



Royal InterOcean Lines



A monthly staff publication



A MONTHLY MAGAZINE
FOR ALL PERSONNEL OF THE

Royal Intercean Lines

(Koninklijke Java — China —
Paketvaart Lijnen N.V.)

**N.V. Nederlandse Tank- en
Paketvaart Maatschappij**

**Hollandse Vrachtvaart
Maatschappij N.V.**

VOL. XV No. 10
OCTOBER 1968

P.O. BOX 725, HONG KONG

EDITOR
Mrs L. M. Petty

AREA CORRESPONDENTS
HOLLAND — P.W.A. Keller
— J. Timmermans
JAPAN — T. Makiura
PHILIPPINES — V. Paz
AUSTRALIA — B. Polain
AFRICA — G.M. Forsyth
S. AMERICA — R.J. Thesen Ender
SINGAPORE — J.J.M. Lensing

From the Editor

REWARD

We feel sure that all readers will wish to join us in sending congratulations to two recipients of awards from H.M. Queen Juliana of the Netherlands: Purser Tam Ming Fai (page 185) and Mr H.R. Boyle (page 189).



Managing Director congratulates
Mr Tam.

REQUEST

RIL POST is many times indebted to readers for the time and trouble they take in sending on photographs. However, it sometimes happens that precious photos arrive bent and cracked through inadequate packing. Please put between cardboard, and we will do the same if they are to be returned.

REVELATION

"I came face to face with a Blue-faced Booby. . . ." What an experience! If you do not know what a Booby is, do as we did and read Captain Baak's interesting article on the centre pages. You too can see a Booby!



CONTENTS

	Page
SHIPS	
Launching of <i>Straat Auckland</i>	183
Propellor of <i>Straat Auckland</i>	186
Delivery of <i>Straat Amsterdam</i>	187
Maiden voyage of <i>Antilla Cape</i>	189
Two <i>Straat L's</i> at Tasmania	188
First fast sailing in the ASAS	194
Fleet Facts	185
Vain Search	185
STAFF	
Royal Award for Purser	185
Royal Award for Agent	189
Three retirements	192/3
Personalities	195
Family News	194
Farewell to Canvasser	194
FEATURES	
Of Gannets and Boobies	190/2
Chairman of Board of Directors speaks	184
Ships of the Week	196
36 Years ago	196
Ships of Yesteryear	186
'It's a Small World ...'	188



Mrs van der Schalk performed the traditional ceremony.



The new ship entered the water without a hitch.

FOURTH STRAAT A—LAUNCHED

Once again, Verolme's Shipyard at Alblasserdam has been the scene of an important event in RIL history: the launching of Straat Auckland on 3rd August by Mrs C.M.C. van der Schalk.

Heavy rain was drenching the country, but over the village of Alblasserdam, a veiled sun did its utmost to brighten the occasion, even if the good spirits of the assembled company needed no cheering. Just after 11 o'clock, Mrs van der Schalk performed the traditional ceremony, and RIL's new ship glided down the slipway without a hitch.

At the reception which followed, Mr Verolme mentioned that in the near future it would not be possible to construct vessels of this size in the yards along the River Noord, since the level of the river would fall by more than three feet after the completion of the Delta-plan.

Jhr. Mr E.W. Roëll, Chairman of the Board of Directors, followed with a speech paying a well-earned tribute to everyone concerned. His words of commendation are reproduced in full on page 184 for everyone to appreciate.

Finally, Mrs van der Schalk expressed her thanks for the honour bestowed on her, and in a very entertaining speech mentioned, amongst other things, that many ships in the past had earned notoriety from the 'perils of the sea'. In this respect, she hoped that Straat Auckland would remain in safe anonymity. She concluded by proposing a toast to the new ship.

Straat Auckland is expected to be delivered in December.

Speech made by Jhr. Mr E.W. Röell (Chairman of the Board of Directors) at the launching of STRAAT AUCKLAND.

"Mrs van der Schalk, Directors of Verolme's United Shipyards, Ladies and Gentlemen: to start off I should explain why I am now speaking. Mr van der Schalk insists on separating business and domestic interests. He prefers on this occasion to be known as "Mrs van der Schalk's husband". I understand that this is the reason why he asked me to say a few words. Whether he will keep this up for long or whether this will be for today only, that is a family affair in which we would rather not interfere!"

However, Ladies and Gentlemen, I am very pleased that I have been given this opportunity. Ships are being ordered and it sometimes seems that this happens automatically, but on an occasion like this, one should not forget what is involved. Naturally I think of the Newbuilding and Superintendents Departments of the Commercial and Financial Departments, but specifically I would like to remember all those around the globe who look after the interests of RIL and that is not a small matter. Fortunately there are quite a number of representatives from abroad present. In fact, I have seen so many that I rather suspected that Mr Verolme had chartered a plane from Hong Kong!

It is a good thing that those from Hong Kong and elsewhere can also hear for themselves that we in Holland have not forgotten them and that we realize that the results achieved by the RIL are dependent on and due to the Directors and all their assistants; representatives, superintendents, administrators, managers, canvassers etc., not only in Hong Kong but also in South America, South, East and West Africa, Australia, Japan, Singapore — everywhere.

It is remarkable that a shipping company like RIL, one of whose few contacts with Holland is to order her ships here, possibly to sell them in the future again for scrap overseas, that such a company nevertheless is so successful. I believe that we must attribute this to the energy and the enterprising spirit of all those who say "We are not going to stay in Holland, we want to see something of the world" and really do go ; these are the enterprising people, I believe that Holland really needs them, and I wish that Government would also acknowledge this to a greater degree.

Gentlemen, the J.C.J.L. came out of the war, if I am not mistaken, with five ships. After a few stages of co-operation with the K.P.M., it has now emerged as the K.J.C.P.L., a shipping company running, as K.J.C.P.L. alone, nearly sixty ships. Eighteen out of these sixty ships have been ordered and have been or will be delivered within the last six years, at a total cost of around f. 350 million. This has been achieved without borrowing money, a conservatism for which we might be laughed at, but that this could be done without any risk is something for which we should be grateful to our predecessors.

Ordering ships involves important decisions, particularly at this time when the shipping world is moving at such a great speed. It is difficult to know whether a ship which one considers extremely modern now, will still be useful in twenty years time. However, that should not discourage us from keeping at it anyway.

Mrs van der Schalk, I have drifted away from the subject somewhat, but as your husband is attending in his capacity of "Mrs van der Schalk's husband" only, I would like to give credit through you to the Managing Directors of the RIL and all their assistants around the globe. Bravo, and many thanks, for by having accepted the invitation to this launching, you have given me the opportunity to mention these facts.

I hope that you will be following the fortunes of this ship—or better 'your ship', as we heard previously—and that as you are following her, Mr van der Schalk and the other Directors will be gratified by the results she achieves.

And now a few words to the Directors of Verolme's United Shipyard and Mr Verolme:

Mr Verolme, your organizational talents are great indeed, that we knew, but that you could afford to delay the STRAAT AUCKLAND somewhat, as if to say to your fellow shipbuilders: "Don't worry. A delay of a few seconds or even a minute can happen to the best of us", this I call splendid organization. That you moreover, possibly because this ship is being launched by the wife of a Director, were able to let the ship perform a curtsy, at that I take my hat off! This is the second ship of this series which has been launched by you, if I am not mistaken, the fourth ship in total for our Lines. I can tell you that RIL is extremely pleased with these ships. They are still to be finished and one cannot but expect some minor criticisms. But when one hears that the trial runs have been completed free of dreaded vibrations, then both our technical departments and the yard have indeed cause to be pleased.

We are preparing ourselves once again to receive a beautiful vessel. Naturally Managing Directors are keen to receive this vessel on time, and your talent for organization will no doubt ensure this.

We expect to be out of the shipbuilding market for a little while, as we first will have to replenish our funds, but when the occasion presents itself again, and if prices will allow it, then you will no doubt find willingness on the part of RIL to continue her reestablished connections with the Dutch shipbuilding world.

Ladies and Gentlemen, I propose a toast to, apart from the Directors of the Verolme's United Shipyards, also to all those of RIL who around the world serve their Company's interest in such a splendid way."

HIGH HONOUR FOR CHINESE PURSER

All heads were turning from the cross-harbour ferries in Hong Kong on 19th August to look at two be-flagged RIL ships lying alongside the Ocean Terminal: white *Tjiluwah* was ahead, and astern of her was black *Ruys* on the last leg of her final voyage.

