



# Royal Interoceanic Lines



## **RIL POST**

A monthly staff publication



## ROYAL AWARD

Last month we announced that RIL's Managing Director in Amsterdam, Mr H.M. van der Schalk, had been honoured by the Queen of the Netherlands. Now, from Correspondent Keller in Amsterdam, comes a report of the occasion:

"It had taken quite some organisation to keep Mr van der Schalk free of engagements on Monday, 29th April, without his becoming aware of the fact that his presence was required in The Hague that morning to receive the decoration "Officer in de Orde van Oranje Nassau" bestowed on him by H.M. the Queen.

We did however manage to get him into the office at 9.30 that morning, where Mr van Walree told him to be ready to go to The Hague because Staatssecretaris Keyzer wanted to see him at 10.45. Only then did it dawn upon him what was going to happen, and it came as a complete surprise.

Mr van der Schalk went to The Hague accompanied by his two sons (Mrs van der Schalk was abroad) and Mr van Walree; there the "Staatssecretaris", who has the shipping business well at heart, after making a nice speech in which he mentioned the various activities past and present which earned this distinction, pinned on the decoration.

Two other gentlemen of the shipping community, Mr van Marle of Holland Afrika Lijn, and Mr Kleyn van Willigen of L. Smit & Co., were honoured at the same time.

Back in the office in Amsterdam a reception was held in the "Torenkamer" with the senior staff in attendance. Mr van Walree addressed Mr van der Schalk and congratulated him on behalf of his colleagues in Hong Kong and all floating- and office-staff here and abroad, after which he handed him a "miniature decoration" presented by his Hong Kong colleagues.



Many cables and letters from all over the world had been received and they were read out by Mr van Walree.

The reception was joined by the Chairman of the Board, Jhr. Mr E.W. Röell and Managing Directors of S.M.N. and K.N.S.M."

## FLEET FACTS

With the departure of the four passenger ships, and the advent of eight fast freighters into a service which previously was served by ten vessels, the **Far East-Africa-South America Service (ASAS)** takes on a completely new shape. Four STRAAT H-vessels will make the mid-month sailings from Japan, and four STRAAT F-vessels the end/early month sailings. These latter (similarly to the STRAAT F-vessels in the FEWAS) will make direct, non-stop sailings, to reach Africa in only 16 days from leaving Japan, and Santos in 38 days. The STRAAT H-ships will also call at Hong Kong and Straits ports, but will make only a single north/south sailing in South America (whereas STRAAT F-s will follow a double route), thus maintaining the even spacing of sailings.

As a corollary of this re-organization, a **new service** will be inaugurated, the **Far East-South Africa Service (SAFS)**, with three vessels giving monthly sailings. They will sail from Japan, Keelung and Hong Kong via the Straits ports to Mauritius and South Africa, and return.

These facts, plus the approaching advent of five new STRAAT A-vessels, mean sweeping changes in the pattern of the RIL Fleet. When all the necessary **switches** have been completed — expected to be by early 1969 — the reallocation of ships to the various RIL services will be as follows:

*(Turn to next page)*

## FLEET FACTS *(continued)*

### RIL Fleet in 1969

**ASAS** (*end-month*)  
(F.E.-Africa-S. America)

Straat Futami  
Straat Fushimi  
Straat Fiji  
Straat Florida

**CHIWAS**  
(China-W. Africa)

Straat Bali  
Straat Magelhaen  
Straat Rio  
Straat Towa  
Straat Mozambique

**SAFS**  
(F.E.-S. Africa)

Straat van Diemen  
Straat Madura  
Straat Cook

**NZEAS**  
(N. Zealand-E. Asia)

Straat Singapore  
Straat Johere  
Straat Chatham  
Houtman (if required)

**ASAS** (*mid-month*)

Straat Holland  
Straat Hong Kong  
Straat Hobart  
Straat Honshu

**ANZS**  
(Africa-N. Zealand)

Straat Banka  
Tjinegara

**GESAS**  
(Gulf-E. & S. Africa)

Camphuys  
Van Riebeeck  
Straat Lombok  
Straat Torres

**EAFS**  
(F.E.-E. Africa)

Tjibantjet  
Tjipondok  
Tjikampek  
Tjibodas

**FEWAS**  
(F.E.-W. Africa)

Straat Franklin  
Straat Fremantle  
Straat Frazer  
Straat Freetown

**INDIAS**  
(India-Australia)

Straat Clarence  
Straat Clement  
Straat Cumberland  
Straat Colombo

**AJHAS**  
(Australia-Japan-HK)

Tjiwangi  
Tjiluwah

**AULAS**  
(Australia-Latin America)

Straat Le Maire

Singapore-Timor Dili  
Musi

**CHEAS**  
(China-E. Africa)

Tjimanuk  
Tjitarum  
Tjiliwong

**SPS**  
(South Pacific)

Van Noort  
Van Neck  
Van Cloon  
Siaoe

**ESAAS**  
(E. & S. Africa-Australia)

Straat Amsterdam  
Straat Adelaide  
Straat Auckland  
Straat Accra  
Straat Algoa

**WSAAS**  
(W. & S. Africa-Australia)

Straat L-  
Straat L-

The sixth Straat A-ship and one of the Straat L-ships will be allocated in due course.

**m.v. Boissevain** has been sold for breaking in Taiwan. The vessel is expected to be delivered at Kaohsiung in early July, after a brief call at Hong Kong.

The H.V.M. ship **Hollands Dreef** has been chartered to give the May sailing from the Far East in the China-West Africa Service (CHIWAS).

### RADIO PROGRAMME FOR SHIPS

A new venture by Radio Australia (the overseas service of the Australian Broadcasting Commission) should interest seagoing staff who have relatives and friends in that part of the world.

Every Tuesday, a half-hour programme called 'Eight Bells' can be heard by ships in S.E. Asian waters at 2030 hours, Eastern Australian Time. The idea is to bring entertainment to these ships, in the form of popular music, interviews on board Australia-calling vessels, and messages and recorded requests from friends and families on special occasions.

Seagoing staff who are interested, their friends or families, can arrange for messages and requests to be broadcast by sending them to:

Miss Mary Collins  
Radio Australia  
529 Lonsdale Street  
Melbourne  
Victoria

### TWO OF A KIND

Thanks to Mr R. Dick of the Port Kembla Stevedoring & Agency Co. Pty. Ltd., we show STRAAT CUMBERLAND just passing STRAAT CLEMENT on her way out of port, after discharging ferro-manganese and bulk refractory fire clay at No. 6 Inner South jetty. STRAAT CLEMENT is loading Lysaghts galvanised iron at 6, Outer South.



