrary, this photograph was taken aboard Strait Nassau—the very latest addition to the RIL fleet—while she was undergoing her trials early in April.

A PILOT’S TALE!

Last month in RIL Post we featured the port of Tauranga. As a sequel, we publish this amusing tale of the Van Cloon, the first Company vessel to visit Tauranga in 1958.

Pilotage is compulsory for overseas vessels entering Tauranga Harbour. Entry to the Port was through a narrow and winding channel—now vastly improved—and restricted to twenty minutes after high or low tide; no tugs were available. On arrival, ships anchored off and waited for the pilot to board.

Van Cloon arrived off the Port mid-morning, and sighting no waiting pilot boat, the Captain proceeded to pilot himself into the harbour and drop anchor in the channel just short of the wharf.

The thunderstruck pilot—now Harbourmaster—boarded the ship and removed her smartly outside to the anchorage to await the proper time for entry.

When we asked the Captain how it happened he replied, "the Bay just inside the harbour where he dropped anchor was called Pilot Bay and it seemed reasonable that this was the place to pick up the pilot." "Anyway," he exclaimed "the ship was built for the rivers of Indonesia and after those, this was simple!"

FAMILY NEWS

Weddings
Mr Tang Shiu Sang (HK HO IMD) to Miss Yuen Kam Sim on 9th April.
Miss M. Hayashi (Nagoya) to Mr Mamoru Sakakibara on 10th May.
5th Engineer A.M.H. Pagnier (Straat Napier) to Miss I.C. de Boer on 10th May at Amsterdam.
5th Engineer G.T. Bouwman (Leave) to Miss C.M.Th. Veijgen on 24th May at Vlissingen.
4th Engineer W.K.C. du Bois (Leave) to Miss J.A. van den Akker on 26th May at Woerden.
3rd Engineer H. Knip (Leave) to Miss J.M. Heldingen on 2nd June at Delft.

New Arrivals
2nd Officer W. Jipma (Tjiwangi); a daughter, Mananna, on 24th February at Sydney.
Santokh Singh (Singapore); a son, Sukhbeer Singh, on 5th April.
Mr M.A. Froomes (Melbourne); a son, on 7th April.
Mr R.H. Jeffries (Melbourne); a son, on 19th April.
Sulaiman B. Moideen (Singapore); a son, Kumarulzaman B. Sulaiman, on 30th April.
Francis Lau Pak Ming (HK HO TD); a daughter, Lau Pik-Yee, on 13th May.
3rd Engineer A.J. Gulmans (Leave); a daughter, Linda Christina, on 15th May at Souber.
Mr P. Kingsmill (Sydney); a son, Brett, on 20th May.
3rd Engineer H. Blok (Straat Agulhas); a daughter, Corine, on 24th May at Scheveningen.
2nd Officer J.V. Mulder (Leave); a son, Gert Jan, on 28th May at Middelburg.

SENSE OF HUMOUR

"Towards the end of April, Durban booked Strait Fushimi to load cloves at Zanzibar for Singapore. A day or so prior to arrival at Zanzibar, the shippers informed Durban that the cargo was not available. Strait Fushimi, en route in the Mozambique Channel, was re-directed to Singapore. Then, consignees informed us that they expected the cargo to be ready in time after all, and requested that Strait Fushimi should maintain her Zanzibar call.

To cut a long story short, Strait Fushimi zig-zagged the coast and finally proceeded to Singapore without the cloves. Chief Officer R. Edesen's sense of humour never failed him; from Singapore he sent us a postcard inscribed, "Greetings from Zanzibore", signed, "Strait Fushimi"."
Judging by facial expression, deep concentration was the secret of successful bowling when Ho Kai Chiu of VZ B team (right), and Dick Linggo of the winning ND team (left) gained the highest individual game scores, each securing 214 out of a possible score of 300.

It was a hotly contested final between ND and MH which capped the fourteen week inter-departmental tournament. ND, after losing the first game to MH and winning the second by only one pin, scored a determined victory by winning 103 points in the final game. Members of the winning team were, Evert Aalberts, Dick Linggo, Joop Bos, and Harry Kerkmeyer.