The thirty-year old ship looked spotless (deck department really got going with their hoses!) as a very special party gathered in the 'Dutch Tavern' bar to watch the Netherlands Consul-General, Mr W.P.L.G. de Boer, present a gold medal of honour attached to the Order of Oranje Nassau to Mr Tam Ming Fai, ex-Chinese Purser of *Tjitjalengka*.

In his speech, Mr de Boer praised Mr Tam as a faithful and efficient worker who had had "a splendid record of service" ever since he joined the Company in 1922, forty-five years ago. Mr Tam first served as 'Compradore's Boy' on board *Tjisondari*, and thereafter served on many 'Javaliijn' ships as Tallyman, 4th, 3rd and finally Chief Chinese Purser since 1954. He has latterly served on many of the bigger passenger-vessels, including *Tjisadane* on her memorable voyage in 1961, when the islanders of Tristan da Cunha were evacuated after a volcanic eruption. *Tjitjalengka* was his last ship, and when she was sold in May, Mr Tam retired to enjoy a very well-deserved rest.

The Consul-General congratulated Mr Tam and wished him a long life amongst his family, who would "look up to him as a conscientious and honourable gentleman."



Mr Tam Ming Fai receives a Royal award.

Managing Directors were the first to congratulate Mr Tam on the high honour conferred on him by H.M. Queen Juliana of the Netherlands, and they were followed by a crowd of ex-colleagues, seagoing and shore, serving and retired, who showered him with their good wishes.

FLEET FACTS

The charter ship **Hollands Duin** was redelivered to HVM at the end of September.

Straat Adelaide was delivered in Holland at the end of September, and left for West Africa where she will enter the West & South Africa-Australia Service (WSAAS) to make one eastbound voyage to Australia and New Zealand. She will thereafter enter the East & South Africa-Australia Service (ESAAS).

Straat Van Diemen will leave the Far East-South Africa Service (SAFS) in mid-January and will make the January sailing from Shanghai in the China-West Africa Service (CHIWAS) in place of **Straat Towa**.

Straat Towa will undergo DMO in Japan in January, during which time she will be equipped with a cardeck. The vessel will then make the February sailing from Japan in the Far East-East Africa Service (EAES) in place of **Tjibodas**.

Tjibodas will leave the EAES in Japan, and will then make the February sailing in the SAFS.

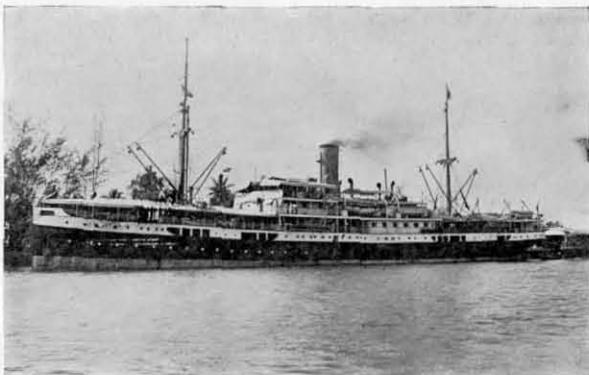
It is intended to place the **Straat Luzon** in the India-Australia Service (INDIAS) in place of **Straat Clement**, as previously announced.

The HVM ship **Hollands Dreef** will make another west-bound trip in the China-West Africa Service, leaving Shanghai in October, for re-delivery in West Africa at the end of the year.

Vain Search

The typhoon season came rather late this year into the China Seas, but since July the 'girls' have been chasing one after another. When Typhoon Shirley brought big seas and strong winds on 23rd August, no less than three RIL ships responded to distress signals: *Tjiluwah* (Captain W. Mieog) and *Ruys* (Captain J.D. Jelijs) sailed out of Hong Kong to avoid the storm, and when about 130 miles away received an SOS from a Greek freighter *Captain G. Straat Hong Kong* (Captain J.H.W. Voigt) answered a call from an Indonesian freighter *Tobelo*, but when later that vessel reported that she was able to continue her course, *Straat Hong Kong* turned to help *Captain G.* Unfortunately, no trace was discovered of the vessel. Later it was heard that *Captain G.* had foundered, but most of the crew managed to reach the China coast.

SHIPS OF YESTERYEAR



The ship shown in our August issue was the old KPM steamship BAUD (3382 BRT), built in 1903 and sailed for thirty-five years. Captain P. Kosters (who wins this month's award) writes from Australia:—

"In this type of ship, the first-class passenger accommodation was housed in the poop deck (the 2nd Class in the forecastle). The poop deck was something out of this world! Passengers coming on board by the poop-accommodation ladder just stood still on seeing this deck: a testimony to cleanliness and correctness, not a single

piece of rope out of place. The 'pandjerwallah', spotlessly clean, who was in charge of the poopdeck, stood to attention, very proud of 'that' part of the ship under his care.

The abundant brasswork, glittering like gold! The wheel, the compass and the 'broodwagen' (housing of the steering-gear): a picture of yesteryear—gone for ever."

This month's clue: she had five sister-ships which all survived World War II.

= ?

SOME DETAILS OF THE NEW SHIP (opposite)

Approximate Measurements

Length Overall	527'
Breadth	75'
Depth	43' 6"
Max. deadweight	13890 tons
Summer draft	33' 6"
Bale space (ex. reefer & deeptanks)	618225 cu. ft.
Reefer space	49300 cu. ft.
Deeptanks	1220 m ³

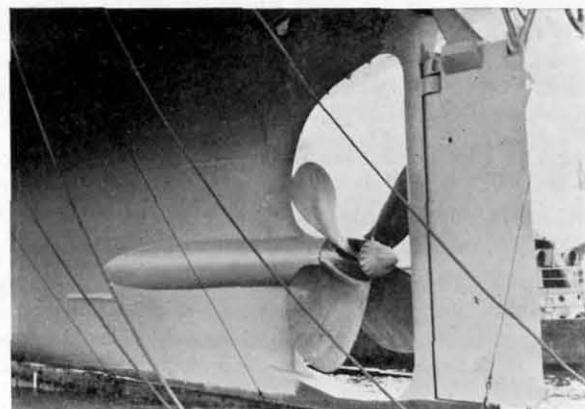
Other Features

Triple hatches on holds 3, 4 and 5. Hydraulic hatch-covers (weather & 'tween decks) except sidehatches 3, 4 and 5 and hatch I (weather deck) which are equipped with 'single pull' hatchcovers. All 'tween decks flush.

Holds mechanically ventilated. 'Tween decks have per-

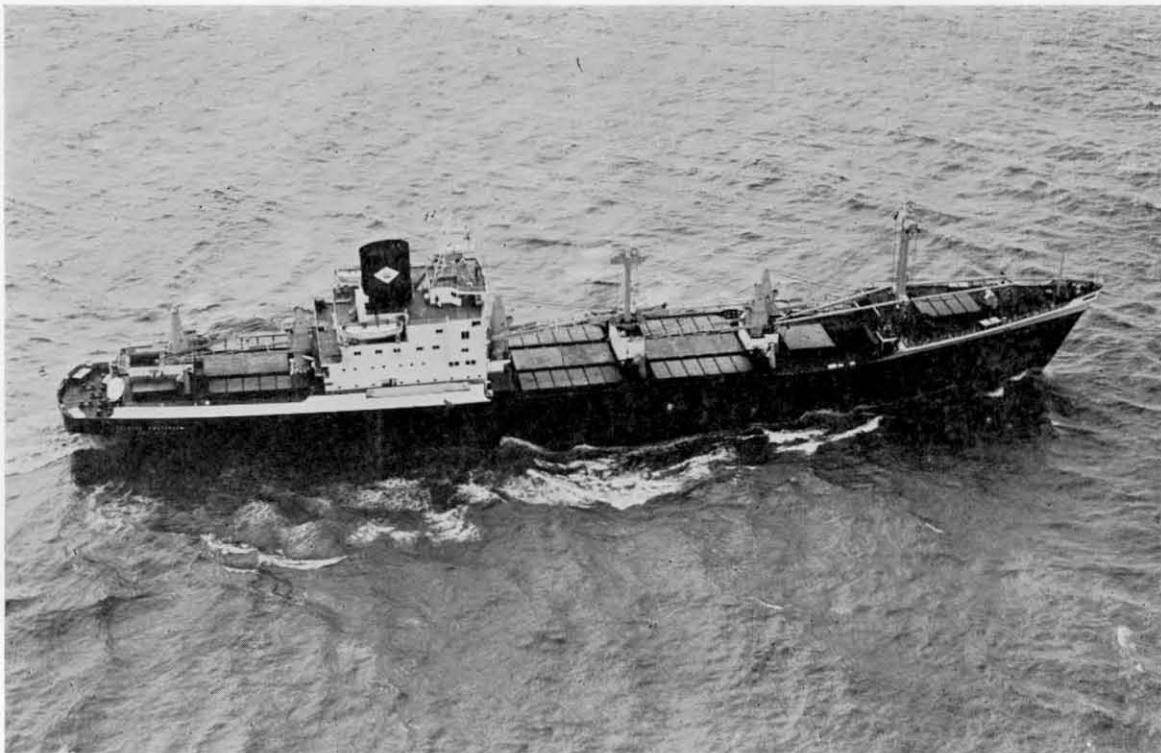
manent lighting. Containers can be carried. 'Tween-decks suitable for operation of fork lift trucks.

