

RIL Post

Volume 21 Number 2

A monthly staff publication of Royal InterOcean Lines





During 1954 and 1955 Tjiwangi and Tjiluwah carried 70,000 passengers.



Australian Passengers Mr & Mrs Absolom photographed early in 1973 after being presented with this model—a souvenir of their 12 round trips on Tjiwangi.



Above and below decks were passengers returning to their homeland or seeking a new life overseas.

Tjiwangi passengers from Australia get a rousing welcome in Japan.



FAREWELL TJIWANGI

So many RIL staff have personal recollections of the Tjiwangi that it should be possible to dramatise the events for publication as a paperback (and if some of the stories the writer has heard are true, there would be no problem in disposing of the film rights!). However in order to review Tjiwangi's twenty two years of service in a more factual light we will quote from a few Annual Reports starting 1954, three years after she was commissioned—in the heyday of passenger travel in the Far East.

During the years **1954-1955** the Tjiwangi and Tjiluwah carried more than 70,000 passengers (including deck passengers travelling with saleable goods for the markets of Hong Kong and Canton; rattan baskets of vegetables, bicycles, and wooden tubs filled with live fish were just a few of the commodities which filled every square foot of deck space in those days).

The boom continued until

1958

The clockwork regularity of our Tjiwangi/Tjiluwah sailings was disturbed by the political events in Indonesia which compelled us to suspend the normal HSIS itinerary for nearly 2 months.

The transport of Gurkhas and their families came practically to a stand-

FLEET FACTS

The efforts of the Bunkering Committee and all concerned have resulted in an orderly bunkering situation which remains under continuous surveillance.

As from **Straat Futami/28**, which sailed from Japan 20-12-73, all SAFS vessels will be in DMO voyage. In order to make additional time for DMO all SAFS-M vessels will proceed in the subsequent SAFS-E voyages; SAFS-E vessels will proceed in the subsequent SAFS-M voyages. As a result, there will be no mid

March SAFS-M sailing westbound from Japan and no SAFS-M sailing eastbound from Durban and L. Marques in April.

In December **Straat Lagos** was transferred to ASTS. **Nieuw Holland** will inaugurate the AISS on February 23rd following her last voyage in AJHAS. **Tjiwangi** was delivered in Singapore, to new owners, at the end of January.

still . . . British trooping vessels are now taking care of these movements and as long as they remain a regular sight in Far Eastern waters we do not expect any sizeable bookings of these groups of military personnel.

The former rather impressive volume of deck passenger travel has been reduced to a trickle . . . 3rd class carryings substantially decreased . . . restrictions on re-entry permits for Singapore and Malaya, tightening up of import regulations by the Chinese Government.

Student traffic to China was affected by the establishment of the Nan Yang University in Singapore which largely met the aspirations of Chinese students from Malaya/Singapore . . . only 500 students travelled to China (1957: 1,080).

The Singapore/Indonesia traffic was described thus:

In view of our superior Tjiwangi and Tjiluwah and the regularity of sailings, our share in this traffic has been rather good.

However the net result overall was a drop from the mid fifties figure of 70,000 to 27,000 passengers carried in the years 1957/1958.

1959

The Tjiwangi/Tjiluwah sailings were extended, in May, to Japan where both vessels have become popular. 1st Class support improved during the year.

The interinsular passage fares in Indonesia were increased by 25% for 1st Class accommodation with shower, while normal 1st Class fares only (!) increased by 20% . . . maintenance charges were increased and vary now between £2-2-0 and £3-2-6 per day.

Results in this service were very good. Especially in the season sailings, March-October incl., 1st and tourist accommodation as a rule were fully booked.

1960

AJHAS was inaugurated and maintained by Tjiwangi/Tjiluwah . . . the only service in the Australia/Far East run operating on a fixed schedule basis.

1961

3rd Class deck-with-stretcher accommodation was popular particularly among Australia-bound Chinese students and also white Russian migrants from China who, under sponsorship of the U.N. Refugee Organisation, settled in Australia.

The peak of this type of traffic was reached in 1964 when 3rd Class earnings doubled the '63 figures.

1969

February: 3rd Class accommodation on Tjiwangi was closed. In September passenger accommodation was closed on those vessels having a carrying capacity of less than seven passengers. In November the Tjiwangi made a 2 week New Zealand cruise which proved to be a success.

1971

Passage earnings decreased but the AJAS vessels Tjiwangi and Tjiluwah maintained their position in the Australia-Far East passenger trade. In addition these vessels carried an increased number of Australian coastal passengers.

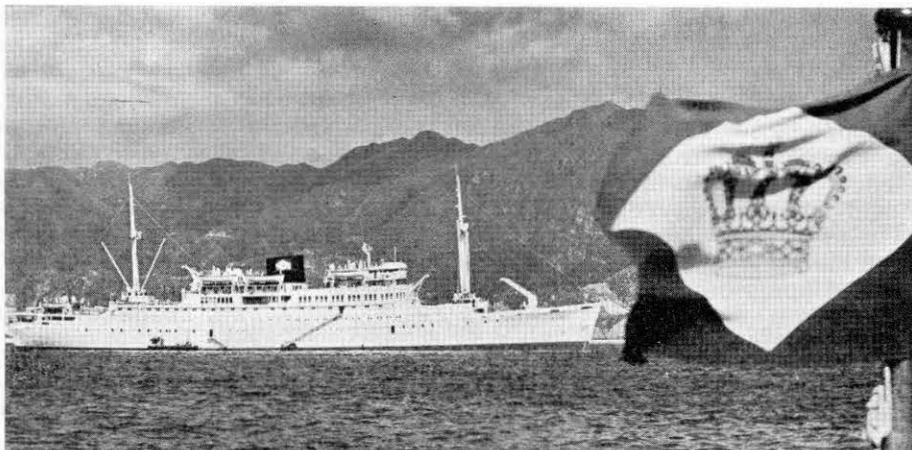
1973/4

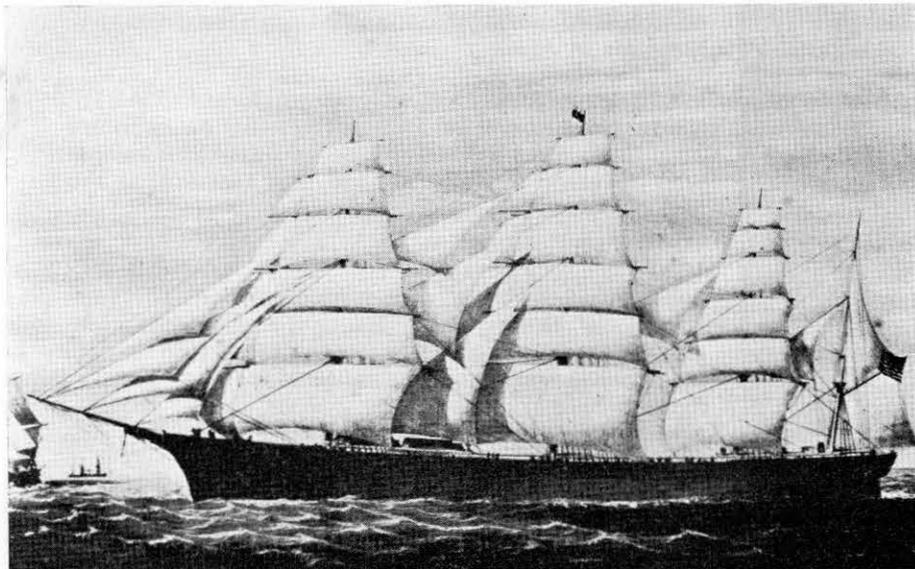
In mid December 1973, Tjiwangi set sail from Sydney with 143 passengers aboard on her last voyage to Hong Kong. On 18th January as she put into Hong Kong harbour for the last time, Captain D.C.M. van der Kroft paid tribute to this, the last of the 'white sisters'.



