Royal Interocean Lines

RIL POST

A monthly staff publication

RIL POST

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A monthly magazine for all personnel of:

ROYAL INTEROCEAN LINES
(Koninklijke Java — China — Paketvaart Lijnen N.V.)

N.V. NEDERLANDSE TANK- EN PAKETVAART MAATSCHAPPIJ

HOLLANDSE VRACHTVAART MAATSCHAPPIJ N.V.

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From the Editor

Introducing a new look to RIL POST, a new cover and a new phase in the history of the company. The merger between Royal Interocean Lines and Koninklijke Paketvaart Maatschappij comes into effect on 1st January 1967 and this edition of RIL POST is devoted entirely to introducing the companies to each other.

Firstly RIL POST would like to introduce itself to all new readers. The magazine was first published in November 1953 and has appeared monthly ever since — and in English, which is the language that everyone can understand.

Until last month, the KPM publication 'de Uitlaat' was distributed to all their members, past and present. RIL POST is now taking over and will be circulated to all previous recipients of 'de Uitlaat' and to all personnel within the new RIL organization. This includes of course, the staff of Nederlandse Tank- en Paketvaart Maatschappij and Hollandse Vrachtvaart Maatschappij. In welcoming our new readers we would remind them that any articles or photographs they may care to contribute will be gratefully received.

By way of mutual introductions, this edition contains articles on the histories of the companies, how they operate, the routes they operate and the staff they employ. Next month RIL POST will be back to its more usual form.

The new cover of the magazine we think is very appropriate — a ship's telegraph pointing full speed ahead. So, all aboard and away we go!

CONTENTS

History of Royal Interocean Lines - - - - - - - - 4
History of KPM - - - - - - - - - - - - - - - - 6
Histories of NTPM and HVM - - - - - - - - - - 8
RIL Services - - - - - - - - - - - - - - - - - 9
Passage - - - - - - - - - - - - - - - - - - - 13
KPM Offices - - - - - - - - - - - - - - - - - 14
RIL Organization - - - - - - - - - - - - - - - 15
Promotions - - - - - - - - - - - - - - - - - - 19

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NEW YEAR MESSAGE

NEW HORIZONS

New Year messages have a way of repeating themselves and every year it becomes more difficult to say something fresh and original. But the message for 1967 presents no difficulties on that score. Since the year past has brought us great changes, it follows that the years before us promise new developments and fresh possibilities.

It is only a year ago that we said "Thank you, KPM', and now we say "Welcome KPM". A great welcome to the ships, their officers, the personnel — to all those friends who have worked alongside of us in our common interest, for so many years already. At this moment, when we can become really and truly one company, we may just as well acknowledge that already for a long time these developments have been foreseen. Our common tree that has blossomed for so long, is now bearing fruit.

Whereas in 1947 it was decided that the overseas interests of KPM should be joined with the JCJL in a new company, it speaks very well for the success of this venture that it has now been decided to maintain RIL as the company which is to develop the joint resources built up during more than three-quarter century of Dutch shipping in the foreign waters of the East and the South.

Now what does all this mean — to us as a company and to all of you — who together make up that company — as individuals? For RIL it means more scope, diversity, a chance for increased efficiency and for closer co-operation with other leading Dutch shipping concerns; more insight in what is going on around us, not only on our side of the world but everywhere. We are no longer solely concerned with liner shipping and fresh experience in a much wider field is being injected into the new set-up.

To you, as individuals, it means hard work — and the satisfaction that goes with it; it means for some — new places, new surroundings; it also means, added confidence in the future. In short, both for our Company and for us: New Horizons.

May those horizons, in the year to come, for all of you stay uncloudy and bright. Happy sailing.

新年喜訊

由於每年年報之內容大致相同，易於復述曾經佈導之事實，故此搜集年報資料一年比一年困難，惟當草佈一九六七年年報時，並未遇到上述困難，因在過往一年中，本公司曾經多方面之改進，我們可以預見本公司將有一偉大之發展及輝煌之成就。

在一年前，我們還需要向KPM公司說「多謝貴公司」，現在我們將改說「歡迎KPM」對該公司之船隻，伙長，及各級職員——曾經與我們在同一利益上合作多年的友人，表示熱烈歡迎。我們必須承認在多年前，我們經已預見此兩大公司將曾有一天合併共同發展業務。

現在我們可以証實多年前我們共同種下的果樹，現在經已長成，並且長滿美麗燦爛的果實。

在一九四七年，我們曾經決定將KPM及JCJL兩公司在遠東的利益合併而組成一新公司，即現在之渣華公司。就本公司今天的規模及成就而言，我們可以證明以前的決定是成功的。現在我們又決定將兩大公司合併，將以往兩大公司在東半球曾經四份三世紀所累積之經驗及資源合成一體。

在一健全的組織裏對全體工作人員而言，我們稱他爲一公司，但對每一個人而言，我們能否認彼爲組成此公司之一個單位嗎？

故此在新的區域裏，我們將會衷誠合作，以增進我們的工作效能及與其他荷蘭公司之合作精神。在兩大公司合併後，我們不只可以洞悉四週的事物，並且可以預見世界每一角落可能發生之事故。

我們現在不只關懷現有之航線，我們並且可以在業務上作更大的推進，因爲有新的活力經已注入我們的組織之中。

單就個人而言，我們將會更努力工作，因在新的環境中，我們對我們的將來將會產生更强大的信心以克服種種困難。

總而言之，我們及我們的公司，將可在未來的一年之中見到嶄新的一頁。我們的前途將有如旭日初昇，永遠不會被烏雲遮蓋，最後願祝各同寅一帆風順。

W.M. de Haan

D. Reyneker

F. Terwogt

Right: An early engraving of Amsterdam with the Coat of Arms of the city.

A HISTORY OF

ROYAL INTEROCEAN LINES

It all began in the mid-16th century when Dutch merchants first made contacts in China and Japan. They traded through local hongs at Horado (later Decima), Taiwan and Canton, and maintained these contacts for the following three centuries. The development of the Dutch East Indies in the mid-19th century required too much of their resources to allow them to participate in the rapidly expanding Japanese and Chinese trade and Dutch shipping disappeared from these waters for the next 50 years.

Increasing trade and the opening of the Suez Canal resulted in the establishment of two Dutch Steamship Companies in the early 1870's, to cater for the Holland-East Indies trade: Stoomvaart Maatschappij Nederland and Rotterdamsche Lloyd.

Three Directors of these two Companies, Messrs. Boissevain, Tegelberg and Ruys, applied to the Dutch Government in 1887 for a transfer of the concession to carry out shipping between the Islands of the East Indies to a separate Company to be established by them; hitherto this had been in the hands of a British Company. Eventually this concession was granted and on 1.1.1891 the Koninklijke Paketvaart Maatschappij commenced operations.

Trade and Government officials and representatives of the above Companies then felt the time had come to establish a shipping link between Java, China and Japan; previous attempts to inaugurate a Java-China line had failed. A separate Company had to be founded to handle this particular trade as KPM's interests in the East Indies could not be combined with those of the new line — however KPM would give all possible assistance to the new venture. Therefore on September 15th, 1902, the **Java-China-Japan Lijn** was established with an office in Amsterdam, a Representative for East Asia in Hong Kong and three vessels on order.

JCJL launched

In September 1903, the steamship 'Tjipanas' sailed from Tandjong Priok on her maiden voyage to China and Hong Kong and soon afterwards the 'Tjilatjap' and the 'Tjimahi' arrived to maintain a monthly service. However, the war between Russia and Japan (1904-1905), revolution in China and low freight rates adversely affected the first years of the JCJL.

From 1910 the political and economic situation in South East Asia took a turn for the better and during those years the JCJL really got on its feet. In 1908 the company's only service was split into the Java-China Line and the Java-Japan Line. New vessels were ordered and at the outbreak of the First World War, JCJL had a fleet of nine vessels totalling 47.000 GRT. The first Company office outside Hong Kong was opened in Kobe in 1910 and a second at Surabaia in 1915.

Fair sailing

The World War created even greater activities and numerous charters were required to cater for the extra volume of cargo. In 1915 a new service was started in conjunction with the SMN and RL, the **Java-Pacific Line.** Vessels plied from Java via Manila, Hong Kong and Japan to the West coast of the USA, and the initial support which this monthly service received exceeded all expectations. During this busy and prosperous period JCJL repaid the Dutch Government the subsidy it had been receiving since it started operations. Dividends paid out during these years were: 1917: 20%, 1918: 30%, 1919: 25% and 1920: 15%.

Storm clouds ahead

However, five lean years were to follow: a decline in freight rates, an increase in competition (American & Japanese), depression in Japan, civil war in China, strikes and boycotts in Hong Kong, all affected results. No dividends were paid from 1920 to 1925; staff salaries were not increased and in 1922 they were cut by 10%. To spread their interests, the SMN, RL, KPM and JCJL established the Holland-East Asia Line as a joint venture and JCJL required two new vessels to fill her share. Before these vessels were delivered, the HEAL was combined with the newly established Vereenigde Nederlandsche Scheepvaartmaatschappij, a combination of eight Dutch Shipping Companies, including JCJL and KPM.