1 Stork engine—12.600 A.P.K. (6 cylinders). Service speed 20 knots.



This clear photograph of the four-bladed propeller of Straat Auckland was taken by E.J. de Bakker, son of Mr J.F. de Bakker (Technical Department) when the vessel was launched early in August. See page 183 for a full report.

FIRST OF THE STRAAT A's



STRAAT AMSTERDAM

Rotterdam was the setting for the delivery of the first of RIL's new Straat A—vessels, STRAAT AMSTERDAM, on 15th August. Mr van der Schalk took delivery on behalf of the Company and in the presence of Mr C. Verolme, members of his staff and senior Amsterdam staff, the V.U.S. house-flag was replaced by that of RIL.

Mr Verolme said, in the course of his speech, that the successful completion of this vessel was to a great extent due to the close and cordial cooperation between the technical staffs of RIL and V.U.S. In his reply, Mr van der Schalk referred to the fact that the large RIL fleet is second only to Shell Tankers in the Netherlands. He appointed Captain B.L. Legemaate to the command of the new vessel.

During the ceremony, the following telegram was received from the RIL-apprentices studying at the De Ruyterschool at Flushing:

"GELUKWENSEN MET OVERDRACHT STRAAT AMSTERDAM — JAVALIJN LEERLINGEN DE RUYTERSCHOOL"

to which was replied:

"GAARNE DANK UW GOEDE WENSEN ONS NIEUWE SCHIP WELKE ONZERZIJDS ZEER

GEAPPRECIEERD WENSEN U SUCCESVOLLE STUDIE — VAN DER SCHALK"

M.v. STRAAT AMSTERDAM sailed the following morning for Recife where she started loading in South America-East Coast-ports for Durban and the Far East. After discharging in Japan the vessel will proceed to Australia for the November-sailing in E.S.A.A.S.



Captain Legemaate, Mr Verolme and Mr van der Schalk.



FIRST LIGHT

As day broke over dark Tasman waters on 11th August, two black silhouettes were seen in the Derwent river. On the near side is Straat Le Maire, on her way to a berth in Sullivan Cove to discharge cocoa beans from West Africa: beyond her, Straat Luzon is proceeding to Risdon to load zinc, thereafter to Hobart to load fruit and general cargo for Port Louis and South and East Africa. We are indebted to our Agents in Hobart, Messrs. William Crosby & Co. Pty. Ltd., for this beautiful photograph, taken by Jeorg D. Andersch.

IT'S A SMALL WORLD

The following is a true account of a conversation that recently took place in a supermarket in Hong Kong:

Lady A: Excuse me, could you please tell me where I can buy fresh vegetables?

Lady B: Yes sure, at the little market down Blue Pool Road. By the way I think I know you from somewhere! ? !

A: That would seem impossible, unless it was in South Africa.

B: That could be; I lived in South Africa for some years.

A: Where?

B: In Durban first, and later in Johannesburg.

A: So did I! ? !

B: Was it then perhaps in Johannesburg?

A: Might be; where did you live there?

B: In Bramley.

A: So did I, in Kelvin Road.

B: So did I, at No. 3.

A: So did I, ! ? ! ?

B: But then you must be Lynnette.

A: ??? (how does she know?)

The clue:

Lady A: Mrs A.J. Dijkstra.

Lady B: Mrs A.L. de Jong.

No. 3 Kelvin Road: The house of RIL's Johannesburg Manager.

(There had obviously been a change in hair styles, since they last saw each other about 2½ years ago!).



FIRST SIGHT

The Liquid Petroleum Gas Carrier, in which RIL participates, was delivered to Owners, Scheepvaartmaatschappij Volharding N.V. of Curacao, at Felixstowe on 2nd September. She sailed the next day for Ras Tanura to load her first cargo for Japan. The hull of ANTILLA CAPE is painted grey, with a broad orange band to denote the hazardous nature of her cargo.

DUTCH DECORATION FOR ENGLISHMAN



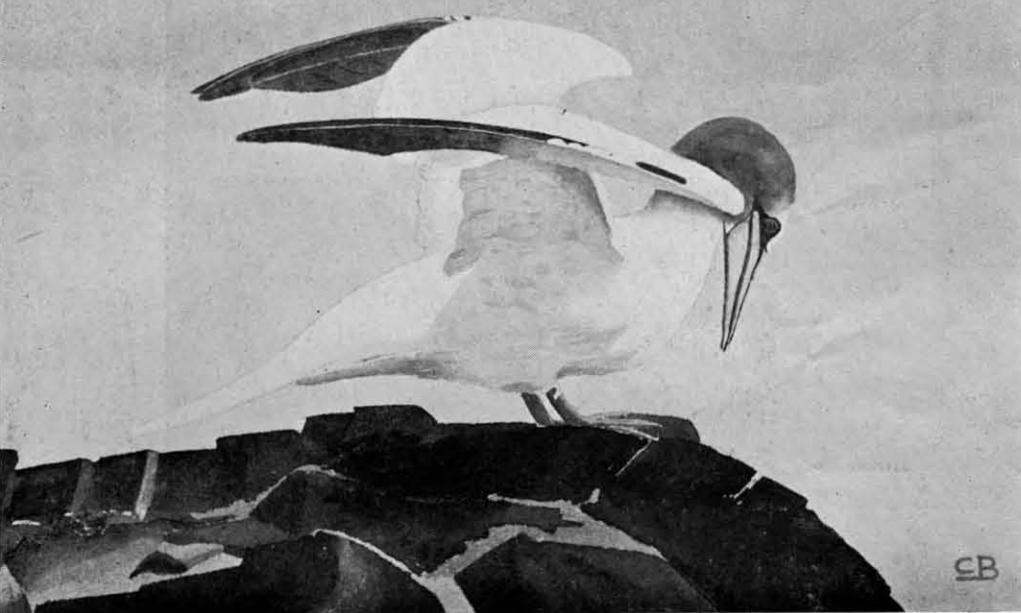
Mr H.R. Boyle

H.M. Queen Juliana of the Netherlands has been pleased to appoint Mr H.R. Boyle an Officer in the Order of Oranje Nassau, and the decoration was handed to him by the Netherlands Ambassador in London on 16th July.

Mr Boyle, who is Managing Director of Keller Bryant, Ltd. (the Company's agents in London), has been in shipping for over 40 years. He started his shipping career in 1928 with the Port Line, and served with that company in New Zealand and Australia. At the outbreak of World War II, he joined the New Zealand Forces as an Artillery officer. He was captured in North Africa and spent the later part of the war as a prisoner-of-war in Germany. He joined Keller Bryant in 1947 and became Managing Director in 1963.

Mr Boyle is a member of the Institute of Chartered Shipbrokers and of the Royal Institute of Naval Architects. He is also a member of the Institute of Marine Engineers and is a Chartered Engineer. His hobbies are sailing, clay pigeon shooting, and flying (he is a qualified pilot).

We send our congratulations on behalf of the whole Company.



Northern Gannet

Much has appeared in print about that monarch of the ocean winds, largest of all sea birds, the Albatross. Here is an attempt to describe another Royal bird, the Gannet, and its tropical cousins the various Boobies, as they are seen in the R.I.L. area, with a view to enabling readers to identify them.