## STRAAT ADELAIDE LAUNCHED



*Success! Mr P.J. van der Giessen (left) with Mr van der Schalk and Mrs van den Wall Bake.*



The building-yard of "van der Giessen-de Noord" N.V. is in the small village of Krimpen aan den IJssel, near the junction of the rivers Hollandse IJssel and Nieuwe Maas, about 6 miles upstream from Rotterdam. On the sunny, but cold and windy Spring day of 11th April, the second of RIL's Straat A-vessels was launched from this yard, an exciting event which appeared to be watched by Straat Amsterdam's anchorless 'eyes' from Verolme's yard opposite (where she was launched a month earlier) and the towering hull of Straat Accra on Van der Giessen's neighbouring slipway. A large number of people were present, and at 4.15, Mrs L.H. van den Wall Bake-van Dorp, wife of the President of the General Bank of the Netherlands, was escorted by Mr van der Giessen to the Launching Platform. This was soon crowded with other people who wished to have a good view, and exactly at 4.30, Mrs van den Wall Bake, graciously and with a clear voice, named the ship **Straat Adelaide**. After cutting a rope with a silver hatchet, the traditional bottle of champagne smashed against the bows and almost immediately the vessel started on her first voyage, a very successful entry into the water.

After the launching, an official reception was held by the yard, at which Mr van der Giessen, after welcoming everyone, pointed out that this launching was a very special one for his yard, the Straat Adelaide being exactly the thirtieth vessel built for our Company. The first one had been the steamship Tjibadak way back in 1928. He was followed by Mr van der Schalk who, after thanking Mrs van den Wall Bake for the way in which she had performed the launching ceremony, recalled that the name 'van den Wall Bake' had been closely connected with our Company from its earliest days. Harking back to the launching of the old Tjibadak, he also recalled that it had been an eventful occasion, distinguished by the vessel running into the dike on the opposite bank, stern first, immediately after entering the water. The dike sustained a large hole, but luckily Tjibadak was unscathed, which said something for the quality of the yard's products!

In her concluding speech, Mrs van den Wall Bake wished the vessel and all those serving in her a long and happy life.

Straat Adelaide is expected to be delivered in September.

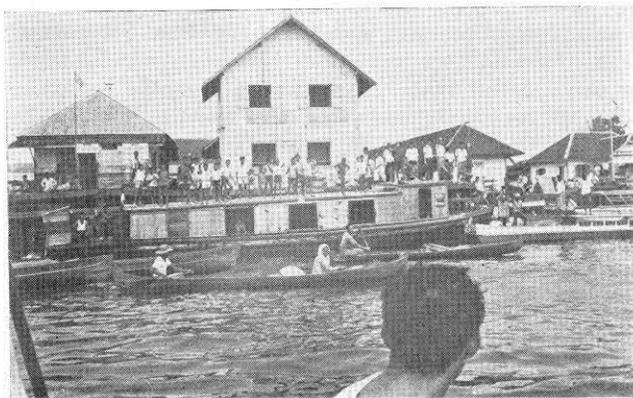


## RIVER BERTH

*It is not so usual to see a R.I.L. ship lying in a river, but here is little SAMBAS at Kuala Kapuas, loading a cargo of rattan last January. Second Officer C.H.P. te Lintel, who took the pictures, sends us the following details:—*

Kuala Kapuas lies on the Kuala Kapuas river (Kleine Dajak river) in Indonesia, and can only be reached by ships as BIG as the Sa-ships via the Barito river (Bandjarmasin). From Bandjarmasin to Kuala Kapuas takes about eight hours of very precise river navigation.

Anchoring about two miles south of the village, we had to fetch the clearance party ("Team") by ourselves, so consequently at six o'clock in the morning we lowered down our motorboat and, together with the agent and cameras, we went to Kuala Kapuas village.



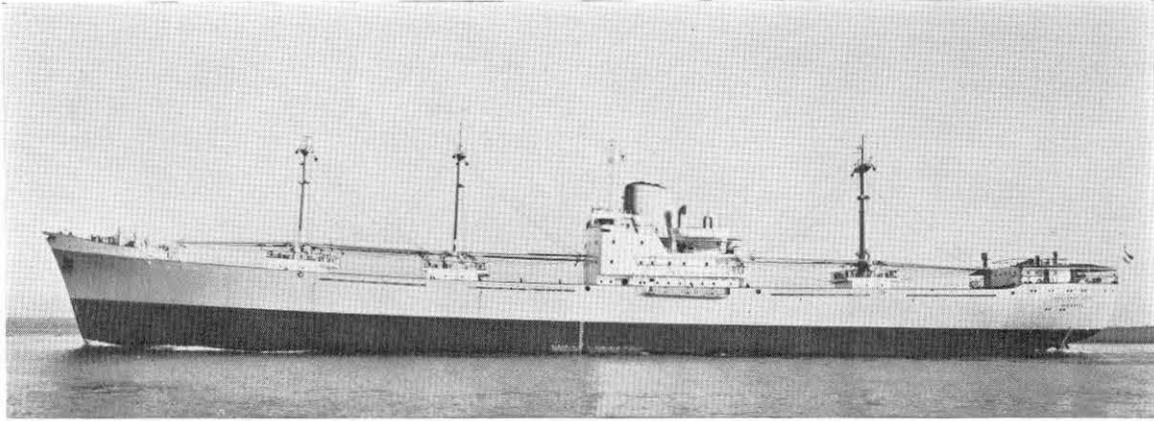
Heartily welcomed by the "Children of the East", who were very keen on showing us the way to the houses of the various authorities of the team, we managed to get the customs, police, navy and army officials, doctor and some of their friends — all carrying big bags — together and so we headed for the jetty.

Near the jetty we passed the S.M.P., which means: Sekolah Menengah-Pertama, but you might translate it by "Spes Muda Patriae", looking at the pictures.

In the meanwhile the children became a bit too obtrusive and too curious, and we were very glad to get into the motorboat; whilst carefully manoeuvring between the countless numbers of sampans, we were off to SAMBAS, still eyed by almost everybody in Kuala Kapuas.



*right: collecting the team  
left: greeting from the children*



## A CHEERFUL SHIP



*Capt. Giel was about to take a run ashore.*



*C/O Leenheer and C/E van Mourik explain their needs to Mr Poon Kar Yee (HK MH Outdoor).*

When the HVM ship HOLLANDS DUIN sailed into Hong Kong on 7th May, she was under charter to RIL, to make a round trip in the China-West Africa Service (CHIWAS). Her Singapore crew were very happy to be on their way to their own home port, and two Fifth Engineers—Messrs Nastaly and Roselaar—were packing with zest, as they got ready to go on Home Leave. But the biggest smile of all came from an old friend, Captain W.A. Giel, who retired from RIL service in 1965.

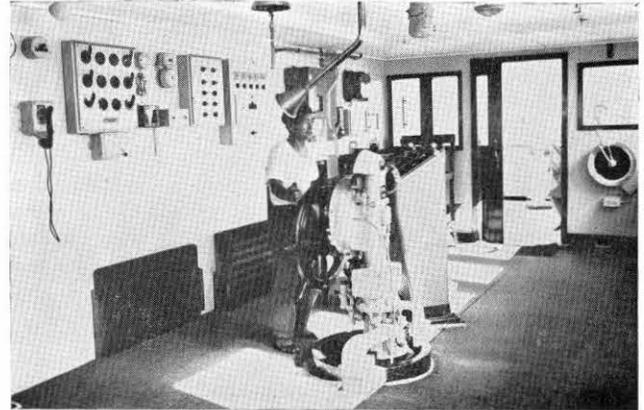
The Captain was all set to go ashore when RIL Post came on board, but found time to explain something of the differences between serving on a ship in a liner service and life on board a tramper. One fact that had not occurred to us before was the complete emptiness

of the ship in between her charter voyages. Captain Giel was lamenting the recent damage to his typewriters when the empty HOLLANDS DUIN met very rough weather in the China Sea.

