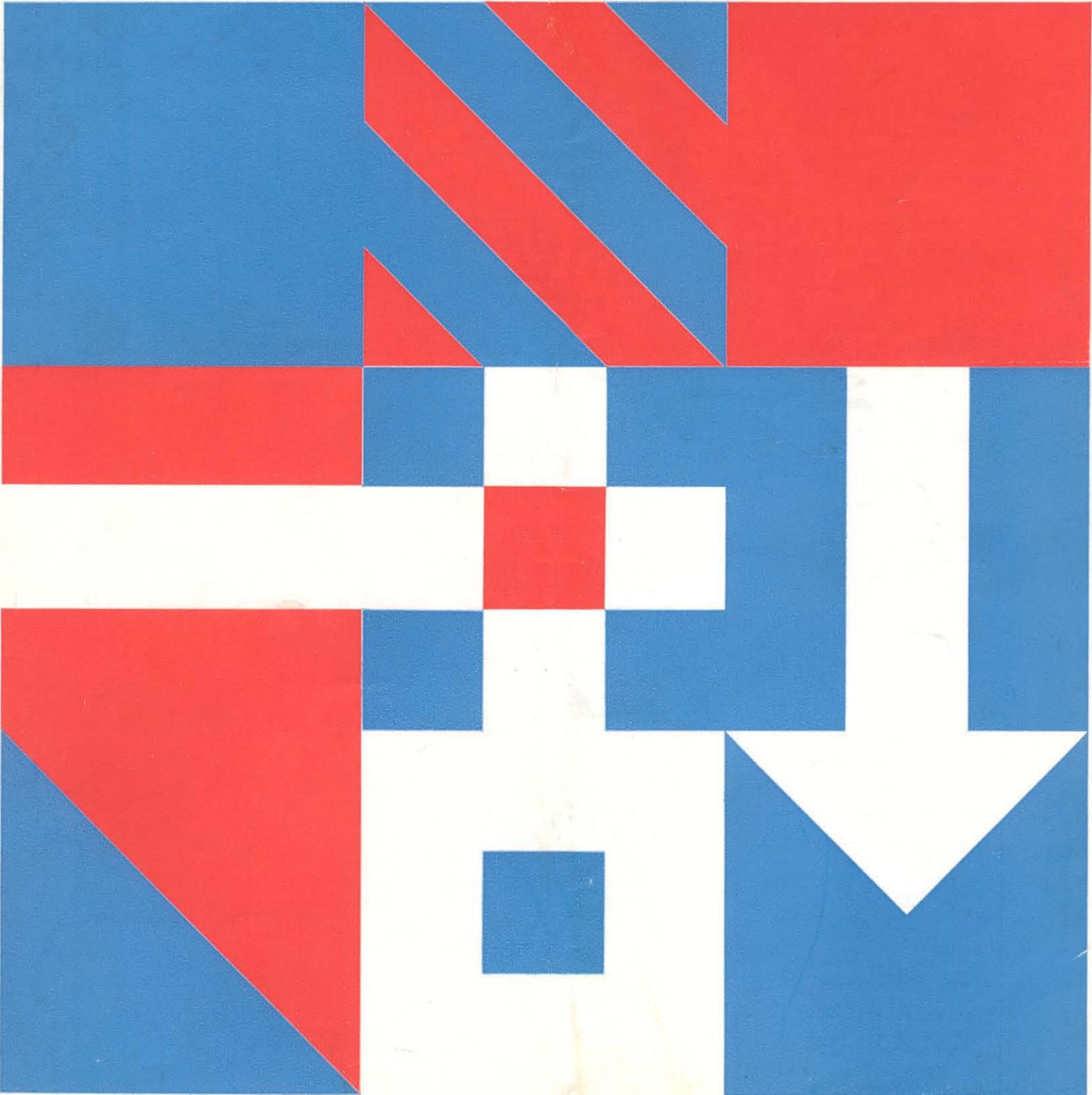


# RIL Post

Volume 16 Number 6

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A MONTHLY MAGAZINE  
FOR ALL PERSONNEL OF THE

Royal Interocean Lines  
(Koninklijke Java — China —  
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Paketaart Maatschappij

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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. Tan Swee Ann

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### INDELIBLE PICTURE

The following two pages describe the Hong Kong farewells to a Managing Director, part only of the tributes paid throughout the Company to Mr. D. Reyneker.



### DESIGN FOR THE FUTURE

"Don't change it!" This was the cry in 1963 when a suggestion was made to alter the then well-established familiar cover of RIL Post. So it was not until January, 1967—the date of the RIL/KPM merger—that we could produce what we thought at the time was a fascinating idea, a ship's telegraph at full speed ahead: this seemed to indicate the mood of the Company, pulling ahead together.

The merger is now well behind us, and pressing on at full speed only seems "doin' what comes nachrally", as new shapes and ideas provide constant changes in the appearance of modern shipping with its cargo unitisation and containers. In keeping with this spirit, a well-known Hong Kong designer, Mr Henry Steiner, has now come up with an abstract graphic cover design, based on signal flags, which seems to us to be the essence of present-day thinking.

The surprise, however, lies hidden in the future, as successive months will show different colours and shapes, all based on the same principle. RIL Post is in line with the Company: externals may change, but the spirit within remains the same.



### PROSPECT FAIR

Unaware of the honour which awaits him, a Captain stands on the bridge of his ship—page 109.

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



## FAREWELL

### MR REYNEKER

Many were the parties, luncheons and receptions held in Hong Kong to say Goodbye to Mr D. Reyneker, prior to his retirement as a Managing Director of RIL. Although he and his family had lived in Hong Kong only since January, 1962, yet it was apparent from the warm tributes that the family Reyneker had made a real commitment to the local community. As—amongst other things—Mr de Haan said: "I hear that Rotary is crying out!". Other organisations also will miss their friendliness and strong support.