The Northern Gannet is first described here, because the bird's attributes apply also to the other species. I was first introduced to the Gannet when only a child. Around were many sea birds but I didn't know which was which. It was one of those old salts — now so lamentably rare — with a profound knowledge of life in and above the sea, one who understood the wind and the sea, ships and sails, all acquired by sheer observation or hard experience, who pointed out to me, a greenhorn, the beauty of the Gannet, flying high above all other sea birds. He showed me how, apart from its way of flying, one could spot this bird at long range when only a speck in the sky by its pure strong whiteness, whiter than any other bird in sight. Gannets fish by diving from a spectacular height to their quarry. The Dutch thought so much of the bird that they gave it a Christian name and a surname as well: Jan van Gent.

The Gannet is a rather heavily built bird and, although ungainly on land, is at home in the sea and a magnificent flyer. It is entirely white except for conspicuous black wingtips and a touch of golden yellow on the crown of the head and around the upper neck. The length from tip of bill to the end of the tail is over 90 cm, whilst the wingspan is in excess of 180 cm. The wings are rather narrow, and when flying, the bird makes a number of flappings and then glides for about the same distance. The wings give the impression of being somewhat stiff. I always counted the number of flappings and came to seven or nine, but then there were occasional Gannets who did not stick to the rule. Another noticeable thing was the invariably even number of Gannets in sight, which made me think that they fly in pairs. The bill is stout and straight and the legs short and sturdy. The colour of the webbed feet (little of which can be seen when in flight) and the bill is slate blue.

The Gannet is an offshore bird. It comes only to rocky shores for breeding. It is never seen in mid-ocean. It seldom appears on the Dutch coast; only after prolonged northerly gales may they be seen in Holland, sometimes even inland. The Gannet never ventures as near to a ship as an Albatross, whose wingtips are sometimes only inches away from the bridgewings.

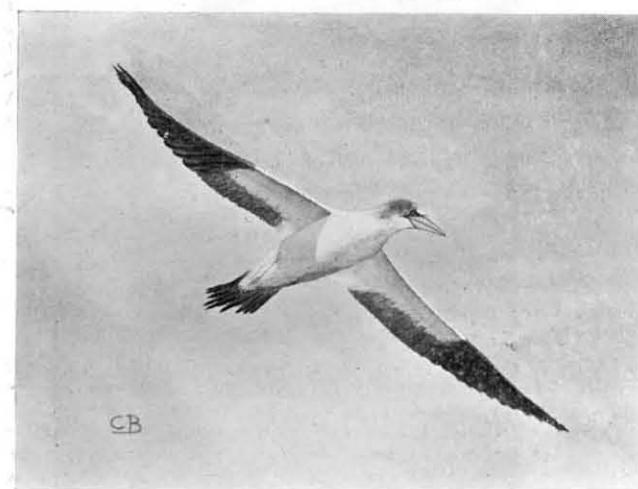
The Gannet is a champion high diver. It feeds on fish on, or near to the surface. Gannets, however, have occasionally been caught in fishermen's nets at over 20 metres under the surface. The bird is at home in the water. Flying at a height of 20—40 metres it is a thrill to see the Gannet make a dive. After spotting

a fish with its sharp eyes, it sometimes cries "carra crac", either in excitement or to drive other birds away. It then partly closes its wings and dives with great velocity until it almost reaches the water, when the wings are completely folded against the body, hitting the water like a projectile, and sending up a splash of one or two metres.

The Northern Gannet may be seen on the American and European coasts of the North Atlantic, Newfoundland, Iceland, British Isles, in the North Sea and as far south as the Morocco coast (in winter). One is unlikely, however, to see one at Dakar, the terminal of our West Africa Service.

The Cape Gannet

Many, many moons passed before I first saw the Cape Gannet or Malagash. I didn't expect Gannets in this part of the world because the Northern Gannet never crosses the equator. The Cape Gannet breeds on the extreme southern coasts of Africa and on the Guano Islands, a number of small islands scattered along South Africa's west coast, some of which bear such appetizing names as Roastbeef or Plumpudding. The birds fly over the incredibly fish-rich, cold, green waters of the Benguela Current as far as the Congo River and less far north along the east coast. They may be seen at over a hundred miles from land.



Cape Gannet.

OF GANNETS AND BOOBIES

By Captain C. Baak (retired).

The Cape Gannet, which is only slightly smaller than its northern relatives, has more black on the wings and has also a black tail but flies with the same powerful elegance. Bill and feet are bluish grey.

The old-time crews of sailing ships anxiously looked forward to a change in their monotonous menu whenever their ship approached land, and one can read in books of how they relished a cooked gannet. A full grown gannet weighs over two kg. I tasted cooked gannet once and remember that it was very tough with an overall fishy taste. But perhaps the (fish) pan was not so clean and it needed cooking a bit longer!

The Australian and New Zealand Gannet

This bird breeds on the Australian coast south of Fremantle and Brisbane, islands in Bass Strait, Tasmania and all around New Zealand. They may be seen anywhere in the Tasman Sea, since most of the New Zealand family migrates to South and East Australia to spend the winter with its Australian relatives. It is a protected bird in New Zealand, and the Maoris call it Takapu. It is the same size as the Cape Gannet. The general colour is white with black wing-tips, and the aft rim of the wing is also black. Only the centre feathers of the tail are black or brownish black. There is some golden buff on the crown of the head and back of the neck. The iris is pale yellow. Bill and feet are lead-blue. Like the other gannets, it propels itself by alternately flapping and gliding for some distance. Unlike the other two species, the Australian and New Zealand Gannet may be seen quite close to the shore, also in estuaries and even in harbours. It sometimes flies at only six or eight metres above the sea and dives like the Northern Gannet, throwing up green fountains of water.

Boobies are the tropical relatives of the Gannet family. They owe the humiliating name to their rather stupid behaviour and have not yet learned that man is their enemy: It is quite easy to approach a booby and grab it.

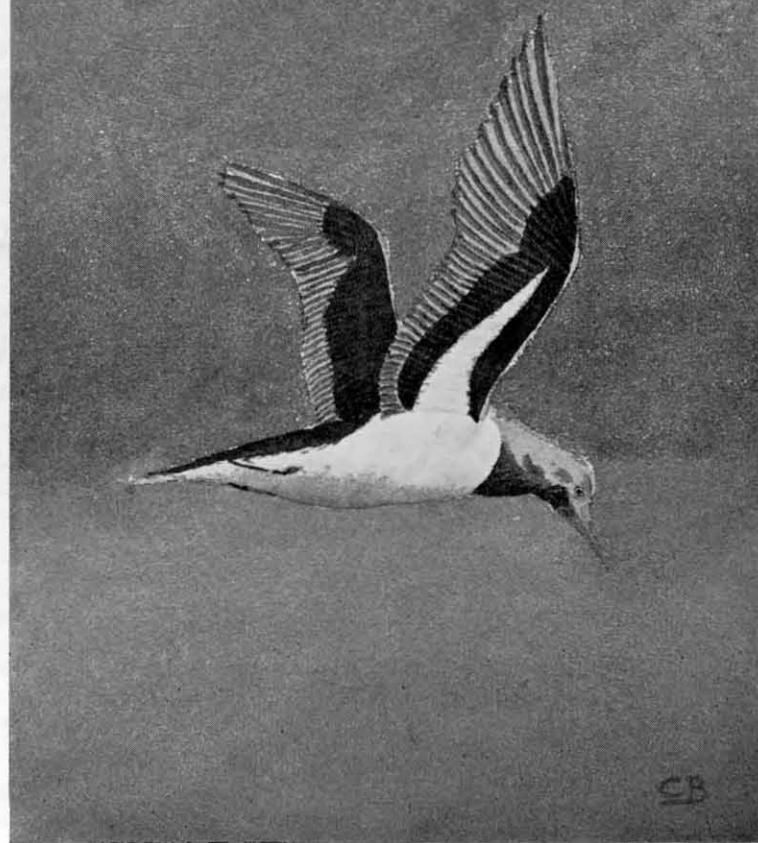
The Blue-faced Booby

I came face to face with a Blue-faced Booby on s.s. "Valentijn" in which I served as Third Officer. Just before dinner, one of those violent tropical thunder squalls had set in. The rain came down in sheets, accompanied by loud thunderclaps and a strong wind from the portside. It was inky dark. I left my cabin, leaving the door open, and forgot to switch the light off. The cabin was on the starboard side and—as always in the tropics—door and windows were open. Returning from the messroom, I found a guest in my cabin, a Blue-faced Booby. It had the short legs and straight bill characteristic of all gannets and boobies. I tried to get hold of the large bird but received a few unfriendly sharp pecks, whereupon I switched the light off. My involuntary guest soon waddled out on to the open deck, from whence it was chased back into the sea.

