



# *RIOL* *post*

A MONTHLY PUBLICATION  
FOR ALL PERSONNEL OF THE  
ROYAL INTEROCEAN LINES



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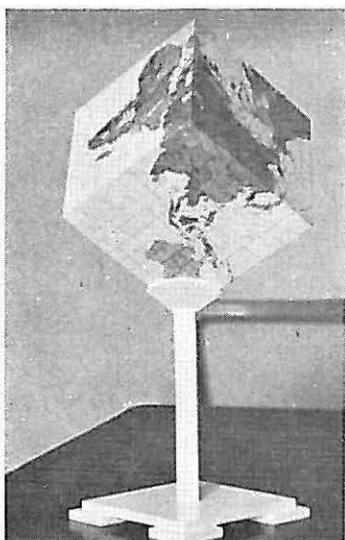
# RILpost

A MONTHLY PUBLICATION FOR ALL PERSONNEL OF THE  
**ROYAL INTEROCEAN LINES**

P. O. BOX 725

HONG KONG

## SQUARE WORLD



pages 230 - 2.

## BLOOD DONOR

One of Dr. Koppes' own staff, Mr T.J. Daryl Chiu, was amongst the volunteers who gave blood to the Red Cross Blood Bank — page 228.



— For once, an article is printed in the Post without the approval of the Editor . . . . .

## RECOGNITION WELL - DESERVED

Few are the occasions when a fully-active editor gets officially feted. That this happened to Mrs L.M. Petty, editor of our house magazine since 1961, will not, however, come as a surprise to the many who read R.I.L. Post each month.



What made 4th November a special occasion was that recognition came from the retired personnel of the Company in Holland. At a friendly ceremony in the Managing Directors' flat in Hong Kong, Mr J.R. van Osselen told Mrs Petty that a few days before he left Amsterdam for the Far East, at the Annual General Meeting, the Society of Retired Personnel (better known to most of us as 'Oud Roest') had instructed him — as President — to relay to her the gratitude of all ex-staff for the way in which R.I.L. Post keeps them up-to-date on current affairs and developments in the Company. He himself could attest to the heartwarming value which the Post has for all those who are now standing along the sidelines and can only watch the Company events from a distance. On behalf of all these members of the R.I.L. family, Mr van Osselen presented Mrs Petty with a bouquet of purple orchids and yellow roses.

With much sincerity, the Editor thanked Mr van Osselen and all retired personnel, saying that their continuing interest, based on long and precious experience, provided a depth of background which gave serving personnel the feeling of belonging to something very worthwhile. R.I.L. Post was made up of contributions from everyone in turn: as Mr de Haan once said, "R.I.L. Post is us."

## CARGOES

*On the fifth day of December, the Saint comes riding in  
With little Zwartte Piet as well to show his merry grin.  
Across the stormy seas from Spain, the two of them will come  
To bring the children lots of sweets, few scoldings, and much fun.*

*When 1966 is here, the stout ships of our fleet  
Will carry many cargoes such as motorcars and meat,  
And cotton goods, and bales of wool, tin, coffee, flour and tea:  
The produce of the world for R.I.L., to bring prosperity.*



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



## SHOWING THE COLOURS

本年十月九日，日本之日立造船廠經將本公司新輪「士打富士美」號裝備妥當，並移本公司接收。當日日立造船廠之旗幟在該輪降落後，本公司之旗幟即行升起，並由日立造船廠負責人贈送日本洋娃娃一個與該輪船長杜賀氏以資紀念。

查「士打富士美」輪現仍在遠東西非航線作處女航。

Another fine ship was delivered to R.I.L. on 9th October, when Straat Fushimi was formally handed over by Messrs Hitachi at their Sakurajima yard.

After the customary inspection of the ship early in the morning, the documents were signed by Mr de Haan for R.I.L. and Mr Sanji for Hitachi. Then the exciting moment came when the Hitachi houseflag was lowered and that of R.I.L. hoisted in its place. Ship's officers were lined up on the deck. Mr M.F. van Lennep (Vice Chairman of the Board of Directors), Mr Kasteleijn (Manager for Japan), Mr M. Sakurai (Manager, Osaka) and of course Mr P.Th. Meerdink and other superintendents were among

*Captain Terhorst was presented with — amongst other things — a Japanese doll by Mr Sanji of Hitachi.*



the many spectators who raised an enthusiastic cheer as the familiar 'diamond' fluttered out in the breeze.

At the luncheon party afterwards, Mr de Haan welcomed the new ship and praised the hard work done both by R.I.L. Superintendents/Surveyors and by Messrs Hitachi. He specially mentioned the great part played by Mr Meerdink in the creation of R.I.L.'s vessels.

Straat Fushimi is sister-ship to Straat Futami, the second to be built in Japan, and No. 6 of the Straat F-ships. Her maiden voyage is in the Far East-West Africa Service (FEWAS).