The various Company functions reached a climax when, at a private ceremony, the Dutch Consul-General, Mr W.P.L.G. de Boer invested Mr Reyneker as Officer in the Order of Oranje Nassau on behalf of H.M. Queen Juliana. This added to the special feeling of 'occasion' at the annual Netherlands Ball held on the Queen's Birthday the following day, 30th April.

As Mr Reyneker's 25th Anniversary of service was held only five years ago, the details of his long shipping career were not dwelt on; rather was the emphasis on his achievements as a Managing Director of RIL. At the traditional farewell luncheon given by his colleagues in InterOcean House, Mr Terwoigt spoke of Mr Reyneker's great interest in, and strong emphasis on the future, on modernisation and especially on diversification of the Company, with the accent on Australia. Tribute was paid to Mr Reyneker's contribution to an excellent understanding and cooperation with his colleagues; much credit goes to him for the harmonious way in which decisions have been made by Managing Directors without either violating principles or breaking friendships.

Mr de Haan also dwelt on this theme at the reception held for staff at the Country Club, saying that it had always been 'Dick' and 'Harry' (perhaps fortunate that there was no 'Tom'!), even in the past when Mr Reyneker was KPM Manager at Singapore. He had a direct and purposeful way of putting things in their proper order—"first things first", as he always said—and in an expanding Company, he had been a great support. He had upheld order and discipline with kindness and friendliness, and had taken a particular interest in people's lives, often being the first to hear of personal troubles. Many years ago, someone said "There is a coming man, and I shall be surprised if he will not become a Managing Director of KPM". Mr Reyneker



Three Managing Directors with their wives: (L. to r.) Mr de Haan, Mrs de Haan, Mr Terwoigt, Mrs Reyneker, Mrs Terwoigt, Mr Reyneker.

## FAREWELL MR REYNEKER *(Continued)*



*A large crowd in the Country Club listened to Mr de Haan's sincere tribute and thanks.*

had left his old company but had now achieved the status of Managing Director of *both* companies — something to be proud of.

Under the pressure of all the farewells, Mr Reyneker was remarkably his usual cheerful self, but admitted that he was "somewhat moved." He had said five years ago that shipping was a challenge, and he felt that these words were even more true to-day; there is a new concept of shipping, in the ships themselves, in handling methods, in administration. The problems are bigger rather than smaller and will have to be solved quicker. The result need not be less. In our very good and very big organization, everyone positively contributes his share. Communication is not only from top to bottom: younger staff can make their views heard, and their comments are taken into account. Speaker

thanked the staff for their share of the teamwork which had taken place in friendliness and harmony: as with the best things in life, these are free. Hard work, astuteness, quick communication, correct information, and sturdy courage are the ingredients for success, and he wished the Company every success in reaching a new level of prosperity.



*"Good Luck Girls!" (l. to r.) Mrs Fok Luk Hor King (FB), Miss Elaine Leung Yee Lin (ADP), Miss Angelina Lau Kam Woon (ADP), Miss Yuen Luen Ling (ADP).*



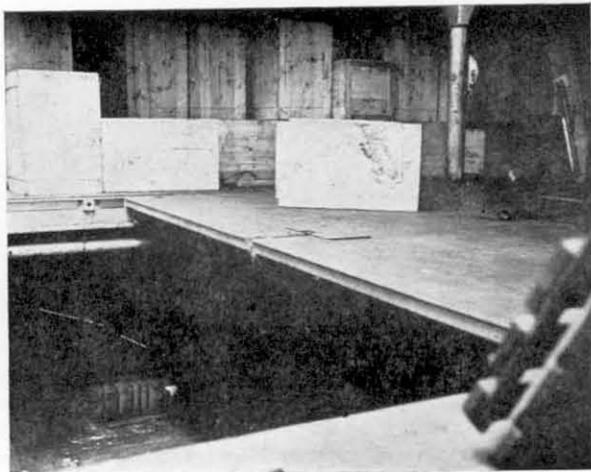
*Good wishes from Miss F.C.W. van der Windt (left).*

Mr Reyneker spoke of the great affection for RIL which he had sensed throughout the Company; it was a feeling that did not come straight away but developed over the years, and he hoped that it would be fostered in the younger generation.

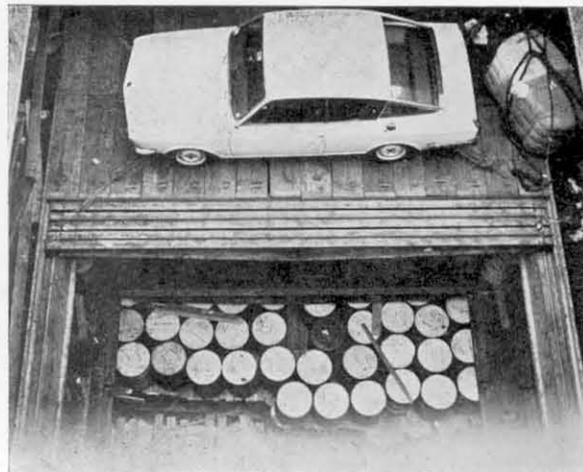
With Managing Directors, RIL Post — on behalf of the entire Company — would like to wish Mr & Mrs Reyneker an enjoyable voyage on STRAAT MAGELHAEN, a joyous reunion with their daughters and son in Holland, and a very well-deserved and happy retirement in their home near Amsterdam.

## NEW FLUSH HATCHES

The 'tween deck covers of Hatches 2, 4 and 5 in Straat Banka have now been made flush, which will make the movement of forklift trucks much easier. Tjinegara will follow suit during her next DMO. These two photographs show clearly the improved streamlined effect of one of the new hatch covers in Straat Banka.