One of the many group photographs (this one taken in 1967) which epitomize the spirit of goodwill aboard Tjiwangi.

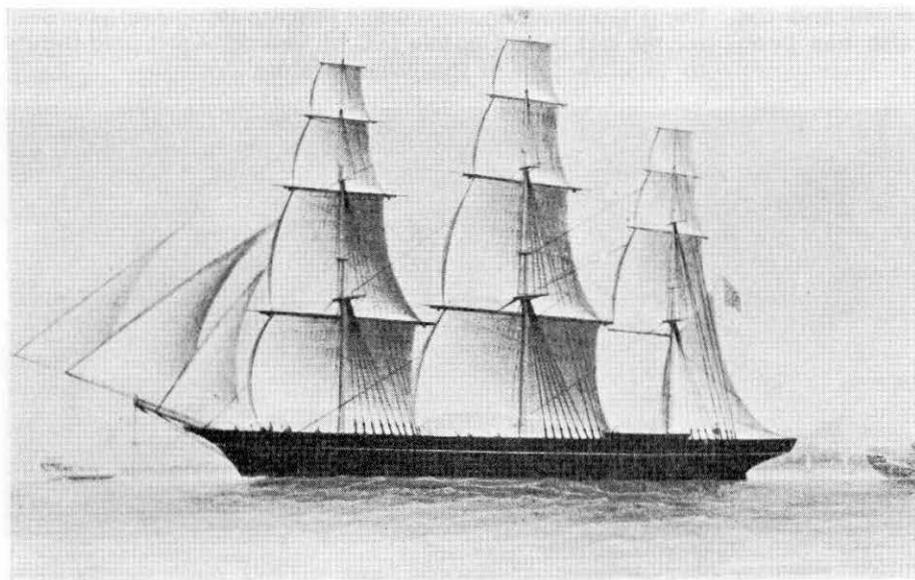
Cargo is the lifeblood of shipping companies, but container ships and cargo vessels will never evoke the nostalgia and sentiment aroused by the passing of Tjiwangi





The 4556 ton *Great Republic* launched in 1853 — the biggest wooden ship ever built.

The clipper *Sea Witch*, 907 tons, built in 1846 for the China trade.



THE SWAN SONG OF SAIL

On January 24th, 1848, a workman spotted a nugget of gold in the raceway of a sawmill in the inland country north of San Francisco. It took a while for the news to filter out but, when it did, it triggered a vast movement westward. Many elected to go all the way by sea, without turning a hair at the thought that between them and Eldorado lay a six month voyage which included a fight through Cape Horn's howling gales.

Almost two decades earlier, Baltimore architects had started to streamline the three-masted merchantmen, deflating her round bows and slimming her pot belly so that she could take part in the long China run and give American merchants an edge over European competition. Vessels were created which with their impressive spread of sail and fine lines, including the famous concave bow and semi-elliptical stern, qualify to be called clippers. Then came the electrifying news from California and so began that epic romantic age when the sea was ruled by its most beautiful queens, the full-fledged clipper ships.

For five years or so after the start of the Gold Rush any vessel putting into San Francisco, loaded with goods in short supply, could pay off her total building costs with the profit on that one run alone. Owners were no longer interested in ships designed to hold enough cargo to guarantee a reasonable return—let them carry half as much, but complete the voyage in record time.

A clipper's soaring masts, forest of spars and acre of canvas cost a fortune, and less could be stowed in her slender hull than in the traditional merchantman, but she could get from New York to San Francisco in 100 days—instead of more than 6 months. Under good conditions, with hard driving, clippers could reach 18-20 knots—and their skippers drove them like men possessed!

Moreover there was a solution to the limited capacity of a clipper's svelte hull—bigger clippers. The ship generally considered the first true clipper, *Rainbow*, built for the China trade in 1845 rated 750 tons; in 1853 the sensa-

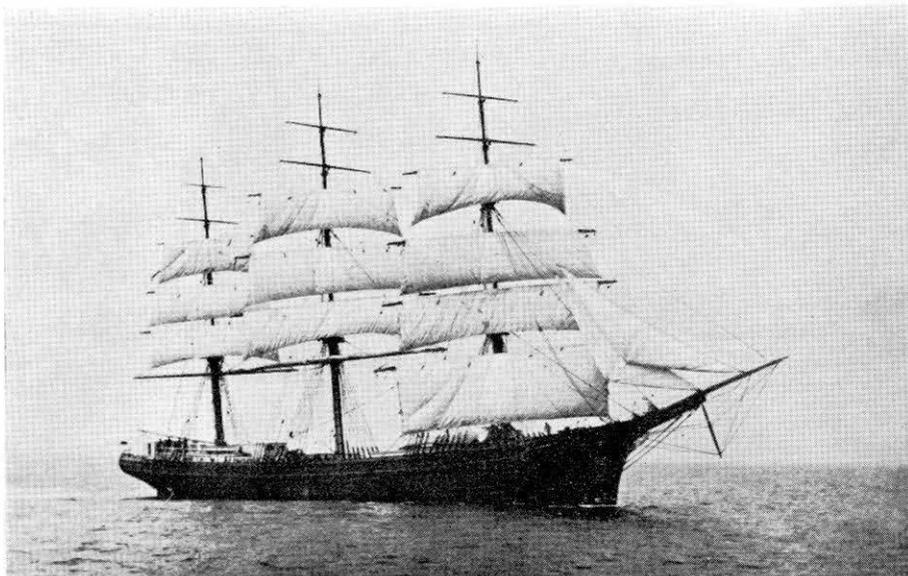
tional 4556 ton *Great Republic* was launched, the biggest wooden ship ever built.

The great ships raced to California, but that was only the smaller part of their role; from there they pressed on in ballast to China where they had no trouble snatching cargoes away from the British East Indiamen. In 1851 news came of gold in Australia and the American clippers rushed starry-eyed prospectors out to Melbourne. But by 1855 things—and freight rates—returned to normal. It was a body blow to the costly ships and six years later the changing conditions brought about by the American Civil War also brought to an end the hey-day of the Big Clippers. 'With lofty rig cut to cautious dimensions, with once glistening deck and topsides scarred and neglected, they limped about the seas under foreign flags'.