The Head Agency was transferred from Hong Kong to Batavia in 1921. JCJL opened new offices in the East Indies and Shanghai, and built godowns and wharves in Tandjong Priok, Tandjong Perak and Makassar. The Java-Pacific Line was temporarily suspended in 1923 due to heavy losses and when the service was reactivated four years later, JCJL did not participate.

In 1925 there was an upsurge in trade which lasted until early 1929. During this period JCJL took over 3 vessels from SMN, extended its services, opened offices in Amoy, Swatow and Manila and inaugurated two new self-contained services, Java-Saigon and East Borneo-China and Japan. On the eve of the Wallstreet Crash, the Company was operating seven services with 18 vessels totalling 135,000 GRT and had two motor vessels on order.

Riding out the storm

The following years of depression put the Company under heavy strain. Services were shortened, combined or discontinued. Eight vessels were sold for scrap. In 1932, a conflict broke out between Japan and China and the resulting economic decline crippled trade in the area. No dividend was declared from 1929 to 1936. Salaries for all staff, afloat and ashore, had to be cut: in 1932 by 10%, 1934 by 15% and 1936 even 20%. During this period three of the Company's trusted leaders died. These men, Mr Abram Muller, Mr Hummel and Mr Roosegaarde Bisschop, had guided the Company from the beginning.

In 1936 and 1937 the tide turned. Regional prosperity increased; cargo and passenger movements improved. The fierce freight war between Japanese lines and JCJL in the Java-Japan trade ended in 1936 and resulted in stabilization of this important route. The conflict between China and Japan, aggravated in 1937, and the subsequent Japanese occupation of all ports and business centres in China had a detrimental effect on our earnings; however for the first time after seven years a dividend was declared (6%). Prospects looked brighter, a new passenger-cargo vessel, 'Tjitjalengka', was ordered and arrived in the East just before the second world war. A similar new ship was sunk in Holland by the Germans.

With the outbreak of the war in the East in December 1941, trade within the JCJL sphere of interest came to a standstill and the Company's vessels were managed from New York under the supervision of the Netherlands Government.

During the war many staffmembers ashore and afloat lost their lives and when the war ended in 1945, the fleet of 11 vessels had been reduced to 5 and many godowns, wharves, offices and houses had been damaged or destroyed.

A break in the clouds

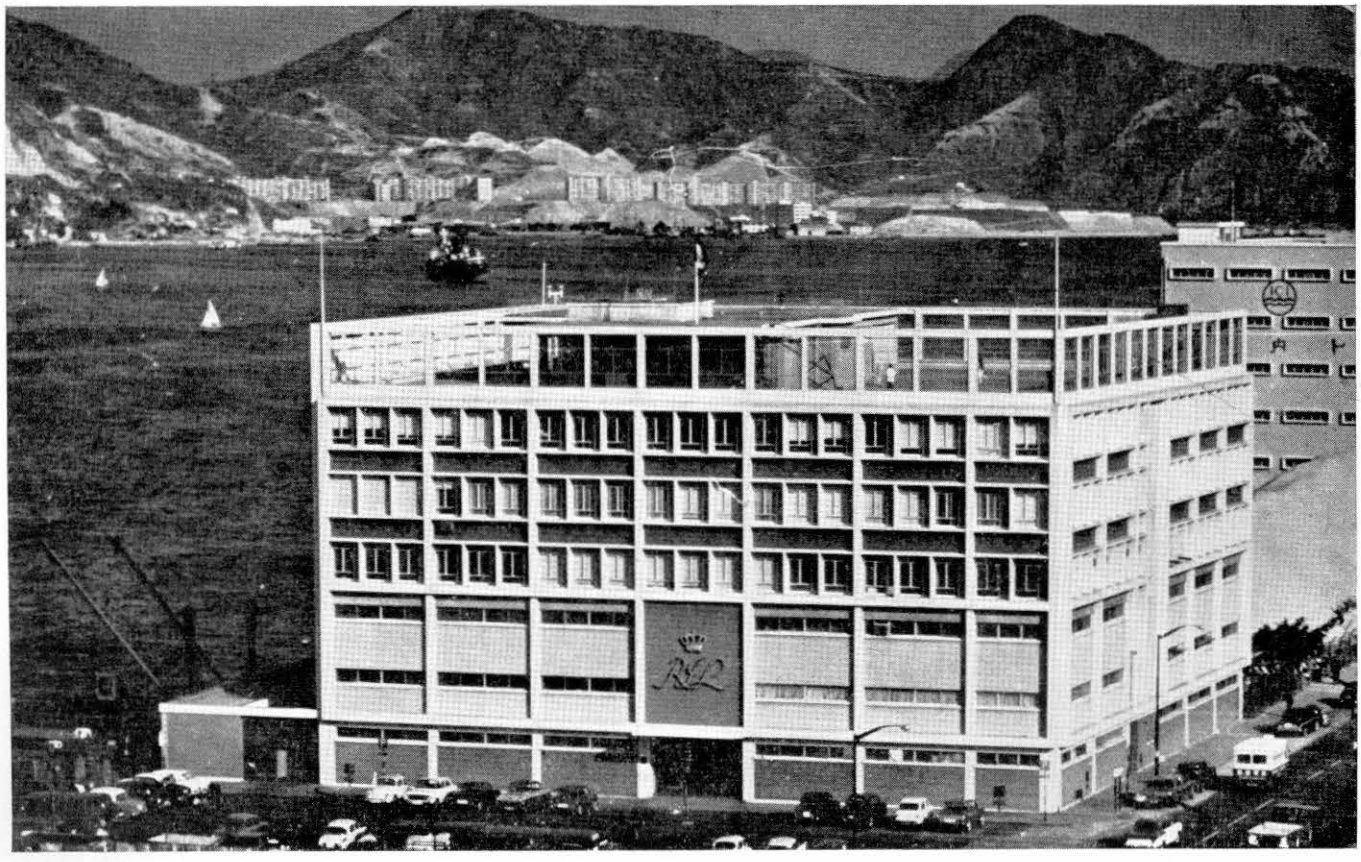
To bring the fleet back to pre-war strength, second-hand vessels were bought. Cargo trade got off to a slow start during the first year of operation but the income from passenger transport boomed and even exceeded freight earnings for the first time.

The war in the East had brought many changes and JCJL expected a far stronger competition to develop than they had previously experienced. To counter this anticipated competition and with the independence of Indonesia in sight, the directors of KPM and JCJL decided to enter into closer co-operation. For this purpose KPM transferred nine of her vessels and all her outside lines to JCJL, giving the new **Java-China-Paketvaart Lijnen** a fleet of eighteen vessels. In December 1947 Her Majesty Queen Wilhelmina bestowed on the Company the prefix 'Koninklijke' and the trade name **Royal Interocean Lines** was adopted.

The KPM offices in Durban, Buenos Aires and New York were transferred to RIL in 1948 and the Sydney office in 1949. In 1953, KPM entered into a working agreement with RIL, whereby suitable KPM vessels, manned by KPM officers, were operated on RIL services for their joint account.

(Continued on next page)

Hong Kong Head Office, overlooking the harbour and framed by the hills of Kowloon.



ROYAL INTEROCEAN LINES

(Continued from previous page)

Japan and Indonesia were gradually recovering from the effects of the war and trade picked up slowly. South and East Africa then began to play an important role and South America gradually increased her trade with the East. Australia, though still closely bound to her Commonwealth partners, also started looking "East". More and modern material was required in addition to the vessels brought in by KPM. Two passenger vessels 'Tjiwangi' and 'Tjiluwah', two passenger-freighters, 'Straat Makassar' (later renamed 'Tjinegara') and 'Straat Banka', and one freighter 'Tjibantjet' were ordered during 1949. In the following years the fleet was enlarged and rejuvenated by new building. At the end of 1952 the RIL fleet consisted of 22 vessels of 193,000 GRT, with an average age of 12.2 years; ten years later, 33 vessels of 265,000 GRT with an average age of 10.3 years carried the RIL flag.

In July 1960 Indonesia was closed to Dutch Shipping. This marked the end of an era in a territory which had always been one of the mainstays of the Company. Fortunately RIL was able to employ the vessels which had become available through this trade ban, in alternative trades.

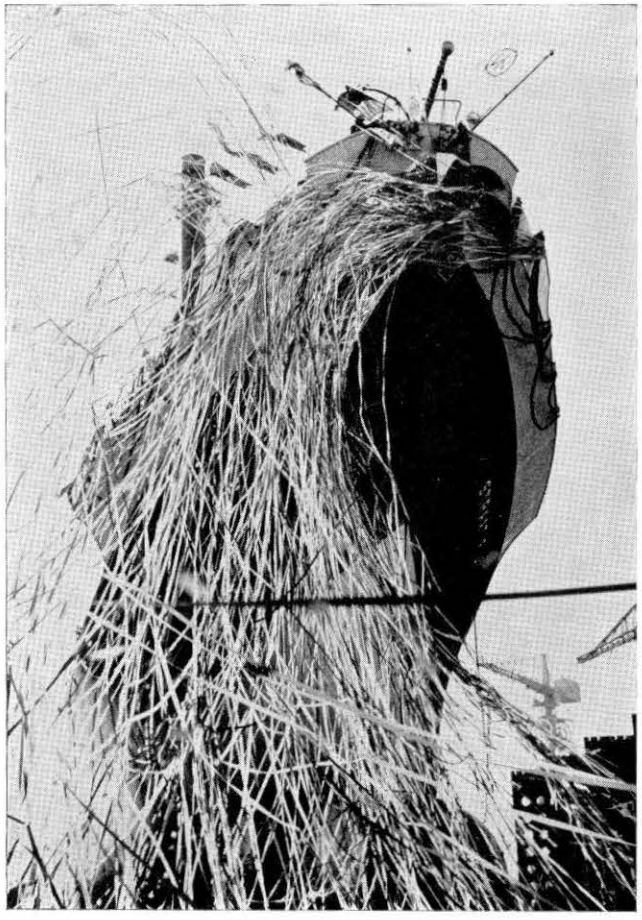
Since then, new services between West, South and East Africa, Australia, New Zealand and the Far East have been inaugurated and new offices opened. Passenger vessels were refitted to cater for the more demanding class of passenger. Under the Combination Agreement, new series of modern and fast vessels were ordered in Holland and in 1964 orders were placed for the first time in Japan.