This booby, sometimes called the Masked Booby, got that name because the naked skin on its face is bluish-black. The bill is a horn colour, a little reddish toward the face. The body is pure white with a brown-black tail and only the forepart of the wings white, the rest a brownish-black. The legs and feet are slate grey or greenish-yellow. The size is equal to the Cape—and Austr. & N. Zealand Gannet, and it is the biggest of all boobies. Its favourite food is flying-fish. It is found on the coasts and islands of the tropical Atlantic, Pacific and Indian Oceans, The Great Barrier, Northwest Australia, Indonesia, Philippines, etc.

The Red-footed Booby

The Red-footed Booby may be seen in the same areas as the Blue-faced Booby. The length of this bird from tip of bill to tip of tail is about 75 cm. The general colour is pure white, including the tail, but black wingtips and black afterpart of the wing. The bill is slate grey, reddish toward the face, for which the bird is sometimes called Red-faced Booby. The legs and feet are a bright vermillion. The colour of the feet, however, is not visible in flight. The birds are sometimes persecuted by Frigate birds who force them to give up their just-captured fish. The Red-footed Booby is a tree nester, and was in the news when there was talk about



Brown Booby

turning that unspoilt nature reserve, Aldabra Island, (northern end of Moçambique Channel) into a naval base. The somewhat goose-like birds are not shy and may at times take a rest in a ship's rigging.

Booby Island. Now what about that rock called Booby Island, situated about 20 miles W.S.W. of Torres Strait, which marks the beginning (or the end) of a thousand mile track of turning and twisting through a maze of islands, rocks, reefs and shoals known as the Great Barrier Reef, on Australia's northeast coast? It is level and only $\frac{1}{4}$ mile in diameter. Close to the northwest is Gannet Passage.

Well, the famous Pacific explorer Captain Cook gave it the name Booby Island for the many boobies that nested on the island. Twenty years later Captain Bligh—immortal of "The Mutiny on the Bounty"—passed the island in an open boat (after being expelled from his ship) on his way to Timor, and (completely unaware that Cook already had given a name to the island) named it Booby Island for the thousands of boobies that nested there.

The Brown Booby

This seems to be the most numerous and widespread of all boobies. It can be seen all over the R.I.L. area, except on the less warm shores. A fraction smaller than the Red-footed Booby, all the upperparts are a dark sooty brown. What is white can best be seen in the illustration. The bird is sometimes called the White-bellied Booby. The bill and feet are slate blue, the face either dark bluish-greenish or yellow. Stuffed Brown boobies are on show in many museums. The birds feed mainly on flying-fish, and I have on a few occasions watched Brown boobies catching flying-fish which are disturbed by the approaching ship and bow wave and have taken to the air. The cunning booby approaches the unsuspecting fish-in-flight from behind and swallow its prey in mid-air.

FAREWELL MR. ILOHAN



(l. to r.) Mr van der Schalk, Mr Hogewind and Mr & Mrs Ilohan.

When a career of 49 years of hard work comes to an end, one would think that the person in question would look rather weary. That this is not the case was shown

when a buoyant Mr & Mrs Ilohan entered the 'Grote Vergaderzaal' of 'Het Scheepvaarthuis' on 26th August, where the whole staff of Amsterdam office had assembled to say goodbye to a really good friend.

This was emphasised by Mr H.M. van der Schalk in his address to Mr Ilohan, his wife and children, and an outline of Mr Ilohan's career with Bureau Cornelissen, KPM and RIL was given. Having started as a youngster at the age of 16 in the administrative section of the Shipbuilding Department, Mr Ilohan had made himself almost indispensable to his superiors by his unwearied industry, an iron memory and an indestructable composure. "Indeed, a rock in the surf", as Mr van der Schalk put it. His colleagues could always rely on him.

Speaker concluded his speech by presenting Mr Ilohan with an inscribed silver cigar/cigarette box. Mr G.J. Hogewind followed with a presentation on behalf of the staff, and Mr K. Grooneveld read out telegrams of good wishes.

After Mr Ilohan's speech of thanks, an animated reception followed.

OF GANNETS AND BOOBIES (continued)

Abbott's Booby

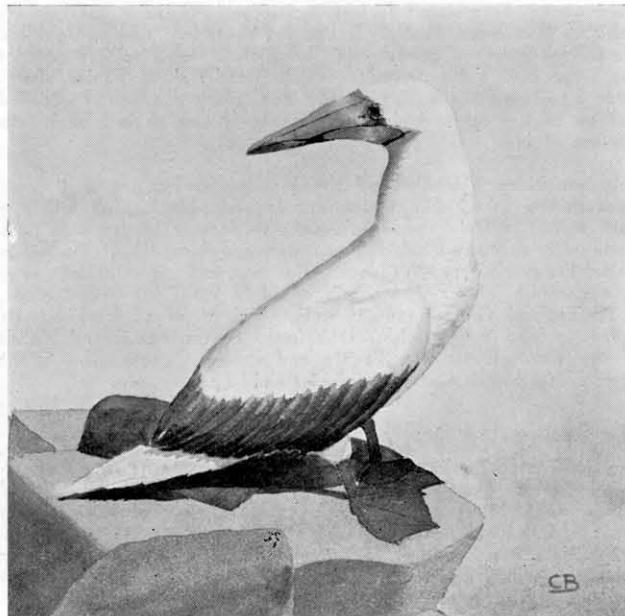
Smallest of all boobies, with a length of about 65 cm, is the black-and-white Abbott's Booby. It is as clever as its brown brother in catching flying-fish. It may be seen around tropical islands in the Indian Ocean particularly off Assumption and Christmas Islands. Insufficient is known about the species, and readers with cameras can perhaps supply a good picture of this bird. My photographs of seabirds are of the "speck-in-the-sky" variety. Now however some people are armed with powerful tele-lenses which surely must give more satisfactory results.

These then are the two gannets and four boobies which may be seen in the R.I.L. area. They are beautiful birds. The only thing I can advise: get a pair of binoculars and have a look at them.

When s.s. "Tjibodas" made that interesting trip across the Pacific to Colombia, Jamaica and Cuba, we had, in the western approaches to the Panama Canal, a glimpse of yet another booby, the Blue-footed Booby or Camanay. This bird has bright blue feet which, however can only be seen when the bird lands on the water or when taking off.

Further south, in the cold rich waters of the Humboldt Current, lives the ninth and last member of our family, the Peruvian Booby or Piquero. It is unlikely however that R.I.Lers will ever see these last two birds.

C. Baak.



Red-footed Booby.

GOODBYE MR. DU BOIS

It was a happy coincidence that Straat Bali, Straat Rio, Tjimanuk and Straat Cook were all lying in Hong Kong harbour on 5th September, so that nearly all the Masters and Chief Engineers could be present at the farewell luncheon given by Managing Directors for Chief Engineer J.P. du Bois of Straat Rio.

In his speech, Mr Reyneker reminded Mr du Bois of the sad moments and highlights of his career during the 33 years he had served with JCJL and RIL. During World War II his ship was torpedoed by the Scharnhorst, and Mr du Bois was captured by the Germans and sent back to Holland, where he had to wait until the end of the war. He was also affected by the disastrous floods in south-west Holland on 1st February, 1953, when his family had to be evacuated from their home. Mr du Bois himself was sent on an early home leave to assist his family.

Highlights in his life have been his marriage to a girl from Zeeland in south-west Holland, his twenty-fifth anniversary of service with the Company—celebrated in Sydney—and his promotion to Chief Engineer eleven years ago. It is always sad to say goodbye to a capable officer and a nice man, but in this case the family connection will be maintained, as Mr du Bois' eldest son had joined RIL and is now serving as a Fifth Engineer. On behalf of the Company, Mr Reyneker thanked Mr du Bois for his long and dedicated service.

In his reply, Mr du Bois said that after such a long time with one company, departure was not so easy. He had started on Tjikembang, and after many years of steam —Tjibesar and the 'Victories'—he was transferred to



more modern motorships. He had always been very grateful for the good care of the Company during the dark days of the war and after the big floods, and he thanked RIL for all the years of good cooperation, wishing them many prosperous years to come.

