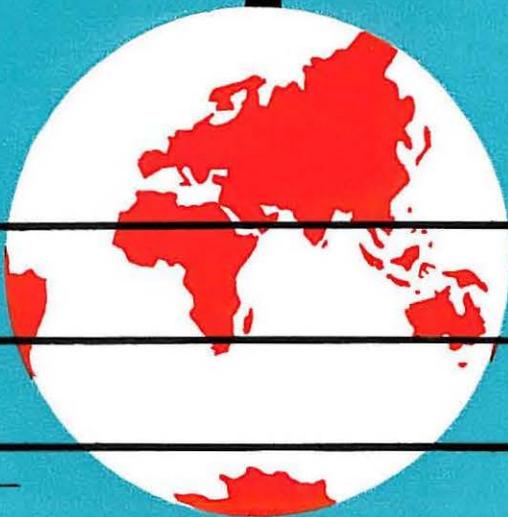




RIOL *post*

A MONTHLY PUBLICATION
FOR ALL PERSONNEL OF THE
ROYAL INTEROCEAN LINES



RIJKE JAVA - CHINA - PAKETVAART LIJNEN N.V.

Vol. XIII. No. 4. April, 1966

EDITOR:
MRS L.M. PETTY

AREA CORRESPONDENTS:

HOLLAND — K. GROENEVELD
JAPAN — Y. NAGASHIMA
PHILIPPINES — V. PAZ
AUSTRALIA — B. POLAIN
AFRICA — G.M. FORSYTH
S. AMERICA — H.C.G.L. RIBBINK

APRIL 1966
VOL. XIII. NO. 4



RILpost

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ROYAL INTEROCEAN LINES
P. O. BOX 725 HONG KONG

From the Editor

HAPPY EASTER

Children with 'palmpaoske'
(page 75)



SHIPSURGEON

Tribute to Dr. Panhuysen
(page 72)



ALL IN THE DAY'S WORK

There must necessarily be a great deal of repetitive work in the daily round, but there is this to be said for shipping: it is never dull. Exasperating? Sometimes. Infuriating? Occasionally. But there is always the new angle, the unexpected, the plans and hopes for the future, and once in a blue moon the really exciting. Nature herself provides the unpredictable (alas — our schedules!) and man supplies the odd quirks (grrr!). What a really enjoyable world it is.

HARD WORK

Obviously some people enjoy life with R.I.L. See pages 73-5 for more long-service awards.

WORKS OF ART

There is always time for some fun — see centre pages for celebrations on board Tjitjalengka and Straat Singapore.

WARM WORK

On a hot and dusty journey to the new settlements in South America with Mr D. Zerbinati (Buenos Aires), Mr T. Makiura (Tokyo) satisfies our curiosity about the fate of the immigrants there — pages 66-8.



GOOD WORK

New Ships

Straat F— the last of the current series is in the water — page 65
Straat H— artist's impression opposite
Straat L— announcement opposite

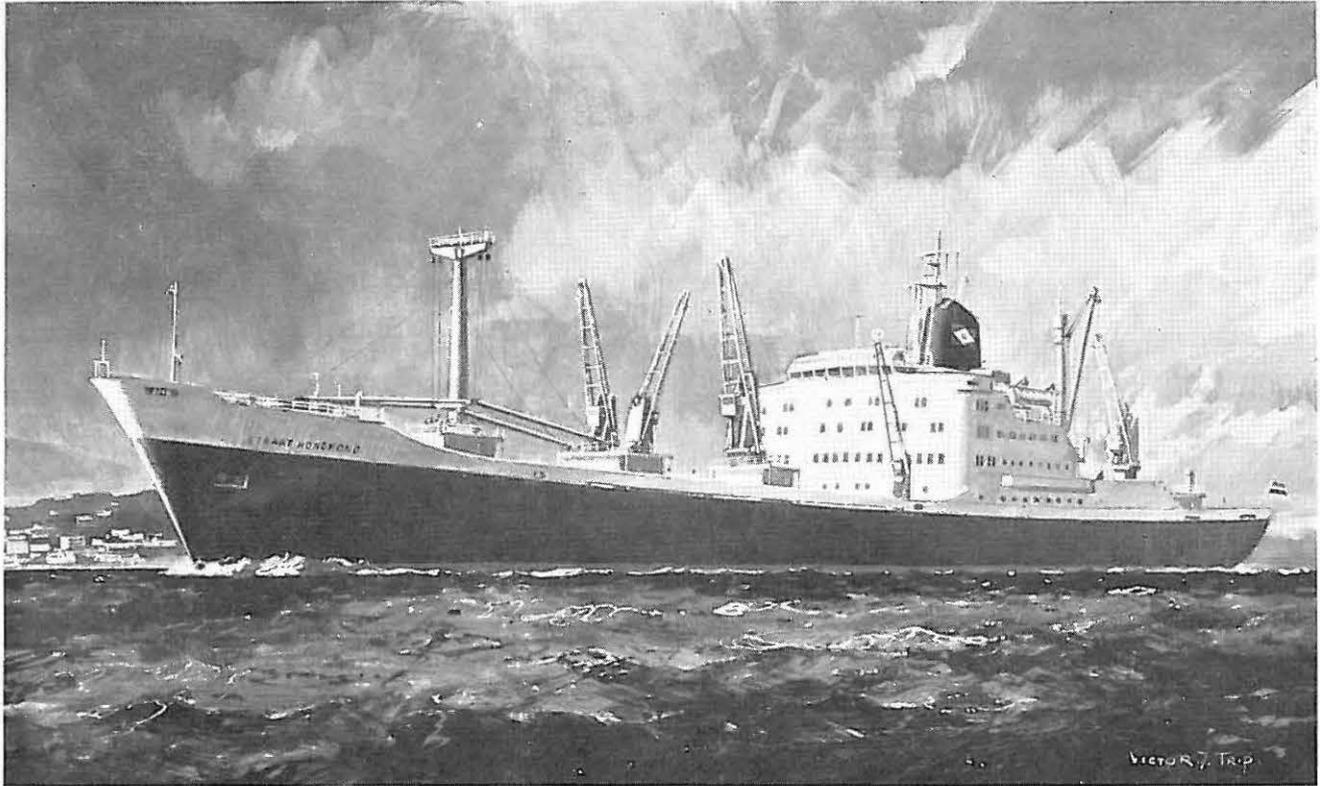
New Buildings

Yokohama page 64
Durban see the May issue

HOMEWORK

It seems that R.I.L.'ers have also been working hard in other directions — see the long list on page 76!

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



HERE COMES STRAAT H- !

An artist's impression of one of the three new ships described in our March issue, with one addition: a 20-ton heavy crane — as shown — will be installed between Nos. 2 and 3 hatches. July 1967 should see the first of the new class of ship, Straat Holland, in service.

FLEET FACTS

'NEW' STRAAT-L SHIPS

The four 'combination' ships, **Van Heemskerck**, **Van Linschoten**, **Van Spilbergen** and **Van der Hagen** are to be lengthened by one extra hold (to an extra deadweight capacity of some 950 tons) and will be re-christened **Straat Le Maire**, **Straat Luanda**, **Straat Luzon** and **Straat Lagos** respectively.

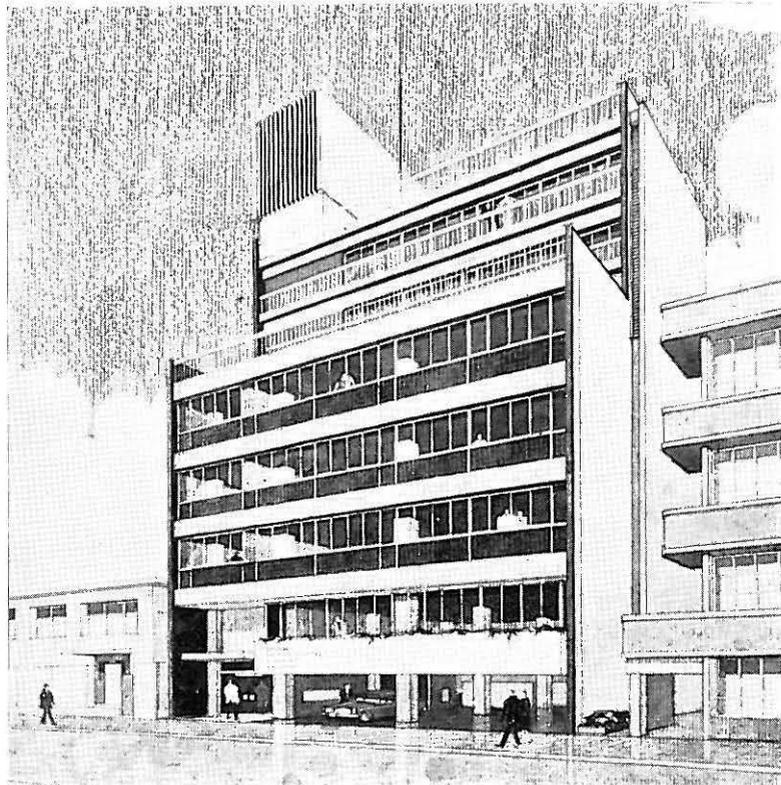
Each vessel will be equipped with four cooler/freezer chambers. There will be altogether an increase in balespace of about 70,000 cu.ft., including 26,500 cu.ft. reeferspace.