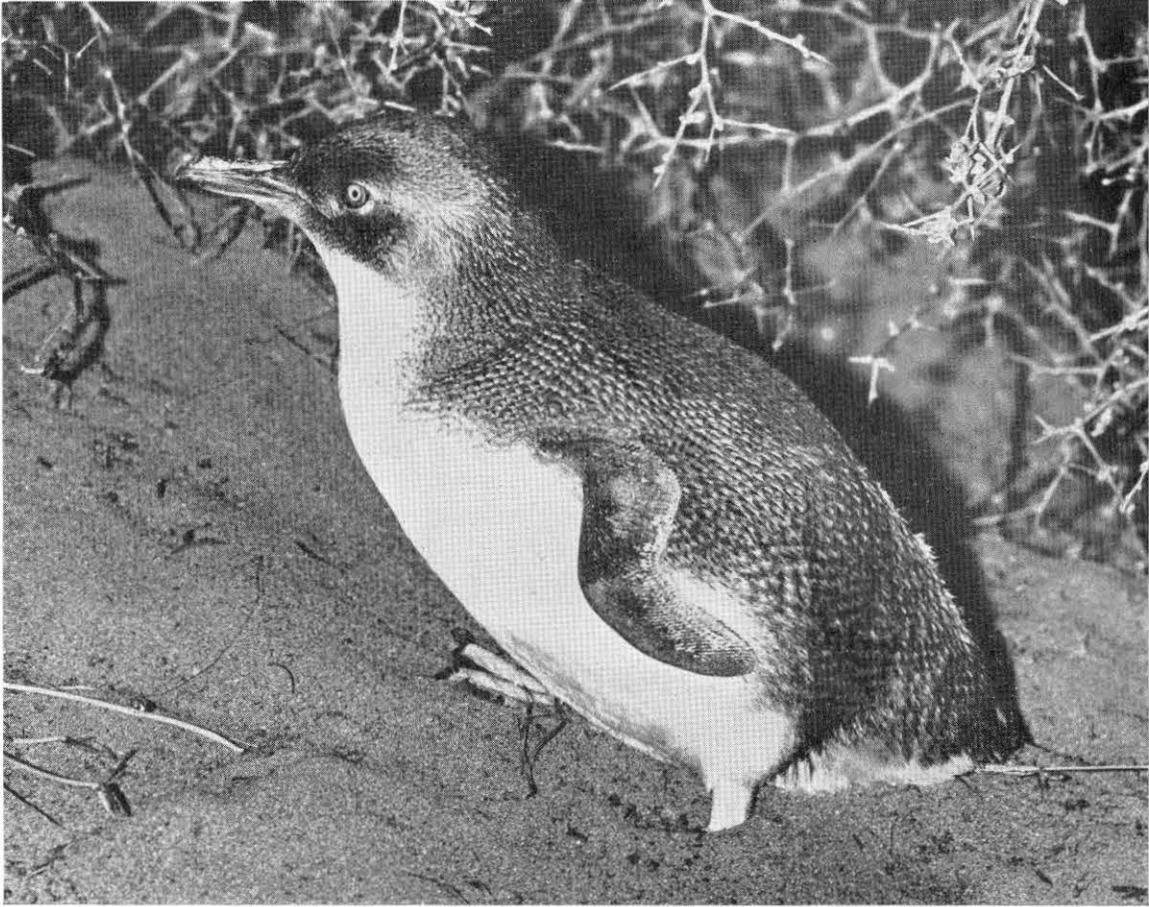
The fact of the small number of officers, and of the uncertainty of the next port of call, makes for a close-knit community on this workmanlike ship. We heard from Chief Engineer van Mourik of a good party in Prince Rupert and of shore expeditions with shopping baskets to the markets in Mexico by the Master and himself. This voyage for RIL may perhaps be a more routine one, but HOLLANDS DUIN is looking forward to it. We wish everyone on board a happy trip.



*Chief Cook Tai Tai Koen is watched by Chief Steward Liew Ah Foon.*



*Quartermaster Tan Tin at the wheel.*



## FAIRY PENGUINS

Darkness falls a little before 8 p.m. in mid-summer in Southern Australia, but by 7 p.m. or a quarter past, lines of cars are already in the parking area on Phillip Island, Victoria and crowds of visitors are making their way down to a reserved area where surf booms ashore on a wide beach which runs into haze in a long curve.

As darkness gathers and the surf fades to an uncertain whiteness, floodlights are switched on, and the crowd settles down along two parallel fences that run down to the beach from a control box. They are waiting for the parade of the 'fairy penguin', smallest of the 17 species of penguin which are found almost wholly in the Southern Hemisphere. The sole exception is the Galapagos penguin.

The fairy penguin, breeding on southern Australian coasts and in New Zealand, has not had to grow large to withstand intense cold as its more southerly cousins have had to do. It stands about 15 inches high, weighs between 2 and 4 pounds, is dark blue above and silvery white below, has very short but strong pinkish legs and feet, and very little tail. Its smallness makes it extremely manoeuvrable underwater, able to catch fish like pilchards and anchovies, and probably also plankton, in the form of the larger euphausiid shrimps ('krill') with ease.

But smallness has its own disadvantages, and renders them vulnerable to attack by skuas, harriers, sea-eagles and even the larger gulls, like the powerful Pacific gull of Southern Australian waters. This forces fairy penguins to follow the example of the smaller petrels and not only

nest safe below ground in burrows, but also to come ashore to their rookeries after dark. And this, in turn, has produced the parade.

It all began nearly 40 years ago when a new road was opened up across Phillip Island to Summerlands Beach, and a young bus driver, Bert West, and others, started taking tourists out on moonlit nights to see the penguins come ashore to their rookeries. This became something of a ritual and for a time had little effect on the birds. But following the connection of the island to the mainland by a bridge just before the Second World War, and the subsequent post-war boom, which brought hundreds of thousands of tourists every year in cars, the point was reached where tourists out-numbered penguins.

Uncontrolled holiday-makers crowding Summerlands Beach caused homecoming birds to panic, and rush back to sea, disgorging their hard-won food as they fled. This situation came to a head in the summer of 1955 when on several nights only about forty of several hundred nesting birds got through to the rookery, and young birds began dying of starvation.

After a plea for help from Bert West, a 10-acre Sanctuary was formed, and the immediate off-shore waters put out of bounds between sunset and sunrise. Bert West, as Manager, is still the principal guardian of the birds and almost every night in late spring, summer and autumn is on the spot, controlling the crowds and delivering a short talk on the birds and their ways.

From time to time a powerful spotlight from the control box sweeps along the edge of the running surf, and then suddenly, over the murmur of the crowd and of the sea, a brisk babble of yapping breaks out. This is the rallying note fairy penguins use to keep their swimming groups together at sea. The spotlight plays on the white wall of a spent wave running shoreward, and then suddenly as the water drains away, the wet sand is punctuated with a dozen small, gleaming upright figures that were not there a second before.