CHIEF ENGINEER RETIRES

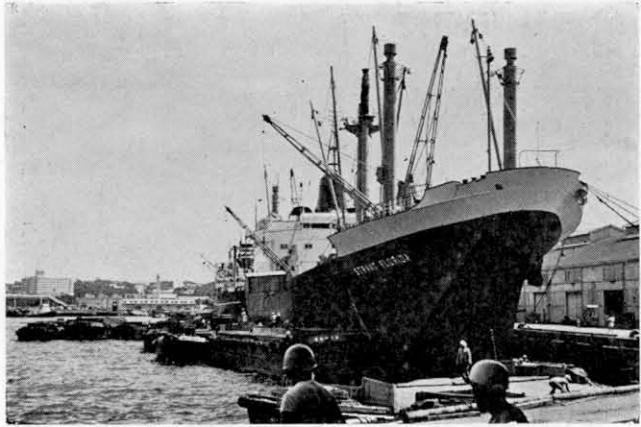


A convivial pre-luncheon aperitif (l. to r.) Messrs Poulus, Groot, Bakker, van der Schalk, Groeneveld and Koning.

On 23rd August, Mr A. Bakker, lately Chief Engineer of Van Noort, was invited to 'Het Scheepvaarthuis' in Amsterdam for a reception in the 'Torenkamer' on the completion of 31 years with KPM and RIL. Mr C.H. Poulus, during his address, outlined Mr Bakker's long career with the Company, which started in 1937 when he first joined the KPM as a Fifth Engineer. He was promoted to Chief Engineer in 1957. During World War II he served the Allied cause in Australian waters, and his first appointment after the war was to stand by the new-building of 'De Eerens' for the KPM. In March, 1965 he was on board Van Cloon when she went to the rescue of ms. 'Lake Ontario', and he served on Van Noort from September last year until June, when he left to retire to his home in Holland.

Speaker thanked Mr Bakker on behalf of Managing Directors for his long and faithful service, and the ceremony was concluded by a luncheon party in the 'Havengebouw', at which Mr van der Schalk was also present.

COMPANY



FIRST FAST SAILING

When *Straat Florida* was loading in Yokohama at the end of July Messrs. Osada and Sakoda of Yokohama Ag. took this photograph of the vessel, the first to make a fast sailing to South Africa and South America in the revised ASAS.

'RIL RIME' TO HONG KONG

Spring, pollen, blossoms, dew—
There, I've finally told on you!
You're the cause of all this asthma—
Pass the inhalant, pass the plasma!
I've yet to sniff a daffodil
Without requiring Benadryl.
My nose just hates these vernal hours.
There's a lot to be said for plastic flowers!

E.S.

FAREWELL TO CANVASSER

Nagoya office said Goodbye on 10th July to their Chief Canvasser, Mr T. Yoshihara, who was retiring after sixteen years' service. At the farewell party, the Manager, Mr M. Yoda, presented him with a cloisonné flower vase on behalf of the Nagoya staff, and Miss M. Konishi gave him a bouquet of flowers.

We wish Mr Yoshihara every happiness in his retirement.



FAMILY NEWS

Weddings

- Miss A.M. Brereton (Durban) to Mr G. Daniels on 3rd August.
- 3rd Officer F.H. Elkhuizen (leave) to Miss L.M. Fennis on 9th August at Hilversum.
- Mr Santokh Singh (Singapore) to Miss Pritam Kaur on 10th August.
- Mr Ismail bin Maideen (Singapore) to Miss Khatija Bee binti Omar Sahib on 18th August.
- 5th Engineer E. de Buijzer (leave) to Miss I.Y. Hamming on 23rd August at Soest.
- Radio Officer J.A. Kasteel (Van Noort) to Miss P.I. McMinn on 24th August at Warragul, Australia.
- 4th Officer C.F.J. Lucas (Van Noort) to Miss L.C. Hopper on 24th August at Croydon, Australia.
- Mr Cheah Swee Chui (Penang) to Miss Ong Swee Inn on 27th August.
- 4th Engineer H.D. Kwaijtaal (leave) to Miss E.M. van Benschop on 2nd September at Dordrecht.
- 3rd Officer Z.P. Gischler (leave) to Miss J.H. Hoogendoorn on 3rd September at Bergen N.H.
- 3rd Engineer J. Kimmers (leave) to Miss E. de Leeuwen on 4th September at Middelburg.
- Miss Sandra Lam To Hing (HK HO ADP) to Mr Mak Kai Keung on 7th September.
- Mr & Mrs P.E.J. Blok (retired employé T.D. KPM) celebrated their diamond wedding on 20th August.

New Arrivals

- Mr K.J. Ward (Sydney, A/cs): a daughter, Kathryn Jane, on 11th January.
- Mr S. Asano (Yokohama, Ag.): a son, Osamu, on 1st August.
- 2nd Engineer D.W.J.B. van Hattem (Musi): a son, Marius, on 3rd August.
- Mr W.D. Bedwell (Sydney, Canvassing): a son, Robert Phillip, on 6th August.
- 3rd Officer J.P. Duyn (Straat Le Maire): a daughter, Janine Nicole, on 7th August.
- Chief Engineer J.C. van Dinteren (Van Noort): a son, Martin, on 8th August.
- Mr Mohd. Shah bin Kassim (Singapore): a son, Affendy bin Mohd. Shah, on 10th August.
- Mr C. Koeman (Amsterdam): a daughter, Madelon Christine, on 18th August.
- Mr H. Furutani (Kobe): a son, Gen, on 21st August.
- Mr M. Kashihara (Kobe): a daughter, Satomi, on 22nd August.
- 2nd Officer B.C. Steevensz (Silindoeng): a son, Peter Roland, on 23rd August.
- Mr Ho Kwok Kuen (HK HO ADP): a daughter, Ho Pui Yee, on 28th August.
- Mr R.T. Wesselingh (HK MH): a son, Eric Maurits, on 28th August.
- 2nd Engineer J.R. Beem (Straat Frazer): a son, Reinier John Albert, on 31st August.
- 4th Engineer J. Van Doorne (Straat Chatham): a son, André Pieter Cornelis, on 2nd September.
- 2nd Engineer H.J.G. Schoolkate (Straat Colombo): a son, Peter Heinz, on 8th September.
- 3rd Engineer H.N. Haas (Tjibodas): a son, Michael Norbert, on 8th September.

LOG BOOK

SINGAPORE VISIT

When Mr Terwogt visited Singapore recently, a luncheon party was held in the pleasant Dutch Club there for senior staff members of the Singapore office.



PERSONALITIES

Mr J.M. Hens, Onderdirecteur, returned to Hong Kong from Home Leave on 18th September.

Ir. E. van't Sant, Superintendent Engineer, returned to Hong Kong from Home Leave on 4th September.

Mr D. Kuiken, Marine Superintendent, returned to Hong Kong from Home Leave on 8th September.

Mr W. Boogerman, Personnel Manager, left Hong Kong on 9th September for a business trip to Sydney together with Drs. R.B. Lenterman (HK HO AC) who returned from Home Leave via Africa.

Mr E. Willems, Manager Audit & Control, left Hong Kong on 23rd September for a fortnight's business trip to Japan.

Mr W. Winkelman, Representative in Indonesia, left Djakarta for Home Leave on 26th September.

Mr J. Friesz took over as Manager HK HO AZ on 16th September from Mr A.M. Lommen, who departed on a business trip to Japan prior to Home Leave.

Mr A. Chiu took over on 20th August as Manager, Crew Department, in place of Mr D. Ma who was transferred to HK MH.

Mr F.W. Bonsen, HK HO CH, left on 30th September for a 2-week orientation trip to Japan.



"This is my first voyage . . . Are they always as much fun as this?"

INTRODUCING STRAAT A—

Whilst quite a number of readers have probably seen the attractive RIL mug which introduces the Company's new Straat A—vessels to the Africa-Australia run, there will be others who have not had the opportunity. Here then are some pictures of the blue-and-white Delft beermug with the Elgersma slogan 'Down the hatch—the Royal way' underneath 'Straat AfricAustralia,' according to the Elsom design. As the pictures shown, there is a different design on each side and underneath, and when all the beer is drunk, there inside is a little RIL monogram.





STRAAT LAGOS



TJIMANUK



STRAAT BANKA

THIRTY-SIX YEARS AGO



When an old friend, Mr Lai Tong of Mauritius, came to Hong Kong earlier in the year, he brought with him this photograph of a former poster. Sharp eyes will spot that it is not quite an original, as several photographs have been superimposed. It is an interesting record of the old Javalijn ships.