At the end of 1966, after 64 years, the Java-China-Japan Line had grown from a regional service into a large modern international shipping company linking 4 continents, with a fleet of 39 RIL vessels and 13 KPM Combination vessels in permanent liner employ.

A HISTORY OF

KONINKLIJKE PAKETVAART-MAATSCHAPPIJ

AWAY SHE GOES — 'Straat Fiji', one of the eight recently built Straat F vessels, glides down the slipway.



The **Royal Packet Navigation Company,** better known as **K.P.M.,** was formed in 1888 by 'Stoomvaart Maatschappij Nederland' and 'Rotterdamsche Lloyd', and started operations on 1st January 1891 in what is today the Republic of Indonesia. The first few years were difficult, but gradually the Company grew more efficient and adapted to the possibilities and requirements of trade. The number of routes constantly increased and so did the strength of the fleet. Their policy was to build up and maintain services to isolated areas.

In 1908 the Company turned its attention to countries outside the Indonesian Archipelago and started a service to Australia. Such communications had been contemplated before: in 1896 a trial service was opened to China and Japan, but proved unviable; in 1900 a resumption of this service was considered, but it was found advisable to do so independent of K.P.M. This ultimately led to the formation of the **Java-China-Japan line.**

Although K.P.M. had its roots in the Indonesian Archipelago until early 1958, its lines extended far beyond. Before the outbreak of World War II for example, they maintained services to the Straits, Siam, Burma, Indo-China, China, Australia, the Australian Mandated Territories, New Zealand, the Philippines, East- and South-Africa, and South-America. Several of these services originated during World War I, when the traditional transit traffic to Europe and America was disrupted and it was necessary to create communications with other countries.

The establishment of the service to South and East Africa is quite a different story. In the thirties shipping had been badly hit by the world economic crisis and a number of K.P.M. vessels had to be laid up. The company's General Manager in Indonesia, Mr J.W.B. Everts, with an eye to the future, suggested opening a service from Indonesia to South Africa to give employment to these ships. Business circles welcomed the idea and gave

Het Scheepvaarthuis — Amsterdam Head Office amid typically Dutch scenery.

their full co-operation. In 1931 'Houtman' made her inaugural trip to South Africa with a floating agricultural fair on board, advertising Indonesian produce. A regular service was subsequently established between the two countries, and soon afterwards China, the Philippines, the Straits, Mauritius, Réunion, Madagascar and East Africa were included in the scheme. As a result many of the laid-up ships were recommissioned.

In 1939 cargo for South America could no longer be transhipped in South African ports because of prevailing political circumstances and therefore K.P.M. extended its service to the western hemisphere. In addition to the new cargo vessels, three fast and modern passenger/cargo ships were built for this route, the motor-vessels, 'Ruys', 'Boissevain' and 'Tegelberg', named after the men who in 1888 had launched K.P.M.

By the end of 1939, the company's fleet consisted of 138 ships of 323,000 GRT. During that year, K.P.M. vessels covered a distance of 5 million nautical miles, 4 million within the Indonesian Archipelago and 1 million on the outside lines.

World War II brought about drastic changes. The fall of Java in 1942 had already sealed the fate of a great number of K.P.M. ships, and many of them fell victim to acts of war, taking a heavy toll of lives. In total 76 ships were lost, and the remainder were in a sorry state. After the war, very little was left of the K.P.M. organization: the staff and personnel who survived the camps had dispersed and many were unable to work at all.

In face of the odds, the resurrection of the company was energetically pursued: the remaining ships were reconditioned, the reconstruction of the company's offices and harbour facilities was purposefully undertaken and extensive new construction projects were launched with the support of the Netherlands Government.

It was decided in 1947 to combine the outside services of the K.P.M. with the lines of the Java-China-Japan Line. Thus the **Koninklijke Java-China-Paketvaart Lijnen N.V.** was born and operated under the name of Royal Interocean Lines.

Since Indonesia was approaching independence, and aiming at her own national shipping trade, K.P.M. sought to diversify its interests. In 1953 the N.V. Nederlandse Tank - en Paketvaart Maatschappij was formed as a one-hundred-per-cent subsidiary company, and in the same year K.P.M. brought several vessels into a combination agreement with Royal Interocean Lines.

K.P.M. was compelled to discontinue operations in Indonesia in 1958 and consequently a great number of ships, which were specially equipped for this particular trade, had to be sold. Moreover the company had to look around for new areas of operation. Trading to Singapore, as well as the communication between Singapore and West Irian continued, but in 1963, this territory was ceded to Indonesia and the service likewise had to be discontinued.

A service between the Arabian Gulf and East Africa was inaugurated in 1958 and was later extended to South Africa. Also K.P.M. and the Holland-America Line each acquired a 50% interest in "Oranje Lijn (Maatschappij Zeetransport) N.V." and thus gained a share in a new area of operation — from Western Europe to the East Coast of Canada and comprising the trade to the American and Canadian harbours on the Great Lakes. Another subsidiary company, Hollandse Vrachtvaart Maatschappij N.V., was set up in 1961 for tramp shipping.

Since relations between the Netherlands and Indonesia have improved, trade has been resumed and K.P.M. have been running a number of regular services from Bangkok, Hong Kong and China to ports on the East Coast of Sumatra, South and East Borneo and Java.

The KPM Subsidiary Companies

NTPM

The N.V. Nederlandse Tank- en Paketvaart Maatschappij was founded in 1953 as a fully owned subsidiary company of KPM. Its establishment stemmed from the circumstances under which the Holland West Africa Line was operating until 1953. Prior to this date, HWAL had been maintaining services between Europe and West Africa with vessels of about 6,000 dwt. This size of vessel had a slow turnround in the majority of ports and in order to improve their services, HWAL decided to replace them by smaller tonnage.

KPM was then building the 'van Spilbergen' and 'van Linschoten' and these vessels, renamed 'Senegalkust' and 'Congokust', were brought in with VNS to be operated in the HWAL. The other companies participating also replaced their ships by smaller tonnage and as a result the voyage duration was reduced from 90 to 70 days. HWAL also divided its trade to West Africa into different services and achieved greater efficiency and better dislocation of vessels.

In October 1954, a 12,000 GRT tanker 'Westertoren' was added to the NTPM fleet and was taken up by Messrs Shell on a 15 year demise charter basis. Another tanker of similar tonnage, 'Munttoren', joined the fleet four years later and was also chartered to Shell, but on a 5 year time-charter basis. It is at present time-chartered to Esso until 1969.

NTPM has since acquired two cargo vessels: in 1957, the 'Zuiderkerk' which has alternated between the Holland Africa Line and the Holland Australia Line of VNS, and in 1961, the 'Sloterkerk', now employed in the Holland Africa Line.

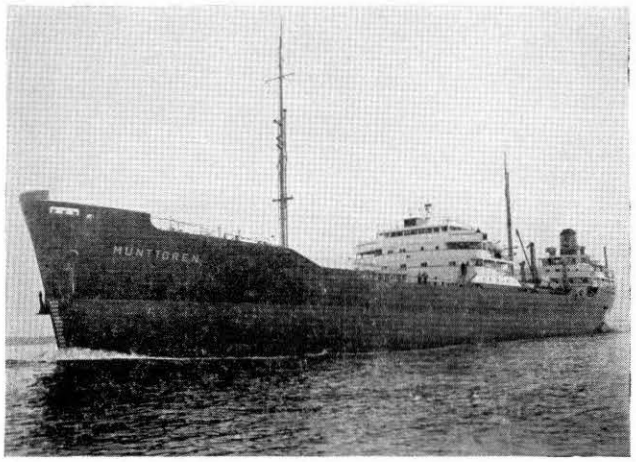
HVM

In 1961 when KPM were seeking to diversify their interests, they formed another fully owned subsidiary company, the **Hollandse Vrachtvaart Maatschappij N.V.** This company operates in the field of tramp shipping.

The 'Hollands Diep' and 'Hollands Duin' were built in 1961 and the 'Hollands Dreef' in 1962. Each of these vessels is over 9,500 GRT. In 1965, a bulk-carrier, 'Hollands Burcht' of 16,785 GRT was added to the fleet.

The HVM vessels are well-known to RIL staff, particularly in Australia and Japan, as their employ is world-wide.