For a moment you are rather nonplussed that such slight forms could have survived the violence of the surf, which booms unseen beyond, but the penguins are supremely unconcerned. Several lift flippers to preen, others just stand. The next wave sets them swimming shoreward again, and this time when it drains away there are several dozen more. After some peering, this group begins the massed advance toward the waiting crowd which so fascinates people. Flippers held out from plump sides, they toddle up the beach.

Usually the groups, shuffling silently along, pass up the penguin lane between the twin rows of absorbed humanity. Once in the gauntlet they seem to realise their situation and their heads hang guiltily forward as though expecting an imminent axe to fall. But once in the cover of introduced marram grass around the control-box they relax and stop to preen before continuing up the steepening slope to the waiting rookery.

At other times they go astray and suddenly people nearest the sea find themselves knee-deep in penguins. Appealed to by the hidden announcer in the box, they stand quietly, and presently the penguins emerge on the other side. Occasionally when this happens, a child will reach out and several birds will turn and skelter down the beach on their bellies, racing flippers pattering on the sand. Reaching the water they leave a speedboat wake until they submerge.

In the Reserve itself, separated from the public by a high barbed-wire fence, but in parts floodlit, you can follow the fortunes of the food-bearers when they reach home. If a mate is brooding the greeting ceremony is raucous. He or she — they appear indistinguishable — emerges from the burrow and the two meet in a kind of braying ceremony. The effect, when several hundred reunions are taking place, is one of hundreds of small rather demented asses performing in antiphony.

When nestlings are large enough to emerge from the burrow and stand around the entrance, both penguins go to sea, often staying away several days, fishing at times miles offshore. They often return separately and their reception by the young, who may have been fasting for a couple of nights, is vigorous.

Wearing tonsures of billowing mushroom down, they pursue the food-bearer round and around the vicinity of the nest-burrow, never letting up until the stronger of the two young somehow triggers the feeding mechanism of the adult, who then permits the youngster to cross

ills and receive a large portion of predigested fish. Feeding is spaced at intervals over 5 or 10 minutes, and often most of the food goes to one chick. Naturally the starveling is further weakened by the time the next parent arrives a day or so later, and so nest mortality appears high.

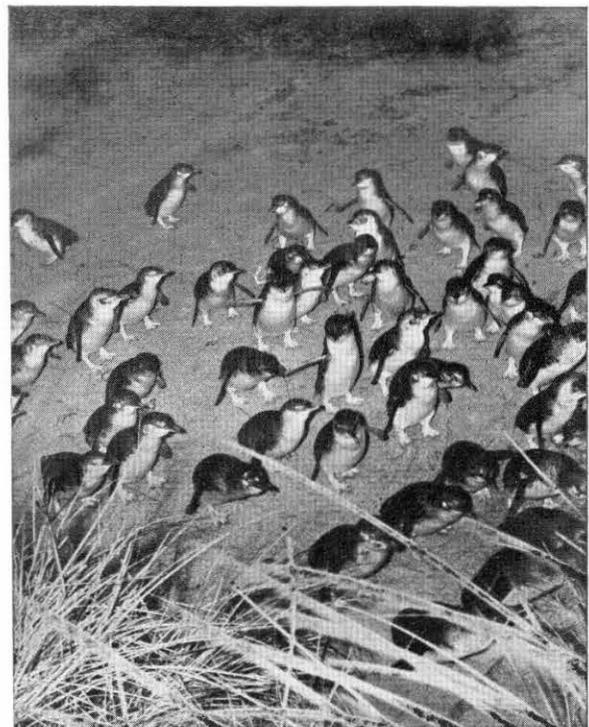
Although the total Phillip Island penguin population was assessed at roughly 200,000 in 1917, this may have been too high an estimate. It seems nothing like this now, although driving around the ocean roads at night one can certainly see many penguins wandering myopically in the headlight beams. If there has been a decline one could possibly blame it on feral cats and foxes.

The people of Phillip Island are generally in favour of caring for the penguins, and also incidentally, koalas, which have been released in the Island's eucalypt forests from time to time as part of a State-wide conservation scheme. The hundreds of thousands of visitors who come to the island every year do so largely because of these natural attractions.

You have only to watch the faces of children as a posse of sea-gleaming penguins comes trudging past them up the beach to realise how powerful an attraction these fairy birds are.

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*We are greatly indebted to the well-known naturalist, Mr Graham Pizzey, for permission to publish these interesting facts and to reproduce his excellent photographs. A warm vote of thanks also to Mr R.S. Hadley (Melbourne) who was able to arrange this for us.*





### BUENOS AIRES

(From l. to r.): Mr C. Kracoff (accounts and port controls), Mr R. Mensinga (employee), Mrs T. Battaglia (filing and mailing), Mr G.A. Logan (Conferences and Tariffs), Mrs I. Barrera (Manager's secretary), Mr D. Zerbinati (passage matters), Mr J. Dekker (Manager for S. America), Mr R.J. Thesen Ender (Ass. Manager) and Miss M.E. Kunzelmann (general secretary). Below: Mr J. Kroselj (claims and statistics) who was enjoying a holiday when the group was taken.



When, in 1939, the Norddeutsche Lloyd withdrew from the South America/South Africa trade, the KPM stepped

in with two steamships, Japara and Bantam, to maintain the link between these two parts of the world. It was not, however, their first venture to South America; after some preliminary exploration of possibilities, they had opened an office in Buenos Aires in March 1938.

Through the years since the end of World War II, RIL's ASAS (Far East-Africa-South America Service) has kept a constant traffic of passenger and cargo vessels calling at South American ports. What started in one little room in the office of Agencia Maritima Dodero, has now expanded to an organization of increased importance and size.

From a first glance at the Buenos Aires group, posed against a background of the obelisk commemorating the founding of the city, it would seem that the staff are in a near-suicidal position in the middle of the busy Avenida 9 de Julio. However, Correspondent Thesen Ender explains that a kind policeman gave some assistance! Billboards suitably link the B.A. Office and Hong Kong with a picture of a bull and the word "taifun".

# AMERICA!



## SAO PAULO

Because of the growing importance of Brazil, RIL expanded its Inspectorate in 1967 to a fully-fledged office at Sao Paulo, the most important business centre in the country, and centre of an important coffee-growing region. The port of Santos, 39 miles away, receives two calls a month from ASAS vessels.

RIL's Representative in Brazil is Mr E.A. Postuma, seen in his modern office with his assistant, Mr H.J. Seebregts.



*Above (from l. to r.) Mr Luis Carlos Anselmo (clerk-part time), Mr H. Ezure (cargo acquisition), Mrs R. Josel (secretary — part time), Mr Seebregts, Miss M. Koersen (secretary), Mr I.F. do Carmo Costa (stevedoring accountant), Mr E. Jeannetti (cargo acquisition).*



*" a wall of water . . . rushes up-river "*

## THE BORE AT CALCUTTA

Whoever has been to Calcutta more than once or twice on board a vessel moored in the river, has probably had the opportunity of seeing a so-called "bore".