New flush hatchcover in Straat Banka.



Old-fashioned hatchcover with raised coaming on Tjinegara.

## R.I.L. FLEET

Just a year ago, announcements were made of the fitting-in of eight new freighters into the RIL services, and of 'sweeping changes in the pattern of the RIL Fleet'.

In the ensuing months, many changes were made, including now a reorganization of the Africa-Australia/New Zealand complex of services. The SAAS and AANZS will supersede the ESAAS and ANZS, and below are set out the details of these and the other services so that readers can see just where RIL vessels are sailing:—

**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 van Diemen  
Straat Mozambique

**SAFS**  
(F.E.-S. Africa)  
Tjibodas  
Straat Madura  
Straat Cook

**NZEAS**  
(N. Zealand-E. Asia)  
Straat Singapore  
Straat Johore  
Straat Chatham

**ASAS (mid-month)**  
Straat Holland  
Straat Hong Kong  
Straat Hobart  
Straat Honshu

**GESAS**  
(Gulf-E. & S. Africa)  
Camphuys  
Van Riebeeck  
Straat Lombok  
Straat Torres

**EAFS**  
(F.E.-E. Africa)  
Tjibantjet  
Tjipondok  
Tjikampek  
Straat Towa

**INDIAS**  
(India-Australia)  
Straat Clarence  
Straat Luzon  
Straat Cumberland  
Straat Colombo

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

Tjiwangi  
Tjiluwah

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

Straat Franklin  
Straat Fremantle  
Straat Frazer  
Straat Freetown

**AULAS**  
(Australia-Latin America)

Straat Lagos

Singapore-Timor Dili  
Musi

**CHEAS**  
(China-E. Africa)  
Tjimanuk  
Tjitarum  
Tjiliwong

**SAAS**  
(S. Africa-Australia)  
Straat Amsterdam  
Straat Adelaide  
Straat Auckland  
Straat Accra

**AANZS**  
(Africa-Australia-N.Z)  
Straat Banka  
Tjinegara  
Straat Clement

**ASTS**  
(Australia-S'pore-Thailand)  
Straat Luanda  
Straat Le Maire

\*The 5th and 6th Straat A-vessels, Straat Algoa and Straat Agulhas, will replace two of these Straat F-ships in due course.



## CARGO IN CAMERA

Whilst we must admit that we had more modern ships in mind when we announced the cargo-handling photographic competition, yet we must make a place for this unusual picture of loading oranges at Sydney on to the little Siao, since sold. As Third Officer N. Vogelzang says: "This method of loading oranges certainly is something new in the cargo-handling business." Undoubtedly, there are very few RIL vessels on to which a fork-lift truck can load directly from the quay.

Our thanks to Mr Vogelzang (now on leave) who will receive the award of HK\$100.

### WHEN WAS THIS PRINTED ?

*Followers of modern trends in cargo carrying may be interested to read this extract from an Australian magazine 'Transportation', but do you know when it was written? Hazard a guess before you turn to page 109 for the answer.*

". . . Transport Vans. These vans vary in size, the average being about 180 cubic feet and weighing about one and a half to two tons when full. They are heavily reinforced with steel bands and angle irons and are provided with four rings to facilitate handling by the ship's slings. Separate vans are shipped to Brisbane, Melbourne, Adelaide, Perth, Townsville, etc., the majority of the vans being packed, sealed and delivered to the wharves at night time.

Unlike the American scheme, however, it will be noted that we use vans which, actually, are huge boxes, while the Americans rail the complete trailer, wheels and all, ready to tow off the rail-cars without hoists or other equipment. The difference is this — whatever the form of the van, box or trailer, it would still have to be 'slung' aboard ship and if complete trailers were employed, the excess space occupied by the wheels and undercarriage would considerably increase charges. The Americans work to a flat-rate per trailer.

Under our system waybills are forwarded by air mail to our agents in the various ports and on arrival at destination the transport vans are unloaded from the ship's slings onto flat table-top motor trucks for conveyance to the depot of our agent. Here the numerous packages are taken out of the vans and sorted.

Those packages addressed to consignees located in the city or suburban areas of the port are delivered immediately by fast light motor trucks. Those for inland centres are delivered by country carriers, railway trucks or coastal steamers.

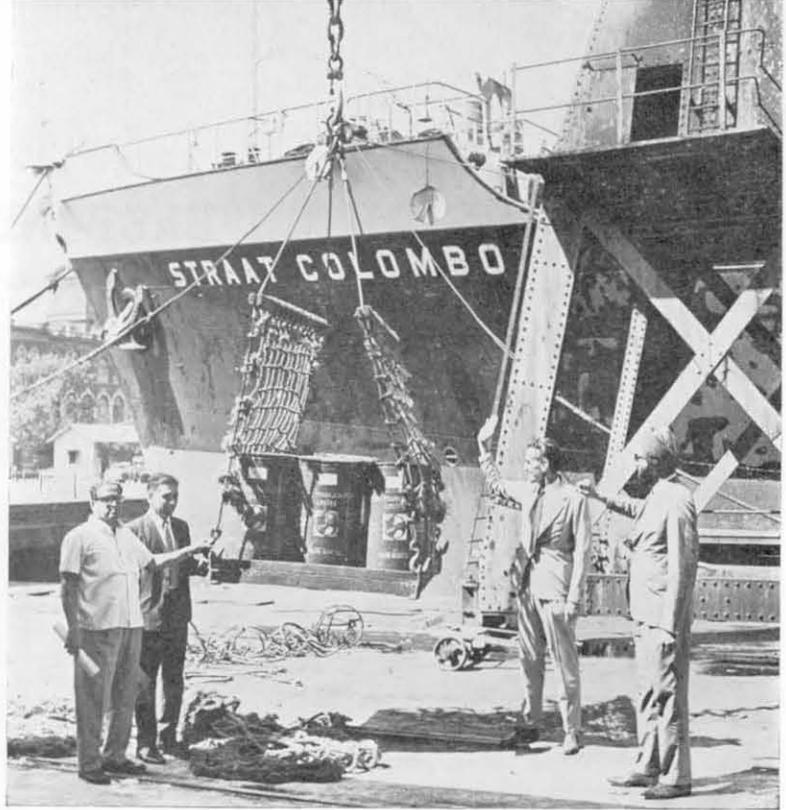
The goods are under our supervision from the time they leave the Sydney supplier until delivered into the hands of his customers either in Australia or New Zealand. One inclusive charge is made for the complete through delivery based on the weight or measurement of the goods. Special schedules for Australia and New Zealand are available to the public every fortnight giving sailings in connection with this All-Australian Door to Door Service.