SHIPS OF THE WEEK

Broadcast were made on 9th August from Radio Nederland to Straat Lagos, Tjimanuk, and Straat Banka, when messages from relatives of officers on board were relayed from Hilversum.

IN MEMORIAM



It is with deep regret that we announce the deaths of four crew members:
本刊謹以沉痛的心情宣佈下列四位海員不幸逝世的消息：

星加坡籍大管事朱偉占先生於本年八月十一日在星加坡逝世。

朱先生於戰前開始服務於本公司之輪船，為「新荷蘭」號的侍應生頭目。後朱君曾離開本公司。一九六七年一月重入本公司為大管事。本年四

月，朱偉占君因病離開「萬力」號。

雖然朱先生戰後服務本公司年資頗淺，但已足以表現出他工作效能極高。深受上司及同寅所愛戴。

本公司對朱偉占太太及六位兒子寄與無限同情。

Chief Steward Chew Wai Jim (ex Van Neck) on 11th August at the Thomson Road General Hospital, Singapore. Mr Chew served on board Nieuw Holland as a 2nd Headboy/Headboy during pre-war years. He rejoined our Company in January 1967 and was posted as a Chief Steward until April, when he had to sign off on account of illness. Although Mr Chew served briefly with us during post-war years, and was only re-engaged for a short period, he proved himself to be an efficient Chief Steward, well liked by his superiors as well as his colleagues. Our deepest sympathy goes to Madam Wong Yoke Lan and his six sons.



燒火林漢強君不幸於九月一日在「士打麥高漢」輪上因意外受傷而逝世，得年二十三歲。當時該輪正駛達西非。

林君於一九六五年加入本公司為燒火。他的同寅均稱讚他為一年少有為之青年，現突然去世，實屬可惜。

本公司對林君的雙親寄與最深之同情。

Fireman Ord. Lam Hon Keung, aged 23, on 1st September as the result of an accident on board Straat Magelhaen, when the vessel was at Cotonou. Mr Lam joined our Company in 1965 on board Roggeveen as Fireman Jr. and he was much liked by his colleagues who knew him as a very cheerful and willing worker. We send our deepest sympathy to his parents.

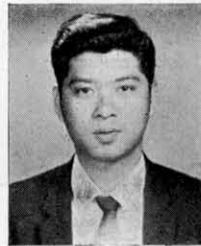


高級侍應生富安先生於九月一日在本港病逝，享年六十一歲。

自一九四七年開始服務於「寶樹云」號為伙長侍應生後，富安君便長期服務於該輪，直至去年才離船入院養病。本公司衷誠感謝富安先生所給予我們的忠誠服務。

本公司謹望富安太太及其他家人節哀順變。

Steward Sr. Foo On in Hong Kong on 1st September, at the age of 61, after a protracted illness. He had served almost continuously on board Boissevain ever since 1947, when he joined as an Officers' Steward, and left only to enter hospital last year. His long and loyal service was much appreciated by the many officers whom he served. Our sincere sympathy goes to his wife.



油漆匠周全先生於本年八月三十一日病逝澳洲雪梨市。周君享年三十八歲。

周全先生於一九六三年加入本公司。曾服務於「士打巴里」及「德基堡」號。病逝前則任職於「士打萬達文」輪。周君的同寅均因失去一位和藹可親的同事而感到痛惜。

本公司謹向周全太太致與深深的同情。

Deckhand Chau Chuen, aged 38, on 31st August in hospital at Sydney, after a long illness. Mr Chau's last ship was Straat van Diemen, and previously to that he had served on board Tegelberg and Straat Bali, where he first served in 1963. He was known as a cheerful, energetic man, who will be missed by his fellow-workers. He is survived by his wife, to whom we extend our deep sympathy.

PERSONNEL

TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS

Captain J.D. Jelijs, Master of RUYS, went on home leave after delivery of the vessel to her new owners.

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

Captain J.A.H. Faber was posted to STRAAT RIO following home leave.

Captain R.E.J. van Dijk, Master of STRAAT TOWA, was transferred to STRAAT CHATHAM.

Captain F.W. Kaptijn was posted to STRAAT TOWA following intermediate leave.

Captain L. Rademaker, Master of STRAAT CHATHAM, terminated his contract of employment.

Captain C. Dekker was posted to the newly-built STRAAT HONSHU following home leave.

Chief Engineer H.J.G. Otten of STRAAT FUTAMI went on home leave.

Chief Engineer D.M.A.J. van der Gugten was posted to STRAAT FUTAMI following home leave.

Chief Engineer P. de Frenne was posted to TJPONDOK following sick leave.

Chief Engineer E.N. van Don of STRAAT LE MAIRE went on home leave.

Chief Engineer J. Verdonk was posted to STRAAT LE MAIRE. Chief Engineer J.H.M. van Miltenburg was posted to the newly-built STRAAT ACCRA following home leave.

Chief Engineer Th. Kuiken of RUYS went on home leave prior to his retirement, after delivery of vessel to her new owners.

Chief Engineer H.R. Meyjes was posted to the newly-built STRAAT ALGOA following home leave.

TRANSFER SHORE STAFF

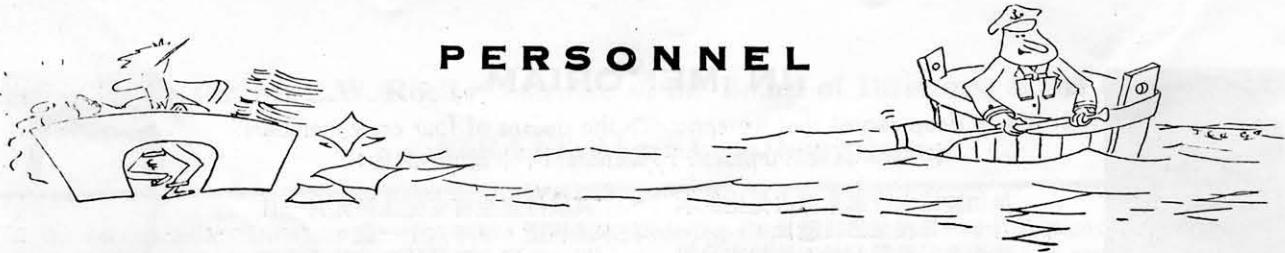
Mr J. van Krieken, Adj. Chef, was transferred from HK HO to Sydney Superintendents.

SUCCESSFUL EXAMINATIONS

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

Mr T.A.J. Gulmans	2nd Officer	Th.I	23-7-68
.. A. Veldman	" "	Th.I	31-7-68
.. V.P. Mollinger	3rd "	I	23-7-68
.. D.J.W.P. van Hattem	2nd Engineer	Th.C	23-7-68
.. J.P.H.M. Smets	3rd "	Th.B	24-7-68
.. D. van der Wardt	4th "	Th.B	23-7-68

PERSONNEL



NEW PERSONNEL

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

Mr B.W. Bakker Appr. Officer

- .. G.J.A. van den Berg ..
- .. J.Th.M. van Bergen ..
- .. M. Boomgaard ..
- .. J.H. Caspers ..
- .. L.M. Drewes ..
- .. J.M.N.H. Engels ..
- .. M. Gotjé ..
- .. B.J. Hekket ..
- .. G.J. de Jong ..
- .. R.Th. Kerkhoff ..
- .. L.A. Oosthuizen ..
- .. A.J. Oranje ..
- .. J.H. Ravesloot ..
- .. J.Ch. Roelse ..
- .. S.L. Schuurman ..
- .. E.C. Snoek ..
- .. M.C. Valois ..
- .. J. Vlugter ..
- .. M.Th. Zurhake ..
- .. F.J.J. Berting ..
- .. P.F. van den Blink ..
- .. A. Boers ..
- .. P.D. Born ..
- .. E.P.M. Bouchier ..
- .. H.W. Braam ..
- .. A. de Bree ..
- .. M.A. Brons ..
- .. H.J. de Bruine ..
- .. P.H. de Bruyn ..
- .. F. Chielie ..
- .. A.R. Christoffel ..
- .. R. Dinkelaar ..
- .. R. van Dijk ..
- .. J. Evers ..
- .. L.A.J. van Eijck ..
- .. A. Eijkenraam ..
- .. A. Eikeren ..
- .. C. van Grootveld ..
- .. Th.B. den Haak ..
- .. G.J. van de Haar ..
- .. E.R. Harmsen ..
- .. C.J. van der Have ..
- .. J.W. Hermans ..
- .. E.A. Hoebeke ..
- .. J. Jongman ..
- .. J.H. Kalfsbeek ..
- .. A.H.M. Kerstens ..
- .. R. de Knecht ..
- .. B.J. Knegt ..
- .. A.J. de Kok ..
- .. R.J. Kooiman ..
- .. G.M. van Koten ..
- .. J. van Lare ..
- .. W.W. Luikinga ..
- .. W. Matzinger ..
- .. G.H. Meijerhof ..
- .. A. Monté ..
- .. J.F. Nienhuis ..
- .. G.G. Olthoff ..
- .. N.G.D. Peters ..
- .. L. Poort ..
- .. M.C.M. Rademakers ..
- .. M.C.M. van Ravenstein ..