The Hooghly River, in common with a few other rivers in different parts of the world, periodically offers this interesting spectacle, namely a tidal wave proceeding up the river when the ebb current gives way to the flood current. This phenomenon is caused by the shape of the river bed on the one hand and the height of the tidal range on the other hand. In the Hooghly River the bore normally starts to be visible about 25 miles South of Calcutta and, having spent its power, gradually disappears about 30 miles North of the city. Bores may be expected in a four-to-seven-day period during the fortnightly spring tides, when the tidal ranges are large (i.e. more than 11'6") and occur mostly twice a day, but sometimes in the daytime or at night only.

It stands to reason that high bores are a danger to navigation, and this has led to the rule that normally only vessels up to 500' length and drawing no more than 18' are allowed to remain in the river when bore tides are expected, and river jetties often have to be cleared even of light draft ships in order to avoid damage. This means that, before the beginning of every bore tide period, quite a number of ships have to vacate the river, either by sailing from Calcutta or by moving into the docks, where consequently congestion often develops as a result of the influx of a large number of vessels simultaneously, which in turn has on a number of occasions caused waiting times at Sandheads for arriving ships.

Those vessels which are allowed to remain in the river during bore tides are secured with so-called 'bore springs', which are fixed aft in order to take the main impact of

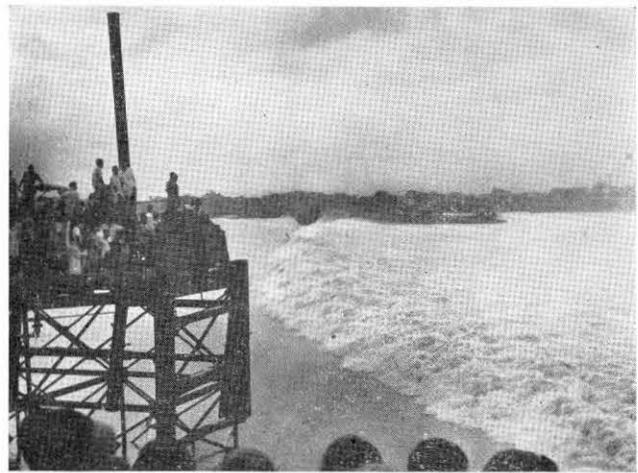
the bore hitting the stern from the mooring chains. In spite of these precautions it sometimes happens that a vessel, hit by a bore, parts her moorings and goes adrift, occasionally running aground or colliding with other ships moored nearby which may then also break loose, etc. The extent of damage this may cause is obvious. The Calcutta Port Commissioners therefore keep tugs standing by during bore tides, so that assistance may be rendered as early as possible if a vessel gets into difficulties.

All along the several miles of waterfront of Calcutta (East bank) and Howrah (West bank) there is an atmosphere of expectancy when on days of bore tides the ebb current gradually runs out and the flow becomes slower and slower. Loading and discharge of cargo on the ships in the river has stopped. Lighters and country boats have left the ships' sides and have flocked together in large clusters, moored at the buoys. Ships have their engines ready and their crews stand by, prepared for any emergency. On the bank, passers-by stop and watch, particularly when a high bore is expected, but like many other things in India, the bore is usually somewhat later than the appointed hour. However, just when many spectators are getting "bored" of waiting and are about to proceed on their course, steamwhistles in the distance downriver announce that the bore has been sighted at last. Necks are stretched when the sound of the whistles comes closer, and then also the roaring sound of the bore itself becomes audible and grows louder and louder. At last one can see the wall of water, 4 to 6 feet high, as it rushes up-river, causing fountains to splash dozens of feet into the air where it hits jetties, ghats (brick steps leading down to the water) and other permanent structures. Vessels surge up and pull their springs and mooring chains, smaller craft ride over the bore if properly steered,

lighters in clusters swing around the buoys, and dinghies jerk violently up and down. There is a shouting all around as everyone on boats and lighters is trying to ward off the impact of the bore and to avoid damage as it rushes past. The main bore is usually followed by one or two lower ones, which are not of much importance.

With the passing of the bore the water level suddenly rises steeply, and a very strong flood current replaces the slow ebb current which was noticeable until only a few seconds earlier. This immediate and very powerful reversal of the direction of flow is nearly as remarkable a phenomenon as the bore itself. The flood current often is so swift that dinghies cannot move between the ships and the bank, so that no communication with the vessels may be possible for an hour or more.

Bores have long been known on the Hooghly River but it is only in comparatively recent years, with the river becoming more shallow generally, that their frequency and intensity have greatly increased. This may be illustrated by the number of bore-days per year, which was 70 in 1947 and grew to 131 in 1966. The resultant loss in berthing capacity in the port can be imagined. The only longterm remedy to reduce the harmful effects of the bores on navigation is to be found in an increase of the headwater supply in the Hooghly River. This is intended to be achieved by the Farrakka Barrage, which is at present under construction in the Ganges north of Calcutta and will, when completed, provide the Hooghly River with a larger and more regular flow of headwater. With the Farrakka Barrage in operation, the effect of the bores on the port is expected to decrease, which will of course be greatly to the benefit of trade and shipping. Those interested in a sometimes exciting natural phenomenon, however, will then be disappointed and they are therefore advised to come and see the bore in its present intensity before it will be too late!

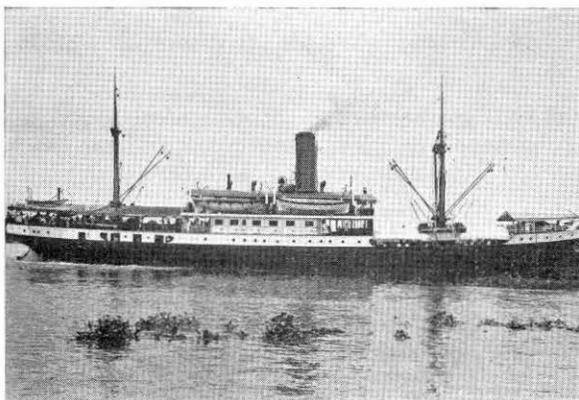


*" passers-by stop and watch . . . "*

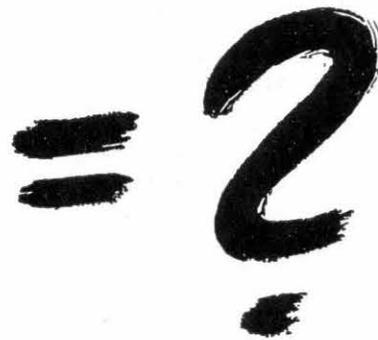


*" the water level suddenly rises steeply . . . "*

## SHIPS OF YESTERYEAR



The long-lived KPM ship shown in our April issue was the steamship ELOUT, built in 1910. Captain G. Booy (retired), who has the luck of the draw this month, writes from Australia that the ship was bombed and sunk in Emmahaven, the port of Padang in Sumatra, in 1942. When he arrived there on board s.s. Sibigo in February,



1942, he saw only the tip of Elout's pilot ladder floating as a buoy above the wreck, to which it was still attached.

*This month's clue:*—This vessel has a martial name. Entries to the Editor, please, before 15th July. Results in the August issue, and the prize of a letter-opener will be sent to the winner.