The motor vehicle fleets used in each port vary in size and types used, of course, but in Sydney we have, of late, used one make of vehicle which meets our requirements."

## CHEMICAL CARGO

An unusual cargo was seen in Bombay recently: this was twenty drums of tolbutamide, shipped by Hoechst Pharmaceuticals to Melbourne for use in the preparation of pills for the treatment of diabetes. Representatives of the company were on hand to see the shipment (the first of its kind) safely loaded on board *Straat Colombo*. (l. to r.) a representative of the clearing agents, Mr A.N. Swamy, Dr. R. Storkebaum, Dr. D.S. Nag.

Our thanks go to RIL's agents, Messrs. Forbes, Forbes & Campbell, for sending us this picture.



## THE FAMILY GROWS . . . .

In July, 1968, we reported on the launching in Adelaide of the first supply vessel for Smit-Lloyd (Australia) Pty. Ltd., the "SMIT-LLOYD 31". Since then, "SMIT-LLOYD 32" has been delivered and is now in service with her sister working for West Australian Petroleum Pty. Ltd., off Barrow Island, north-west Australia.

*"God Speed" Smit Lloyd 33.*



Smit-Lloyd (Australia) Pty. Ltd. continues to expand with the launching of the "SMIT-LLOYD 33" by Mrs P.A. de Loos at Adelaide during the early evening of 24th March.

Watched by a large expectant gathering (including the Minister for Shipping & Transport, Mr Ian Sinclair), Mrs de Loos performed the ceremony with precision and, no sooner had she uttered the customary words, then Smit-Lloyd (Australia)'s new baby began sliding towards her element.

At the function which followed to welcome the latest addition to the fleet, Mr J.G. Felgate, Deputy Chairman of Adelaide Steamship Co. (holding company of Adelaide Ship Construction, builders of the vessel) extended greetings to the assembled guests and, in particular, to the launching lady. Mr Felgate spoke of the relationship between Smit-Lloyd and Adelaide Ship Construction and expressed the hope that Smit-Lloyd's activities would prosper in Australia and that Smit-Lloyd would favour the yard with additional orders to follow the "SMIT-LLOYD 34" (which is on the slips behind "SMIT-LLOYD 33").

Mrs de Loos responded, saying how pleasant a duty it was for her to launch the vessel.

Smit-Lloyd's Managing Director, Mr R.W. Scheffer, and Mr de Loos both responded and, although a formal occasion, the ceremony nevertheless maintained a light atmosphere.

Mr de Loos mentioned his reluctant retirement and that his position as a director of Smit-Lloyd (Australia) Pty. Ltd. had been filled by Mr H. Wever, RIL's General Manager for Australia and New Zealand.

# THE DUTCH EAST-INDIAMEN — V

## Conditions of Service

The Dutch Indiamen of the age of Rembrandt have rightly been compared to the ordinary Dutch houses of the same period, which are equally familiar to us from paintings by the Old Masters. Picturesque and colourful from the outside, they were cold, ill-ventilated, and dank inside. The sailors and soldiers lived in the confined space between decks where they swung their hammocks, kept their sea-chests and messed together. Light and ventilation came through a few hatches and gun-ports, which often had to be closed in wet and stormy weather, thus making their quarters insufferably hot when the ship was in the tropics. This stifling atmosphere was frequently aggravated by heat and smoke from the cooking galley, not to mention the exhalations from sopping-wet, dead-tired, and sea-sick humanity.

With the exception of certain passengers, senior officers, and ship's boys, all the men on board a Dutch East-Indiamen were divided into two or three divisions, named after some early seventeenth-century princes of the House of Orange-Nassau. It would seem that three divisions were more usual on the outward voyage, when there were more men aboard, and two on the homeward run. The soldiers on board were supposed to take their turn in standing watch and in executing all the sailors' work, 'in order to make them equally proficient in both the sea and the land service', but in practice they often seemed to have been excused. Each division was on watch-keeping duty for a period of four hours, and was responsible for nursing its own sick, and for the daily cleaning of the ship in rotation. The senior officers, merchants, and passengers ate at the skipper's table in the great cabin, while everyone else aboard ate in messes of seven, eight, or nine men apiece. Each man acted as orderly to his mess in weekly rotation, when his duties were to fetch the food from the galley, to wash down the eating-board and the utensils, and to keep the place clean. The soldiers and crew ate with wooden spoons from wooden dishes on bare boards, but the privileged individuals who ate at the skipper's table were provided with tin dishes and spoons, linen napkins, and a tablecloth. Weather permitting, three hot meals were served daily, at 8 a.m., noon and 6 p.m. The cook and his mess-mates ate last of all, standing watch while the rest of the crew were at their meals.