*Mr & Mrs Reyneker entertain Jhr. & Mrs van Lennep.*



*Messrs Gouw Soen Hok (HO Stores), Chan Fan Pauw (MH) and K.D. Lie (HO ND) are introduced by Managing Directors.*

## VISITOR IN HONG KONG

Jhr. M.F. van Lennep, Vice-Chairman of the Board of Directors and Managing Director of S.M.N., arrived in Hong Kong on 23rd October on board m.v. Neder Rijn, to get acquainted with the Company and to consult with Managing Directors.

At a cocktail party in Mr Reyneker's house, and at an informal reception in Interocean House, Home, Regional and Special Staff were presented.

Jhr. van Lennep flew back to Amsterdam via Bangkok on 26th October.

渣華郵船公司董事會副主席萬年歷先生，於本年十月抵港視察公司業務，並與各常務董事會商。



*Messrs J.J. Leurs (PZ), J.B.A. Jonckheer (VZ) and R. Bakker (FB) share a joke.*

## SHORE LINES

*Many readers, of course, recognised the familiar Sydney scene in our October issue: Walsh Bay wharves are on the left, with the approach to Sydney Harbour Bridge running right across the picture in the foreground; behind is the new Overseas Passenger Terminal in Sydney cove, with Woolloomooloo wharf on the opposite side, and the famous Circular Quay in between. A score of other landmarks can be picked out—and were!—by the knowledgeable.*

*Congratulations to Mr Wyndson Ho Kang Chiu (HK MH) who wins the prize of a letter opener this month.*

## FLEET FACTS

The Charter ship **Ranhall** was redelivered to owners at Japan on 4th November.

**m.v. Van Waerwijck** has been time-chartered from Messrs K.P.M. for a further 5 months. The vessel left the China-East Africa Service (CHEAS) early in November, to make an intermediate voyage, Hong Kong-Whampoa-Japan-Hong Kong. After D.M.O. in early December, she will make a round voyage in the China-West Africa Service (CHIWAS), assisting Straat Chatham.

**m.v. Roggeveen** will leave the R.I.L./K.P.M. 'combination' and will be time-chartered from Messrs K.P.M. for 6 months, after the completion of D.M.O. in early January.

**m.v. Tjibantjet** will be air-conditioned during her forthcoming D.M.O.



Mr Kasteleijn presses the button, with Mr Takahama on his right, and Mr K. Fuji (Chief of the Export Shipbuilding Dept.) on his left.

## AT THE FOOT OF MOUNT FUJI

The keel of Straat Florida, last of the current Straat F-series of ships, and the fourth to be built in Japan, was laid in No. 2 yard of Nihon Kokan's Shimizu Dockyard on 11th October. Mr G. Kasteleijn, Manager for Japan, represented R.I.L., and took part in the symbolic welding of the anodes. After completion of the formal Japanese ceremonies, a

luncheon party was held, at which Mr S. Takahama, general yard manager, welcomed the guests.

Straat Florida is designated for the Far East-South America Service (ASAS) and is expected to make the July sailing from Japan.



**M.V.**

**STRAAT**

**FUSHIMI**

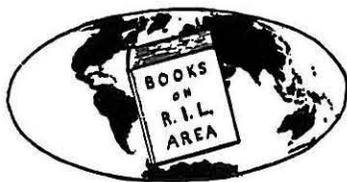
The new ship at sea.

*“Lying in or off*



### BEER FOR THE BOKS

When the Springbok Rugby team was touring New Zealand a few months ago, the South African Breweries donated 100 cartons of beer to them. R.I.L. carried the beer free of charge to Sydney and on to Wellington. By kind permission of The Natal Mercury, we reproduce this photograph on board Straat Torres, in which Second Officer A. van de Grift appears to be working out the size of the party on 200 dozen beers!



### SEEKING A NEW IDENTITY

Arthur Stratton: "The Great Red Island"