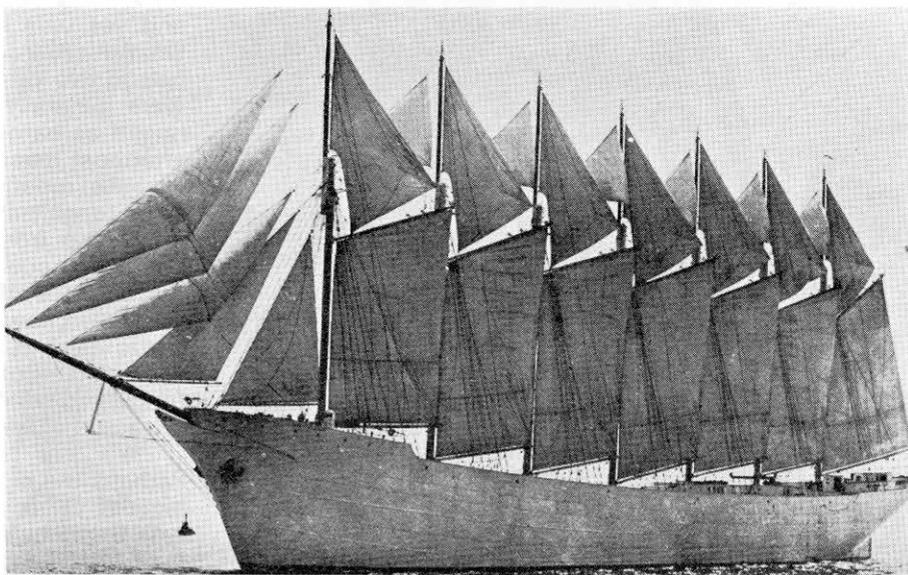
Yet even though the Queens had gone there came a time for Princesses—the 1,000 ton clippers which were built by the English to regain the China tea trade, loading in

Hong Kong or Canton then racing to London to get their cargo in at the top of the market. However the completion of the Suez Canal in 1869 opened the China trade to steamers which no longer had to reckon with the long circuit of Africa whose shores offered no place to recoal. During these years steam was busy elbowing sail off the seas everywhere. Yet wind jammers were stubborn and continued their last ditch stand. The key figures in their struggle for survival were the hard working 'down easters' the cheap multi-masted schooners, and the monster iron-hulled barques and barquentines.

The down-easters were superb ships—fast, handy, able to carry plenty of cargo and yet be operated economically. They were born early in the 1860s, when it was discovered that the grain produced by California's sun-drenched valleys was so hard and dry it could take the fourteen thousand-mile voyage around Cape Horn to Europe without spoiling. To carry it, Maine architects designed, and Maine shipyards built, the down-easters, which some naval historians consider the finest all-around sailing merchantmen ever created. They weren't as sharp as the great clippers nor as heavily sparred, but they were fast enough, better sailors, had far greater capacity, and needed far less crew. For the down-easter had the benefit of some belated but crucial improvements in rigging: bulky, short-lived hemp had now given way to slender, durable wire; top-sails, which over the centuries had swelled till they were now bigger than the main courses, had been sliced horizontally into an upper and lower topsail of a much more easily handled size; and steam-driven winches allowed a mighty cut in the amount of muscle needed aboard. The down-easters proved so useful they were soon operating everywhere, carrying the sort of cargoes a steamship wouldn't touch because they were too cheap or too messy or came from areas where coaling stations were few and far between. A case in point, for example, is guano, a precious fertilizer in the days before the chemist came to the aid of the farmer. Guano was found off the coast of South America, particularly Peru, where certain tiny islands, by



The down-easter Samuel Skolfield, 1590 tons, built at Brunswick Maine in 1883. The steel hulled Thomas W. Lawson, 395' long and 5218 tons. Her schooner rig and mechanical aids enabled her to manage with a crew of only 16 men.



being the haunt of sea birds for centuries, had acquired literally mountains of powder-dry droppings. Down-easters hauled much of the invaluable but unsightly stuff to the four corners of the globe.

Along the coasts of North America schooners, especially the big three-masted versions, successfully fought against the competition of steam until well into the twentieth century. Many were designed with centerboards to enable them to operate in shallow waters. Furthermore, naval architects became aware that a schooner could be made longer and given more masts without a corresponding increase in the number of deckhands needed. In 1880, the four-masted version made its appearance, a year later five-masters were being turned out, and soon after that six-masters. In 1902 even a seven-master came off the ways, the *Thomas W. Lawson*. It didn't prove too successful, however; six masts seems to have been the upper limit for a schooner that was to earn its pay and not be a mere showpiece.