During the seventeenth century, the navigation of the ship was entrusted to the *schipper* and *stierlieden*, who corresponded to the English master and mates. The primary responsibility rested with the skipper, but he was supposed to act in close consultation with the mates. If there was a difference of opinion, the dispute had to be submitted to the ship's council (usually composed of the skipper as president, the navigating officers and the senior merchant on board — five persons in all). About the turn of the seventeenth century, the commanders of the larger Indiamen became captains, and finally into *capiteins-ter-zee*, and the *stierlieden* became lieutenants

with the equivalent of naval rank: "The officers in the Company's service all receiving their commissions from the States-General and wearing the uniform of the Navy, a blue coat with scarlet facings, richly laced, waistcoat and breeches also of scarlet."



In an age when naval discipline was often enforced with ruthless severity in most countries, the Dutch East-India Company's sea service was apparently harsher than most, but one experienced voyager made the comment: "There is always something brewing among these rascals, and if their officers did not crack down on them so quickly with punishments, their own lives would certainly not be safe for a moment among that unruly rabble". An experienced ship's surgeon, however, showed greater perception of the sailor's lot when he wrote:—"Jack Tar, the least and lowliest person aboard, must be ready on the slightest nod or command of any superior, to do everything he is told without grumbling. At any show of reluctance, he is threatened and beaten with the rope's end. The sailors must climb and clamber in the shrouds and on the yard-arm by day and night, in storm and tempest. They must load and unload the ships, and they must stand like a lot of subservient slaves with hat in hand by the gangway whenever the skipper or another officer either leaves or returns to the ship.

Punishments included the death sentence, keel-hauling, ducking from the yard-arm, nailing the culprit's hand to the mainmast, flogging, and imprisonment in irons on bread and water. The thrifty side of the Dutch character appeared in the wide-ranging scale of fines which were levied.

## DUTCH EAST-INDIAMEN *(continued)*

Whilst serving in the Indies, the sailors only received a fraction of their wages, so it is not surprising that when they returned home after five years or so, they were apt to squander their accumulated back pay in a manner which earned them the nickname of 'lords of six weeks' (*heeren van zes weken*). Amsterdam was their mecca, and the money they spent was a welcome source of income for many traders and tavernkeepers in that city during two centuries.

If many Indiamen suffered heavy losses on the voyages between the Texel and Batavia, others made it without the loss of a man, and with all on board healthy and fit. If the food was often bad, and the discipline sometimes sadistically severe, vocal music at all times seems to have done much to soothe the savage breast of 'Jan Maat'. Many voyagers have commented upon the sung or chanted orders which formed such a feature of daily life aboard Dutch East-Indiamen: 'hoisting sail and each hard task has its own special song; and while the chant sounds, I admit, rather repulsively pleasant, it is really useful and lightens the work.' William Hickey aboard the *Held Woltemade* comments about the charming songs and duets 'sung both in Dutch and German, the music



plaintive, sweet, and exactly to my taste . . . the greater part of the watch frequently joining in chorus with most correct harmony.' Clearly, this was a happy ship, and there must have been many others like her.

*(The material in this series of articles on the Dutch East-Indiamen is derived from a lecture given by Mr C.R. Boxer, and we are deeply indebted to the Scheepvaart Museum for permission to reproduce the fascinating details).*

## WHEN IT WAS PRINTED

The article on page 106 was actually printed over thirty years ago, but is right in line with present-day thinking — a tribute to the forward thinking of the firm of Service Transport, to whom it refers. Our thanks go to A.T. & S.A. for supplying this data from their files.

## ROYAL AWARD FOR CAPTAIN



*Mrs Kuipers received the award for her husband.*

On the occasion of the birthday of H.M. Queen Juliana, Captain T.M. Kuipers of the N.V. Nederlandse Tank-en Paketvaart Maatschappij (NTPM) was created Knight of the Order of Oranje Nassau. As the Captain himself was sailing up from Cape Town to Holland, his wife, Mrs N. Kuipers-Alberts, was invited to Beilen Town Hall (near her home at Hooghalen) to receive the decoration on his behalf.

Accompanied by her mother and a few relatives, and in the presence of NTPM's Managing Director S.W. Oost Lieveense, and Nautical Superintendent A.J.J. de Feyter, Mrs Kuipers was addressed in a friendly way by Burgomaster A.A. Backeringh van Rhijn, who handed her the official decoration.

Later in the day, a surprise telephone call from Captain Kuipers on Sloterkerk told Mrs Kuipers what took place on board: quite unaware of anything untoward, the Captain was asked by Mr L.W. Wakka (former Deputy Nautical Superintendent of KPM and NTPM), who happened to be on board, and Chief Engineer W. Starreveld, to join them on the poop-deck, where the officers, crew and passengers had assembled. After Mr Wakka's opening words, it dawned on Captain Kuipers that the unfamiliar situation was being enacted in his honour! The ceremony concluded with Mr Starreveld pinning on a miniature decoration.

RIL Post sends its congratulations to Captain Kuipers, who received the award for his never-ceasing efforts to maintain the best traditions of the Netherlands Merchant Navy all over the world.

## SHIPS OF THE WEEK

Radio Nederland will arrange for broadcasts to be made from Hilversum on 14th May of messages from relatives of officers on board Straat Rio, Straat Clement and Van Riebeeck.



Amsterdam's tunnel was finished last year. Hongkong's tunnel (still on the drawing board) is indicated by the white line across the photograph on the opposite page.

# TWO TUNNELS



Until last year, anyone working in RIL's Amsterdam office had few ways to speed up his homeward journey if he lived north of the city. Three over-worked ferries ply across the IJ—a canalised former tributary of the "Zuiderzee"—which effectively divides the city. A two-lane bridge, four miles east, and the Coen Tunnel under the North Sea Canal, four miles west of Amsterdam, made very little difference to the traffic when they opened a few years ago. The new IJ-Tunnel is designed to take 50,000 vehicles a day and so commuter traffic jams are considerably eased.