Catering

**MEN AT WORK**



Engine room

On the deck, in the engine-room and in the galley, the Bantu crewmembers on STRAAT LAGOS work with big smiles.

STRAAT LAGOS sails in the Africa-New Zealand Service (ANZS).



Deck

**STAMP COLLECTORS AHOY!**

Commemorating the 60th anniversary of the Royal Society "Onze Vloot" are four stamps issued by the Royal Administration of the Netherland Antilles in March, 1967. We are again indebted to Mr G. Rieder in Holland for these facsimiles, which are made available by courtesy of the Netherlands Postal Administration.

The four stamps, designed by Mr Oscar Ravelo-Nadal of Willemstad-Curacao, depict an iron-clad (6 c.), a sailing-vessel (10 c.), a tanker (20 c.) and a passenger ship (25 c.).

**PERSONALITIES**

**Mr D. Reyneker**, returned from Australia to Hong Kong on 18th May.

**Mr J. van Zuylen**, Financial Adviser, returned to Hong Kong from Amsterdam on 18th May.

**Mr E.M. van Rhoon**, Manager for Japan, made a brief business trip to Hong Kong in mid-May.

**Mr A.L. de Jong** took over as Manager, Freight Department on 2nd May, when Mr H. Wever went on Home Leave.

**Mr G.H.J. van Echten** took over as Manager, Catering and Purchasing & Stores Department as from 8th May when Mr F. Kummer went on leave.

*TO THE EDITOR*

*"In the April issue of RIL POST is an article on Java Road, Hong Kong, which mentions (page 69) 'the Shaukiwan Road (now King's Road).'*

*There has been a King's Road since before the war, but at that time, north of King's Road (near RIL) was the sea, and from Causeway Bay to Shaukiwan the only building was the Ritz. I remember clearly because I learned to drive on this road."*

*D. M.A.*

We should have explained that we referred to World War I.



## FORTY YEARS ON!

It was with considerable pride that Chief Steward J. Sundah received a gold medal from RIL's Manager for Singapore & the Federation of Malaysia on 19th April. The award was for (as Mr Kasteleijn said) "forty years of faithful service", including continuous service on the RUYS during the war years.

Although Mr Sundah spent the last four years of service on board CAMPHUYS, the presentation was delayed until he reached Singapore prior to his retirement (thereby adding two more ships to the impressive list of twenty-five in which he had served).

Captain H.J. Brons hosted a small cocktail party for Mr Sundah on board HOUTMAN, at which Captain Noë and Chief Engineer Meulenberg from STRAAT FUSHIMI were able to be present, as well as some senior members of the Singapore shore staff. Speaking on behalf of

Managing Directors, Mr Kasteleijn said that Mr Sundah was a true representative of the 'old guard', one of those who had remained true and loyal to the Company through good and bad sailing times, ever since he first started off in 1928 on a — for 1928 quite reasonable! — salary of 27 Dutch guilders per month. Speaker presented him with the gold medal, and wished him a happy and contented future.

In his reply, Mr Sundah — visibly moved — thanked Managing Directors for his award, saying that his long career with KPM/RIL had always given him great satisfaction, the more so as the Company had retained him during the bad times of the early thirties, proving that they fully deserved the loyalty of employees. He thanked the Master of HOUTMAN and concluded with a toast to the continued prosperity of the Company.



### FAMILY NEWS

#### Weddings

Mr Lau Pok Ming (HK HO TD) to Miss Ho Tak Wah on 4th April.  
 3rd Engineer A.M.F. de Bont (Silindoeng) to Miss E.J.A.M. Welling on 6th April at Bostel.  
 Miss H. Poon Heung Ying (HK HO TP) to Mr P. Hui Te Lei on 13th April.  
 Miss H. Fujishima (Tokyo Ag.) to Mr Y. Yamamoto on 18th April.  
 Mr Mohan Singh (Singapore) to Miss Malkiyat Kaw on 21st April.  
 Miss G. van Dijk (Amsterdam) to Mr J. Hoekstra on 3rd May.

#### New Arrivals

Chief Engineer H.J. ter Stege (leave): a daughter, Jenny Ghislaine, on 29th December.

Mr Teja Singh (Singapore): a son, Manjit Kaur, on 9th January.  
 3rd Engineer H.J. Pearnards (Straat Chatham): a son, Frank Udo, on 31st January.  
 Mr Chan Siu Choy (HK MH): a daughter, Amy Chan Mau Cho, on 25th March.  
 3rd Officer H.M. Koerselman (Straat Madura): a daughter, Allison Paula, on 4th April.  
 2nd Engineer R.F. Schols (leave): a son, Anthonio Edward, on 6th April.  
 Mr P.J. Bruls (HK MH): a son, André Pieter, on 15th April.  
 Mr J. Meyer (Amsterdam): a daughter, Kitty, on 17th April.  
 Mr H. de Vink (Mombasa): a daughter, Saskia Elizabeth, on 19th April.

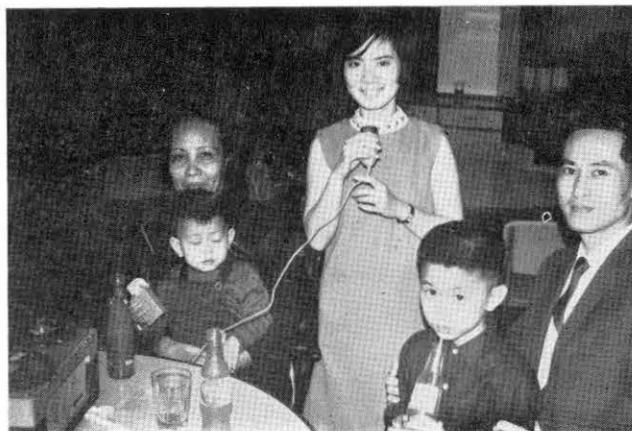
### FAMILY MESSAGES

Some Chinese crew members on board STRAAT COOK will be enjoying hearing the voices of their families this month. This is a new scheme, devised by the Crew Department in Hong Kong to bring comfort to those ships which do not call at Hong Kong.

STRAAT COOK was the first ship to be chosen, and relatives were invited to visit HK HO to record messages on tape for the crew members concerned. Miss L. Chui, (who is Assistant Editor of the Chinese Supplement) took charge of the proceedings, and there was enthusiastic participation by the visitors: messages were sent — sometimes emotionally — and the children clamoured to speak or sing for their fathers or brothers.

The tape was subsequently despatched to STRAAT COOK, and another tape-recording session has been held for STRAAT CUMBERLAND. With some encour-

agement by the crews to shy members of their families, it is hoped to extend the programme.





(left) 62 competitors (including a record 15 Dutchmen) under starter's orders.



(right) Over the Tytam Reservoir. Sin King Fai (MH) followed by F. Bijker (HO) and Jackie Kong (HO)

## WALKATHON 1968

No ladies: no roads: no 'lame ducks': no problems that were not quickly solved: this was the 'Walkathon' picture in Hong Kong on Monday, 6th May.