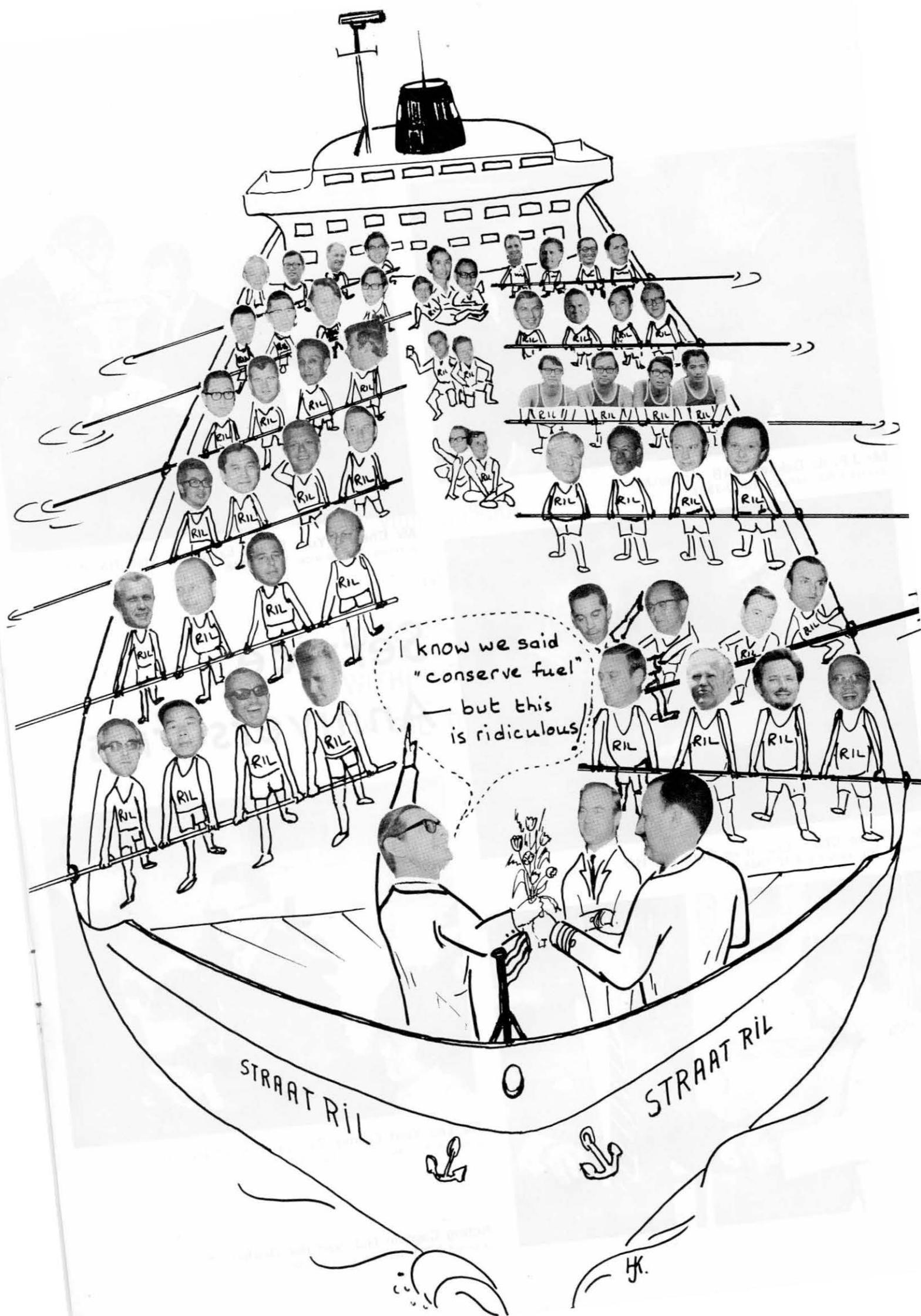


The iron barque 'Macquarie' built at London in 1875. She was 270' long, 40' wide, 24' deep in the hold, and her registered tonnage was 1975.

The *Thomas W. Lawson* is a good example of the impressive dimensions the sailing merchantman reached before it gave up the ghost. What made these possible was a new building material: iron. Since a naval architect working with steel wasn't hampered the way his predecessors had been by the limitations of wood, he was able to design hulls long enough to carry huge cargoes and yet narrow enough to move easily through the water. And the use of wire enabled him to work out a rig that drove these monsters along almost as fast as a clipper and yet was much more efficient and needed a much smaller crew—an important consideration in a ship that had to live off the leavings of steamers. The new ships were generally given more than three masts and were rigged as barques, that is, with fore-and-aft sails on the aftermost mast. They had no such frills as studdingsails, skysails, moonsails, and the like; only main courses, topsails, topgallants, and royals. However, since these were now hung from strong and rigid steel yards, they were able to be cut so broad that they offered to the wind all the expanse of a traditional sail plus its studdingsails. Moreover, now topgallants as well as topsails were sliced horizontally in half to make two easily handled shallow sails instead of a single clumsy deep one. It all added up to sails of smaller area and fewer of them, but increased drive and efficiency.

Perhaps the biggest of these steel-hulled giants—and the biggest sailing vessel, therefore, ever to sail the seas—was Germany's *Preussen*, built in 1902. She was 433 feet long and 54 feet wide, which gave her a cavernous maw able to hold eight thousand tons of cargo. She had five masts with six sails on each (she was ship, not barque-rigged) and, in addition, fifteen to eighteen various fore-and-aft sails—a total of 60,000 square feet of canvas, yet, for it all, she needed a crew of only forty-seven officers and men, of whom at least four cooked and served and rarely if ever handled a line. A scant eight years after her launching, some squat tramp steamer slammed into her, and that was the end of this great lady.

After World War I, the family of large sailing ships shrank steadily. Some sturdy members, owned by shrewd operators and captained by gifted skippers, still found a way to earn their keep. But most bowed out, some by shipwreck but many by rusting away at a dock and then meeting an ignominious execution in the scrapyard. World War II decimated the already painfully thin ranks. Today there are only a handful still alive, most serving as training ships in various navies and it looks as if their days, too, are numbered.

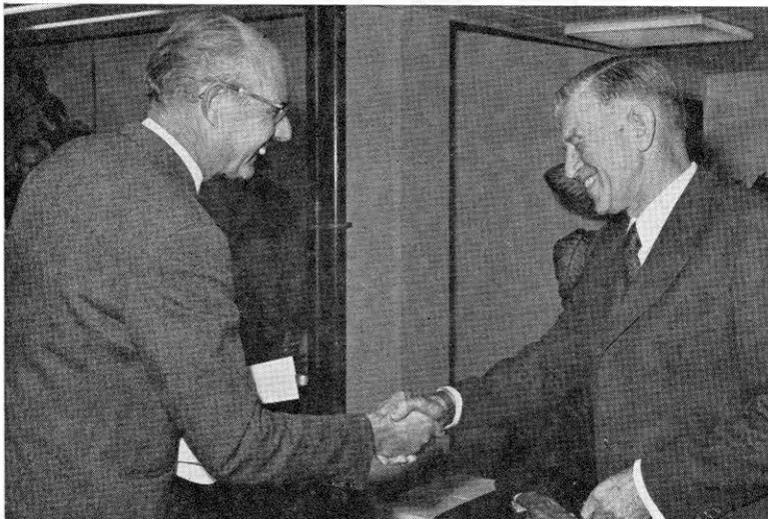


I know we said "conserve fuel" — but this is ridiculous!

STRAAT RIL

STRAAT RIL

H.K.



Mr J.F. de Bakker: TAB, Rotterdam.
entered RIL service 14-12-1933.



Mr Cheung Yuet Shing: Executive Staff HK HO.
entered RIL service 18-11-1948.



Mr William Chan: Executive Staff HK HO.
entered RIL service 1-10-1948.

Service Anniversaries



Mr Lee Yuet Chung: Executive Staff HK HO.
entered RIL service 28-12-1948.

Acting Captain G.J. van der Heiden.
entered KPM service 27-11-1948.

your pull-out

**GUIDE
TO NSU COMPANIES
WITHIN THE AREAS
OF RIL OPERATIONS**

NSU COMPANIES (Outside Europe a

JAPAN

HONG KONG

SINGAPORE/MALAYSIA

NEDERLANDSCHE
SCHEEPVAART
UNIE N.V.

RIL HOLDINGS
(FAR EAST) LTD.

HEAP ENG MOH
STEAMSHIP CO.
PTE. LTD.

100%

40%

100%

KONINKLIJKE
NEDLLOYD b.v.

ROYAL INTEROCEAN
LINES K.K.

EUROBRIDGE LTD.

SOON BEE
STEAMSHIP CO.
(SING.) PTE. LTD.

DELTA STEAMSHIP
CO. S.A. (BRANCH)

50%

100%

100%

KONINKLIJKE
JAVA-CHINA-
PAKETVAART
LIJNEN b.v.

NAGOYA
EUROBRIDGE
AGENCY LTD.

R.I.L. (HONG KONG)
LTD.

INTEROCEAN LINES
(S.E.A.) SDN. BHD.

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RILAIR (SINGAPORE)
PTE. LTD.