The Nippon Kokan K.K. will carry out the conversion in their Asano Dockyard in Yokohama. It is expected that the jumboizing will be carried out according to the following schedule:

| | | |
|----------------|-------------------|--------------------------|
| Van Heemskerck | — | November 1966 |
| Van Linschoten | — | January 1967 |
| Van Spilbergen | } one in May 1967 | |
| Van der Hagen | | and one before July 1967 |

m.v. Van Waerwijck will be redelivered to Messrs. K.P.M. in mid-April, on completion of her current CHIWAS voyage.

m.v. Schouten will assist Tjikampek in the Far East-East Africa Service, leaving Japan early in April.



An impression of the new building to come.



Mr van Rhoon bowing in Japanese fashion.

ROYAL BUILDING

A Report from our Japanese Correspondent

Jichin Sai — the ceremony of purifying a building site at an earth-breaking ceremony — was performed at the site of the old Yokohama office on 1st February when Mr van Rhoon, Mr Frieszo, other R.I.L.'ers, and representatives of Shimizu Kensetsu (the builders) attended.

The ceremony consisted of exactly the same ritual as for the keel-laying of a ship, except that symbolic earth-breaking was substituted for symbolic welding in Jichin Sai.

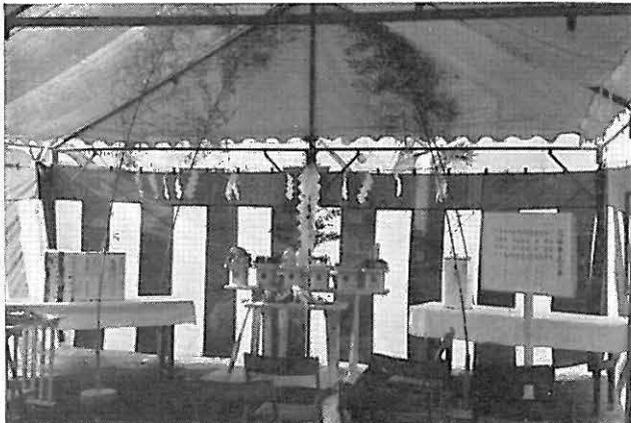
Mr van Rhoon, representing the owner of the new building-to-be, performed the rituals together with the Shinto priest. Many present remarked on the smooth and natural way in which he carried out his part.

The new eight-storey building will be completed by next December, when the Yokohama Management, Agency, and Superintendents offices will all move into part of it.

The old Yokohama office building.



Altar erected on the old site.





Mrs T. Saito cut the tape.

“STRAAT FLORIDA” LAUNCHED

The new ship “Sstraat Florida” is the first ship built by Nippon Kokan in their Shimizu Dockyard and the last ship in the current series of four “Sstraat F-ships” built in Japan.

The day of the launching — 3rd February — was fine but cloudy in the afternoon; beyond the shipyard the snow-capped Mount Fuji was seen, with only the top veiled by the clouds.

At 2.40 p.m., after the national Anthems of Japan and the Netherlands were played by a brass-band of highschool students, Mrs T. Saito, the wife of the Governor of Shizuoka Prefecture, cut the launching tape.

The new ship slid smoothly down the slipway and entered the water. Many R.I.L.’ers including Mr van Kretschmar and Mr & Mrs van Rhooen were watching.

After the launching, a reception party was held at the Nippondaira Kanko Hotel. Mr T. Takemura, Managing Director of Nippon Kokan expressed his gratitude for the cooperation of R.I.L. Mr de Haan gave a congratulatory address. Amongst other guests, a speech of congratulation was made by Mr T. Saito, Governor of Shizuoka Prefecture. He said that it was his greatest honour that the first vessel of such a big Netherlands shipping company as R.I.L. was ordered from N.K.K. Shimizu Dockyard in Shizuoka Prefecture and that his wife was given the pleasure of acting as sponsor for the first time in her life.

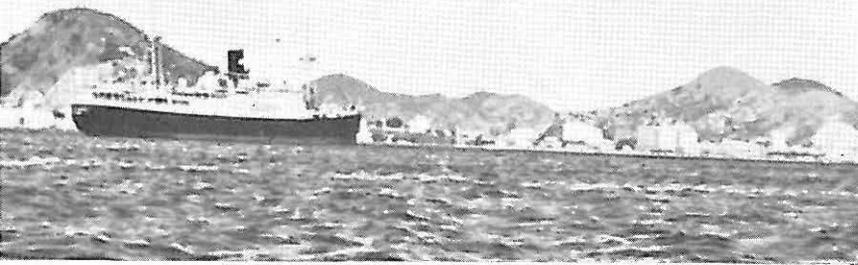


From the Hotel, people could command a magnificent view of Mt. Fuji, Shizuoka and Shimizu cities and the surrounding seas. It was indeed a place of scenic beauty.

T. Usami (Yokohama)

A reception party followed the launching.





*Tjalengka approaching South American shores with 312 Koreans aboard for Paranaguá.
Photo: E. Nakano (Martinelli, Sao Paulo)*



ORANDA - SEN

In Japan, Okinawa, Korea and Taiwan, R.I.L. is known as 'Oranda-Sen', meaning a vessel which gives good service and food. And this name has been given by the thousands of emigrants who have sailed in our ships since 1950 from over-populated, extremely poor homes to find new lives in South America; 15,000 Japanese, 9,900 Okinawans, 1,730 Koreans and 1,350 Taiwanese have sailed on our ships to date.

Whilst of course we know that the Company does its utmost to make these passengers feel at home in the — to them — strange shipboard surroundings, there has been a good deal of speculation as to how they have settled in their new homes in Argentina, Bolivia, Brazil and Paraguay. Now, Mr T. Makiura (Tokyo) has made a long business trip throughout those four countries and has come up with some very interesting facts and photographs:—

Japan

It was 57 years ago when the first group of Japanese farmers emigrated to Brazil. Some few years later they also went into Argentina, Paraguay and Bolivia. The first settlers started to call their relatives and friends, and in recent years the Japanese Government has provided emigrants with financial aid. Today the number of Japanese in Brazil amounts to 600,000, in Argentina 20,000, in Paraguay 8,000 and in Bolivia 6,000.

Okinawa

Okinawans, throughout their history, have been known as good emigrants. Because of the extremely poor condition in their own small land, they have had no other choice but to find better places in such countries as South

America, where huge uncultivated areas are offered. Out of the abovementioned figures, there are 50,000 Okinawans in Brazil, 12,000 in Argentina and 3,500 in Bolivia. All are doing well because of their strong unity.

Korea

Far Eastern countries in general are over-populated, and Koreans and Taiwanese are other peoples who have ambitions for a better life overseas. Some years ago the first Korean pioneer succeeded in obtaining an entry permit from the Brazilian Government for 30 families of Korean nationals. In December 1962, Tjitjalengka carried the first group of 120 emigrants from Pusan to Santos. Despite all kinds of difficulties, the number of Koreans moving to South America is on the increase. Pioneers opened the gateways to Paraguay, Bolivia and Argentina. The main difficulty for Koreans is that they are not farmers, being mostly above middle-class people, retired army officers and the like, and therefore have to raise the necessary funds themselves. They have had no one to advise them in their new countries on how to build new lives, and have met many hardships on arrival, but we hope they too will find a way to settle down successfully.

Taiwan

Without Government guidance, the Taiwanese started to move into Brazil from 1960 onwards. With a few exceptions, they have settled in Sao Paulo, and the number of Chinese restaurants in that city has increased. They are steadily building up their community and are apparently doing well with the Japanese settlers. R.I.L. has carried the majority of the Taiwanese, who prefer the service on board our vessels.

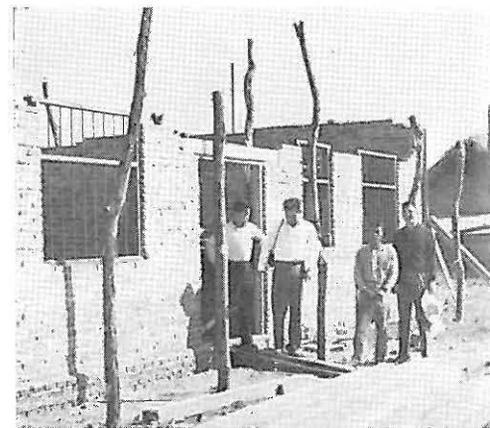
Koreans in Paraguay put up tents.