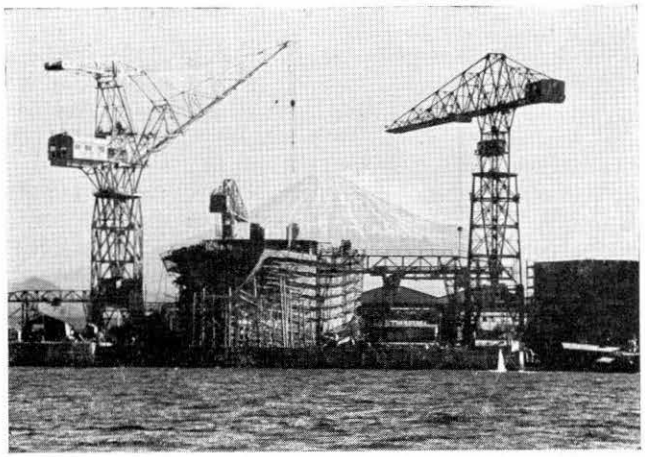
'Munttoren', the largest vessel in the NTPM fleet, at 12,461 GRT.



SUPERVISION OF THE FLEET

Anything and everything connected with maintenance, repairs and the manning of vessels comes under the direction of the Superintendents. From the first plans for a new ship to the last bottle of beer, they look after the fleet. The division comprises the Marine Department, Engineering Department, Catering, Purchasing and Stores Department and the Medical Department.

At the foot of Mount Fuji, Straat Florida, the last of the Straat F vessels, takes shape.



The nerve centre of Superintendents is at Hong Kong Head Office but most of the repairs are handled by the Superintendents in Yokohama, Sydney and Singapore. The main Purchasing Department is situated in Amsterdam together with the Technical Purchasing and Administrative Department and the New-Building Bureau. Also in Amsterdam, a Superintendent Engineer and a Marine Superintendent look after the affairs of NTPM and HVM.

The main stores depot is located in Hong Kong and from here vessels are supplied with everything they require, from teapots to technical equipment, coffee to coats of paint. Most of the articles in this depot are forwarded to Hong Kong by the Purchasing Department in Amsterdam and much has to be bought along the routes.

The Technical Purchasing Department in Amsterdam selects its equipment from all over the world and forwards the required items to the vessels.

RIL SERVICES

Fifteen years ago, none of RIL's services existed as we know them, or in fact existed at all. To-day, fifteen solid liner services are maintained of which a brief outline follows:

FAR EAST

It all started in this area when, perhaps typical of the spirit of the Roaring Twenties, KPM boldly planned to commence a shipping line to link the East Indies with Africa, hoping for trade to follow the flag.

The first sailing was given in April 1931, when the world economy had sunk into a deep depression. But the enterprise succeeded, in spite of the adverse times, and soon expanded to embrace, broadly speaking, the Far East and the South & East Coasts of Africa, with transhipment possibilities to the East Coast of South America. After the outbreak of the war in Europe, KPM also opened a temporary South Africa-South America service.

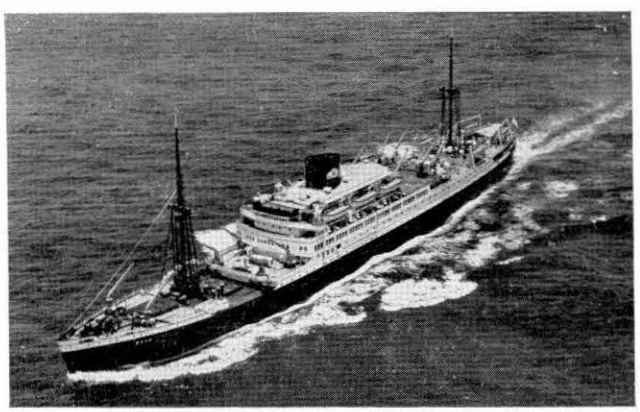
Shortly after the war, RIL resumed a service, roughly along pre-war lines, winding its way through the Far East, across to Africa and also proceeding to South America.

This line followed a long, sprawling route and when the need for faster connections was felt, RIL decided on a measure of rationalization, streamlining and expansion, which was to become characteristic during the following years and has resulted in today's six services in this system of lines.

And so, in 1952, the **Far East-Africa-South America Service** (ASAS) was inaugurated, divided into an **Express** and a **Freight Service.**

Right: A cargo of cotton from the plantations of Brazil en route for the Far East.

Below: m.v. 'Ruys' cutting through the open seas in the ASAS Express Service.



AFRICA

The ASAS, which is still RIL's longest line, is maintained by two sets of five ships: the classy 'Boissevain', 'Ruys' and 'Tegelberg', 'Tjitjalengka' and 'Straat Banka' on the Express Service; the fast bulbous-bowed Japanese "F-s" 'Straat Futami', 'Straat Fushimi', 'Straat Fiji' and 'Straat Florida', together with speedy 'Straat Rio' on the Freight Service; all vessels are on a fixed schedule with a roundtrip duration of five months.

Fortnightly sailings are given alternately by an Express and a Freight vessel between the traditional Far Eastern ports, via the Cape of Good Hope to Brazil, Uruguay and Argentina.

A large variety of commodities is carried to South Africa and South America, such as iron, steel and motor-cars from Japan, plastic toys and garments from Hong Kong, hemp and coconut oil from the Philippines and rubber and timber from Singapore and Malaysia. Main cargoes carried on the eastbound voyage are: wool, hides, meat (frozen and canned) and linseed oil from the River Plate; cotton, coffee and meal from Brazil; fruit, asbestos, mineral ores and various raw materials from South Africa.

When the ASAS was reorganized, a separate self-contained **Far East-East Africa Service** was required, linking Japan, Hong Kong and Singapore with East African ports; every second vessel calls at Mahe, the principal island in the Seychelles.

Plying on the EAFS are the 'Tjibantjet' and the tough old girls 'Tjikampek', 'Tjipondok' and 'Tjibodas'. The four vessels complete their roundtrip in four months, giving monthly sailings.

Trade from the Far East consists of textiles, iron and steel, motor-cars and spare parts, cement, vegetable oils and timber. On the return leg agricultural products like cotton, sisal, tobacco and seeds, are carried.

SOUTH AMERICA

West Africa was a virgin country for RIL until 1958 when it was drawn into our liner system. 'van Waerwijck' was announced for the first sailing in the new **Far East-West Africa Service** (FEWAS).

Having gained some experience on these new shores, RIL followed up and in 1963, 'van Waerwijck' was again used to break the ice in a separate, direct **China-West Africa Service** (CHIWAS).

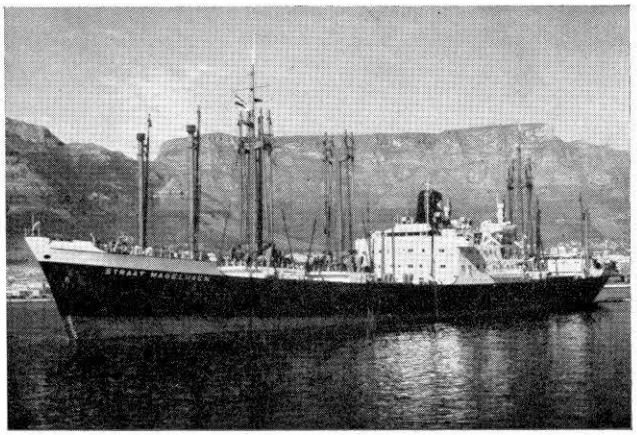
The growth of these services can be illustrated by comparing their modest beginnings with the vessels now employed: on the FEWAS, four 19 knotters, 'Straat Fremantle', 'Straat Freetown', 'Straat Franklin' and 'Straat Frazer', flanked on CHIWAS by our largest ships, 'Straat Bali' and 'Straat Mozambique', together with 'Straat Magelhaen', 'Straat Soenda' and 'Tjipanas'.

In Japan, FEWAS vessels load a large variety of industrial products from police whistles to motor cars, and then in one tremendous jump, sail straight to Durban in a record-breaking 16 days; then via Cape Town and on to the West Coast, discharging in the Port Harcourt — Freetown range.

CHIWAS vessels commence in Shanghai, loading a wide range of goods from tobacco to tea, cement to cloth; then finish loading in Hong Kong and sail via South Africa to West Africa, following a discharging route from Luanda all the way up the Coast to Dakar.

Both FEWAS and CHIWAS vessels return to the Far East via the Cape carrying cocoa, oil seeds and timber from West Africa.

The latest RIL link between the Far East and Africa was formed in 1965, when once again 'van Waerwijck' pioneered the new **China-East Africa Service.**



'Straat Magelhaen' leaving Cape Town in the China — West Africa Service.

This self-contained service, CHEAS, is maintained by three vessels, which load in China and Hong Kong for East African ports and Somali and complete the round trip in three months.

AUSTRALIA

AFRICA

SOUTH AMERICA

BEER ABOARD — RIL gave a free passage to this cargo of beer, presented to the Springbok Rugby Team which toured New Zealand in 1965.

It is only ten years ago since Shaw Savill suspended their shuttle-service between Africa and Australia and RIL embarked on a new venture by opening a liner service linking these Continents.

Kicking off with the old 'Japara' eastbound and the 'Tjisondari' westbound, operations between these areas were stepped up gradually. More and better tonnage was employed year after year until today eleven ships are fully engaged in this system of services, of which a stock-taking follows:

First and foremost ranks our **East & South Africa-Australia Service.** The six vessels on this service, ESAAS, are the 'Straat van Diemen', 'Straat Cumberland', 'Straat Clement', 'Straat Singapore', 'Straat Johore' and 'Straat Malakka'.