The overall result of the tournament: ND the winner with 35 points; MH a close runner up with 34 points. Joint third were a valiant Control/EDP, and a determined TD, each with 33 points. The individual highest average was gained by Ho Kai Chiu; runner up Peter Dingemans. The highest overall average went to Hans de Boer; runner up once more, Peter Dingemans.

PERSONALITIES
Mr W. Bakker (HK HO TD) made a short business trip to Bangkok in mid-May, followed by a two week business trip to Singapore, returning on 7th June.
Mr D. Kuiken (Marine Superintendent) left Hong Kong on business on 15th May for Singapore, Australia and New Zealand. On 25th May, Mr W. Boogerman (Personnel Manager) made a brief business trip to Tokyo.
On 5th June, Mr K. Groeneveld arrived in Hong Kong, returning to Amsterdam on 17th June.
Mr G. Kasteleijn (Managing Director) left Hong Kong on 6th June for a business trip to South America.

KEEPING STRAAT NAGASAKI SHIP SHAPE

At first glance there seems little unusual about this sling of cargo, being loaded aboard Straat Freetown when she made her regular call at Takoradi late in April. However we are told that these sacks contain Pueraria Seeds, the first shipment ever to be made from Ghana. These seeds are usually shipped in small quantities, but this sling was part of a 25 ton load, destined for Singapore.

(A Meurs, Manager Takoradi)
NEW PERSONNEL

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

Mr. H.J.B. Herzog 4th Officer
- U.J. Algra
- H. van Woerkom
- V. Holland
- J.M. Hegeman

SUCCESSFUL EXAMINATION

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

Mr. J.J. Kol 2nd Officer Th.I 27-4-72
- J.W.J. Soenerveld 1st
- J.M. Groenendijk 2nd
- M.A.R. Zielstra 2nd
- D.P.J. Brugman 2nd Engineer Th.C 25-4-72
- H.L. Uijl 2nd
- W.P.J. Kooyman 3rd B 17-4-72
- A.F.M. Doove 5th A 5-5-72
- R.J. Keizer B 5-5-72
- J.H. Weggen A 15-5-72

LEAVE

Mr. H.L. Brandes Chief Officer
- R.A. Corten
- R. van Wilgenburg
- D.F. van Woerdékom
- P.D. Algra
- C.J.G. van den Hurk
- J.A.J.P. van Riet
- H. André de la Porte 3rd
- G.J.A. van den Berg
- H.A.J. te Boekhorst
- F.H. Bregman
- G. Carstens
- P.P. Nolten
- A.E. Rouffaer
- B. Feyen 4th
- D. van Huizen 2nd Engineer
- P.L.C. de Kundert
- N. Poort
- D.W. Bras 3rd
- A.W. Huve
- E.B. Saalmink
- F.J. van der Westen
- C.J. van der Have 4th
- E.A. Hoebeke
- J.J. Heedemakers
- J.A. Nieuwenhuis
- H.C. Starn
- G.J. Dekker 5th
- G.T. van der Schaaf
- T.J.R. Topée

Those who returned are: posted to

Mr. F.G. van Amersfoorth Chief Officer
- J. de Boer
- J.M. Jansen
- F.E. de Nieuwe
- W.Th. Broeder 2nd
- J.A. van Es
- H.W. Lijding
- F.J.H. Roelofsen
- L.J.M. Bauman 3rd Officer
- P. Bootsman
- U.C.J. Brand
- W.E. Croyton
- E. Dam
- J.G. van Delden
- J.F.E. van Dijk
- F.R. Kaleveld
- C. Oudendijk
- P. Talsma
- R. de Best 2nd Engineer
- A.C.M. Blijlevens
- H. Blok
- F. Boquer
- J.W. Boiden
- A.J. Smits
- T.J. Veenstra
- P.A. Weenink
- R.J. Meijer 4th
- P.H. de Bruyn 5th
- Th. Burger
- J.M.A. Frings
- L.R. van Hilst
- J.E. Wijnants

TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS

Captain F. List, Master of STRAAT NAGOYA went on home leave.
Captain B. den Hoed, Master of STRAAT HONSHU was transferred to STRAAT NAGOYA.
Captain P.L. Eichhorn was posted to STRAAT HONSHU following home leave.
Captain P. Maas, Master of STRAAT RIO went on home leave.
Captain G.P. Proper was posted to STRAAT RIO following home leave.
Captain J.G. ten Böhmer, Master of STRAAT FREMANTLE went on home leave.
Captain G.E. Kaersenhout was posted to STRAAT FREMANTLE following home leave.
Captain P. Starkenburg, Master of STRAAT FREETOWN went on home leave.
Captain A.N. Kloots was posted to STRAAT FREETOWN following home leave.
Acting Captain P. Cox, Master of STRAAT LUZON went on leave.
Captain J. Bruin was posted to STRAAT LUZON following home leave.
Captain M.J. Taal, Master of STRAAT JOHORE went on home leave.
Captain A.J.M. Michielsen was posted to STRAAT JOHORE following home leave.
Chief Officer P. Hoogland was posted as Acting Captain to TJITARUM following home leave.
Chief Engineer G. Zweegman of SAFOCEAN AUCKLAND went on home leave.
Chief Engineer J. Verdonk was posted to SAFOCEAN AUCKLAND following home leave.
Chief Engineer J. Birza of STRAAT AGULHAS went on leave.
2nd Engineer J. Schat was posted as Acting Chief Engineer to STRAAT AGULHAS following home leave.
Chief Engineer D.J.B. Valk of STRAAT HONSHU went on leave.
Chief Engineer J. Janssen, Chief Engineer was posted to STRAAT HONSHU following home leave.
Chief Engineer J. van Willigen of STRAAT BALL went on sick leave and subsequently reposted to STRAAT BALL.
2nd Engineer A.A.C.M. Wouters of STRAAT BALL was temporarily appointed Acting Chief Engineer and subsequently reverted to his substantive rank.
Chief Engineer J.H. Saat of STRAAT KOBE went on leave.
Acting Chief Engineer A. Volkert of STRAAT TALBóT was transferred to STRAAT KOBE.
Chief Engineer C. van het Maalpad was posted to STRAAT TALBOT following intermediate leave. Acting Chief Engineer J. Mazereeuw of TJITARUM was transferred to TJIWANGI as 2nd Engineer. Chief Engineer J.C.S. van Bijsterveld was posted to TJITARUM following home leave. 2nd Engineer (CMK) A.J. Bongers of MUSI went on home leave. 2nd Engineer K.J.A. Bouma of STRAAT MAGEL HAEN was transferred to MUSI as 2nd Engineer (CMK).

IN MEMORIAM

It is with much regret that we have to report the deaths of the following:

K.P.C. Oosschot (retired Captain KPM) on 8th May at Malaga, aged 70.
W. Janssen (retired Captain KPM) on 27th May at Heemstede, aged 78.
J.J.C. Jansen (retired Chief Officer KPM) on 30th May at Oegstgeest, aged 60.
W. Buys (retired Captain) on 3rd June in Australia.

Radio Officer D.P. Thomassen, who worked on board Safocean Amsterdam until the end of April. Mr Thomassen had worked on Safocean Amsterdam for almost two years. We offer our sympathy to his family in the Netherlands.

PROMOTIONS

Our congratulations go to the following ship's officers who were promoted on 1st July 1972:

To Captain
J.W.F. van Hummel

To Chief Engineer
J. Schat
A. Volkert

To Chief Officer
P.D. Algra
H.J. Minderhoud

To 2nd Officer
H. de Baat Doelman
C. Oudendijk
A.E. Rouffaer
R.J.A. van Went

To 3rd Officer
J. van Aalsburg
J.A.M. van Raamsdonk
P.L. Rollingswier
M.A.Th. Roodvoets
W.F. Weerman

To 4th Engineer
A.F.M. Doove
R. Gast
R.J. Keizer
R.S. Sikkes
J.L. Streur
R. Wiegers
J.E. Wijnans
C.J. Zomerdijk

TEN YEARS AGO

From RIL Post, 1st July 1962

VERSATILE!