CHARTAIR EUROPE
b.v. (JAPAN
BRANCH)

100%

60%

RUYS
TRANSPORT
GROEP b.v.

LISSENE LINDEMAN
INTERNATIONAL
(JAPAN BRANCH)

100%
RILAIR (HONG KONG)
LTD.

100%
K.P.M. LIJNEN b.v.
SINGAPORE/TIMOR
DILLY SERVICE

100%
LISLIND
INTERNATIONAL
(SINGAPORE)
PTE. LTD.

CHARTWELL TRADING
AND INDUSTRIAL
RESOURCES LTD.

SCHEEPVAART
UNIE REIS EN
TOERISME
GROEP b.v.

* not yet incorporated

ADMINISTERED
ON BEHALF OF
ASSOCIATED
COMPANIES

IN RIL AREAS (and U.S.A.)

AUSTRALIA/NEW ZEALAND

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75%

SMIT-LLOYD (AUSTRALIA) PTY. LTD.

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INTEROCEAN SWIRE PTY. LTD.

100%

JOINT SHIPPING MANAGEMENT LTD.

100%

JACKSON & SPRING PTY. LTD.

28-33%

SEABRIDGE AUSTRALIA PTY. LTD.

LISLIND INTERNATIONAL AUSTRALIA OFFICES *

AFRICA

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100%

CAPRICORN LINES (PTY.) LTD.

50%

SAFOCEAN (PTY.) LTD.

100%

HOLLAND WEST AFRIKA LIJN b.v. (W. AFRICA BRANCH)

100%

ST. AUDLEY INVESTMENTS (PTY.) LTD.

TRAVEL BUREAU LISSONE LINDEMAN PTY. LTD.

JOHANNESBURG

AFRICA GULF SERVICE

ARGENTINA

CIA. ARGENTINA TRANSOCEANICA S.A.C.I.F.M.

100%

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DIRECTLY ADMINISTERED BY NSU RIJSWIJK

48-9%

AVANTE S.A. PRODUTOS ALIMENTICIOS

BRAZIL

100%

ROYAL INTEROCEAN DO BRASIL NAVEGACAO LTDA.

ROYAL AIR DESPACHOS AEREOS LTDA.

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AGENCIA HOLANDESA DE NAVEGACAO LTDA.

BEIRA

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NEDLLOYD EAST AFRICA (PTY.) LTD.

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your pull-out

**GUIDE
TO NSU COMPANIES
WITHIN THE AREAS
OF RIL OPERATIONS**

FROM SWINGS TO BINGO — in SINGAPORE

reported by Miss P. Wee Nga Suan



A treasure up a tree?

It was a rainy season but the sun shone brightly as the INTEAC Picnic got underway in the grounds of Pasir Ris Hotel where colourful streamers and balloons swayed decoratively to set the mood for a fun day.

Staffmembers turned up in full force together with their families. A mini-funfare was set up to cater for the children who thoroughly enjoyed themselves at the Wheel of Fortune, Hooping the Bottles, Pinning the Donkey's Tail etc. where prizes were easily won amidst squeals of delight. The adults were no less responsive to the games organised and fun and laughter was the tone of the day as staffmembers got together for a Treasure Hunt, Elimination Dance, and a Forfeits Game.

Those who preferred a swim took to the sea while yet others lazed on the beach soaking up the sun.

The day climaxed with a Magic Show for the children and a Bingo Game for the adults. The latter saw three lucky winners walking away with a beautiful food hamper each.

As the day drew to a close it was obvious that all 370 people present had enjoyed themselves and no greater testimony could there be than when staffmembers made enquiries as to when the next picnic would be held.



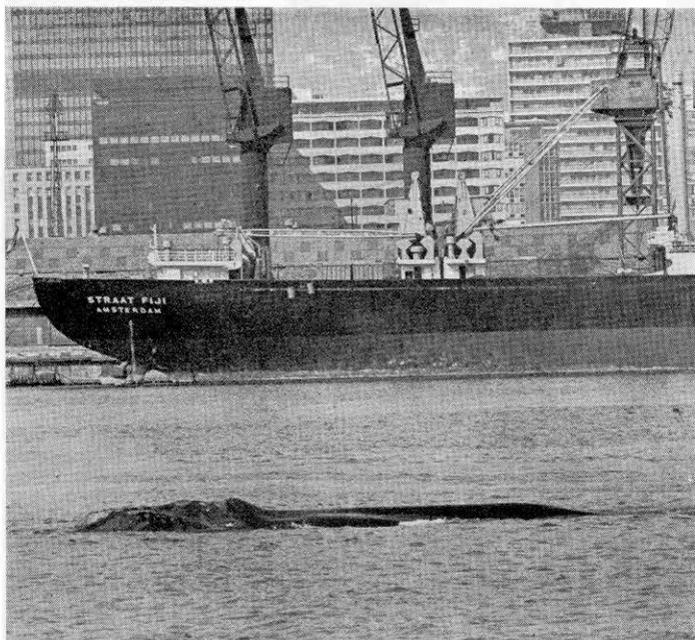
Who's for ice-cream? — a forfeit sportingly performed. Judging the performance of the forfeits was Mrs J. Balhuizen — in white dress and sunglasses — wife of INTEAC General Manager.



A section of the crowd enthralled by the tricks the Magician had up his sleeves.



DEPARTURE from Sydney on its final voyage in AJHAS was a suitable occasion for the presentation of a Papua New Guinea national flag to the Master of Nieuw Holland, Capt W.P. Schroeder, by the Sydney office of the agents InterOcean Swire Pty Ltd. After refit in Hong Kong, the ship will be employed in the Australia—Port Moresby—Indonesia—Singapore trade where the PNG flag will be used as part of the Nieuw Holland's normal complement of flags and pennants. The presentation was made in Sydney by Mr Geoff Lee (left) Operations manager of InterOcean Swire.



STRAAT FIJI offered a grandstand view of a large whale which swam into the docks at Table Bay Harbour and spent the morning ducking in and out of the water. It seemed unperturbed by ships' movements and paid no attention to launches that approached it curiously—and cautiously.

reproduced by courtesy of The Argus, Cape Town.



During his recent visit to South America, Mr H. Oike (centre) was guest of honour at a cocktail party attended by local businessmen, including Japanese clients of the La Paz Agents. Also in the photograph, *right* Mr H.J. Seebregts and *left* Mr H. Arentz (La Paz Agents).

PERSONALITIES

Mr W.K. Mink arrived in Hong Kong on January 9th for discussions at HO prior to his departure for Tokyo.

Mr D.K. Shackleton (Accountant, Durban) spent three weeks in Hong Kong before leaving for Sydney.

Mr H. Wever (General Manager, Australia) made a stop-over of three days at Hong Kong following home leave.

Mr S. Mak Chai (Exec. staff HK HO) left Hong Kong late January for an extensive period of orientation in Japan.

FAMILY NEWS

New Arrivals

Mrs S. Kanapathy (Singapore); a son, Dinesh, on November 20th. Mr Wong Yoke Khay (Singapore); a daughter, Wong Siew Lin, on November 23rd.