Stowage requirements compel us to follow a somewhat roundabout route from South Africa to East Africa and back via Cape Town to Durban and Portuguese East Africa, then, steering composite track (which, as everybody knows, is a sort of compromise between loxodrome and great circle), on to Australia, where regular calls are made at Melbourne and Sydney and optional calls at Fremantle, Adelaide and Brisbane.

Loading in Australian mainports and the occasional outport, sometimes calling at Hobart in Tasmania for apples, vessels return via Mauritius to African waters.

From Africa we carry odour-sensitive coffee and tea, evil-smelling fishmeal, carbide with its explosive nature, hogsheads of tobacco, bulky bags of asbestos, chrome ore and ferro alloys in bulk, clay and granite, frozen fish, etc., a mixed bag which has had many a Chief Officer brooding over his stowage plan until deep in the night.

From Australia we carry sheep, goats and flour to Mauritius, and to Africa, tallow in bulk and drums, machinery, motor-cars, milk powder and butter.

Soon after commencing ESAAS, another line especially serving New Zealand was opened: **Africa-New Zealand Service.**

Two ships, 'Straat Chatham' and 'Straat Le Maire', are assigned to ANZS, operating on a two-monthly basis.

On the eastbound voyage, vessels load in the Durban-Mombasa range, then via Mauritius for molasses, to New Zealand mainports. After discharging and loading in New Zealand, vessels usually are filled up in Australia on the ESAAS berth.

From East Africa, soda ash and sisal form the main support. From South Africa, similar commodities as are shipped to Australia are carried to New Zealand. From New Zealand, tallow and milk products are invariably the principal support.

1962 brought more expansion and a direct **West & South Africa-Australia Service.**

Sailing at roughly two-monthly intervals, 'Straat Torres' and 'Straat Madura' maintain the WSAAS.

Loading in the Bay of Benin is limited to cocoa beans and cocoa butter, logs and sawn timber and a few tanks of groundnut oil in bulk. When there are no cocoa beans available for shipment, vessels fill up in South Africa and proceed to Melbourne, Sydney and Auckland. During the cocoa season calls are made occasionally at Hobart and Dunedin to supply the local chocolate factories with cocoa beans.

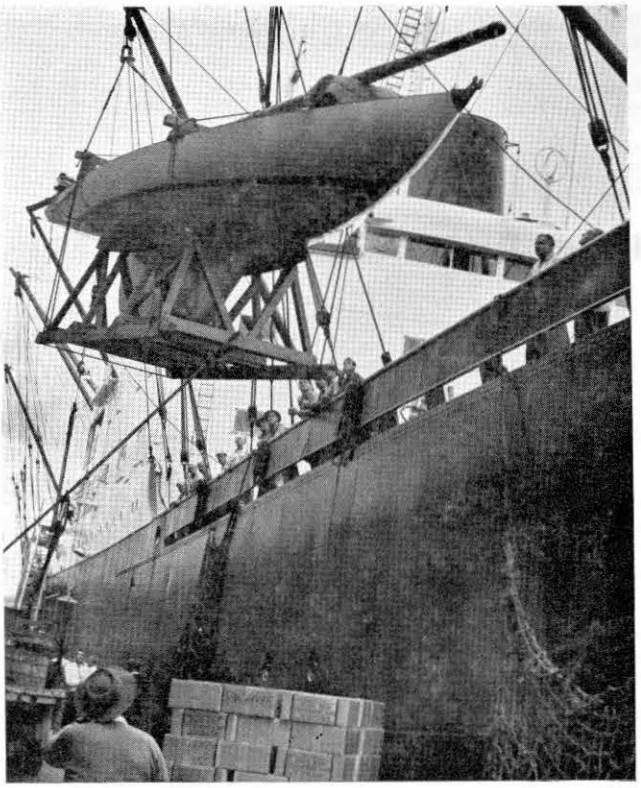
Support from Australia to West Africa is small and almost confined to motor cars, malt and some refrigerated products; vessels therefore have to fill up in New Zealand and Australia on the ANZS and ESAAS berths.

The latest arrival is the AULAS which commenced only a year ago, when it was decided to resume the previous Southern Service. It is now known as **Australia-Latin America Service** and provides the trade with a direct service between those two far-flung Continents.

The first sailing was given by 'van Linschoten', followed by second and third sailings by 'Straat Cook'.

From Australia, mainly iron and steel, zinc, malt and mineral sand are carried; from South America, support consists of groundnut oil from Argentina, castor oil and timber from Brazil.

If and when space is available, AULAS assists in the trade between Australia and South Africa as well as between South America and South Africa.



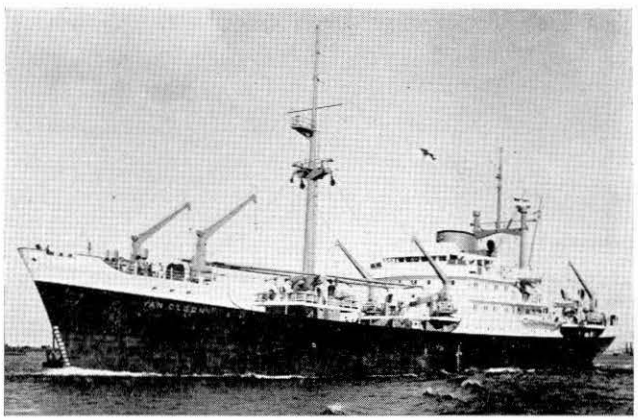
YACHT AWAY — a Sydney Dragon class yacht being hoisted aboard 'Straat Johore' bound for Australia.

AUSTRALASIA

In 1954, Holland-Australia Line decided to withdraw their service linking the West Coast of India and Ceylon with Australia and RIL promptly stepped in to bridge the gap by extending its service from Australia beyond Singapore to India and Ceylon:

Thus the **India-Australia Service** was launched. This service, INDIAS, is now taking care of practically all cargo moving from Australia to Ceylon and Bombay and of more than half of the cargo flow in the reverse direction.

'van Cloon' plying in the South Pacific Service.



FAR EAST

'Tjinegara', 'Straat Clarence', 'Straat Colombo' and 'Straat Lombok', make their way through the Torres Straits to Australia, carrying Bombay textiles, Ceylonese tea and fibre, Malayan rubber, palm-oil and timber. On the return trip, minerals and wool are transported to Bombay, butter to Colombo and fruit and meat to Malaysia.

Although the vessels strive to give monthly sailings, it is a struggle on this service which could be called congestion-prone.

In the same year KPM's pre-war **South Pacific Service** was resumed, starting with two ships.

Now four ships, the three 'van Cloon's' together with the smaller unit, 'Sigli' are kept busy exchanging Australian flour, zinc and dairy products with timber, rubber, rice and kapok from Thailand and Malaysia. We are aiming to give three weekly sailings but this is not always easy: the range is long, the ships are small.

It was only three years later that new activity was shown in an old sphere of interest when the old **New Zealand-East Asia Service** was re-opened with two ships.

Since then the NZEAS has seen a lot of stream-lining: dropping one area, adding another, several changes of vessels, etc.

The three 'Tjiliwong' type vessels now maintain this service, starting from Hong Kong to Bangkok and Malaysia, then the long jump to exotic Lautoka and Suva in the Fiji Islands, returning via New Zealand ports to the Far East. Important commodities carried are textiles, timber and rice from the Far East, dairy products, woodpulp and reject newsprint from New Zealand.

In 1960 difficulties arose for Dutch Shipping in Indonesia and new employment had to be found for the ships which were operating on services to this country.

It was then that a new line was opened: **Australia-Japan-Hong Kong-Australia Service** with the well-known 'Tjiwangi' and 'Tjiluwah'.

Today, AJHAS is run with clockwork precision with the two ever popular White Queens, giving monthly sailings.

Northbound, above all, wool is carried from Australia to Japan; Southbound chiefly cotton goods and plastic products are carried from Hong Kong.

INTRODUCING KPM SERVICES

Bay of Bengal— South China Sea

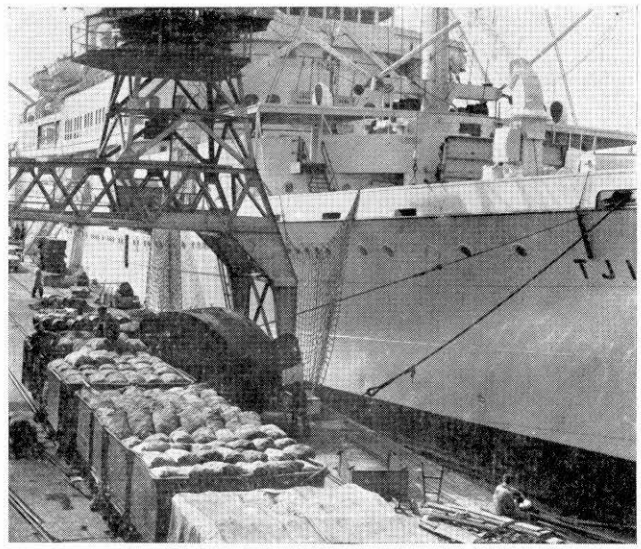
As the name indicates, this line connects ports along the Bay of Bengal, i.e. Calcutta at the mouth of the Ganges, Chittagong and Chalna in East Pakistan, Bassein and Rangoon in Burma, with Malaysian ports and Singapore, and ports in the South China Sea area such as Bangkok, Phnom-Penh and sometimes Hong Kong.