The tunnel runs almost at a tangent to the east side of the 15th century city. Large areas of this were partly destroyed during the war, and during reconstruction work the route of the IJ-Tunnel was borne in mind. This side of the city has considerably better communications with the centre, meaning that traffic through the tunnel to the south and south-east can avoid congested areas to a great extent.

The southern entrance lies about 1100' north of the Prins Hendrikkade, crossing a shipping canal (Dijkgracht), a six-track railway embankment, a road along the southern bank of the river, the mouth of a dock for small seagoing vessels and the River IJ. All these involved somewhat

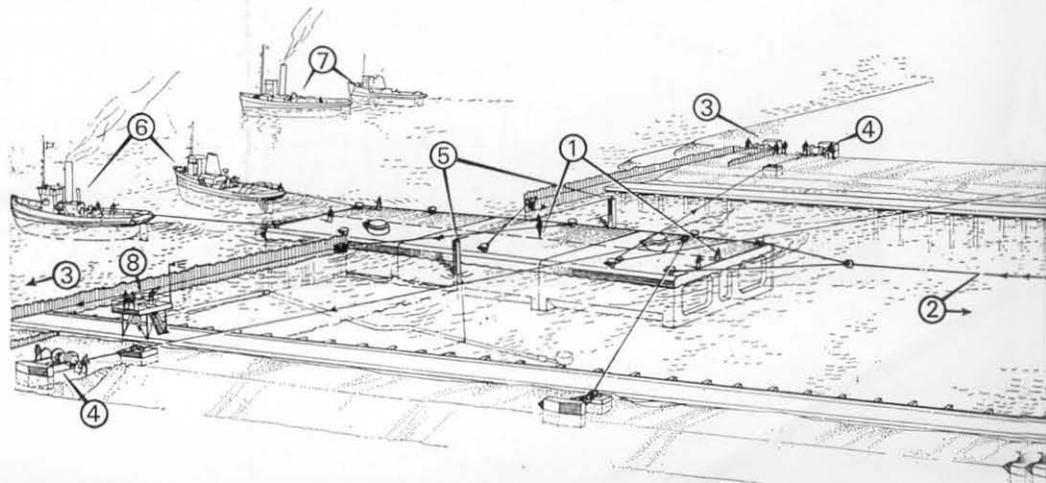
complicated construction work. The northern portal of the tunnel lies about 300 yards north of the northern bank of the river and it is linked to the residential and industrial districts of North Amsterdam by a new bridge across the Noordhollands Kanaal.

Northward and southward traffic runs through the IJ-Tunnel in separate tubes, although both tubes form part of the same construction. Each tube holds two lanes of traffic; between the two "traffic tubes" runs a third tube carrying mains and cables for the tunnel itself and for Public Utilities in both halves of the city. The width from kerb to kerb inside each tube is 23'.

Certainly Amsterdam commuters will applaud the recent decision to go ahead with the Hong Kong cross-harbour tunnel: after so many years of discussion, it is hoped that work will begin this summer, to be finished by 1972. The cost is at present estimated to be HK\$280 million (compared with HK\$350 million quoted for the IJ) and it is expected to be about one mile long (compared with almost two-thirds of a mile across the IJ). Those who know Hong Kong well may be interested to know that the tunnel will run from Kellett Island, near the Yacht Club, to west of Kowloon Docks, on newly-reclaimed land off the mainland.

The IJ-Tunnel sections were constructed in dry-dock, which was then flooded. The dock was opened and the tunnel sections towed to the tunnelsite by tugs. They were quite simply lowered into position and joined by rubber gaskets. Our technically-minded readers will be interested to see that the diagram clearly shows the three tubes of the IJ-Tunnel. The tunnel joining our other divided city—Hongkong—will be constructed by the same method.

- 1 Control for floating out
- 2 Dragcable on handwinch
- 3 Draw-winch
- 4 Steering-winch
- 5 Piles to mark the cofferdam below waterlevel
- 6 Two tugs towing the tunnelsection
- 7 Two steering and dragtugs needed for transport
- 8 Control platform



## SWITCHED ON!



*Climbing up the stairs to the eighth floor of a crowded block on a hot day is no light chore for Miss Chui, Mr Chan Hin and Mr Chiu Yu Sheung (holding the tape recorder).*

There are some really 'switched-on' families in Hong Kong these days. During the last year the Crew Department has been building up its tape-recording programme for the ships which do not call at Hong Kong. Relatives are invited to record messages on tapes which are afterwards despatched to the ships. Interludes of recorded music divide one family's messages from another's.

At first it was a comparatively small number of people who visited Interocean House. Then some research re-

vealed that it was not always easy for families to get to North Point, so nowadays Miss L. Chui (who is Assistant Editor of the Chinese Supplement) goes out 'in the field'. Accompanied by Mr Chan Hin and Mr Chiu Yu Sheung, she climbs hills to trace small huts, or threads her way through crowded apartment blocks to find the families who await their recording sessions with deep interest. Children speak or sing to their fathers or brothers, wives report on family progress to husbands, and parents send messages to sons. A small gift of a sweet to a child sometimes helps to break the ice.

It is sometimes quite an emotional occasion, and the same can be said when the voices are heard clearly and distinctly on board the ships.

Now that the purpose of the recordings is becoming more widely known, there are longer family lists of members who want to take part, and also a more personal participation. One man recently brought with him his cousin's favourite record (and a portable gramophone!) so that it could be played on board for him. All requests are welcomed, and with the second round now coming up, it is hoped that tape-recordings will become an established part of life on board some RIL ships.