*(MacMillan, London, 1965, 36/-)*

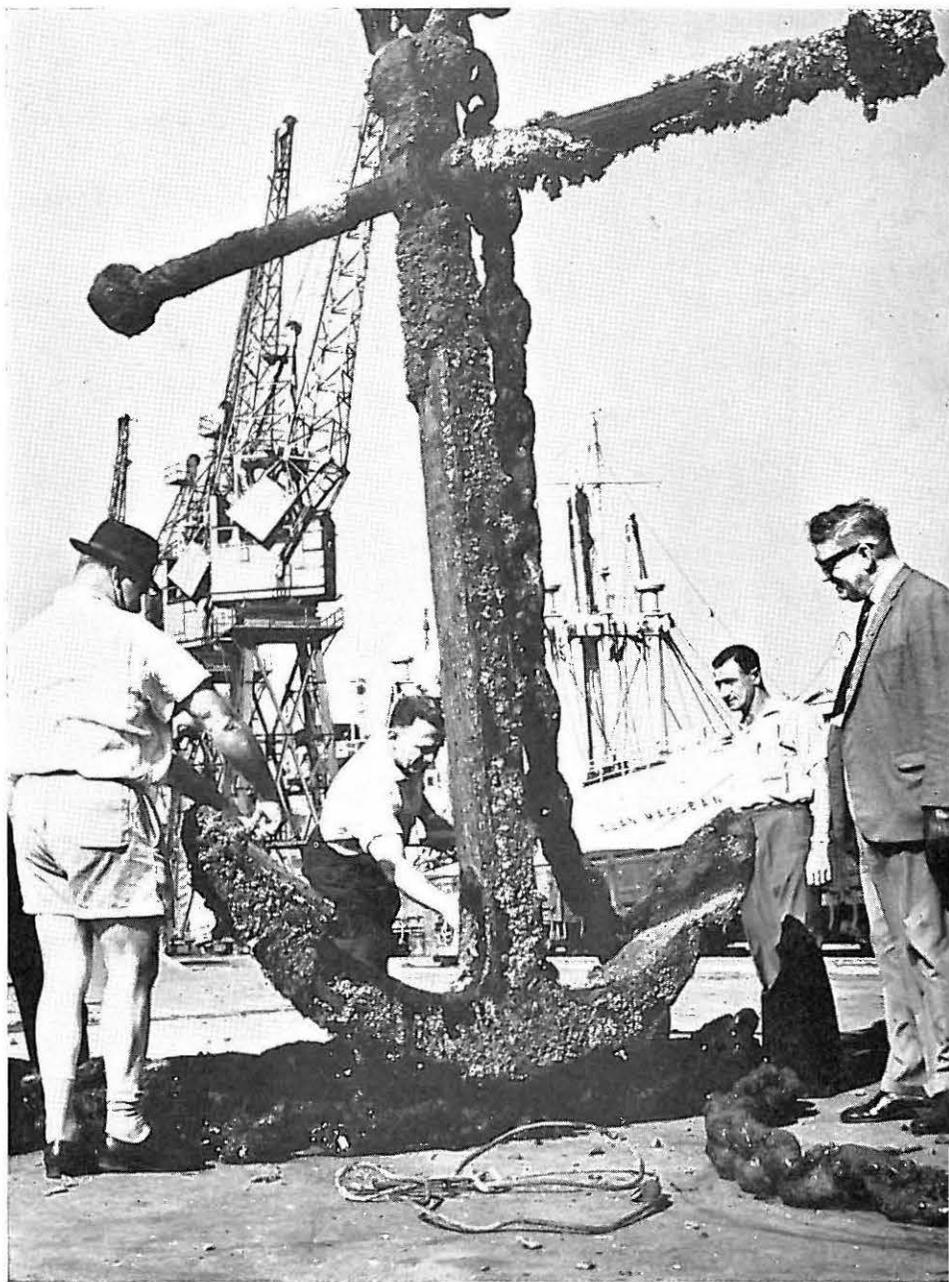
The author subtitles his book: 'A Biography of Madagascar' and as such it fits in nicely into the line of books on the area with which our readers are concerned.

We may not all have personal acquaintance with Madagascar, that large island off the coast of eastern Africa, as large as France, Belgium and Holland put together and the fourth largest in the world.

It is a peculiar island in every respect; geologically, anthropologically, ethnologically and in its flora and fauna, past or present. Even the name given to it was most likely a matter of mistaken identity by that equally historic and notorious a liar — Marco Polo. The "red" in its title refers to its red laterite soil, the soil from which in other parts of the world mankind was given an opportunity to reap riches, but derived much less in Madagascar. The why and wherefore is explained in this book.

### BARNACLES FROM THE BOTTOM

An ancient barnacle-covered stock anchor, complete with chain and weighing about one and a half tons, was dragged up from the ocean bed in the outer anchorage at Durban on 8th September. When *Straat Fremantle* lifted her anchor, this old relic of sailing-ship days was found entangled. At the request of the harbour authorities, it was carried ashore.



Now the subtitle might make anyone hesitate to take it up, but the reader will then have missed an opportunity to be biographically informed in a way which makes extremely pleasant reading. Arthur Stratton, although an American, matured in France and in the French Forces fighting in Africa. He imbibed sufficiently of French culture to be identified with it, and still retains an objective view of things French, so as to be able to state their weaknesses and foibles dispassionately.

And much of that makes up the present history of Madagascar, even after Independence in 1958. The fierce battle of the words as to who was the best colonising power of yore, has to-day assumed a different aspect now that we have lost our colonies more or less, and independent (?) but certainly new nations have been formed instead. Surely nobody could for a long long time to come be mistaken in the *présence française* still very much in evidence in the former colonies. And the story, as it develops, could not be but highly amusing.