In principle two SI-type vessels ply on this route, completing the roundtrip in approximately two months, thus giving monthly sailings.

Jute and gunnies are the chief commodities carried: gunnies from East Pakistan to Phnom-Penh and, in the reverse direction, jute from Bangkok to Calcutta.

On the intermediate stretches, rice is carried from both directions to Singapore — i.e. from Burma as well as from Bangkok and Phnom-Penh.

In Singapore general cargo is loaded, again in both directions.



A coal hole? Victorian Brown Coal briquettes being loaded onto Tjiluwah bound for Japan, where their suitability for processing into industrial carbon will be determined.

Captains on this service have to cope with the phenomenon of the Bore, a miniature tidal wave which occurs in the River Hooghly leading up to Calcutta. At low water during spring tide, the incoming flow is checked by the shallow and restricted bed of the river and by the seaward ebb of water from the upper reaches. The bore can reach a height of nearly 4 feet and the ascending waves, running on as breaking rollers, can easily swamp boats and dangerously affect vessels at anchor.

Singapore - Timor Dilly

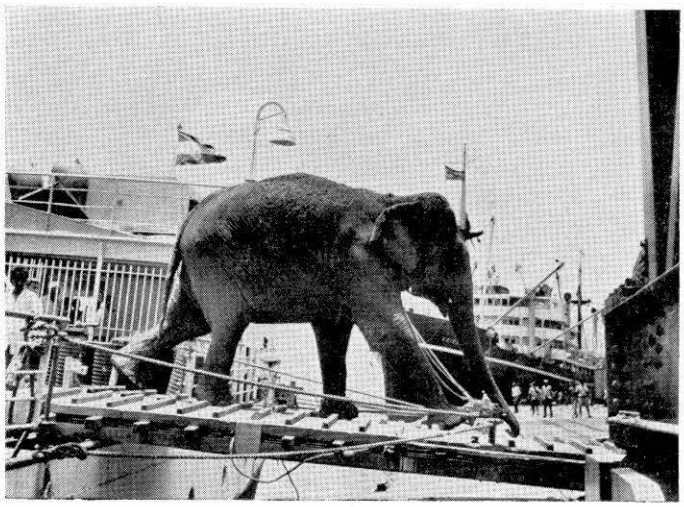
This is the only service shuttling between just two ports and the **'Musi'**, with its 586 registered tons, makes it a one man show by performing 14 roundtrips per year.

During the voyage of about 25 days, **'Musi'** carries general cargo and oil products from Singapore and returns with coffee, coprah and empties from Timor Dilly.

Gulf — East and South Africa

With the transfer of K.P.M.'s Gulf — East and South Africa Service, a new sphere has come within the scope of R.I.L.'s world-wide services: the Middle East, in particular the countries bordering on the Persian/Arabian Gulf.

What a performance! An elephant from the Royal Circus of India strides down the gangway of the 'Camphuys'.



Nine years ago the Arabian Gulf was one of the areas reconnoitred by KPM and early 1958, they directed one of their smaller cargo/passenger vessels to the Gulf to engage in coastal trading. A few months later this ship was replaced by a bigger one.

This new Gulf service soon made its mark in the area and KPM was urged to extend the service to East Africa. A dry cargo movement between the two areas already existed but the multi-purpose ships of KPM would enable East Africa to diversify the trade by offering reefer space and accommodating livestock. The Arab migrant worker welcomed the opportunity to travel in safety and comfort between his homeland and the country where he worked. Before, he had to travel by dhow, the Arab native sailing craft, since other modes of transport were beyond his means.

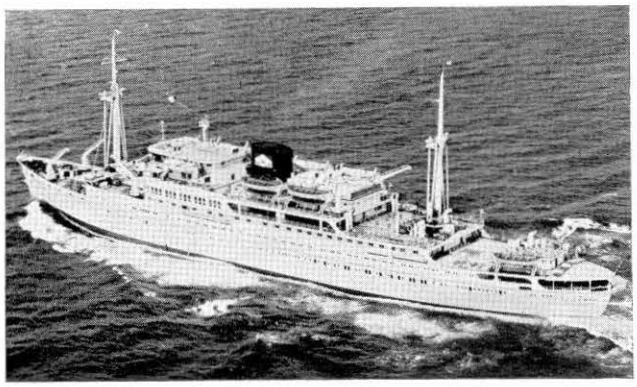
Early 1959 the monthly **Gulf — East Africa Service** (GEAS) replaced the coastal service in the Gulf. Its success drew the attention of South Africa and the following year a larger vessel was brought in to operate a separate **Gulf — East and South Africa Service,** turning round in Cape Town.

The two services were combined in 1963 to increase frequency, and the vessels turned round in Durban. The GESAS is now maintained by the 'Camphuys' and 'van Riebeeck'.

The main source of income in these largely arid and developing Arabian Gulf countries is oil, and they have to look abroad for all their requirements from raw materials to household goods and semi-manufactured articles. East and South Africa can supply many of the goods required in the Gulf and thus the service satisfies the demands of the growing trade.

PASSAGE

'Tjiluwah', sistership to 'Tjiwangi', cruising along in the Australia — Japan — Hong Kong — Australia Service.



Passage is travel and the passenger travelling on RIL vessels has a wide choice of interesting places to visit. He can see Kabuki in Japan, Chinese Opera in Hong Kong, Zulu Dancers in Durban or Gauchos rounding up cattle on the pampas of the Argentine.

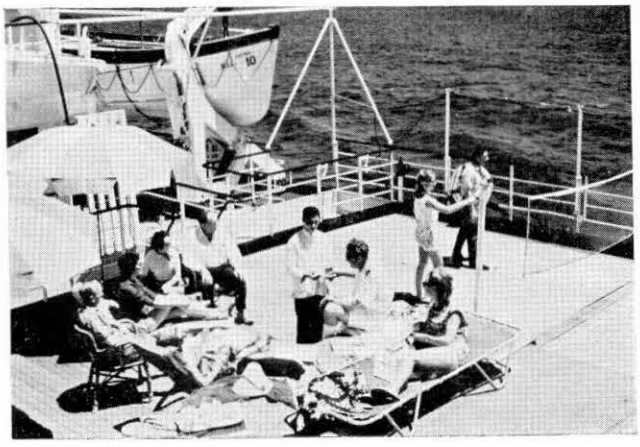
RIL vessels on the Far East-Africa-South America service visit all these places and this route is the backbone of our passenger services. The vessels which ply the ASAS are the sister ships 'Ruys', 'Boissevain' and 'Tegelberg', the 'Straat Banka' and the stately 'Tjitjalengka'. As this route forms an important link with other shipping lines, many passengers making round-the-world trips use this service.

Life's good at sea and the elegant white yachts 'Tjiluwah' and 'Tjiwangi' prove this for the many Australians, New Zealanders and other passengers who visit Japan and Hong Kong on these vessels. Cruising through the Tropics is a pleasure in these fully air-conditioned ships — all RIL passenger accommodation is air-conditioned.

Travelling by freighter is the ideal holiday for those who seek places off the beaten track. Arrival and departure times are likely to be slightly erratic, but it's an interesting and novel way of getting there. RIL freighters will take you to diverse ports of call like Bluff, in the extreme south of New Zealand South Island, Suva in the exotic Fiji Islands, and Lagos on the West Coast of Africa with its International Gambling Casino.

Migrant traffic forms an important part of our passenger services; from the Far East, Asians travel to new homes in South America; from South America, Europeans go to South Africa; and from the unfertile land around Mukalla, Arabs travel on the 'Camphuys' or 'van Riebeeck' in search of work in more prosperous areas.

A typical deck scene — some passengers playing deck tennis or sunbathing, others enjoying the waiter service and the pleasure of just doing nothing.



As 'Tegelberg' leaves Rio de Janeiro bound for Santos, four Korean emigrants gaze across Guanabara Bay towards the statue of Christ the Redeemer on the Corcovada Mountain.

Left: the Office in Singapore—a distinguished building in the centre of town.

INTRODUCING

SINGAPORE

RIL Post has pleasure in introducing these KPM offices which will be incorporated into the new RIL organization and in welcoming all their personnel.

The office of the General Manager for Singapore and the Federation of Malaysia is situated in the heart of the Lion City near Clifford Pier, a well-known landmark on the waterfront. It occupies one of the most valuable sites in the business centre of town on the corner of Robinson Road and Finlayson Green.