5th Engineer Tj. R. Topée (leave); a daughter, on December 13th at Den Helder.

2nd Engineer N. Filius (leave); a daughter, on December 17th at Oost Souburg.

Mr M.J. Wolsak (HK HO); a daughter, Annemarie on January 9th, at Hong Kong.

Weddings

4th Engineer E.J. Watz (Straat Le Maire) to Miss L.A. Noke on October 27th at Melbourne.

Mr S. Sato (Tokyo) to Miss Takagi Asako on December 1st.

Mr Ng Tet For (Penang) to Miss Pan Nyok Kim on December 2nd. 4th Officer J.L.E. Dijkstra (leave) to Miss N.J. Munneke on December 7th at Halfweg.

5th Engineer E.R. Harmsen (leave) to Miss A.G. Otter on December 14th at Halfweg.

3rd Engineer K.J. Jansma (leave) to Miss S. Meyers on December 14th at Wormer.

2nd Officer J.C. Vermunt (leave) to Miss W. Gaakeer on December 20th at Breda.

Mr Chow Tak Wai (HK HO) to Miss R. Mak Wai Ming on December 20th.

FRIENDLY SOCCER MATCH AT SHANGHAI STADIUM

Chief Engineer H.L. Frenks writes:

During STRAAT BALI's recent stay in Shanghai we visited various parts of the City; apart from some well organised sightseeing tours, arranged by Mr Su of the Seamen's Club, the officers of STRAAT MADURA and STRAAT BALI were invited to attend a friendly soccer match between the Shanghai Eleven and the Albania National Team held in the Peoples Soccer Stadium. The invitation was well received and on STRAAT BALI work soon got underway to prepare a large banner for the occasion. Taking it ashore however, proved to be a different story altogether . . . !

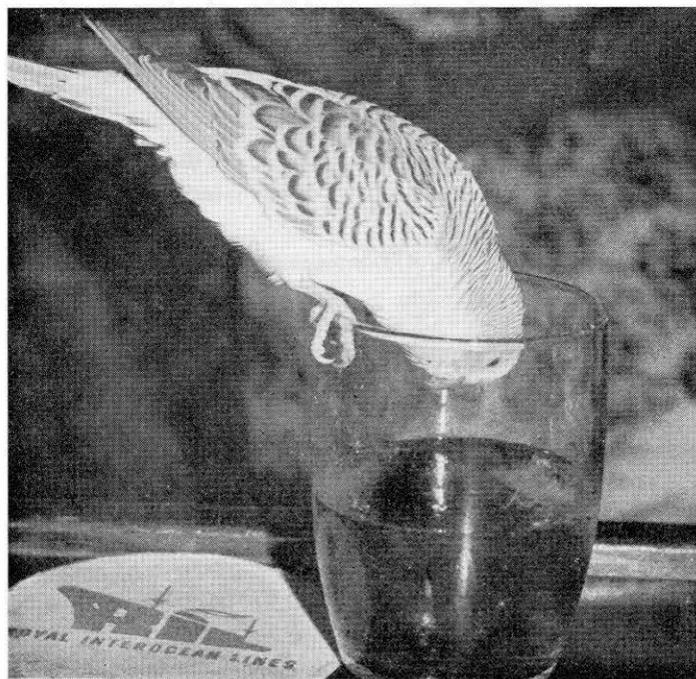
Under constant and noisy claxoning of our taxis we arrived at the VIP entrance and were shown to our seats in an already packed stadium, which seats about 30,000 spectators. It was extremely well illuminated, the 'carpet' well kept and in excellent condition. The players entered, holding hands like ballet dancers, which gave an indication of how friendly the match was going to be. To cheers and applause from our side we were told that it was a friendly match and applauding was done only when a signal was given over the loudspeakers!

Albania had no difficulty in scoring 2 goals in the first twenty minutes of the game (the second one a real beauty) and then resorted to 'show football'. Although the match ended in an easy 4-1 victory for Albania neither side could be described as very impressive.

The reference to the taxi ride, with supporters' banner, was recounted later at a private gathering—the only outsider present being the whisky-drinking budgie who can't remember anything after the first half glass.



L-R: 5th Engineer Bauritius, Ch. Officer Nuhoff, Ch. Engineer Frenks, 5th Engineer Nienhuis, Capt. de Geest, 3rd Engineer Bras.



IF YOU CAN'T CATCH THEM—RELAX MAN OVERBOARD

Memo from ship's Master to Capetown office:

We ordered by telegram ten rat traps to be delivered on board during our last stay at Capetown. Instead of the rat traps 2400 Snellerin "headache tablets" were delivered on board, specially addressed to the Captain. Although we agree that we need them on a ship like this one, we reckon that it will be better to return them during our next call, before we receive inquiring letters from our principals.

Memo from Office:

We confirm that the Ships Chandler from whom the rat traps were ordered, could not oblige. The decision to substitute headache tablets is a mystery which is being investigated.

On January 2nd the telephone operator at HO received a call from the Hong Kong & Yaumati Ferry Company. "We have a lifebelt from NIEUW HOLLAND and we want to know how to deliver it to you."

The call was put through to Nautical Department which, after observing one minute's silence in recognition of the fact that a public utility in Hong Kong had an AI public relations service, managed to piece the story together.

On New Year's Eve, NIEUW HOLLAND was moving from its Ocean Terminal berth, to a mooring opposite to HK HO, when it crossed the path of a Hong Kong & Yaumati passenger ferry. Just at that moment, one of the passengers fell from the ferry into the harbour; fortuitously Captain Schroeder saw what had happened and threw a lifebelt which hit the water only a few yards from the struggling man. The ferry boat turned about to pick up its passenger, who suffered nothing worse than a ducking in the cold harbour waters. When being congratulated on his last good deed for 1974 Captain Schroeder replied, not only was it his last good deed, it was also his first! Modest types these seagoing people.

PERSONNEL

NEW PERSONNEL

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

Mr H.S. Bonewald	Home Staff
" A.W. Kegel	Asp. Appr. Officer
" W.H.Th. Bijl	" " "

PROMOTION

Our congratulations go to the following officer, who was promoted to 5th Engineer.