Okinawans in Bolivia make primitive huts.

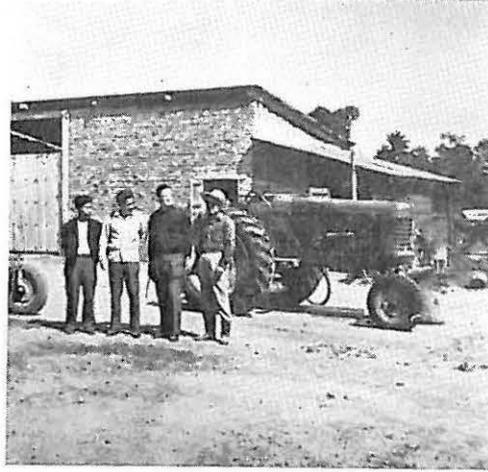


After a few years, they hope to build brick homes.





Raising of pigs and cattle is important to settlers.



Okinawan farms in Bolivia have modern machinery.



There is still time sometimes to go hunting.

South American Visit

When I went to South America to see how our ex-passengers were farming in their new homes, I was met in Buenos Aires by my counterpart there, Mr D. Zerbinati. To my surprise, he still speaks some Japanese when meeting the colonists!

Mr Zerbinati and I drove in a jeep on unpaved roads for hundreds of kilometres a day, swallowing tons of dust in order to reach the colonies. One cannot believe it without seeing it oneself. We found the visits most interesting and pleasant. At every colony we were given a whole-hearted welcome from all nationals. In all our experiences, the words of our ex-passengers were the most impressive: "A voyage with the 'Oranda-Sen' (R.I.L.) was pleasant, and the treatment received from personnel on board was unforgettable". At a farmer's house, we found the small tokens which the family received on board during the voyage still being displayed. They were still using a demijohn (*waterbottle*) and R.I.L. travel bag which they received from us. In the various embassies and consulates, we heard the officials' words, "the Oranda-sen has done a lot for these immigrants".

Our trip was completed in Sao Paulo, where we were much encouraged by the welcome dinner parties given by the leaders of the settlers. Mr Nakano of our Sao Paulo agents has been instrumental in assisting the disembarkation of the newly-arriving emigrants and their subsequent settlement.

Argentina

Prewar settlers (mostly Okinawan) live in and around Buenos Aires and are engaged in laundry service, and market gardening. They have confidence from the people and are preparing to call for more emigrants to a country which they consider offers a far better chance of a new life. It was difficult for them to break into commerce and industry, fields in which Europeans were already well established.

Post-war colonies lie in the States of Misiones, Mendoza and Cordoba, where newcomers had first to chop down trees in the jungle. Thanks to aid from the Japanese Government, all farming equipment was available, and with few exceptions settlers are on their way to prosperity.

Paraguay

This country is a paradise for farmers, and with little effort large harvests are obtained. However, until a few years ago, because they had great difficulty in selling their products, about 30% of the Japanese settlers left for Brazil and Argentina. Present settlers told us "It is easy to live but impossible to make a fortune".

With the completion of the international highway from the port of Paranagua on the coast of Brazil to Iguazu, however, these people need not take such a pessimistic view of the future. What the country now urgently requires is hard-working people and technical aid. This is one of the reasons why Paraguay—a country with a population of only 1.6 million—has now agreed to open her doors to another 75,000 Japanese farmers and also to Korean immigrants.

Since 1965, over 500 Koreans have arrive in Paraguay, but they have abandoned the plot of land which they purchased and are living in Asuncion, doing almost nothing but selling merchandise on the street. They still look forward to finding more suitable work.

Bolivia

At Santa Cruz there are two colonies—the Okinawans and the Japanese. The Okinawans came about ten years ago: they arrived empty-handed and had to fight against the jungle, disease and even wild Indians. Today, of their three colonies, the one which we visited can be considered as a model for all colonies. Each family has over 50 hectares of well-planted fields, and the farms are equipped with modern machinery. The so-called 'Okinawan rice' which they produce, supplies 30% of the need in Bolivia. In



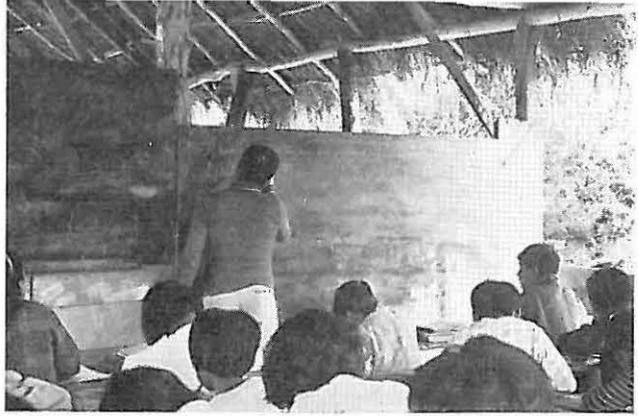
Bolivian-born Okinawan children—among them Master Tjisudane. Guess in which ship his parents sailed!



A thriving Japanese farm near Sao Paulo.



Some children must learn to ride to school



Though schools may be primitive, it is essential to learn new languages.

ORANDA - SEN *(continued)*

the colony centre, we saw a brickbuilt school, hospital, and even a cinema. Cattle- and pig-raising, which started a few years ago, is fairly well run. Another planned project is an 'edible oil plant', a step towards the field of industry which should cause some expansion in the community.

The success of the Okinawans is largely due to strong suitable leadership and to their policy of "helping each other". Unfortunately, there were failures in the newly-opened third colony, because of lack of water and poor quality of land. This has resulted in discouragement of prospective Okinawan emigrants to Bolivia for the moment, which we hope will only be temporary.

Brazil

The Cotia Farmers' Corporation in Sao Paulo, which is run by the Japanese, is the largest in Brazil, and their activities extend all over the country. In the state of Parana, large coffee plantations are run by Japanese, and they have started to utilize the land abandoned after coffee-growing for planting cotton. The Tozan Farm at Campinus, 100 km. from Sao Paulo, apart from its well-cultivated large farmland, has various industries, including a 'sake' plant.

In addition to the farmers who came to cultivate the land at their own risk, many started as labourers on the established Japanese farms. If they were lucky, they managed to own their land — at least 50 hectares — after a few years. In such a huge country, it is said that success is due in many cases not only to hard-work but also to good luck with the marketing of farm products, which can make a farmer a millionaire. This is still a dream a farmer can have in this country.

Experienced settlers, however, warn newcomers against over-optimism. Some immigrants have had to face severe hardships, even abandoning their intentions and returning home penniless. The Japanese (and Okinawan) Settlers

Chinese restaurant in Sao Paulo.



Association give help to those who fail, and their voice is strong enough to advise the Government on all matters of immigration policy.

The big difference between prewar and postwar immigrants is said to be that the former were farmers who came to Brazil to live and the latter come to make money in a comparatively short time. A farmer must always work very hard to be a success.

Koreans are all in Sao Paulo and have obtained permission to stay permanently, earning their livings in the usual ways in this country. There are those, however, who arrange to go to Bolivia but then wish to remain in Sao Paulo if they can get a permit, and this causes problems for the future. Amongst recent groups, the one organized by the Catholic Church to farm in Parana State seems to have good hope for success, as the Church seems to have made careful preparations against failure.

We met many Taiwanese emigrants, who own Chinese restaurants, shops, and small-scale industries etc. They told us that as long as emigrants take with them a certain amount of money, it is not difficult for them to compete in the field of commerce in Brazil. They themselves were not organized when they left their mother country, but had had previous commercial experience.

It is our desire to see that all these hard-working and enterprising people will succeed in their new ways of life and have opportunities to visit their home countries (on R.I.L. ships, of course!) with lots of 'omiyage' (presents) and stories of their experiences which will encourage more of their countrymen also to find better lives in the attractive huge countries in South America.

We are indebted both to Mr Makiura and to Mr Zerbinati for these photographs.

Earlier emigrants can now afford a holiday in Japan.



FAREWELL MR VAN BOVEN

"The time has again come to say Goodbye to one of the Company's valued servants", said Mr de Haan at a Farewell Luncheon given for Chief Engineer J. van Boven in Hong Kong on 22nd February. He mentioned that Mr van Boven had served K.P.M./R.I.L. for 36 years — a truly respectable length of time. Little was known to speaker about his pre-war career, but he recalled the occasion in 1941 when Mr van Boven sailed from the Dutch East Indies in the well-known K.P.M. freighter, *Ombilin*, with a cargo of bauxite for Canada. A subsequent voyage was never completed, as the ship was torpedoed in mid-ocean. Mr van Boven was picked up by the *City of Sydney* and subsequently proceeded to Australia, where he continued to contribute to the war effort by service in many other K.P.M. ships.