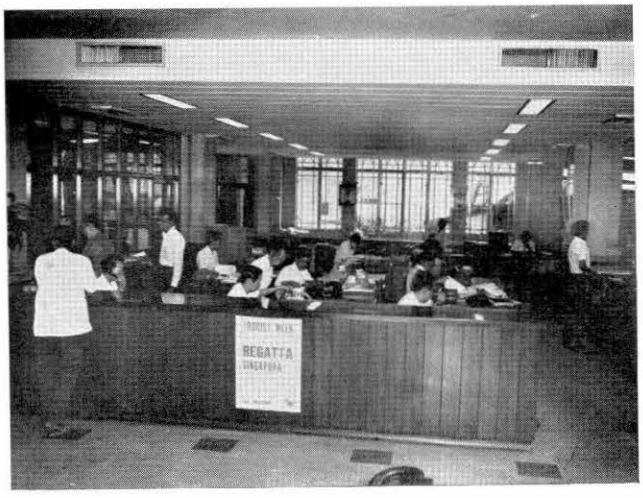
This fine building was constructed for KPM in the early thirties and for several years was the tallest building in Singapore. It lost this distinction to the Cathay Building which was completed later in the decade and is now dwarfed by giant neighbours.

During the years 1942-1945, it housed the offices of the Labour Exchange and of the National Registration and for one year after the war, the office of the Netherlands Indies' Shipping Organisation, which was a temporary combination of various Netherlands shipping interests.

The building was returned to KPM in 1946 and they now occupy half of the available space in this fully air-conditioned building with their staff of 153.

A temporary calm in the Passage Department of the Singapore Office.

A hive of activity behind the Outward-cargo counter.



Below the famous 'Tiger Balm' trademark, the office in Penang, right, occupies the ground floor of this building.

KPM OFFICES

PENANG

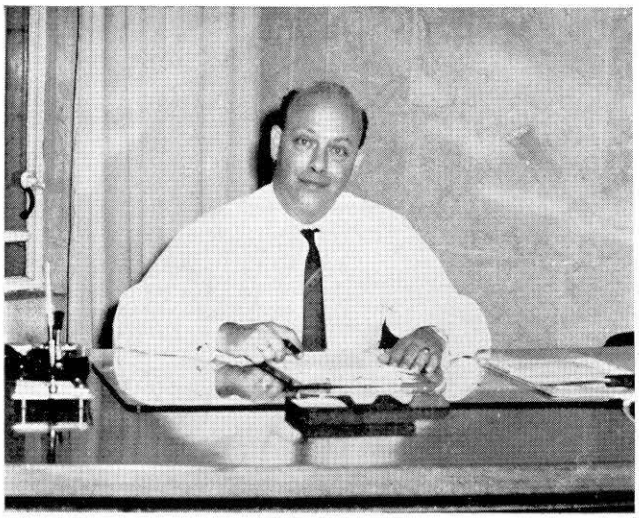
Since 1959 the branch office in Penang has occupied the ground floor of the Sin Kang Building. It is situated at No. 33 Weld Quay in the immediate neighbourhood of the Ocean-wharves and the railway jetty.

Since the modernization of the interior in January 1966, this office can claim to be one of the more modern places of business in Penang. The office is fully air-conditioned and offers ample space for its staff of 23 persons.

A corner of the Passage Department of the office in Penang.

DJAKARTA

At present, the KPM office is housed in the Hotel Indonesia in the centre of Djakarta and has only two staff members.



RIL Post Correspondent

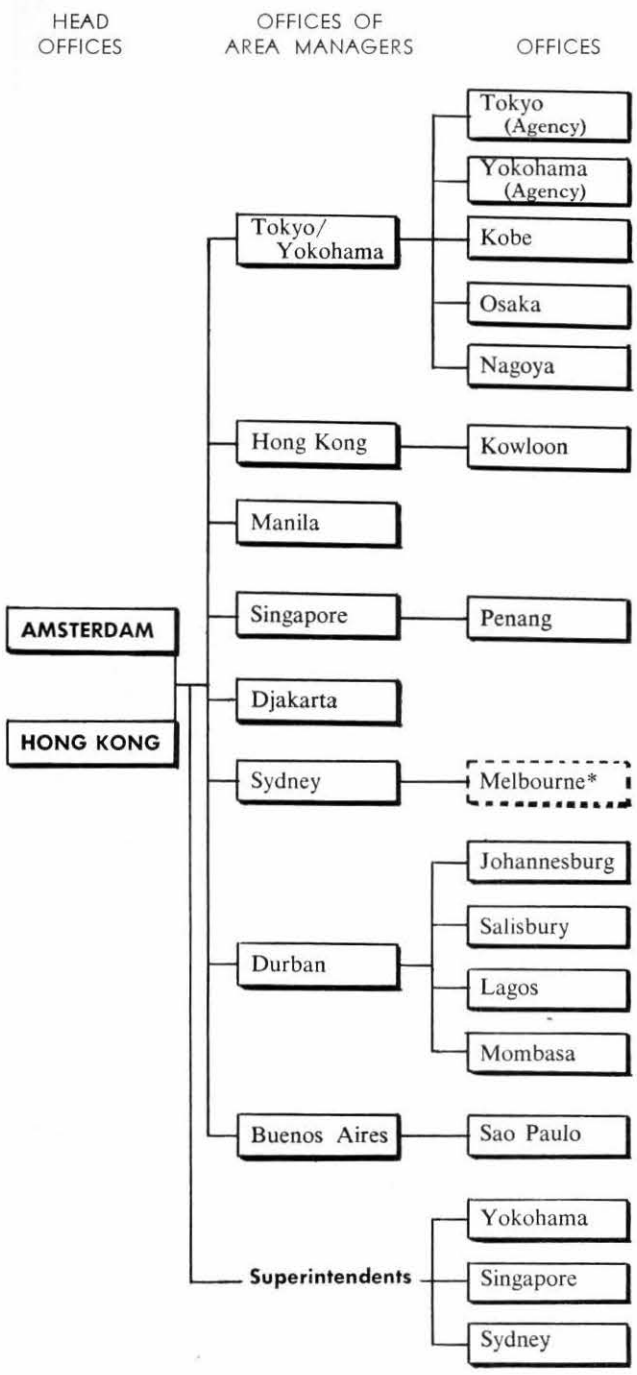
We have much pleasure in welcoming Mr J.J.M. Lensing, pictured right, as the new RIL Post Area Correspondent in Singapore.

Mr Lensing has already been hard at work compiling this report on the offices in his area and we look forward to seeing lots of interesting items from his part of the world in future editions of our magazine.

RIL ORGANIZATION

SHORE STAFF

RIL has 23 offices situated across the world and the role of each within the organization of the company is illustrated in the diagram below:



* RIL (Sanderson) Pty. Ltd., a joint venture of John Sanderson & Co. (Shipping) Pty. Ltd. and RIL.

DURBAN

On 24th February 1966, RIL moved into their new Durban office. It is situated on the ground floor of the new 38 storey Albany House West on the Victoria Embankment.

TOKYO

The Tokyo Management office is housed in the newly completed Yurakucho Building in the centre of Tokyo. RIL moved into their offices on the 5th floor on 1st June 1966.

MANILA

As indicated by the Royal Interocean Lines sign, our office in Manila is located on the top floor of this building.

Hong Kong Head Office, the Company's operational headquarters, employs some 460 persons, while the Head Office in Amsterdam has a staff of 170. There are 135 shore staff on expatriate terms and an equivalent number of regional executive staff. A further 780 clerical & 180 non-clerical employees make up a grand total of 1,400 RIL office staff.

SYDNEY

Interocean House, Sydney is situated at 225, George Street in the heart of the city. RIL have occupied this building since April 1962.

HONG KONG

In June 1966, the Office of the Manager for Hong Kong and China moved into the brand new Prince's Building at the hub of the Hong Kong business centre.

SEA-GOING STAFF

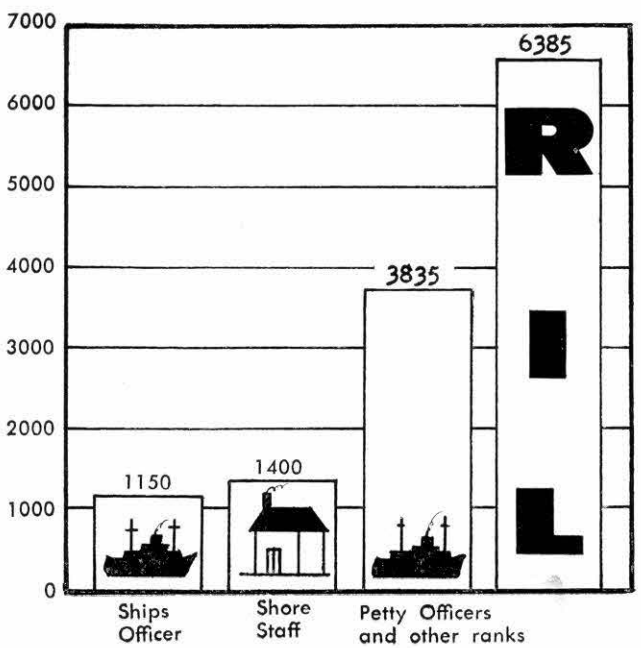
Officers and Crew

Most of the officers on RIL vessels are employed through Head Office in Holland and assigned to their ships through Head Office in Hong Kong. Only a few officers are recruited through other company centres: they are the officers for the local trades in the Far East, who are employed in Singapore, ship's surgeons engaged in Hong Kong, South Africa and Australia, and pursers mostly engaged in Hong Kong.