Plans for the annual walking race between HK MH and HK HO started off well, with a detailed map of a 12-mile road walk which would finish at Mr de Haan's house in Shek O. Timing, check-points and refreshment stands were all nicely worked out, when — at lunch-time on the Saturday before the race — the police intervened with a request not to walk on the possibly-crowded roads.

Imperturbably, Chairman 'Ah Man' (MH) and Hon. Secretary D. Ma (HO), together with the experienced RIL Sports Club Committee, worked out a new route, and in just an hour produced a footpath walk over the hills, a beautiful walk which was to prove quite challenging. Some walkers found the sharp gradients a bit of an effort:



Refreshments were provided at suitable intervals.



Messrs. P. Tam, N. Padt and Lam Chin (right).



Some supporters also walked — just a little way!

other preferred to get away from car-fumes and dust. Whatever their opinion, it is greatly to their credit that sixty-two competitors all finished the course in reasonably good condition on a hot, sticky evening.

Leading the field by 7 mins. 34 secs. at the finish was N. Padt (HO VZ) for the second year in succession, with Peter Tam (HO FB) in second place, and Lam Chin (MH) third. Yet again, HO carried off the Veltman Challenge Cup for an overall win.

It was a pity about the girls. Gather up your courage, ladies, and enjoy a pleasant walk next time. Six miles is really not too far.

As always, the evening was rounded off in a glow of satisfaction, with hardworking CD supplying an excellent buffet meal in the lovely garden. Our warmest thanks must go to Mrs de Haan, not only for presenting the trophies, but also for the generous loan of her home.



(left) A fast turn round the halfway mark by Cheng Ching Wan (MH).



(right) Miss Dora Lee (HO) presented a bouquet to Mrs de Haan.



### TWENTY YEARS AGO

Another old photograph has turned up: this time from Shanghai days, in 1948 in connection with the retirement of the late Mr van Dobben — at that time 'Hoofd Vertegenwoordiger' of J.C.J.L. in Djakarta. (From l. to r.):— **Front Row:** S.T. Cheng (dec'd), our stevedore in Shanghai, W. van Heusden, now retired in Ashiya (between Kobe and Osaka), Charles Chien, Chinese Agent of J.C.J.L., J.D. Carriere (dec'd), W.M. de Haan (now Managing Director), E.M. van Rhoon (now Manager for Japan), David Chien, son of Charles Chien (now in HK HO VZ-3). **Middle Row:** Mrs Viana, George Nee (now working with an Import/Export firm in Hong Kong), Kam Hing Ho (now Maitre d'Hotel on m.v. TJIWANGI), Theo Chu, Wilson Chang, T.M. Shen, Weeks Zung (now in HK HO FB), Tong Li Fai (dec'd), Sung Kun Fu (dec'd), S.Y. Tu, Mrs M.A. Noodt (who later worked at HK MH and has been living in New York since retiring in 1963). **Back Row:** K.G. Zang, Y.C. Ong, Y.B. Chien, D.S. Ting, S.P. Van, K.T. Whang.



You've Booked the Wrong Sort of Pilot, Hans!!!

### DUTCH TREAT

We hear that wives and some officers on leave in Holland are going to enjoy a special outing on 24th June. A boat has been hired in Rotterdam, and the day's expedition will include a front-line view of the launching of Straat Accra from Van der Giessen's yard.

We shall look forward to hearing more about it in due course, and meanwhile send our very best wishes for a successful day.

### STOP PRESS

The first white plastic bottle jettisoned from Tegelberg by a passenger (see February issue) has been picked up by a fisherman at Kuala Kurai in Malaysia.

# PERSONNEL



## NEW PERSONNEL

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

Mr P.P. Noltén 4th Officer  
 „ P.A.M. van Ommeren „ „

## PROMOTIONS

Our congratulations go to the following officers who were promoted to 5th Engineers:

Mr D.W. Bras as from 6- 3-68  
 „ G.T. van der Schaaf „ „ 9- 3-68  
 „ M.J. Vermeule „ „ 23- 1-68  
 „ W.P. Waltheer „ „ 21-11-67

## SUCCESSFUL EXAMINATIONS

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

Mr J.M.P. van den Akker	2nd Officer	I	3- 4-68
„ E.E. Lubach	„ „	I	27- 3-68
„ J.F. Vonk	„ „	Th.I	5- 4-68
„ G.G.J. Witkamp	„ „	I	9- 4-68
„ J.M. Clarijs	4th „	II	4- 4-68
„ N. Daams	„ „	Th.II	8- 3-68
„ D.B. Kubbe	„ „	II	28- 3-68
„ R. Tresfon	„ „	II	1- 4-68
„ N. Vogelzang	„ „	Th.II	28- 3-68
„ W. Geerlings	2nd Engineer	Th.C	5- 4-68
„ H.J. Kers	„ „	Th.C	9- 4-68
„ A. Volkert	„ „	Th.C	9- 4-68
„ F.H.A. Crooymans	3rd „	B	11- 4-68
„ P.F. Feleus	„ „	B	18- 4-68
„ B. Spits	„ „	B	8- 4-68
„ P. van Twist	„ „	B	8- 4-68
„ F.W.M. van Vliet	„ „	B	9- 4-68
„ H.P. van Wier	„ „	B	9- 4-68
„ H.B. Wiersma	„ „	B	9- 4-68
„ H.D. Kwaytaal	4th „	B	18- 4-68
„ H. Wegenaar	„ „	Th.B	1- 4-68
„ D.W. Bras	5th „	VD	6- 3-68
„ J. van der Kooij	„ „	A	4- 4-68
„ G.J. Leuning	„ „	A	4- 4-68
„ G.T. van der Schaaf	„ „	VD	9- 3-68
„ M.J. Vermeule	„ „	VD	23- 1-68
„ W.P. Waltheer	„ „	VD	21-11-67

## LEAVE

The following personnel went on leave:

Mr R. Hol	Chief Officer
„ R.J. Piso	„ „
„ D.B. den Braber	2nd „
„ T.R. de Groot	„ „
„ V.Ch. van der Hoff	„ „
„ R.H.M. Teulings	„ „
„ A. Veldman	„ „
„ Th.J.H. Groeneveld	4th „
„ J.F.W. Hofman	„ „
„ A.H. de Boer	2nd Engineer
„ R.E. van der Jagt	„ „
„ N.M. Meinsma	„ „
„ A.A. Baars	3rd „
„ R. Hartjes	„ „
„ B.F.A. Kerger	„ „
„ J.C. Andriessen	4th „

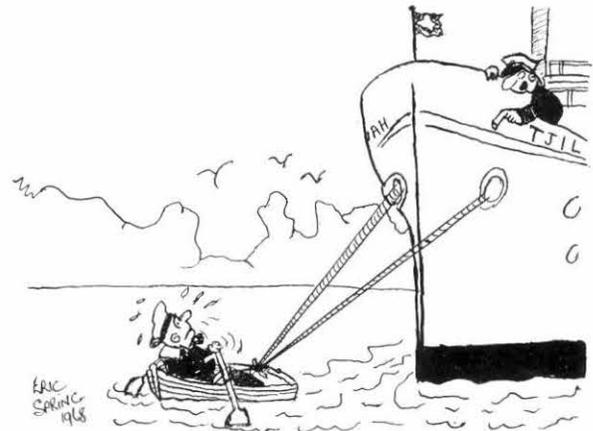
„ B. Hoogstrate	4th Engineer
„ W.L. Idsinga	„ „
„ C.D. van Lienden	„ „
„ J. Bergsma	5th „
„ A.J.A.M. van den Bogaard	„ „
„ H.A.C. Hauer	„ „
„ A.B. Kupers	„ „
„ B.J. Koolenbrander	„ „
Drs. R.B. Lenterman	Chief v. Dienst