Mr B.A.C. Alwijcher	as from	28-11-73
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SUCCESSFUL EXAMINATION

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

Mr E.A. Noltén	2nd Officer	I	9-10-73
" J. Klein	4th "	III	18-12-73
" J.H. Kuipers	" "	III	6-11-73
" H. Marcus	" "	III	29-11-73
" A.C.M. Blijlevens	2nd Engineer	C 1	30-11-73
" H.W.M. Veugelers	" "	C	3-12-73
" A.W. Huve	3rd "	B	12-10-73
" L. Jansen	" "	B	18-10-73
" D.A. Zuiderhoek	4th "	A	7-12-73
" B.A.C. Alwijcher	5th "	A	28-11-73

LEAVE

Mr F.J. Broersma	Chief Officer
" W. Flach	" "
" J.P. Goossens	" "
" P.J. van Leeuwen	" "
" W. Verbaan	" "
" J.W. Swaving	" "
" W. Boot	2nd "
" G. de Koning	" "
" R.G.A. Steenvoorde	" "
" H.K.Ch. B. Veenhuysen	" "
" M. Boomgaard	3rd "
" D.H. Blaauw	" "
" L.M. Drewes	" "
" A.W. Rietman	" "
" J.A. Thijsse	" "
" A.M.Th. van Wessum	" "
" F.J. Smelik	4th "
" H.C. Tijsterman	" "

Mr G.J. Leuning	2nd Engineer
" H.S.J. Vellinga	" "
" C. van der Vring	" "
" D.M. Conijn	3rd "
" J.W. Derks	" "
" J.W. Dieters	" "
" J.L.M. Geuskens	" "
" R.L. Sinnema	" "
" R.J. Wolters	" "
" C.J. van der Have	4th "
" H.J.A.M. Baayens	5th "
" Th. Dekker	" "
" R.M.V. Imming	" "
" H.B. Jansen Schipper	" "
" S.H. Lim	" "
" W.W. Luikinga	" "
" W.K. Schaalma	" "
" J.G. Beerends	Appr. "
" J. Rouwenhost	" "

Those who returned are:

posted to

Mr J. de Boer	Chief Officer	Straat Nagasaki
" B.G. Coops	" "	Straat Towa
" J. Bos	" "	Straat Agulhas
" P.F. Bijl	" "	Straat Fushimi
" A.E. de Nieuwe	" "	Straat Nagoya
" A. Treffers	" "	Safocean Amsterdam
" F.L.N. van der Ven	2nd "	Straat Madura
" H. de Baat Doelman	" "	Straat Nagasaki
" J.F. Krijt	" "	Straat Korea
" G. Mulder	" "	Straat Lombok
" A. Robaard	" "	Straat Singapore
" R. Rijckaert	" "	Straat Hobart
" F.H. Santman	" "	Safocean Auckland
" E. Dam	3rd "	Straat Tauranga
" I.M.A. Klinker	" "	Asian Explorer
" Th.J. Machiels	" "	Straat Madura
" W.H.J. Scholte	" "	Straat Luanda
" H.R. Bosch	4th "	Straat Napier
" A.J. Broek	" "	Straat Nassau
" M.L.J. Essers	" "	Straat Futami
" J. Klein	" "	Straat Agulhas
" G.I. Koffeman	" "	Straat Le Maire
" J.H. Kuipers	" "	Straat Towa
" F. van de Veer	" "	Straat Algoa
" G.C. Verweij	" "	Straat Luzon
" B. van Wulfften Palthe	" "	Straat Cook
" A.J.J. Bijman	2nd Engineer	Straat Towa
" A.W. Noort	" "	Straat Nassau
" J.N. Sol	" "	Safocean Auckland
" M.C. Uijl	" "	Straat Fiji
" L.A.J. van Eijck	3rd "	Straat Korea
" L. Jansen	" "	Straat Cumberland
" K.B. van der Wielen	" "	Straat Torres
" H.Y. Sperling	" "	Straat Lagos
" H.W. Braam	4th "	Straat Madura
" D.O. Burmaania	" "	Straat Holland
" G.J. Dekker	" "	Asian Express
" J.E. Wijnans	" "	Straat Van Diemen
" B.A.C. Alwijcher	5th "	Straat Mozambique
" H.C.M.C. Boesten	" "	Straat Franklin
" R.R. Gellaerts	" "	Straat Luanda
" W. Kars	" "	Straat Clarence
" P.L.G. den Toom	" "	Straat Lagos
" J.L. Vinhuizen	" "	Tjitarum
" N. van den Bergh	Appr. "	Straat Luanda

TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS

Captain H.J. Brons, Master of STRAAT FRANKLIN went on home leave.

Captain F.W. Kaptijn was posted to STRAAT FRANKLIN following home leave.

Captain W. Mieog, Master of SAFOCEAN ADELAIDE went on home leave.

Captain B.L. Legemaate was posted to SAFOCEAN ADELAIDE following home leave.

Captain J. Jacobs, Master of SAFOCEAN AUCKLAND went on intermediate leave.

Captain M.J. Taal was posted to SAFOCEAN AUCKLAND following home leave.

Captain J.J. van Nus, Master of STRAAT HOBART went on home leave.

Captain G.W.E. Gerritsen was posted to STRAAT HOBART following home leave.

Captain J.L. van Schoondrager, Master of STRAAT TALBOT was transferred to STRAAT LAGOS.

Captain L.J. Eyken was posted to STRAAT TALBOT following home leave.

Act. Captain P. Cox, Master of STRAAT LAGOS went on home leave.

Captain S. Westerweel, Master of STRAAT TAURANGA went on home leave.

Captain Th.H. Rappard was posted to STRAAT TAURANGA following home leave.

Captain W. Ineke, Master of STRAAT CHATHAM went on home leave.

Captain J.G.M. Spijker was posted to STRAAT CHATHAM following home leave.

Captain A.M. Frigge, Master of STRAAT MADURA went on home leave.

Captain L.P. Weststrate was posted to STRAAT MADURA following home leave.

Chief Engineer J.J. Kalkhoven of ASIAN ENTERPRISE went on home leave.

Chief Engineer W. van Dam was posted to ASIAN ENTERPRISE following home leave.

Chief Engineer A. Vink of ASIAN ENSIGN went on home leave.

Chief Engineer A.M. l' Herminez was posted to ASIAN ENSIGN following home leave.

Chief Engineer F. Huizinga of STRAAT MOZAMBIQUE went on home leave.

Chief Engineer H.E. Kattenbroek was posted to STRAAT MOZAMBIQUE following home leave.

Chief Engineer A. Minnesma of STRAAT MAGELHAEN went on home leave.

Chief Engineer A. Fortgens was posted to STRAAT MAGELHAEN following home leave.

Chief Engineer J.E. Hartzuiker of STRAAT CUMBERLAND went on home leave.

2nd Engineer N. Filius was posted to STRAAT CUMBERLAND as Act. Chief Engineer following home leave.

Chief Engineer E.M. van de Ven of ASIAN EXPLORER went on home leave.

2nd Engineer J.P.K. de Korver of SAFOCEAN AUCKLAND was transferred to ASIAN EXPLORER as Act. Chief Engineer.

Chief Engineer H.A. Klazema of STRAAT LAGOS went on home leave.

2nd Engineer H.W.M. Veugelers was posted to STRAAT LAGOS as Act. Chief Engineer following home leave.

Chief Engineer V.J.W. Hendriks of STRAAT TOWA went on home leave.

2nd Engineer W. Westerhof was posted to STRAAT TOWA as Act. Chief Engineer following home leave.

Chief Engineer R. Jonker of STRAAT SINGAPORE went on home leave.

Chief Engineer J.J. Pieterse was posted to STRAAT SINGAPORE following home leave.