The author, so to speak, recapitulate Madagascar's history against

the present situation as he found it on his several trips to and over the great red island. All the facets of the *présence française* are still there but also those of *négritude*, the new identity sought and found by the Africans who became educated, were influenced by contacts with foreign culture, and ended up by being *évolués*. He points out the augmented difficulties of that group owing to the new independence: to be a turncoat to Africa or to Madagascar under colonial rule was far less dangerous than in the present, nationalistically inclined, circumstances. However it is this group that also has to shoulder the responsibilities inherent in a world of new emerging nations.

For your reviewer, it was very pleasant to go over the territory again that he visited several times fifteen years ago. Much that he tried to learn then and failed to get information on, is now available; only the chances to go there have dwindled. For those who are still in the running, the book is highly recommended.

W.Z.M.

## TEN YEARS AGO

1st December 1955

### ON BLOOD

*"The donation of one's blood . . . . . is in our opinion an act which ennobles the donor and must grant him a satisfaction that no other material gift he has ever given in his lifetime can equal.*

*The fact that nowadays the recipient of his gift is practically always unknown to him enhances the noble gesture . . . . . When one gives blood, one gives without looking . . . . . ONE GIVES IN ORDER THAT OTHERS MAY LIVE . . . . ."*



The above is as true today as it was ten years ago, and we know that many R.I.L.'ers will agree, for there has never been a shortage of volunteers from our ships when emergency has called for blood.

Our Medical Superintendent, Dr. J.J. Koppes, and his staff were kept very busy recently in HK HO, when twenty-five volunteers each donated a pint of blood to the hard-pressed Red Cross Blood Bank, which never has enough blood to fill Hong Kong's needs. A team of Red Cross volunteers brought their equipment to Interocean House and 'set up shop' in the R.I.L. surgery. As one of them commented: "The conditions are almost ideal."

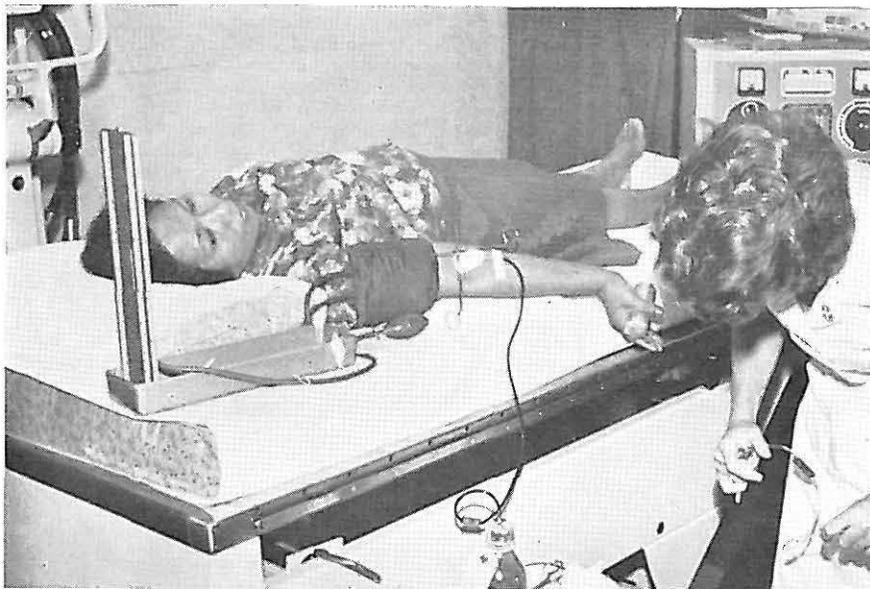
From all over the building, R.I.L.'ers were called up in pairs, and the whole process took the better part of a morning. It turned out to be a chatty—almost convivial—morning, with beer, soft drinks, tea or coffee supplied to each donor in turn. Because of the great local shortage, the subject of Blood was very much in the news, so reporters and photographers turned up in force, and Mr Tam Wing Chu (FB.) was seen on television later in the week, as well as Mr J.M. Hens (General Manager, Traffic). Publicity, of course, was not the object of the exercise. As that writer commented ten years ago: "One gives in order that others may live."

當意外事件發生而須要輸血時，本公司轄下各輪之船員對輸血事件從不後人。

邇來本公司醫務總監高柏士及其屬員均甚為忙碌，因有二十五名公司職員自動捐血各一品脫與香港紅十字會血庫。由於本港居民均不習慣輸血，而需輸血急救之事件特多，故該血庫常缺乏足夠之血量補充。一隊紅十字會之志願工作者，携同儀器到渣華郵船公司大廈醫務部，等待自願輸血者輸血，其中一隊員云輸血過程良好。