Mr van Boven joined R.I.L. in 1949 and has since served in many ships, particularly the 'Tji' vessels. His promotion to Chief Engineer practically coincided with his 25 years' jubilee on board *Tjibodas*. His last ship was one of the Company's big passenger liners — *Tegelberg*.

Apart from his technical ability, which is beyond praise, Mr van Boven is particularly well-known for his cheery disposition and his knack of getting along with passengers, fellow officers and crew, as well as shore staff. Speaker concluded by thanking him for his long and valuable service, saying that the Company was sorry to lose him, and wishing him well in his retirement in the sunny Riviera.

In his reply, the Chief Engineer said that he had enjoyed sailing in R.I.L. ships and expressed the wish that his successors would enjoy their work equally as much. If, as Mr de Haan said, he had served the Company well, it was in no small measure due to the cooperation of his



staff on board, as well as shore staff. He concluded by proposing a toast to the prosperity of everybody present and to R.I.L.

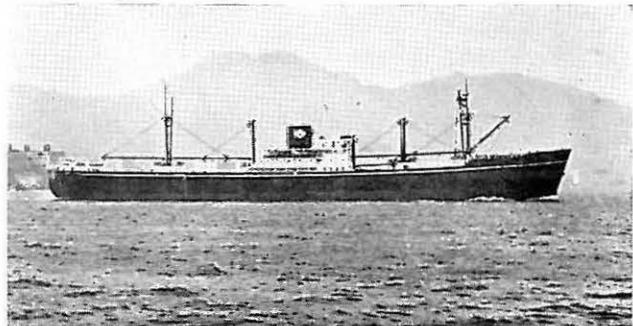
SHORE LINES

The names change, but apparently the place does not alter much, as the winner of our February competition, Mr J.M. Sijtsema (ex J.C.J.L. Officer), recognised what was once the port of Hollandia, which he has not seen since 1946! It afterwards became Kota Baru, and is now Suġarnopura.

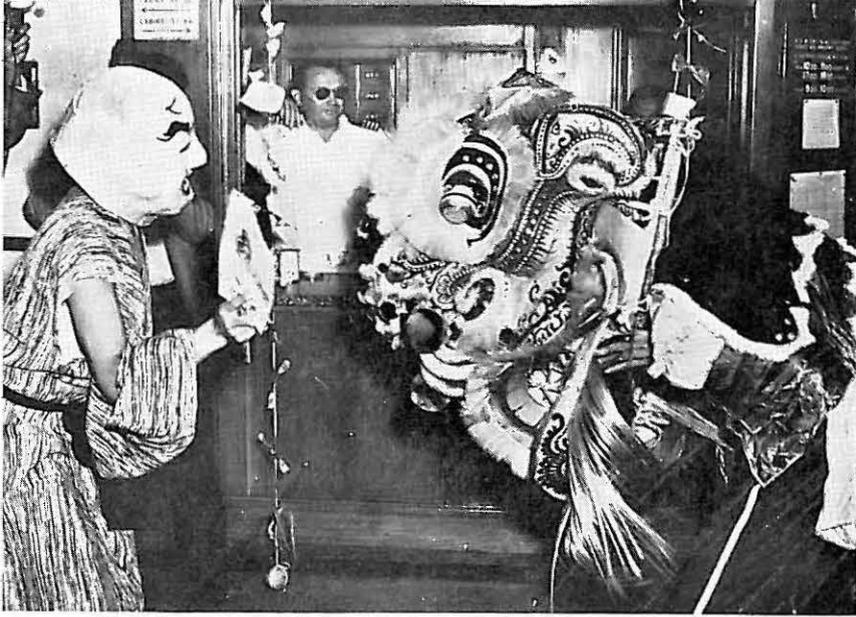
Behind the wharf shed is Van Neck, and her Captain — H. Meyer (now retired) — took the photograph.

CHARTER SHIP

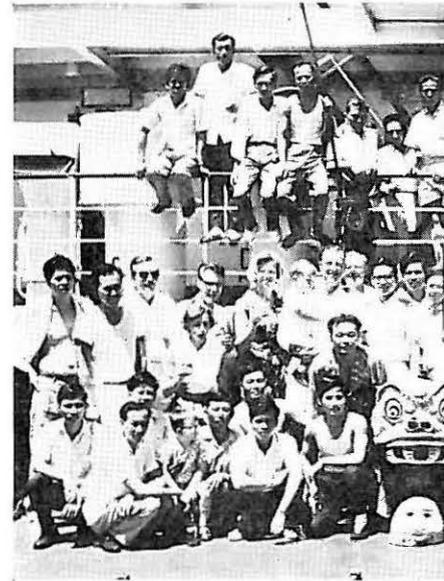
The British time-chartered **Eastern Trader**, sailing in the China-West Africa service (CHIWAS) should just be southbound, somewhere off the West African coast, as this issue comes out.



CHINESE



Much publicity was given in the Argentine press to Tjitjalengka's celebration of Chinese New Year, and we reproduce one account below. The reporter apparently was confused with the animal, but Asst. Storekeeper Yue Choi's photographs make it quite clear that it was a **Lion Dance**.



Straat Singapore — Ship's company

FESTIVITIES IN BUENOS AIRES

m.v. Tjitjalengka offers a strange sight

“At 9 o'clock on the morning of the 21st of January the port of Buenos Aires resounded with cymbal clashes and drumbeats foreign to Argentine ears. People rushed to the side of the Dutch vessel with the unpronounceable name. All agog they watched as a monstrous dragon danced and wiggled his way down the gangway. A man in an old kimono with a laughing buddha mask completely covering his face and head, waved a fan right in front of the dragon's awesome face, to incite or placate him — the watchers couldn't tell. Down came the drum and the cymbals to excite the beast even more. “Good luck, good luck to Buenos Aires — Gone is the Year of the Serpent — the New Moon has brought you the Year of the Horse” —

The dragon had first cast out the evil spirits on board by dancing all over within the bowels of the Tjitjalengka, stopping at the Purser's office to gobble up the offerings tied to strings weighed down with oranges and red paper —

The dancers take a rest.



And now the quayside was to be wiped clean of all evil — good luck would surely follow.

The Argentines watched — impressed by this age-old Chinese custom — the press falling over themselves to get a closer look, while the Chinese sighed, missing the ear-deafening sound of fire-crackers (forbidden by the authorities).

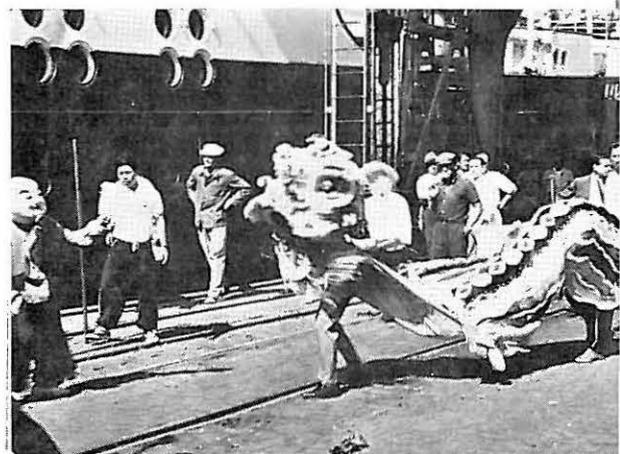
That evening televiewers saw the same spectacle being re-enacted on Channel Eleven.

And the next day B'Airites read about it in the papers, while the Tjitjalengka sailed out of the harbour letting off a round of the forbidden fire-crackers as a “Salvo de adios”.

(From the Argentinian Press)

在一九六六年一月二十一日上午，有許多南美阿根廷布爾諾斯艾利斯埠居民為中國之鼓樂聲所吸引，趕往當地停泊荷輪之碼頭，觀看熱鬧。彼等看到一頭醒獅由一荷輪之跳板舞下，而另一穿着潤大僧袍之中國海員，飭演大頭佛手執葵

Bringing luck to the quay.



NEW YEAR



Passengers enjoy the fun.

扇引導獅子跳躍，斯時鑼鼓聲大作，致使該獅子變成更為兇猛，而當地之阿根廷居民觀此均感新奇訝異，彼等不知大頭佛正在激怒獅子抑或撫慰獅子。彼等不知此種獅子舞正為布城祝福，並表示蛇年已逝，歡迎馬來臨。

該獅子首先在「芝渣連加」輪上起舞，並在該輪之大寫字樓採青。依照中國習俗，獅子在船上舞過後即表示將該輪邪惡悉數驅除。

其後該獅子並在岸邊起舞，以為當地驅除瘴氣，帶來幸運。

阿根廷市民對此中國習俗甚感興趣，當地之記者群紛紛上前觀察，以便作詳細之報導，而中國籍之當地居民聽聞爆竹聲後均慨然憫歎，因彼等許久未聞爆竹聲。

當日晚上，此項獅子舞並在布城第十一號電視台播映。

翌日清晨當布城市民在報章上閱讀上述新聞時，「芝渣連加」輪已駛離該港，而該港碼頭上只餘遍地桃紅色之爆竹衣在半空中飛舞。

Mr Tsoi Yin Yi created the impressive head.