TRANSFER OF SHORE STAFF

Mr W.K. Mink was transferred from Singapore to Tokyo (Japan Management) Office.

IN MEMORIAM

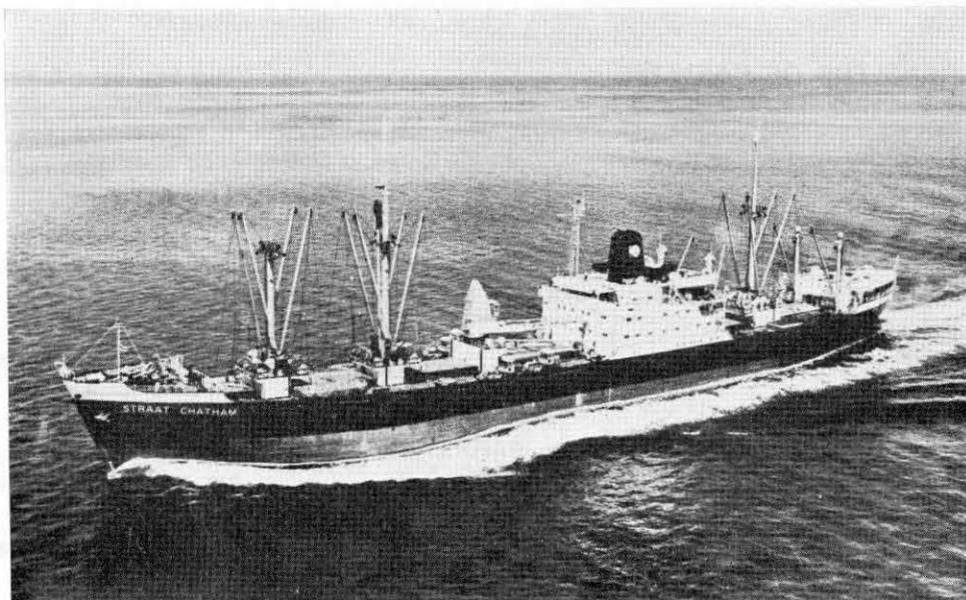
It is with much regret that we report the death of:—

J. Marchand (retired Employee KPM) on January 5th at Nijverdal, aged 66.

THERE AND BACK

by Rev. D.R. Hay

An account of a voyage with R.I.L. from New Zealand to Bangkok, Port Kelang and Singapore, and from there back to New Zealand in November/December of 1973.



I am a retired parson, born in New Zealand in 1897. Except for war service in Europe in 1917-1918, and for a voyage with my wife to England in 1967-1968, I have not been out of my native land. Travel from these remote Islands costs more than I could usually afford.

Then, suddenly, I am given a legacy. My wife does not enjoy sea-travel, and she knows that I do; she said: 'Why don't you spend this money on a voyage in a cargo-ship, one of those that carry a small number of passengers. I would prefer to spend my share in another way.' We respect each other's preferences.

Accordingly, I visited the White Heron Travel Agency in my home town, Hamilton. Mrs Erma Smith, who knows me, immediately set to work to find me a ship that would take me anywhere and back.

'Where do you want to go to?'

'Well, not to Europe, because I've already been there; nor to U.S.A. because it's too big, too noisy. I want a few weeks on a ship. That is the important part . . . the ship; where it goes to is of secondary importance.'

'I see. But there must be some part of the world that you can suggest . . . apart from Europe and the U.S.A.'

'Yes indeed. I'd like to go to Latin America, to East Africa, to Asia . . . there you are, Asia. Anywhere between Suez and Tokyo.'

'I think I can get you the very ship you need . . .' I left it in her capable hands.

In the meantime I busied myself with the preliminaries: injections, passport, visa, travellers' cheques, the packing of clothes and this typewriter. I had no idea when this adventure was to start, but I made sure I would be ready; vaguely I had in mind leaving New Zealand after Christmas. Still, I had to get that troublesome tooth extracted, so I would get it over and done with now. I had the best reason in the world to screw up my resolution to the extraction-point.

Just as well. On 2nd October Mrs Smith had a ship called *Straat Chatham*, departing from Auckland on 6th November for Bangkok and Singapore and back. I paid my passage at once.

Rather casually, I called at the White Heron on Friday morning, 2nd November, prepared to boast that I had everything ready, so soon, for departure on the 6th. Mrs Smith spoke first: 'Your ship sails tonight from Mount Maunganui. I have telephoned your wife; I have bought your bus ticket; I will take you home in my car; I will

come back for you in time for the bus.'

So well organised, it is not surprising that I climbed the gangway of *Straat Chatham* at 5.30 that evening. When I entered the dining-room at 6.30, I was greeted with glad cries by the waiters. Why? Because I was the only passenger! I was treated so by everyone on the ship. The Captain, for example, said 'This is your Private Yacht . . . almost.'

The Captain was, indeed, most friendly and kind. When my typewriter jammed, he took it apart and found the trouble. When he saw that I was interested in geography, he invited me to the Bridge and the Chartroom. He gave me 'orders' to inspect the ship from stem to stern, as a solo-passenger's privilege and duty! The whole crew treated me in the same friendly manner. Every day I said to myself: 'this has been the happiest day of my life.'

The ship berthed at three ports: Bangkok, Port Kelang, Singapore; I went ashore at each place, to see for myself what it was like; in each case I returned home to the ship gladly. It has indeed been 'home' to me.

I have written articles for the Waikato Times, and posted them to Hamilton (NZ) at each port. I very much hope that they are being published, because I want people to know how pleasant such a voyage can be, if one has the right ship. I entitled these articles, as I have done with this one, 'There and Back.'

At Singapore I lost my status as Solo Passenger, because six others came aboard there. They are very pleasant people and I am glad, now, to have their company. All the same, I have lost that prestige . . . so what can I do about it? Well, the Chief Officer, the Chief Engineer and the Chief Steward, have agreed to console me by conferring upon me the Honorary Title of Chief Passenger. In this new role I keep a fatherly eye on these newcomers, giving them answers to their questions, imparting to them some of my own affection for this ship. They do not know that I am Chief Passenger, because (modestly) I do not wear epaulettes.

I disembark at Lyttelton on 13th December. I am torn between two emotions: I long to see my Hamilton home, my wife and family, but also I grieve to depart from my *Straat Chatham* home. I am sure of one thing: many people will know, from my telling, about Royal InterOcean Lines *Straat Chatham* and my sea-faring friends.

Thank you, R.I.L.

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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.



MANY THANKS to Mr J. Tan Swee Ann who has most ably kept RIL Post in touch with Singapore affairs since January 1969.

WELCOME to Miss Patricia Wee Nga Suan, who will take over as Area Correspondent.



We regret that due to a technical hitch the chart prepared by Companies Department did not appear in last month's issue of RIL Post. In this issue however it really does appear on the centre pages—in glorious technicolour.

Royal Interocean Lines

*A member of the
Netherlands Shipping Union
Group of Companies*