*The reward for the job is seen in the face of this old lady (mother of Cargo Clerk S.G. Lok Chi Nam of Straat Banka) as she listens to her own voice during the playback.*



## CHARTER SHIP

The Monrovia ship EMMANUEL MARCOU at No. 8 Woolloomooloo, Sydney. The ship is on time-charter for one voyage from Australia to Africa to assist the ESAAS.

*Photo: Bruce Polain (Sydney)*

## FORTY YEARS ANNIVERSARY

The celebration of a 40th anniversary in Sydney is quite rare but to the Sydney friends of Mr L. Van Hulst, R.I.L. Sydney Superintendent, it was an excellent chance to offer their congratulations to a close friend and fellow worker. The venue was TJILUWAH, and those present included Mrs Van Hulst, Mr & Mrs Wever, Mr & Mrs Van Krieken, Mr & Mrs Jonkhoff, Mr & Mrs Thorpe, Messrs Hayward, Handel and Van Diepen, plus other senior Sydney staff members, together with many of the senior technical men associated with Sydney Superintendents during the normal course of their operation.

Mr H. Wever (General Manager for Australia and New Zealand) addressed the gathering with a part light-hearted, part-serious account of Mr Van Hulst's career, recounting glimpses of his seagoing career from OPHIR up to his last vessel the STRAAT SINGAPORE. Thereafter, in 1961 Mr Van Hulst was appointed to his present position as R.I.L. Sydney Superintendent. In this position he was commended by Mr Wever for "playing the ball as it lay, without the usual excuses and without complaints if the game went not so well. This attitude has always been assisted by his ability to concentrate and the thoroughness which all have learned to expect from him."

On behalf of Managing Directors, Mr Wever thanked Mr Van Hulst for all he had done in the past and concluded his speech with the presentation of the golden R.I.L. Decoration to commemorate his 40 years of service.



*On board Tjiluwah, a very special souvenir menu supplied personal touches for the Van Hulst family: 'Potage Tippy' and 'Consommé Snorty' certainly stirs the imagination for outsiders!*

*There is a wry appeal too in the 'Compote of Superintendents': was it sweet or sour? And how many diners required a 'Technical' dressing?*

*Going round clockwise, on the left is Mr Wever, then Mrs van Hulst, Captain Maan, Mrs Wever, Mr van Hulst and Miss Browne.*

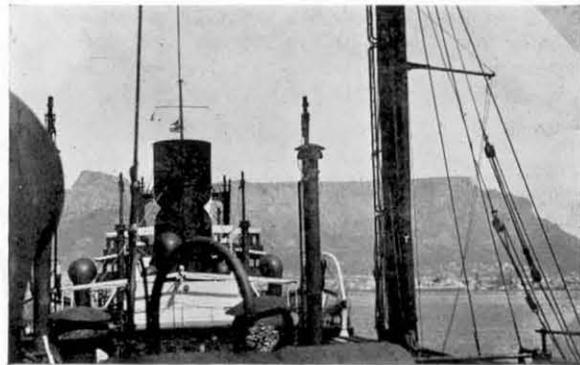
## THIRTY-ONE YEARS AGO

Letter from Captain A.L. Schatborn (retired)

*" Pictures in the RIL Post always bring back fond memories and sometimes remind me of a similar snapshot taken years ago. In this case I am referring to the picture of the RIL-funnel against the 'sombre dominating mass of Cape Town's Table Mountain' (February 1969 issue, page 24).*

*The enclosed photo was taken from the aft boatdeck of s.s. Tjikandi, Voyage 77, while entering Cape Town Harbour. The ship was on a charter voyage, leaving Amsterdam on January 6th 1938 in ballast for Panama City, Flá., Lake Charles, La., New Orleans, La., via Santa Lucia for bunkers to Cape Town and other South African Ports.*

*Commanding the ship was Captain P.B. de Ruyter, J.W. Kroese was Chief Officer, J.H. Wilminck 2nd Officer. Practically the entire Etat Major consisted of officers who had just terminated their European furlough, enjoying this special voyage as a welcome change from the regular runs between China, Japan and Java.*



*Little did we know that some of us would never return to the old country, and others, including myself, not until eight years later. The Tjikandi herself ended her career a few years later on the bottom of the Straits of Sourabaya."*



Photo: South China Morning Post.

## AN APPLE A DAY . . . .

Were they apples of discord? Captain Voigt thinks that two are better than one, but his adviser seems to be saying something about forbidden fruit. Connoisseur Bouvy is obviously following doctor's orders!

The occasion was a party on board Straat Holland at Hong Kong, when many fruit dealers were invited to taste Argentine apples, part of a consignment of 6000 cases. (l. to r.) Mr Lai Fook, (Manager of Fook Fruits Corporation), Mr A.N. Bouvy (RIL's Manager for Hong Kong & China), Mr Ernesto Holzman (Argentine Consul-General) and Captain J.H.W. Voigt.

## PERSONALITIES

**Mr W.M. de Haan** (Managing Director) flew from Hong Kong on 6th May to Amsterdam, via Tokyo, for business discussions.

**Mr K. Dirkzwager** (Amsterdam) has been appointed 'Onderdirecteur' as from 1st June, 1969.

**Mr D. Kuiken** (Marine Superintendent) left Hong Kong on 28th April for a trip to Singapore and Australia to inspect Company vessels.

**Mr E.M. van Rhoon** (Manager for Japan) left for Home Leave on 12th May.

**Mr G. Kasteleijn** (Manager for Singapore and the Federation of Malaysia) left for Home Leave on 14th May.

**Mr E.A. Postuma** took over as Manager, Freight Department, on 21st May when Mr A.L. de Jong went on Home Leave.

## TAURANGA TROPHY

In Tauranga, New Zealand, RIL was represented for the first time in many years at the annual Timberama Golf Tournament by Mr E.A. Postuma. This year the RIL Trophy was won by Mr N. Robson for the best all day nett.