Dancing on deck.

STRAAT SINGAPORE

Straat Singapore greeted the New Year as the ship was sailing towards Port Elizabeth from Mauritius. Before that date, however, Artist Steward Tsoi Yin Yi had been working very hard creating a Lion from an old basket, newspaper, and ship's paint—a beautiful job, as the pictures show.

Captain J. Verburg 'woke' the Lion by touching the forehead and eyes with a brushful of red paint, and to the clash of cymbals the thudding of a drum, and the wail of the two-stringed violin, the dancers leaped and pranced to celebrate the New Year.

Both passengers and ship's company enjoyed the show, and we have to thank Chief Steward Leung Lun for the photographs.

當「士打星加坡」輪由毛里求斯駛往伊莉莎伯港時，正值新年的來臨。船上之侍應生蔡燕貽君曾以舊竹籐，新聞紙及漆油製成醒獅一隻（如圖示）。

由該船船長佛伯為此醒獅舉行點睛儀式，即時鼓樂喧天，該醒獅即隨音樂節拍起舞，以歡迎新年之來臨。

船之上乘客及各級船員對此表演均甚感興趣。此照片為該輪大管事梁麟君所攝，本刊特在此向彼致謝。

Capt. Verburg brought the lion to 'life'.





The doctor makes a perilous ascent.

SALUTE TO A DOCTOR

(Dr. R.M.A. Panhuysen — *Tjinegara*)

I would like to tell you the following story as a kind of tribute to Dr Panhuysen, shipsurgeon for quite some years, whom I met for the first time in 1962, when I was fourth and third officer on board m.v. *Tjinegara*.

Now, 1966, he is still on board this ship and is retiring this year and that is what made me think again of that day in May in the Australian Bight.

It was May 23, 1962 and a few hours after we had overtaken an Australian ship, the wireless operator got a message from her. It was a so-called "XXX" message of the Australian ship *Barwon* and the contents were:

HAVE YOU A DOCTOR ON BOARD — STEWARD
HEADACCIDENT — FALL — BAD INJURY TO
EYE — WRIST DAMAGE.

The answer was, of course, that we had a doctor on board, and after exchanging some more telegrams, it turned out that the *Barwon* did not have a motorboat and

so it was decided that we would lower our motorboat and that the doctor would first go to have a look at the sick man on board the *Barwon*. There he would decide whether it was better to take him (the wounded) to the *Tjinegara* or treat him on the *Barwon*.

It was not easy to come alongside this *Barwon* as there was quite a heavy swell running, and it was worse for our doctor who had to get up that pilot-ladder. One of the sailors of the *Barwon*, who wanted to help the doctor and was on the ladder, was almost smashed between our lifeboat and the ship's side, but the doctor managed to get aboard.

We were not able to stay alongside the *Barwon* because of this swell but we circled her and took some photographs. In the meantime the doctor decided that it was better to take the wounded man to the *Tjinegara*; we came alongside again and had some bad moments when the wounded man was lowered down, got out of control and clashed against the ship's side. But we got him on board the *Tjinegara* safely and there it proved that he was almost scalped. The doctor treated him temporarily and when we arrived in Fremantle, an ambulance and t.v. car were awaiting us and he was taken to hospital where he got about 52 stitches in his scalp. His wrist was broken, but that seemed a minor thing in comparison with his head injury.

F. van Groll
Second Officer, Tjinegara



TEN YEARS AGO
1st April, 1956

On March 1st, 1956 Dr J.J. Koppes of the m.v. Boissevain successfully performed an operation for acute appendicitis on Mr H.A. Slettenaar, 5th Engineer of the ship, whilst en route from Capetown to South America. We congratulate both the Surgeon and the patient on this feat!





Miss C.E. Browne

On 14th February, 1966, a function was held in the General Manager's private office, followed by a luncheon on board "Tjiwangi" to celebrate the silver jubilee of Miss C.E. Browne, secretary to the General Manager for Australia and New Zealand.

Those present during this pleasant occasion included Mr F.K. Wiersum, Managing Director of Holland Australia Line and Mrs Wiersum, who are now visiting Australia, Captain Jochems of "Tjiwangi" and senior personnel of Sydney Office.

In presenting the inscribed watch on behalf of Managing Directors, Mr de Loos mentioned that Miss Browne's service to K.P.M./R.I.L. in Sydney had been one of great efficiency, loyalty and devotion, commencing in the Passage Department, followed by almost ten years in the H.A.L. Traffic Section working with the late Mr M.W. Pennell, the balance of her service being as Secretary to General Managers, Mr A. van Bochove, Mr P. Maasland and now to the speaker.

However, Speaker continued, it appeared that the most extensive written record of Brownie's (as she is generally known in Sydney office) career appeared to be in the satirical journal, prepared every Christmas, called "Handel's Scandals". Amusing extracts from these "Scandals" were read to the gathering and, for the benefit of those R.I.L.ers who have seen service in Sydney Office, these extracts are published elsewhere in this issue (page 77).

Mr de Loos then read a telegram from Managing Directors, also on behalf of the Board, as well as telegrams from Miss Browne's many friends in the Company.

As Mrs de Loos was unable to be present, Mrs Wiersum presented Miss Browne with a sheaf of beautiful flowers from Managing Directors.

Mr Wiersum followed and mentioned that he also had come to know Brownie and to appreciate her efficient work, through his many visits to Australia over the years. He presented her with an exquisite pierced Dutch silver bonbonniere which he had purchased in Holland specially for the occasion.

In responding, Miss Browne thanked Managing Directors for the wristlet watch and the flowers and mentioned that on joining the office in Sydney (then K.P.M.) in 1941

TWENTY-FIVE YEARS SERVICE



Mrs E.V. da Costa

A considerable number of people gathered in the office of the Manager for Hong Kong & China on 1st March to celebrate the 25th Anniversary of Mrs E.V. da Costa. Some old friends from Shanghai days came over as well from Head Office to join her colleagues in MH in celebrating the occasion.

Mr Bouvy recalled Mrs da Costa's service with J.C.J.L. before the war in Shanghai, saying that exact dates were not quite established but that 1st March had been decided on to everyone's satisfaction for the anniversary celebration. Her service went back a long time — she had been present at the engagement of Mr & Mrs de Haan! — and she had seen many changes. After the war she had come to Hong Kong and had worked in three different 'Local Office' buildings.

Mrs da Costa is known as a very charming person who goes about her work in an efficient and imperturbable way. In her present capacity in charge of the Typing Pool she remains unruffled whilst coping with the day-to-day business and — always — the last minute rush! With increasing business, the Pool has been kept very busy but she always manages to take care of the work.

Speaker concluded by thanking Mrs da Costa for her excellent work and the cheerful way in which she had carried it out, saying that he hoped she would remain with the Company for a long time to come. He then presented her with a 'Jubilee' watch.

Mrs Olivia Yih followed by presenting the gift of a pearl brooch from everyone in MH.

In a quietly fluent reply, Mrs da Costa thanked everyone for their kindness, saying that when she looked at the watch she would not only see the time but would recall many years of happy service. She would always look with pride and pleasure at the lovely gifts, and meanwhile proposed the toast: "Sail on, R.I.L.!"

she had fully intended to remain as a temporary stenographer for only three weeks but that, somehow those weeks had become 25 years. She had found working for our Company most stimulating and satisfying and hoped to continue in the service for many more years. Miss Browne then proposed a toast to our Company.



Purser Lie Pak Yuen.



Boatswain Chan Chuen.

R.I.L. MEDAL

For some years it has been the custom of the Company to present an inscribed watch to those staff members who have completed 25 years of service.

Now a new decision has been taken: as from 1st January, 1966, a solid gold medal will be presented to those who have served for no less than 40 years. It is surprising how many there are! Mr Sung Shou Tin (HK MH) started the ball rolling, when on 2nd February he was presented with the first medal (see March issue).

Now, straightaway, three of the seagoing staff are eligible for this award and there will be others later in the year.

The medal is two ounces of solid gold, made by a well-known Hong Kong craftsman to a design by Mr Richard Chan (HK HO VZ). On one side is a large '40', a crown, and 'R.I.L.', surrounded with a chain of exactly 40 links, and on the other side is inscribed the man's name and the year in which he joined the Company. The whole is hung from an orange ribbon with the R.I.L. insignia forming a bar at the top.

It is a handsome award, and there is no doubt that each recipient will more than have deserved it.

First of the sea-going staff to receive a gold medal was **Mr Lie Pak Yuen**, Chinese purser on board the Ruys, who first started service in 1926. In the presence of his fellow officers, senior shore staff members, Chinese Heads of department and the comradore crew, Mr W.M. de Haan pinned on the medal, saying that the Company was proud to have such people serving them, not only for their day-to-day work on board, but also for the way in which they were keeping up the good name of R.I.L.