"An amusing incident took place at Her Majesty's Theatre in Sydney when Captain H. Pronk and Chief Engineer Th.M.J. Effring of m.v. Tjiliwong went to see the musical "My Fair Lady".

Halfway through the show, the lights failed. The manager of the theatre came on to the stage carrying a battery lamp, and asked if any member of the audience understood electricity. Captain Pronk and Chief Engineer Effring were surprised when a loud voice behind them said "Me plenty savvi electricity, me long time electrician RIL ships, I think I can do".

His offer of help accepted, the electrician (m.v. Tjiliwong) insisted on going onto the stage, and that the audience must applaud. The audience, delighted at this extra entertainment, clapped their hands vigorously and as they did so the lights flashed on. Holding up his hands to stop the applause, the Chinese electrician said: "In China we have very old proverb saying 'Many hands make light work'".

HOLLAND IS HERE

This stand was part of the RIL display at the 'Holland Is Here' trade exhibition, which was held in Hong Kong's Ocean Terminal in mid-June.
Since the time of King Solomon, merchants from India, Arabia and the Gulf have traded with the coastal peoples of East Africa. Still today, every spring with the advent of the monsoon winds, dhows of changeless design set out from their homelands, with East Africa's modern ports as their destination. Perhaps their most important port of call will be Mombasa.

Unlike RIL ships in the EA FS, EA AS, CHE AS, AN ZS and GE SAS which also count Mombasa among their ports of call, the dhows do not anchor in the well-equipped modern port, but shelter in the Old Harbour. Mombasa, Kenya's chief port, is the gateway to an ever expanding inland market of over seventeen million people. For this reason, it is as attractive to the dhow traders as to modern shipping lines.

The dhows' outward journey begins in late December/early January. With their magnificent sails exposed to the 'kaskazi' (N.E. Monsoon), the dhows make swift progress. The cargoes they bear are traditional ones; dates, salted fish, salt, Mangalore tiles, Arab chests and most famous of all, Persian rugs and carpets.

At the peak of the dhow season—January till April—Mombasa's Old Harbour is a fascinating sight. The atmosphere is one of feverish activity, as crew members load and unload their wares, while others are busy painting and repairing their vessels. In the old days, it is said that three hundred dhows could be seen at once in the Old Harbour. More recently, as many as seventy have been seen at one time. Less numerous are the smaller Lamuen dhows, which sail up and down the coast between Lamu and adjacent islands.

The dhow trade is famed above all for the exquisite Persian rugs and carpets, which are hauled ashore each season at the Old Harbour jetty. The carpets are taken to the Customs House above the jetty and traders assemble there to buy direct from the dhow Captains. Duty is then paid to the customs according to the purchase price. This way, traders and individual buyers have a chance to buy carpets cheaper than in town, but without expert knowledge or advice the buyer is taking a risk.

With the arrival of the 'kusi' (S.W. Monsoon) around April, the dhows must begin their return journey. Loaded with coffee and tea, grain, copra, timber and charcoal, they set out once more under full sail.
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.

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HOLLAND IN HONG KONG
Home staff in Hong Kong were feeling slightly nostalgic when an exhibition called 'Holland Is Here' came to the Ocean Terminal in mid-June. RIL was well represented on the Air/Sea Travel Stand (see page 137). Miss Josephine Ling of MH Air & Sea Travel Department said she had received many inquiries, especially about passenger routes to Australia and around the Far East.

RIL Air and Martinair also had displays at the exhibition along with Ruys Aeronaut.
Royal Interocean Lines  (Koninklijke Java-China-Paketvaart Lijnen N.V.)