## Those who returned are:

Mr J.M.P. van den Akker	2nd Officer	Hollands Duin
„ E.E. Lubach	„ „	Straat Van Diemen
„ H.J. Minderhoud	„ „	Straat Holland
„ L.H. Regtop	„ „	Tijpondok
„ F. Boonstra	3rd „	Straat Bali
„ D.B. Kubbe	4th „	Straat Futami
„ W. Geerlings	2nd Engineer	Straat Lagos
„ B.L. Herkemij	„ „	Straat Adelaide
„ H. Noort	„ „	HK HO TD
„ A.M.F. de Bont	3rd „	Silindoeng
„ F.H.A. Crooymans	„ „	Van Neck
„ L. van Polen	„ „	Straat Cook
„ H.A. Schreurs	„ „	Straat Fremantle
„ P. van Twist	„ „	Straat Singapore
„ H.P. van Wier	„ „	Van Riebeeck
„ R.R.W. van Beek	4th „	Straat Magelhaen
„ B.H.W.K. Greven	„ „	Tjibodas
„ K. Venema	„ „	Straat Amsterdam
„ F.A. Spoor	5th „	Straat Lombok
„ J.H. van der Wal	H. Employé	HK HO
„ J. Boone	„ „	Yokohama (Supt.)
„ H.J. Hagens	Employé	Djakarta

## LEAVING (OR LEFT) SERVICE

Mr S.C. Konijn	3rd Officer
„ T. Plettenberg	„ „
„ J. den Hamer	3rd Engineer/Electr.
„ R.W.J. Rijnders	3rd Engineer
„ H. van Brug	4th „
„ J.B.M. Schoolkate	5th „
„ B.M. Hirschman	Ship's Surgeon



Next trip make sure that we don't run out of fuel!!

## TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS

Captain D.J. Smit, Master of STRAAT TORRES went on home leave.  
Captain R. Severien, Master of TJITARUM was transferred to STRAAT TORRES.

Captain H.L. van Dam was posted to TJITARUM following home leave.

Captain Th. Terhorst was posted to STRAAT FREETOWN after the delivery of TJITJALENGKA to her new owners.

Captain L.A. Cijssouw, Master of STRAAT FREETOWN went on home leave.

Captain H. Buth, Master of m.s. STRAAT BALI went on home leave.

Captain Tj. van der Molen was posted to STRAAT BALI following home leave.

Captain J. Verburg, Master of STRAAT FREMANTLE went on intermediate leave.

Captain G. van der Spoel was posted to STRAAT FREMANTLE following home leave.

Captain G.J. Noë, Master of STRAAT FUSHIMI, was posted ashore at Durban.

Captain D.C.M. van der Kroft, Master of STRAAT COLOMBO was transferred to STRAAT FUSHIMI.

Captain W.H. Schröder was posted to STRAAT COLOMBO following home leave.

Captain E. Pels, Master of VAN CLOON, went on home leave.

Captain J.H. van Dijk, was posted to VAN CLOON following home leave.

Act. Captain R.A. Corten, Master of SANANA, went on intermediate leave.

Chief Officer J.W.F. van Hummel was posted to SANANA as Act. Captain, following home leave.

Captain R. Jungeling was posted to STRAAT HOBART following intermediate leave.

Captain J.G.M. Spijker, Master of STRAAT LOMBOK, went on home leave.

Captain H. de Geest, was posted to STRAAT LOMBOK following home leave.

Chief Engineer H.J.G.A. Otten was transferred to STRAAT FUTAMI after the delivery of TJITJALENGKA to her new owners.

Chief Engineer D.M.A.J. van der Gugten of STRAAT FUTAMI went on home leave.

Chief Engineer P. Reuvers of STRAAT VAN DIEMEN went on intermediate leave.

Chief Engineer J. Birza was posted to STRAAT VAN DIEMEN following intermediate leave.

Chief Engineer J. Tamboer of STRAAT FRAZER, went on home leave.

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

Chief Engineer H. Spruyt was posted to STRAAT AUCKLAND following home leave.

Chief Engineer (temp. service) C. Schavemaker was posted to STRAAT COLOMBO.

Chief Engineer F.M.H. Beckers of STRAAT COLOMBO was posted to TJILUWAH.

Chief Engineer D.J.B. Valk of m.s. TJILUWAH was posted to Sydney Supts.

Chief Engineer P. de Frenne of m.s. STRAAT MOZAMBIQUE was posted to TJIBODAS.

Chief Engineer H.E. Kattenbroek of TJIBODAS was posted to STRAAT MOZAMBIQUE.

## IN MEMORIAM

We announce with regret the deaths of the following:—

H.E. Veenstra (retired Hoofdemploye, KPM) on 6th April at The Hague.

A.G. Menagé (retired Employe, KPM), on 29th April at Amsterdam.

## N.T.P.M.

The following personnel went on leave:

Mr H.B.v.d. Bult	3rd Officer
.. P. de Jager	4th ..
.. H. Spanger	4th ..
.. A.J. van Zomeren	2nd Engineer
.. G.W. Kieft	4th ..
.. Z. Ruizendaal	5th ..

Those who returned are:

Mr A.A.M. Donker	4th Officer
.. K.F. Menting	4th ..
.. D. Schaafsma	2nd Engineer
.. P.C.J. de Koster	5th ..
.. A. Coehoorn	act. 4th ..

Posted to:

s.s. "Westertoren"
s.s. "Munttoren"
s.s. "Westertoren"
s.s. "Munttoren"
s.s. "Munttoren"

## TRANSFER OF CAPTAINS

None

## TRANSFER OF CHIEF ENGINEERS

Chief Engineer P. Molenaar of s.s. "Westertoren" went on home leave.

Chief Engineer C. Schoemaker was posted to s.s. "Westertoren" following home leave.

Chief Engineer M. Schaafsma (temp. service) was posted to m.v. "Congokust".

Chief Engineer P.N. Rodenrijs (HVM) of m.v. "Congokust" termination detachment.

## SHIPS POSITIONS

m.v. "Senegalkust"	eta Amsterdam	6/6
m.v. "Congokust"	eta Freetown	15/6
m.v. "Zuiderkerk"	eta Rotterdam	5/6
m.v. "Sloterkerk"	eta Colombo	10/6
s.s. "Westertoren"	surroundings P. Bukom	15/6
s.s. "Munttoren"	eta Singapore	29/5

## H.V.M.

## SHIPS POSITIONS

m.v. "Hollands Diep"	eta Dakar	19/6
m.v. "Hollands Duin"	eta Capetown	5/6
m.v. "Hollands Dreef"	eta Singapore	7/6
m.v. "Hollands Burcht"	eta China	18/6

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