Mr Lie sailed in numerous old ships before the war and was one of the many who were then stranded in Surabaya until 1946. He was appointed Purser in 1962, and in the same year received a much-belated '25 Year Jubilee' watch.

Hard on the heels of Ruys, Tjibodas sailed into Hong Kong harbour, and it was the turn of **Boatswain Chan Chuen** to receive his medal from Jhr. C. L. C. van Kretschmar, General Superintendent. Mr Chan first joined the Company as long ago as 1924, got as far as New Orleans during the war, and also sailed in ships under Allied Control during that period. He was promoted to Boatswain on board Tjibodas in 1952 and had remained there ever since. When asked why, Mr Chan said with a twinkle: "old man belong old ship"!

歷年來本公司的慣例是頒贈予每一位服務超過廿五年的僱員以一個刻有標誌的手錶，以資鼓勵及紀念。自一九六六年一月一日開始，本公司通過一新決議。此決議說明凡在本公司服務超過四十年的僱員將獲得頒贈一面以純金製成的金牌。此金牌之第一位獲得者是本公司香港中環分行的宋壽田君。宋君於本年二月二日接受頒贈。（參閱本刊三月份版）

跟隨宋君之後，將另有三位在船上服務的僱員接受此項頒贈。同時在本年內將另有許多接受金牌的獲獎者。

關於此而以純金製成的金牌，淨重兩安士，並交由本港一位著名的金匠依照本公司總行交通部陳兆強君的圖案精工鑄製。金牌之正面刻有一「40」之大字，一個皇冠及「R I L」之字樣，並伴以有四十個金環。金牌之後面則刻有得獎人的姓名及其最初加入公司服務之年份。全個金牌則繫於嬌艷的橙黃色絲帶上，而於絲帶的上端印有本公司的徽號。

此金牌獎可算得是設計精巧，光輝奪目，得獎者將感無上光榮。

又於頒獎之翌日，本港各報會以圖文盛誌其事。

「羅斯」輪的華人買辦李栢元君是接受本公司金牌獎的第一位船上僱員。李君是於一九二六年加入本公司服務。在頒獎之日，參與盛會者包括李君的同僚，岸上高級職員，船上各部門的華籍頭目及辦房部的船員等。在各人的面前，本公司常務董事狄漢先生將一面金牌為李君扣上，並表示李君服務精神可嘉，並使公司聲名遠播。

查李君於戰前曾先後於數艘船上服務，並且因戰事關係，彼與其他同僚多人留於泗水，直至一九四六年為止。在一九六二年李君被擢升為買辦，同年李君接受本公司服務二十五週年之紀念手錶一個。

緊接着「羅斯」輪之後，「芝保大士」輪的水手長陳銓君亦接受金牌頒獎。該項獎品由本公司總監葛師孟先生主持頒發。查陳君是於一九二四年加入本公司，於大戰期間，曾航行遠至美國南部的紐奧連及曾於盟軍管轄的船隻上服務。陳君自一九五二年在「芝保大士」擢升為水手長後，直至現在仍在該輪任職。有問陳君何以服務於該輪如此長久時間，彼微笑回答：「舊人戀舊船」。

R.I.L. MEDAL *(continued)*

A few weeks later, when Tjipondok arrived at Hong Kong, it was the turn of **Cargo Clerk (S.G.) Lau Yee Kwong**, who is known to so many people in the Company. He first joined right back in 1923 as a tallyman, and from 1934 served as 3rd/2nd Compradore on the old ships. During the war he was landed at Makassar and eventually brought back to Hong Kong. Mr Lau seems to have liked the Victory-type ships, for he has served on, first Tjikampek and now Tjipondok ever since.

When Jhr. C.L.C. van Kretschmar pinned on the gold medal, he said that there seemed to be a special tie between the Chinese staff on board R.I.L. ships and the Dutch staff afloat and ashore. He hoped very much that this would be passed on to the next generation by the 'old faithfuls.'

當「芝本鐸」輪到香港時，大手理貨員劉裕光君接受金牌獎。劉君於一九二三年加入本公司為打厘，一九三四年為三買辦及二買辦。在第二大戰時，劉君曾留落孟加錫埠，戰後任職「芝金碧」及「芝本鐸」等輪直至現在。



Cargo Clerk Lau Yee Kwong.

本公司總監葛師孟先生，頒發金牌獎時，曾特別指出劉君交友甚廣，為本公司各級船員所熟識。葛師孟先生希望劉君等公司先進，指導新血以發揚荷華同舟共濟之一貫傳統精神。

EASTER FESTIVAL

Close to the eastern border of Holland, in the province of Twente, lies the village of Ootmarsum, which every year celebrates Easter in its own special way.

Some weeks beforehand, six young men (the 'Paoskeels') start making plans for the festival, which commences on Palm Sunday with a procession of children carrying their 'palmpaoske'. The palmpaoske is a wooden stick decorated with coloured ribbons, bands and strips, to which all sorts of cakes, candies and sweets are attached. Prizes are awarded for the most original ones.

On Easter Saturday, the Paoskeels, accompanied by the village children, drive three big wagons, each pulled by two horses, from the market place to the forest to gather wood. As the laden wagons return, all the children join in singing an age-old traditional hymn, and the wood is unloaded at a spot on the hillside where the Pascal fire will be lighted.

Next morning the Paoskeels meet on the hillside, and from there walk slowly down to the village, singing traditional hymns. Church-goers join them, and in the market-place the whole community sings another hymn before attending a celebration of Mass.

In the afternoon at 5 o'clock the same ritual is repeated, but when the Paoskeels reach the market place, everybody joins in forming a line which, hand-in-hand, follows a traditional route right through the village — through farm houses and old buildings — until the market place is again reached. There the procession — the 'Vloggelen' — dissolves and everyone goes home to enjoy a Sunday dinner in which painted eggs are included.

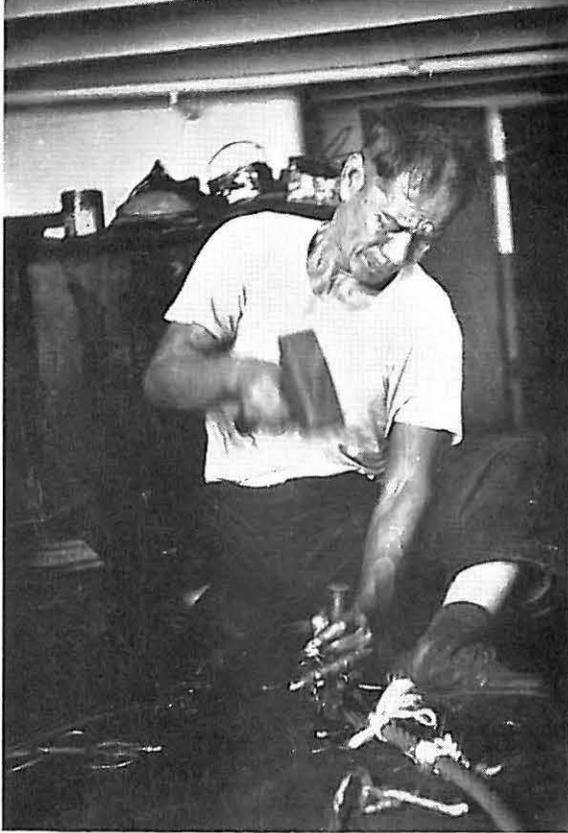
At 8 o'clock comes the climax of the festival: hundreds of villagers, tourists and visitors from neighbouring towns swarm on to the hillside to enjoy the Easter Fire. As the flames leap up in the darkness, the ancient hymns ring out, and with the dying-down to glowing embers another Ootmarsum Easter Festival comes to an end.

Following the traditional route.



COMPANY

MAN AT WORK



When Second Officer F. van Groll sent us this photograph, he said that it was of the cassap, busy splicing under the forecassle on board Tjinegara. This led us to enquire the exact meaning of 'cassap', a very familiar name to seagoing staff, who know him to be the 'Lamptrimmer', the man responsible for paint and other deckstores. However, we do not know where the word originated; it is not Chinese, Dutch or English, but is known all round the Arabian Sea. Can any knowledgeable reader enlighten us?