本公司之輸血健兒，兩人一組，齊集於本公司醫務部等候檢驗體格及辦理輸血手續。並由紅十字會及本公司以啤酒、汽水、咖啡或茶等供應，彼等在融洽之氣氛下渡過一愉快之清晨。

*Mrs E.A. Anakotta was one of the cheerful volunteers.*



由於本港貯血量奇缺，大量記者及攝影師均到場採訪新聞，本公司會計部之譚永鑄君及商務總經理韓士先生均在電視出現。

此舉並非全為爭取美譽即如筆者十年前所說「一人之慷慨施與可能成為他人之生存機會」。

Ontbrekende pagina's

wie heeft ze



## CHRISTMAS QUIZ

*(All the answers can be found in the last twelve issues of R.I.L. Post)*



1. How many of the Straat Freetown crew passed their examination for the lifeboatman certificate?
2. What ship was launched on 14th May, 1954?
3. Which new service was started by R.I.L. in the last year?
4. What is the name of the 'monster' to be installed at HK HO?
5. How many R.I.L. ships were in Sydney Harbour on 3rd May?
6. What does 'Green Plums and a Bamboo Horse' mean?
7. Who were married on 15th April?
8. How big is the area occupied by the Palace Museum in Peking?
9. Which R.I.L. officers motored home to Holland from Asia?
10. What ship carried a veteran car?
11. What kind of bird is 'Sigli'?
12. Where is the 'Horn of Africa'?
13. What is Tawakushi Hoten?
14. Where is Richard's Bay?
15. Which Captain danced with a bride?
16. Which ship carried a Tobacco Exhibition?
17. Where did the 'Old Believers' originally come from?
18. How many Chinese crew-members received long-service medals?
19. Which port is to have a new control tower?
20. Who is the Boatswain of Straat Futami?
21. What is inside a 'Kusudama'?
22. What is the name of the pet monkey aboard Straat Freetown?
23. What happened to the parakeet on board 'Chang Feng'?
24. Which ship is on the Tristan da Cunha 10/- stamp?
25. Which ship assisted a shore Fire Brigade?

*All readers can enter this competition.*

*Write your answers clearly and send them to:—*

*The Editor,  
R.I.L. Post  
(Christmas Quiz)  
P.O. Box 725  
Hong Kong*

*The senders of the first three correct solutions opened on January 15th will receive a prize. Answers and names of winners will be published in the February issue.*



## TRAVEL IS SWEET

The centrepiece of the cold buffet on board Tjitjalengka is a masterpiece of 'engineering' by Chef de Cuisine Choy Kwok Leung.

The globe at the top is traversed by the routes taken by R.I.L. ships. Just below it is a projectile suitable to this jet age. One tier down, and there is an aeroplane with twin propellers. Below that again is a complete train, circling round. Finally, some of the ships in the Company's fleet are faithfully reproduced to scale, and round the base of a large crane is R.I.L.'s slogan: The Royal Routes Linking Four Continents.

This superb tower represents weeks and weeks of work by Mr Choy in his spare time, using only sugar to prove that 'Travel is Sweet'!

### 旅行是甜蜜的

陳設於「芝渣連加」輪凍餐枱中央之糖製模型乃該輪總廚師蔡國良君之精心傑作。

在該模型之頂上，裝有一地球儀，地球儀之表面劃有縱橫交錯之本公司船隻所經之航線，對下一層為一噴射時代之最新發射器，其下為一雙引擎之飛機，再下為一迫真之火車，其低層為數艘複製之公司船隻模型所環繞，而另一大起重機低層則寫有本公司之標語——航線連接四大洲。

該美麗之寶塔乃蔡君經數星期之工餘時間以糖製成，此即表示旅行有像糖一樣的甜蜜。





## TWO CAPTAINS RETIRE

**Captain  
P.H. Zweers**

**Captain  
H.A. Scheybeler**



When Straat Banka arrived at Hong Kong, her Master, Captain P.H. Zweers, was entertained on 16th November to a farewell luncheon by Managing Directors. It was one of those congenial parties which, over the years, have become a much appreciated tradition in the Company.

In his speech, Mr de Haan said that Captain Zweers had served, first with K.P.M. and then R.I.L. since 1931 when he joined the Tarakan as Fourth Officer. He was awarded the "Kruis van Verdienste" during the war, and was promoted to Captain in 1956, in command of Tjibodas. It was perhaps appropriate, in view of his well-known liking for winter sports, that he once served as supercargo on board a charter ship Winterhill!

In 1958, the Captain was in command of Tjibadak when half the crew refused to sail from Singapore for Indonesia. Thanks to his tactful handling of the situation, and to the very hard work of everyone concerned, the ship was not delayed and successfully carried out her Indonesian coast trip with a much reduced complement.

He commanded Tjinegara in 1958 when she towed Straat Torres to Singapore, and he brought the newly-built Straat Rio out to the Far East in 1960.

Throughout his career Capt. Zweers had been known for his tact, correct sense of discipline and ability to make good friends. He was very well liked by his passengers, and his services to the Company were much appreciated by Managing Directors, who wished him well in the future.