In January 1967, approximately 1150 officers are in the employ of the company. 499 are married and the majority (310) live in the Netherlands. They serve a period of 9 months at sea, after which they are granted home leave. But many have settled down in countries visited by our vessels and RIL families are scattered across the globe: 86 live in South Africa, 52 in Australia and New Zealand, 42 in Singapore, 4 in Argentina and Brazil, 2 in Japan and 3 in Hong Kong. These officers serve a 3 or 4 year tour and it goes without saying that every effort is made to assign them to ships which call regularly at their home ports. The large number of families living in South Africa, Australia and Singapore reflects the importance of these countries in the RIL trade.

Bachelors are in the majority and comprise almost 60% of the officers. They go on leave regularly after a term of 18 months service. Many of them are at the beginning of their career and the company endeavours to assign them to as many different ships and routes as possible. In this way, the deck officers become familiar with different ports and types of vessels, and the engineer officers with the various installations on board our vessels.

Over 3,000 Hong Kong Chinese seamen are employed on our ships, making RIL the largest employer of seamen in Hong Kong. They are all directly recruited by the Crew Department at Hong Kong Head Office, which has been granted a licence by the Hong Kong Government for this purpose.



The Crew Department arranges the signing on of new seamen and organizes their travel documents and the payment of allotments. It also books passages and attends to the myriad details and problems which arise.

All RIL crew have to pass a strict medical examination before they are allowed to go to sea, and every month an average of 250 seamen are engaged as replacements for those signing off.

Crews are also employed in Singapore, Pakistan and East Africa. The estimated totals on January 1st will be as follows:

	RIL	HVM	NTPM	Total
Hong Kong Crew	3,138	—	—	—
Singapore Crew	378	108	72	—
Pakistani Crew	93	—	—	—
East African Crew	46	—	—	—
			Grand Total:	3,835

RIL PERSONNEL

The diagram, left, shows the total number of staff employed by the new RIL organization on 1st January 1967. These totals include of course the personnel of NTPM and HVM.

PROMOTIONS AND APPOINTMENTS

(Some promotions are subject to the results of examinations which have not been received at the time of going to press. A further list therefore will be published next month.)

Our congratulations go to the following personnel who were promoted as from 1st January, 1967:

To 2nd Officer
R.H.M. Teulings
C.H.M. van der Velden

To 3rd Officer
R.F. Backer Dirks

To Chief Engineer
G.E. Godschalk
H.A. Klazema
H. Hooyberg
J.B. Nolthenius
H.J. van der Veer
E.N. van Don

To 3rd Engineer
A.M.P. van der Avert
J.C. Ingwersen
H.W. Nieuwenhuysen

To 4th Engineer
U.C. van Baal
H.G. van der Mei
J. Pleizier
S.B. Groen
L.W. Joziasse
A.W.J.H. van Alfen
J.P.R. Hazenberg
W.P. Noorland
A.K. Hofman
A.R. Tophoven

To "Chef v. Dienst"
Drs. R.B. Lenterman (HK HO Contr.)

To "Adj. Chef v. Dienst"
S.R. Elgersma (HK HO VZ)
A.M. Lommen (HK HO AZ)
H.M. Roos (E.V.)

To "Adj. Chef v. Dienst Regional Staff"
Lee Kwok Leong (HK MH)

To "Hoofdemployé"
H.E.P.A. Custers (HK HO CD)
A.J. Dijkstra (Johannesburg)
F.C.A. Gemke (HK HO TD)
G.J.W. Meijnen (HK MH)
C. Moes (HK MH)
J. de Rooy (Durban)

To "Hoofdemployé Regional Staff"
F.A. Anakotta (HK HO PZ)
M.J. Denholm (Sydney)
Lie Kie Djoan (HK HO ND)
G.A. Logan (Buenos Aires)
R.W. Schats (Durban)

The following personnel were appointed:

To "Employé Special Staff"
Lo Wing Shui (HK HO FB)
Sheet Shui Hang (HK HO CD)
Wong Tat (HK HO FB)

PERSONALITIES

Mr G. Kasteleijn (ex Operational Manager, Yokohama) travelled to Holland for Home Leave via Hong Kong and Singapore.

Jhr. C.L.C. van Kretschmar (General Superintendent) left Hong Kong on 12th December for a four day visit to Singapore.

Mr F. Terwogt (Managing Director) returned to Hong Kong on 16th December after his business visit to South America and Amsterdam.

FLEET FACTS

mv. Straat Singapore after completing an extra voyage from Africa to the Far East will proceed from Japan to Australia to re-enter the East and South Africa-Australia Service (ESAAS).

mv. van der Hagen, presently employed on the China-East Africa Service (CHEAS) will be jumboized in mid-July. She will be the last of the STRAAT L vessels and will be renamed STRAAT LAGOS.

mv. Tjiluwah called at Noumea, in the New Caledonia Islands in late November.

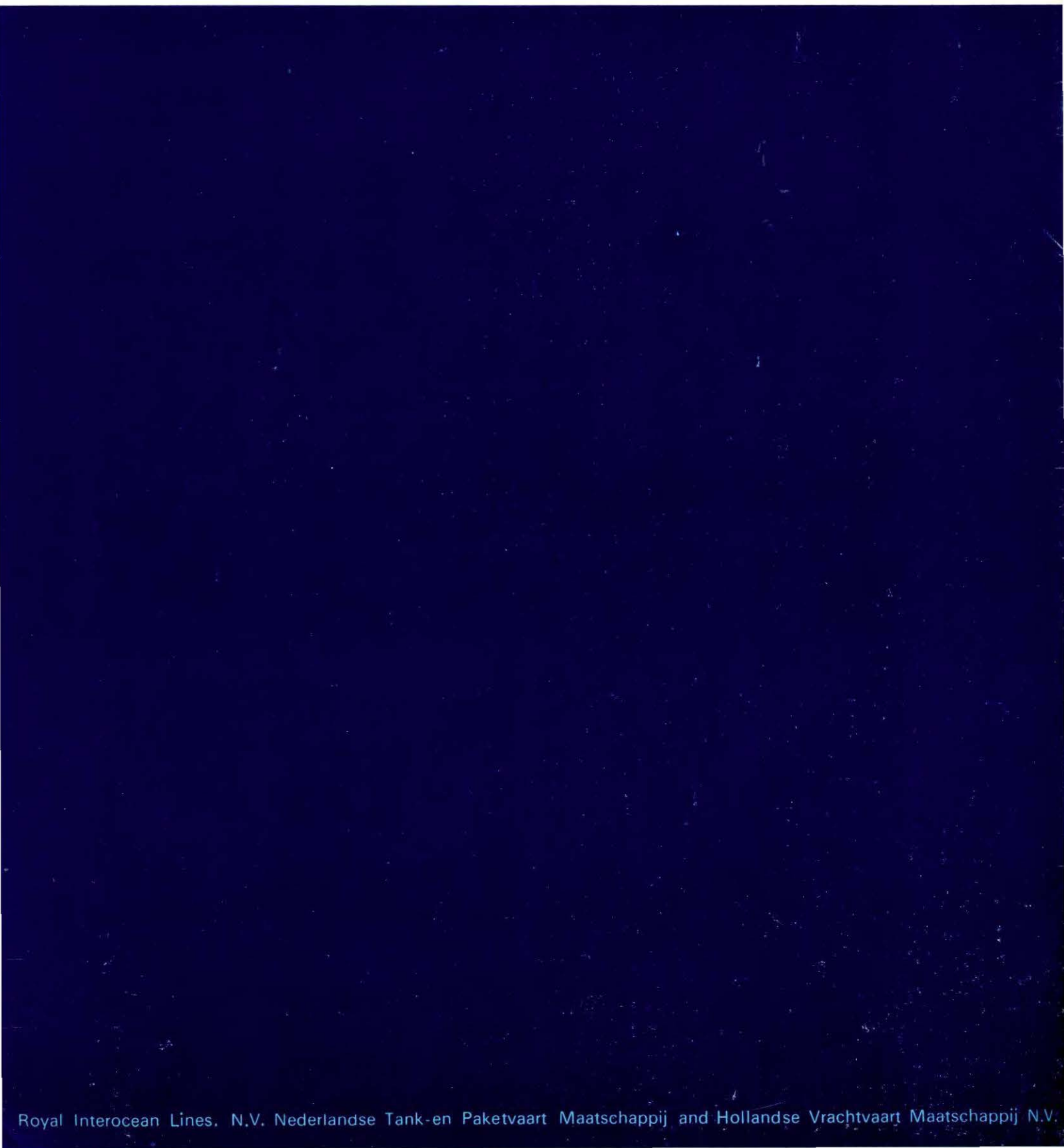
Tjiluwah and Tjiwangi will both give special Japan/Hong Kong/Japan cruises, **Tjiluwah** in December/January and **Tjiwangi** in January/February.

New Correspondents

Finally in this edition of RIL Post, we welcome our two new correspondents in Amsterdam. With apologies for the unflattering photographs, the gentlemen are Mr J. Timmermans (left) and Mr C.G. Burgersdijk (right). They will handle the NTPM and HVM correspondence in addition to keeping us informed of the latest news and views from Holland.

Our previous correspondence from Amsterdam has come from the pen of Mr K. Groeneveld and we would like to take this opportunity of thanking him for all the time, work and interest he has given to RIL Post over the past five years.

VOLUME 14 No. 1



Royal Interocean Lines. N.V. Nederlandse Tank-en Paketvaart Maatschappij and Hollandse Vrachtvaart Maatschappij N.V.