「芝利加拿」輪二伙萬高樂先生寄來了一張照片，照此片是關於一個「加雲」在船頭整理繩索的情形。由於這張照片使我們連想到「加雲」這名稱的真正涵義。無疑地在船上服務的僱員都明白「加雲」便是「較燈」，即櫃面部一位負責油漆及士多的管理員。但是我們不知道「加雲」這名稱的來源，它不是中文，荷蘭文，或英文，可是在阿拉伯海上却為人所熟曉。請問那一位博學多聞的讀者可以告訴我們？

FAMILY NEWS

Weddings

Miss Wong Luen Fong (HK MH) to Mr. Sung on 20th November, 1965.
Miss L. Ezekiel (Sydney) to Mr Moses Joseph on 9th January.
Mr. W.J. Schipholt (Durban) to Miss S.E. de Smit on 15th January.
Mr Y. Morishita (Kobe) to Miss Yukiko Hayakawa on 21st January.
Miss K.A. Plunkett (Sydney — A/cs) to Mr M. Stansfield on 5th February.
Mr F.J. Thate (Durban) to Miss T. Taverne on 12th February in Holland.
Mr F. Pannekoek (Durban) to Miss K.L. Orr-Harper on 18th February in Pinetown, Natal.
Mr So Hon Fat (HK HO CD) to Miss Cheung Lai Kam on 28th February.
Chief Officer H.H.A.E. Kwaad (HK HO ND) to Miss J. van Diest on 4th March at Sassenheim.
Mr Kwong Hung To (HK HO Driver) to Miss Chiu Mei Ping on 7th March.



New Arrivals

To Mr E. van Daatselaar (Sydney) a daughter, Gabriella Elizabeth, on 5th January.
To Second Engineer G. Bos (Straat Chatham) a son, Jerven Gerrit, on 7th January at Durban.
To Second Officer G.G.J. Witkamp (Straat Colombo) a daughter, Jennifer June, on 3rd February at Sydney.
To Mr J. Teffer (Sydney — Claims) a son, Richard John, on 5th February.
To Third Engineer H.J. Maris (Tjiluwah) a daughter, Joyce Elly, on 6th February at Bellambi, N.S.W.
To Third Engineer/Elect. C. Ligtenberg (Tegelberg) a daughter, Annette, on 21st February at Singapore.
To Chief Officer K. Römelingh (Straat Freetown) a daughter, Belinda, on 24th February at Durban.
To Mr H.M. Roos (HK HO VZ) a daughter, Monique Johanna, on 28th February.
To Third Engineer J. van der Zee (Straat Malakka) a son, Michel Jasper, on 28th February.
To Mr. H.M. Gemke (HK HO TD) a son, Johannes Antonius Maria, on 3rd March.
To Mr M. Pach (HK HO FB) a daughter, Geraldine Marjoric, on 13th March.



P.A.T.A. DISCUSSION WORKSHOP

At the Annual Conference of the Pacific Area Travel Association, R.I.L.'s Passage Manager, Mr G.M. Pliester, is seen in pensive mood (rear).



M.H. APPRECIATION

The hardworking girls in the typing-pool at HK MH (*l. to r.*: Miss Wong Kit Lan, Miss Lisa Li, Miss Helen Cheng, Mrs da Costa, Miss Anita Yau, Mrs Olivia Yih, Miss Doleres de Almeida) all admire Mrs da Costa's pearl brooch and watch — see page 73.



STRAAT H- CONTRACTS

Contracts for the new 'H' ships were signed in the Board Room at Amsterdam on 14th February. For this purpose, a combined Meeting was convened, at which Jhr. Mr E.W. Roëll acted as Chairman of the Board of K.P.M. and Delegate of the Board of R.I.L., and Nippon Kōkan was represented by Messrs K. Toyama, K. Fujii and K. Ogawa.

At this moment, when Mr Toyama handed over the contracts to Mr Roëll, Mr E. van Walree and Mr H.M. van der Schalk can be seen on the left and Mr Ogawa and Mr Fujii on the right and left of Mr Toyama respectively.



PERSONALITIES

Mr D. Reyneker, Managing Director, returned to Hong Kong, via Africa, from Home Leave on 14th March.

Jhr. C.L.C. van Kretschmar, General Superintendent, made a brief trip to Japan at the end of March to take delivery of the Straat Fiji.

Mr F. Kummer returned to Hong Kong in mid-March on board Tjitjalengka from Home Leave, via Africa, and took over again as Manager of the Catering and Purchasing and Stores Department.

Mr J.J. van Mourik, Manager Freight Department, made a 10-day business trip to Singapore, Malaysia and Bangkok from Hong Kong in mid-March.

Mr E. Willems, Manager of the Audit & Control Department, made a 3-week business trip to Manila and Sydney in March.

RETURN TRIP

The serious group of young Japanese climbers shown in our January issue on board Tjiluwah, appear to have had a very successful trip in New Zealand. Here they are, in rollicking mood, with Purser Yip Pak on board Tjiwangi, on their way back to Japan.



BROWNIE'S CAREER AS TRACED THROUGH "HANDEL'S SCANDALS"

(page 73)

When Miss Browne joined our Company in 1941, she commenced duties in our Passage Department. Subsequently, she became stenographer for the late Mr Pennell and, such was her high regard for his capabilities and such was her great sense of loyalty that she would hear of no criticism whatever of her boss. Consequently, her first mention in "Handel's Scandals" was:—

Chorus by the Entire Staff "God Save our Pen" Conducted by Miss Browne

As we well know, Brownie has very strong ideas of just how things should be done and, some years later, she "locked horns" so to speak with a person of equally strong will. This led to:—

Song Entitled "Smiling Thru" By those eminent duetists Miss Browne and Mrs "Ma" Pearson

One year, all the girls of the office were invited to a conducted inspection of a new vessel followed by a luncheon. Miss Browne was to be the chaperone and, before leaving the office, the girls were carefully instructed by her as to correct behaviour. "Handel's Scandals" reported it as:—

Fashion Parade during conducted inspection of HAL's newest vessel Featuring the latest in knee-length underwear By the Office Cuties chaperoned by Miss Browne ("Woi! No Scanties!")

In 1962, Miss Browne took some long service leave and her trip overseas included South America. Such were her praises of South America, particularly Brazil, that "Handel's Scandals" gave forth with:—

Recorded commentary specially flown from the depths of the Amazon Jungle Entitled "Re-organisation of the Brazilian Coffee Makers' Union" Author — "Instant" Brownie

and

Improved Staff Training Scheme Extra Curriculum Address By "Latin Lover" Brownie

One of the complaints of the Management Secretaries is that we men rarely give much attention to our red and green lights. This led to:—

Popular Request "Let there be Light, red and green" By the Management Secretaries led by Elsie Browne.

IN MEMORIAM



It is with deep regret that we have to announce the death of **Mr Ho On**, aged 45, in Canossa Hospital, Hong Kong, after many years of sickness, patiently borne. Mr Ho first served the Company in 1949 aboard the old Tjibesar and thereafter served continuously aboard Tjibodas and Tjiluwah until his accident in 1957.

The many RIL'ers who visited Mr Ho in hospital will miss his cheerful courage. Our deepest sympathy goes to his wife and five children, particularly his two sons Mr Ho Sui Pong (Sailor — Straat Clement) and Mr Ho Sui Po (Asst. Fitter — awaiting posting) who are sailing with RIL.

我們謹以沉痛的心情宣佈何安先生於香港嘉諾撒醫院逝世的消息。何安先生享年四十五歲。他是於一九四九年加入本公司工作，曾先後服務於「芝庇沙」，「芝保大士」及「芝利華」各輪上，直至一九五七年遭遇意外為止。

何安先生前曾於香港嘉諾撒醫院治療了數年之久，許多渣華公司人員曾往探病。今何先生一旦去世，實令人惋惜不已。本刊特於此向其妻子及五位兒女慰問，何君有兩位兒子在本公司船上服務——一為在「士打機利文」當水手的何兆邦君及等候指派的助理打員何兆波君。



It is with deep regret that we have to announce the death of **Mr Wu Chien Hwa** in Shanghai on 11th March 1966 at the age of 47.

Mr Wu, who served in HK MH as a canvasser since 1962 was a pleasant and co-operative man who was well liked by his colleagues. Our deepest sympathy goes to his widow and six children.

謹以沉痛之情，宣佈香港分公司職員吳劍華先生於一九六六年三月十二日在上海病故，享年四十七歲，遺有一妻及子女六人。

吳先生自一九六二年十一月份開始服務於本公司，工作勤謹，待人和藹可親，一旦逝世，本公司同寅均感惋惜。

本刊對其遺族寄無限同情。



We much regret to announce the sudden death, after a very brief illness, of **Carpenter Wong Tak** on board HOUTMAN on 7th March.

Mr Wong Tak, aged 42, first joined the Company in 1951 on board the Tasman and had since served on many other vessels, including the Van Noort on her coming-out voyage. He was a steady, hardworking man who will be much missed by his friends. Our sincere sympathy goes to his wife, son and daughter.

謹以沉痛之情，宣佈「厚文」輪木匠黃德君逝世的消息。

黃德君享年四十二歲。黃君是於一九五一年加入本公司工作，曾先後服務於「他士文」、「萬諾」及其他船隻上。黃君生前品性忠厚，刻苦耐勞。今一旦去世，實令人惋惜不已。「厚文」輪船上各級船員抵港時，特將籌得款項贈與死者家屬，以表同情。

ALL AT SEA!