In a few well-chosen words, Captain Zweers said how much he had appreciated working for the Company, and he wished R.I.L. (which he termed "the Golden Line"), much prosperity and good fortune.

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Straat Fremantle arrived at Hong Kong just after Straat Banka, and on 19th November it was the turn of Captain H.A. Scheybeler to make his farewells.

Mr de Haan opened his speech with a resumé of Captain Scheybeler's long career since 1929 when he first joined K.P.M. After 20 years, in 1949 he joined R.I.L., and was given his first command, m.v. Van Heutsz, in 1955.

During the war years he had sailed on various vessels and it was indeed fortunate that his hobby was swimming, for in 1942 he was serving on board Nieuw Zeeland when she was torpedoed in the Mediterranean, and it was only a swim of several hours that saved his life. He just missed another similar occasion on his previous vessel, m.v. Rantang Pangjang, when she was torpedoed shortly after he had been transferred.

As a Third Officer on board Sibigo, Captain Scheybeler had been one of the prime movers in the installation of a temporary swimming-pool, which was to be the fore-runner of the pools which are now installed on almost every R.I.L. vessel.

There had been quite a few highlights in the Captain's career: one was the fire in 1955 in an S.M.N. shed at Makassar, when under his leadership as Chief Officer, a disaster was prevented. On Tjiwangi today, there is a commemorative plaque expressing gratitude for his action. Another serious fire was averted by Captain Scheybeler when, as Master of the Straat Bali, he controlled a fire which broke out in the lower hold, long enough for it to be extinguished at an unscheduled call at Colombo. Even now, on board Straat Fremantle is yet another plaque, commemorating the very recent rescue of survivors from s.s. Delwind, when that ship stranded on the Bombay Reef early this year.

Mr de Haan concluded by saying that Captain Scheybeler had made many friends, both on land and at sea, demonstrating clearly the excellent cooperation that existed between ship and shore. He expressed his appreciation of the Captain as a seaman and a friend, who had always been able to combine discipline and friendliness, and hoped that the younger generation would follow his example.

In his reply, Captain Scheybeler apologized for lack of preparation of his speech, saying that sailing in the F.E.W.A.S. ('Fast') gave him no time! In his usual good-humoured fashion, he illustrated the points he wished to make with some personal anecdotes, and expressed his regret at leaving so many friends. He thanked everybody, both seagoing and shore staff, for their cooperation, saying that—in his opinion—it would be through this close cooperation that the Company would become great.

## SEA CHARM



Before Straat Fushimi left Japan, Mr Sakurai (Osaka) presented Captain Th. Terhorst with two amulets from the Fushimi Inari Shrine, one to ensure safe navigation and one to bring successful trading.

The Captain is seen here sitting in his cabin beside the special case which was constructed to hold the amulets.

### 驅邪符

當「士打富士美」輪離開日本前，大阪之櫻井正文先生曾將伏見稻荷大社驅邪符兩度，贈與該輪船長杜賀士，其中一度為預祝該輪旅程平安，另一度為預祝生意興隆。

此圖乃船長在其休息室中坐於神符之旁時攝。

## FAMILY NEWS

### Weddings

Miss 'Millie' Wong Mee Lee (HK HO TP) to Mr Kingston Mak on 31st October.

### New Arrivals

To Mr K.G. Risby (Sydney) a son, Peter Andrew, on 1st September.

To Mr P.E. Rabé (Johannesburg) a son, Paul Ewoud, on 27th September.

To Mr J.W.H. Weissink (Salisbury) a son, Jan-Willem Herman, on 17th October.

To Mr A.J. Dijkstra (Durban) a son, Paul Abraham, on 20th October.

To Mr R. Bakker (HK HO FB) a daughter, Karin Elizabeth, on 25th October.



## PERSONALITIES

**Mr F. Terwogt**, Managing Director, made a trip to Tokyo early in November, accompanied by **Mr J.M. Hens**, General Manager Traffic, for the purpose of attending an ANZES Conference.

**Mr P.A. de Loos**, General Manager for Australia & New Zealand, also attended the Conference and returned to Sydney via Hong Kong.

**Jhr. C.L.C. van Kretschmar**, General Superintendent, returned to Hong Kong from Australia on 9th November.

**Mr P. van Schaardenburg**, Manager for the Philippines, made a brief visit to Hong Kong for consultations at the beginning of November.

**Mr D. Kuiken** was appointed Marine Superintendent on 23rd November, in place of Mr J. Versteeg who left Hong Kong on leave prior to retirement.



A pretty girl would make any man smile! Both Chief Officer Herkenhoff and Captain Terhorst enjoyed receiving their bouquets from Kobe's lovely Sea Queens when Straat Fushimi made its first call there. Captain Miyamoto, the Harbour Master, also presented the ship with a framed medallion as memento from the Mayor.

## SAILOR ASHORE

Under this title, we have been running a series during the last year to help our seagoing folk in strange ports.