Appr. Engineer

Mr M.C. Renshot	Appr. Engineer
.. D.S. Schaafsma	" "
.. R.H.G. Scholder	" "
.. H.C. Stam	" "
.. K.H. Staph	" "
.. J. Steufel	" "
.. G. Stijweg	" "
.. F.F. Tan	" "
.. C.A. Tempelaars	" "
.. F.E. Tessers	" "
.. J.A. Tomassen	" "
.. W. Uiterwijk	" "
.. R.D. van der Veen	" "
.. W. Visser	" "
.. L. van Wageningen	" "
.. L. Wiggers	" "

LEAVE

The following personnel went on leave:

Mr R. Edsen	Chief Officer
.. W. Flach	" "
.. K.P.C.A. Gramberg	" "
.. J. Jonkman	" "
.. F. van der Linden	" "
.. W.R.M. van der Veld	" "
.. H.L. Brandes	2nd
.. G.J. van den Berg	3rd
.. B. Hoff	" "
.. B.G.P. van Vliet	" "
.. M. Bijkér	4th
.. E. van Doorne	" "
.. Ch.F.J. Lucas	" "
.. G.A. de Roo	" "
.. N.P. Steenbergen	" "
.. J.C. Vermunt	" "
.. H.H. Smulders	2nd Engineer
.. F.A. Brouwer von Gonzenbach	3rd
.. L.H. Meijer	" "
.. W.G. Alberda	4th
.. N. van Harten	" "
.. E.B. Saalmink	" "
.. C.D. Tijsterman	" "
.. C.M. Bakker	5th
.. J.J. de Beer	" "
.. W.K.C. du Bois	" "
.. A. Bosch	" "
.. P. Brommers	" "
.. N.P.C. Claus	" "
.. G. Derk	" "
.. T.H. Dittmar	" "
.. W.J.M. van Eijndhoven	" "
.. W. van der Graaff	" "
.. A.J. Gulmans	" "
.. T.J.A. Hiddes	" "
.. J.J. Hoedemakers	" "
.. N.R. Klaus	" "
.. H. Knip	" "
.. L.F. Koppejan	" "
.. A.J. Niehof	" "
.. P.A.J.M. Pennings	" "
.. D. van der Pol	" "
.. L. de Regt	" "
.. A.F. Ruimschotel	" "
.. Th.J.I. Rutgers	" "
.. R.L. Sinnema	" "
.. I.R. van Stuwe	" "
.. H.J. van Wolferen	" "

Those who returned are:

	Ch. Officer	posted to
Mr F.J. Broersma		Straat Auckland
.. P. Cox	" "	Straat Torres
.. F.A. Herkenhoff	" "	Straat Cumberland
.. R.L. Hessel	" "	Straat Towa
.. G. IJtsma	" "	Straat Banka
.. J.M. Jansen	" "	Straat Honshu
.. A.M. Hoogland	2nd	Straat Madura
.. H. Roorda	" "	Van Noort
.. Th.J.H. Groeneveld	3rd	Straat Futami
.. A.C. Hulst	2nd Engineer	Straat Accra
.. H.A. van der Lelij	" "	Straat Auckland
.. A.A. Baars	3rd	Straat Frazer
.. H.M.M. Grootveld	" "	Straat Magelhaen
.. H. Verburg	" "	Straat Auckland
.. H.W.M. Veugelers	" "	Straat Accra
.. L.J. Botzen	4th	Straat Van Diemen
.. C.D. van Lienden	" "	Tjiliwong
.. E.H. Schiffer	" "	Straat Honshu
		Straat Singapore
.. P.J. Castricum	" "	
.. W.P.J. Kooyman	" "	Straat Adelaide
.. H.R. de Lange	" "	Straat Lombok
.. G. Prins	" "	Straat Singapore
.. C.D. Roelse	" "	Straat Lombok
.. A.J. Tijsberman	" "	Straat Adelaide
.. J.A. Vugts	" "	Tjiwangi
.. P.A. Weenink	" "	Straat Magelhaen
.. R.P. Wiegman	" "	Straat Adelaide
Drs R.B. Lenterman	Chef v.d.	HK HO

Mr A.G.P.M. van Onzenoort	Adj. Chef	HK HO
.. H.J.J. Nietzman	H. Employé	HK HO
.. A.F.C. van Eldik	Employé	Durban

LEAVING (OR LEFT) SERVICE

Mr D.B. den Braber	2nd Officer
.. K.J. van der Veer	" "
.. C. van Vulpen	3rd "
.. P.C. Donker	4th "
.. A.G. Vroon	" "
.. L. Dekkers	3rd Engineer
.. A. Nijland	" "
.. B. Spits	" "
.. H.P. van Eeden	4th "
.. B.J. Koolenbrander	5th "
.. A.J. Janssen	H. Employé

IN MEMORIAM

We announce with regret the deaths of the following:—

P. Huigens (Wireless Operator, KPM and JCJL) on 4th August at Chatswood, Australia, at the age of 58.
 N.W. Winter (retired Hoofdemployé, KPM) on 5th August at Paterswolde.
 Tan Kim Soey (retired Employé, KPM) on 8th August at Djakarta.
 J. Koster (retired Captain, KPM), on 9th August at Heemstede.
 H. van der Vegte (retired Supervisor, Shipbuilding Department, KPM) on 31st August at Rotterdam.

N.T.P.M.

The following personnel went on leave:

Mr G.J. Tuinstra	2nd Officer
Mr B. de Graaf	4th Engineer
Mr J. Poorting	4th "
Mr J. de Wit	5th "

Those who returned are:

Mr G.P. Stout	2nd Officer	tss. "Munttoren"
Mr W. van Heezik	4th Engineer	tss. "Munttoren"
Mr R.W.P.v.d. Hulst	Ass. Engineer	tss. "Westertoren"

TRANSFER OF CAPTAINS

Acting Captain W. Benink of mv. "Congokust" went on home leave.
 Captain G. Kluen was posted to mv. "Congokust" following home leave.
 Captain J.H.F. Stausebach of mv. "Senegalkust" went on home leave.
 Captain J. Ruyter was posted to mv. "Senegalkust" following home leave.

TRANSFER OF CHIEF ENGINEERS

Chief Engineer C. Schoemaker supervises docking tss. "Westertoren" and mv. "Hollands Diep" at Hongkong.
 Chief Engineer B. Claasz-Coockson was posted to tss. "Westertoren".

LEAVING (OR LEFT) SERVICE

Mr W.J. Jansen	2nd Engineer
Mr H. Slot	4th "
Mr A. Tomasoia	Ass. "

SHIPS POSITIONS

mv. "Senegalkust"	eta Bremen	21/10
mv. "Congokust"	eta Douala	13/10
mv. "Sloterkerk"	eta Kobe	11/10
mv. "Zuiderkerk"	eta Rotterdam	15/10
ss. "Munttoren"	eta Calcutta	14/9
ss. "Westertoren"	docking Hongkong	16/9

H.V.M.

TRANSFER OF CAPTAINS

Captain D. Minnema (temp. service) of mv. "Hollands Duin" terminated his contract of employment.

Captain G.H. Groenhof was posted to mv. "Hollands Duin" following home leave.

TRANSFER OF CHIEF ENGINEERS

Chief Engineer H.C. van Mourik of mv. "Hollands Duin" went on home leave.

Chief Engineer C.J.P. van Lieshout was posted to mv. "Hollands Duin" following home leave.

SHIPS POSITIONS

mv. "Hollands Diep"	docking Hongkong	Sept.
mv. "Hollands Duin"	eta Townsville	15/10
mv. "Hollands Dreef"	eta Hongkong	28/9
mv. "Hollands Burcht"	docking Rotterdam	4/9—17/9

VOLUME 15 No. 10