Apologies Mr Clive Hull! The promenade and beachfront published in our February issue were certainly not those of Port Elizabeth, but of Durban. Ignorance and bad filing are not really sufficient excuse: we only hope that Port Elizabethans live up to their name: you did say it was a *friendly* city?

PERSONNEL

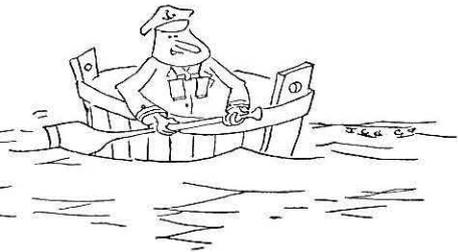
SUCCESSFUL EXAMINATIONS

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



| | | | |
|-----------------------|--------------|-------|---------|
| Mr J.B. Nienhuis | 3rd Officer | II | 2-3-66 |
| „ J.F. Huizenga | 4th „ | Th.II | 21-1-66 |
| „ P.H. van Kuyk | „ „ | Th.II | 3-2-66 |
| „ A.J. Martijn | „ „ | Th.II | 27-1-66 |
| „ W. Ijpma | „ „ | Th.II | 8-2-66 |
| „ F.B.M. Monsma | 2nd Engineer | C | 15-2-66 |
| „ A.F. Roskam | „ „ | C | 18-2-66 |
| „ A. van Deventer | 3rd „ | B | 22-2-66 |
| „ K. Renard | „ „ | B | 21-2-66 |
| „ H.L. Uijl | „ „ | B | 23-2-66 |
| „ Th.I.J. Meerland | 4th „ | B | 23-2-66 |
| „ G.J. van Veldhuizen | „ „ | B | 24-2-66 |
| „ M. Hukom | 5th „ | VD | 5-1-66 |
| „ P. Jansen | „ „ | A | 18-2-66 |
| „ D.L.A. Meeusen | „ „ | A | 17-2-66 |
| „ B.D. Planting | „ „ | A | 17-2-66 |
| „ T.C. Smakman | „ „ | A | 21-2-66 |

PERSONNEL



NEW PERSONNEL



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

| | |
|-------------------|--------------|
| Mr D. Nagtegaal | 4th Officer |
| „ R.J.A. van Went | „ „ |
| „ C. Oudendijk | „ „ |
| „ H.J.A. van Dam | „ „ |
| „ A.E. Rouffaer | „ „ |
| „ C.W. van Velzen | 5th Engineer |
| „ J.G. de Rooy | „ „ |

LEAVE

The following personnel went on leave:



| | |
|-------------------|---------------|
| Mr F. Bakker | Chief Officer |
| „ R.Th.F. Brouwer | „ „ |
| „ K.J.B. Hoen | „ „ |
| „ J.M. Jansen | „ „ |
| „ R. Lindemans | 2nd „ |
| „ J.T. Wouda | 3rd „ |
| „ S.P.J. Heerens | 4th „ |
| „ A. de Jager | „ „ |
| „ J.V. Mulder | „ „ |
| „ P.F. Feleus | 4th Engineer |
| „ H.A. Schreurs | „ „ |
| „ A.A. Verdoorn | „ „ |
| „ B.R. Wasterval | „ „ |
| „ W. Westerhof | „ „ |
| „ W. Bakker | H. Employé |

Those who returned are:

| | | | |
|-----------------------------|--------------|------------------|------------------|
| Mr A. van de Grift | 2nd Officer | <i>posted to</i> | m.v. Str. Fiji |
| „ J. Veeneman | „ „ | „ | „ Str. Magelhaen |
| „ J.B. Nienhuis | 3rd „ | „ | „ Tjibantjet |
| „ A.Th.M. Salemink | 4th „ | s.s. | Tjibodas |
| „ H.O.P. de Jongh Swemer | „ „ | m.v. | Str. Mozambique |
| „ A. van Deventer | 3rd Engineer | s.s. | Tjipondok |
| „ R. Hartjes | 4th „ | m.v. | Tjitarum |
| „ J.C. Ingwersen | „ „ | „ | Str. Clarence |
| „ F.H.J. Schlechtriem | „ „ | „ | Str. Florida |
| „ A.J. Schoe | „ „ | „ | Tjibantjet |
| „ F.G. Krap | 5th „ | s.s. | Tjipondok |
| „ D.L.A. Meeusen | „ „ | m.v. | Str. Fiji |
| „ B.D. Planting | „ „ | „ | Boissevain |
| „ J. Visser | „ „ | „ | Str. Fiji |
| „ C.A.A.J. Sinninghe Damsté | H. Employé | | Lagos via Durban |

LEAVING (OR LEFT) SERVICE



| | | |
|-----------------|----------------|-----------------|
| Mr P.A. Zwart | Chief Engineer | own request |
| „ C.P. de Jager | 2nd „ | — „ — |
| „ P. Tigchelaar | „ „ | — „ — |
| „ W. Klootwijk | 5th „ | returned to KPM |
| „ J.S.M. Wijne | „ „ | own request |

PROMOTIONS



Our congratulations go to Appr. Engineer M. Hukom who who was promoted to 5th Engineer on 5th January, 1966.

TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS



Acting Captain G.W.E. Gerritsen, Master of m.v. Straat Magelhaen, went on home leave.
 Captain D.C.M. van der Kroft was posted to m.v. Straat Magelhaen following home leave.
 Captain G.J. Noč, Master m.v. Straat van Diemen, was posted to m.v. Straat Cumberland.
 Captain (temp. service) J. Kuiken, Master of m.v. Straat Cumberland, was posted to m.v. Straat van Diemen.
 Captain H. Muys, Master of m.v. Straat Rio, went on home leave.
 Captain D. Procee was posted to m.v. Straat Rio following sick leave.
 Chief Engineer J. van Boven of m.v. Tegelberg went on home leave prior to retirement.
 Chief Engineer F.M.H. Beckers was posted to m.v. Tegelberg following home leave.
 Chief Engineer J.C. Meulenberg of m.v. Straat Magelhaen went on intermediate leave.
 Chief Engineer C. Krul was posted to m.v. Straat Magelhaen following home leave.
 Chief Engineer (temp. service) A. Nieberg of m.v. Straat Malakka terminated his contract of employment.
 2nd Engineer D.J.B. Valk was posted to m.v. Straat Malakka as Acting Chief Engineer.
 Chief Engineer J. Mos of m.v. Tjibantjet went on home leave.
 Chief Engineer H.M. Deggens of m.v. Straat Clarence was posted to m.v. Tjibantjet.
 Chief Engineer G.H. Menses was posted to m.v. Straat Clarence following home leave.

TRANSFER SHORE STAFF



Mr H.M.R. Banens, Employé, was transferred from HK HO to Yokohama (Management).

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 — April". 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.

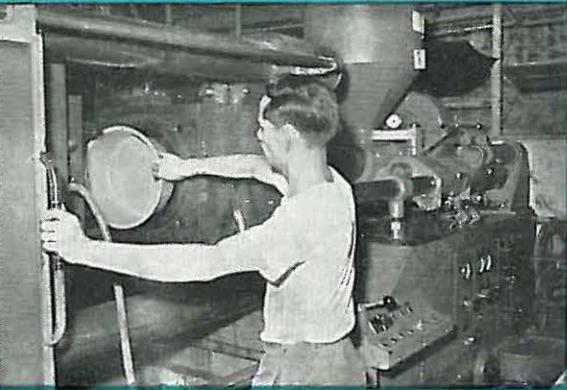
Each reader may send One Entry Only, which must reach the Editor by May 15th. The winner will be announced in the June Issue.

See page 69 for the winner of February's Competition.

CARGOES

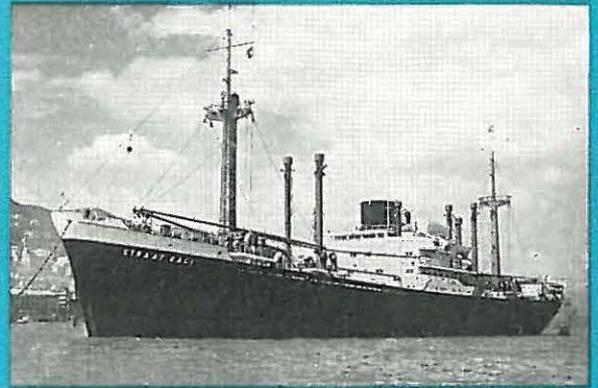
What and Where

PLASTICS



This plastic bowl from the Kader Factory in Hong Kong will be amongst the hundreds of items classified as 'general cargo' and carried to Africa in the Far East-Africa-South America Service.

STRAAT BALI



A
S
A
S

SHORE LINES

(see inside back cover)

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