Now we know what they really do! Here is Fourth Officer E. van Hoek listening to a teenager band in "The Brasil" at Brisbane, and caught by the camera of his colleague, Fourth Engineer P.F.M. Starmans of the Straat Cook.

### "THE ADMIRAL TING TONG"



*Photo: The Natal Daily News.*

When, after nearly forty years at sea, Captain Drukker arrived in Durban in August, looking forward to his retirement, he was confronted with a thorny problem — his cat!

All those who have met Captain Drukker over the past 2½ years, will appreciate how attached Ting Tong had become to his Master; to be told that, due to quarantine regulations (even though the cat had never been ashore), they would have to be separated for the first six months in Durban, spelled disaster.

However, the Captain was not to be outdone. Being a man of many years' experience, he had, prior to his arrival in Durban, written to the authorities in South Africa asking permission to bring Ting Tong into the country. This permit however had 'gone astray'. An interview with a reporter of the Daily News and an article on Captain Drukker (with mention of the cat) caught the eye of the Port Veterinary Department, who had seen the permit; after a sworn declaration from Captain Drukker to the effect that Ting Tong had never set foot off the ship, permission was granted for the sea-faring cat to become a 'landlubber'.

Latest reports are that Ting Tong has adjusted to the change admirably.



### ATTACKING!



A tense moment in a football game between Straat Cook and Straat Torres. Third Engineer J.C. Koomen and Fifth Engineer H.P.J. van Saagsvelt from Straat Cook were caught by the camera of their colleague, Fourth Engineer P.F.M. Starmans.

BOISSEVAIN



STRAAT RIO



TJILIWONG



IN MEMORIAM



It is with regret that we announce the death of **Mr P.J. Wouts** (Fourth Engineer) as the result of an accident whilst on leave in Holland. Mr Wouts first joined RIL as an Apprentice Engineer in 1959 on board Straat van Diemen and, apart from a few days on Tegelberg, this was his last ship before going on leave. He had also served on Straat Bali, (where he was promoted to Fifth Engineer in 1960), Tjikampek, Straat Chatham, and Tjibodas (where his promotion to Fourth Engineer was announced in January, 1964).

Our deepest sympathy goes to Mr Wouts' wife in Japan.

SHIPS OF THE WEEK

On 7th October, relatives of officers on Boissevain, Straat Rio and Tjiliwong went to Hilversum to record their messages for the broadcasts to the ships the next day.

These photographs were taken of each group of relatives in turn at the Hotel Gooiland.

PERSONNEL

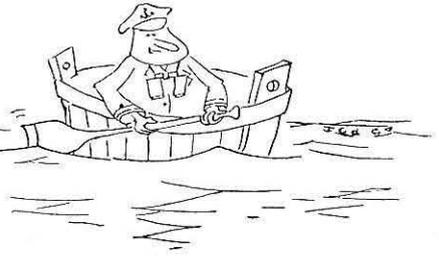
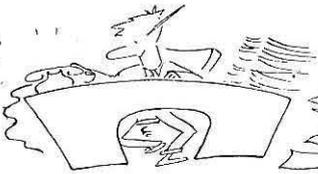
PROMOTIONS



Our congratulations go to the following personnel who were promoted to Fifth Engineers:—

Mr C M. Bakker	retroactive per	30-8-65
„ G. Barendregt	„ „	20-9-65
„ S.A.M. Bekker	„ „	27-8-65
„ P.C.v. Bodegom	„ „	2-9-65
„ B. Geutskens	„ „	23-8-65
„ H.J.J. Gilbers	„ „	20-9-65
„ J.M. van den Heuvel	„ „	3-9-65
„ R.G. Hoogakker	„ „	21-8-65
„ W.F. Ketelaar	„ „	2-9-65
„ S. Kingma	„ „	25-8-65
„ F.L. Laanen	„ „	23-8-65
„ H.J. Nieuwland	„ „	30-8-65
„ A.W. Noort	„ „	21-8-65
„ J.H.W.M. van Oostveen	„ „	„
„ J.N. Sol	„ „	20-9-65
„ H. Starrenburg	„ „	23-9-65
„ H.G. Tans	„ „	18-9-65
„ M.C. Uijl	„ „	16-8-65
„ F.J. van der Westen	„ „	9-9-65
„ C.E. van Wijk	„ „	23-8-65

# PERSONNEL



## NEW PERSONNEL

A hearty welcome is extended to the following new R.I.L.'ers who recently took up employment:

Mr P.G.A. Gerretsen	4th Officer
„ J.N. van Woudenberg	„ „
„ H.C. von Chrismar	Employé
„ R.E. Speld	„

## SUCCESSFUL EXAMINATIONS

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

Mr D.A.P. Algra	2nd Officer	I	2-11-65
„ G. van Rijn	4th „	Th.II	13-10-65
„ B.A. Smalt	„ „	Th.II	1-10-65
„ C.H.A. den Boogert	2nd Engineer	Th.C ±	18-10-65
„ F. Koop	4th „	A	4-10-65
„ R.P. Geervliet	5th „	A	15-10-65

## LEAVE

The following personnel went on leave:

Mr R. Hol	Chief Officer
„ C.W. de Jong	„ „
„ H.K.M. Schot	„ „
„ D.F. van Woerdekom	2nd „
„ C.M.H. van der Velden	3rd „
„ F.H. Elkhuizen	4th „
„ F.C.J. Graaf	„ „
„ M.J. Nota	„ „
„ H.H. Post	2nd Engineer
„ W.A. Abbink	3rd „
„ J.C. Ingwersen	4th „
„ J.C. Koomen	„ „
„ H.W. Nieuwenhuysen	„ „
„ J.H. Peters	„ „
„ L. Rolsma	„ „
„ F.W.M. van Vliet	„ „
„ W.G. Alberda	5th „
„ R. Betten	„ „
„ S. Bottema	„ „
„ W. Bruinsma	„ „
„ A.H.A.M. van Laerhoven	„ „
„ J.S.M. Wijne	„ „
„ C.A.A.J. Sinninghe Damsté	II. Employé
„ T. Petersen	Employé

Those who returned are:

Mr J. de Boer	Chief Officer	posted to	m.v. Tjimanuk
„ S. Westerweel	„ „	„	Str. Fremantle
„ B.C. Faasse	2nd „	„	Str. Cook
„ L. Ingenluuff	4th „	„	Boissevain
„ C.J. van Donk	2nd Engineer	„	Tjibantjet
„ R.C.L. Camphorst	3rd „	„	Str. Johore
„ E. Teulings	„ „	„	Tjibantjet
„ J. Wildering	„ „	„	Str. Clarence
„ A. Sandbrink	4th „	„	Boissevain
„ H. Baas	5th „	„	Str. Magelhaen
„ R.P. Geervliet	„ „	„	Tjimanuk
„ R.G. Koopmans	„ „	„	Tegelberg
„ P.L. Kuzee	„ „	„	Str. Magelhaen
„ J. Pleizier	„ „	„	„
„ J.W. Renshof	„ „	„	Str. Rio
„ A.J. Kleber	Adj.Chief	HK	HO

## TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS

Captain S. Jochems, Master of n.v. Tjiluwah, went on home leave.  
 Captain J. Jacobs was posted to m.v. Tjiluwah following intermediate leave.

Captain W.F.H. Gerken, Master of m.v. Straat Magelhaen, was reposted to m.v. Straat Magelhaen following sick leave.

Chief Officer M. Peddemors was temporarily posted as Acting Captain to m.v. Straat Magelhaen and subsequently transferred to m.v. Straat Rio in his substantive rank.

Captain W. Ineke, Master of s.s. Tjipondok, went on home leave.

Captain J.G.M. Spijker was posted to s.s. Tjipondok following home leave.

Captain G. Verkerk, Master of m.v. Straat Colombo, was posted to m.v. Straat Clement.

Captain G. van Altena, Master of m.v. Straat Clement, was posted to m.v. Straat Colombo.

Chief Engineer C.F. Nicolai of m.v. Straat van Diemen went on intermediate leave and subsequently reposted to m.v. Straat van Diemen.

Chief Engineer M.G. de Wever was temporarily posted to m.v. Straat van Diemen following intermediate leave and subsequently went on intermediate leave.

Chief Engineer A.E. Saman of m.v. Tjipanas went on intermediate leave.

Chief Engineer H.J.G.A. Otten was posted to m.v. Tjipanas following home leave.

## LEAVING (OR LEFT) SERVICE

Mr J.R.J. Visser 2nd Officer own request

## SHORE LINES

On the back cover is a photograph of a place well-known to many R.I.L.-ers. If you think you can recognize it, please write to the Editor, heading your entry "Shore Lines—December". The reader who names the place correctly will be given a prize. Shore staff of the area concerned may not enter. If more than one correct solution is received, lots will be drawn to decide the winner. Each reader may send One Entry Only, which must reach the Editor by January 15th. The winner will be announced in the February Issue. See page 224 for the winner of October's Competition.

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## CARGOES

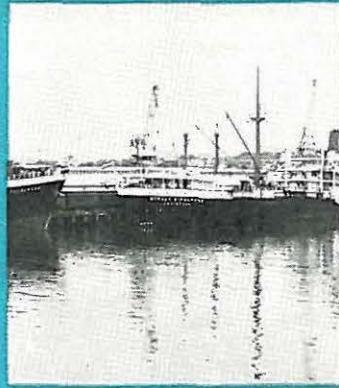
*What and Where*

TOBACCO



E  
S  
A  
A  
S

STRAAT SING



Grown in the plantations of Rhodesia, loaded in Beira, and shipped — mainly in cases — to Australia

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## SHORE LINES

(see inside back cover)

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