Presentation by Mrs R.A. Owens.

## STRAAT ALGOA CREW

For the first time in five years, a Chinese Crew has flown from Hong Kong to Holland to join a RIL ship, and it was an excited crowd that gathered at Kai Tak Airport on 18th April.

Mr A.J. van der Meent (Passage) met the crew at Schiphol Airport—or rather did not find them! They were seen alighting from the plane and getting in to the airport bus, but through some extraordinary happening did not turn up at the customs-desk. How it was possible will for ever remain unexplained (though there is a 'dark spot' where arriving passengers are for a moment out of sight), but after an hour's searching the entire crew were found in the restaurant wiping off the last crumbs of the breakfast which had been ordered for them!

So, after all, not a minute was wasted, and the waiting bus took everyone to Rotterdam, to the 'Kraton' of Messrs. Koninklijke Rotterdamse Lloyd (previously used by KRL's Javanese stewards on their former passenger vessels). From here, the crew went daily to the yard at Botlek until the time came to sign on Straat Algoa.



Mr A. Chiu (Manager Crew Dept.) gives last minute instructions.

# LOG BOOK

## PRESENTATION TO CHIEF OFFICER

At Kilindini Harbour in March, the deck crew of *Camphuys*, all members of the Mombasa-based East African Seamen's Union, presented Chief Officer E. van Laren (about to leave the ship) with a number of gifts as an appreciation of services rendered by him to the crew. Mr O.A. Omar, the acting secretary of the union, is seen making the presentation.



## TEAM FOR INDONESIA

Mr C.H. Poulus (Amsterdam) left on 11th April for Indonesia, as head of a mission of the Netherlands Ministry for Development, which will assist the Indonesian Government with re-organization of inter-insular shipping traffic. Among the twelve members of the mission are some former RIL/KPM staff members: Mr H.H. Merssen Senn van Basel (formerly Adjunct Chef KPM (Far East) Ltd.), Mr E.M.J. Corten (former RIL Chief Officer), and Mr E.R. Willems (Amsterdam, Traffic).

## ACKNOWLEDGEMENT

*"To all of you concerned for making the celebration of my 40th Anniversary with the Company such a memorable and enjoyable occasion, I wish to convey my heartfelt thanks. The messages and good wishes that have come to me, also the hospitality and arrangements for the extremely delightful luncheon party on board m.v. Tjiluwah, on the day of celebration, will always be warmly remembered by myself and Mrs van Hulst."*

L. van Hulst

## FAMILY NEWS

### Weddings

Radio Officer J.S. Luidens (Straat Lagos) to Miss J.M. Weil on 10th March at Ultimo, N.S.W.  
5th Engineer C.H.M. van Bennekum (leave) to Miss A.L. Kaaisteker on 25th April at Vlissingen.  
5th Engineer J.W. Braun (leave) to Miss J.C.M. van der Horst on 25th April at Etten-Leur.  
5th Engineer R.H. Koevoets (leave) to Miss S. Messchaert on 25th April at Hilversum.  
3rd Officer A. de Jager (Tijnegara) to Miss J.W. Geluk on 1st May at Kruiningen.  
4th Officer C.J.G. van den Hurk (leave) to Miss L.F. Minderhoud on 2nd May at Vlissingen.

### New Arrivals

Chief Officer F.E. de Nieuwe (leave): a daughter, Jennifer, on 25th March.  
2nd Officer J.L. Bakels (leave): a daughter, Nicolle Danielle, on 7th April.  
Mr A. van Eldik (Durban): a daughter, Mechteld Elizabeth, on 23rd April.  
Mr W.M. Mulock Houwer (HK MH): a daughter, Alexine Tamara, on 30th April.  
2nd Officer Wiebe Verbaan (Straat Freetown): a daughter, Vicky Ellen, on 30th April.  
3rd Engineer J.C.M. Noordermeer (leave): a daughter, Jolanda, on 30th April.  
Mr N. Padt (HK HO VZ): a daughter, Diana May, on 10th May.  
Mr H.H.A.E. Kwaad (HK HO ND): a son, Jeroen, on 15th May.



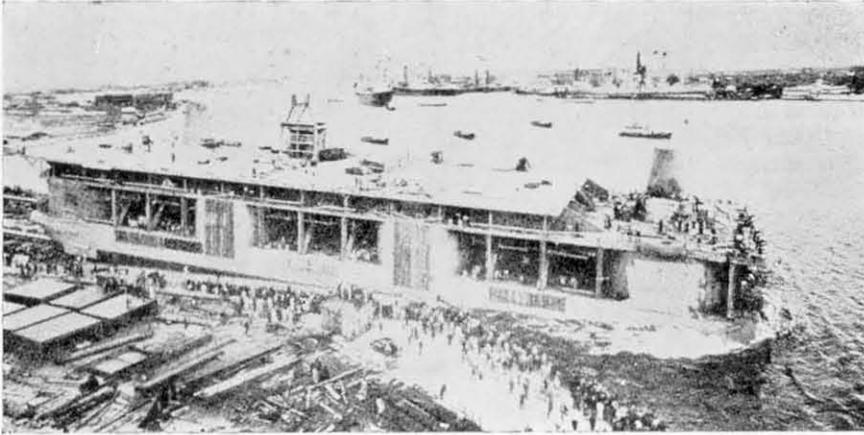
## RIL WEDDINGS

Wedding bells have been ringing steadily in RIL circles during the last few months, and the Company matchmaker seems to have been working overtime! From Japan now comes news of two more weddings: in Osaka, Mr Y. Takatani met Miss Setsuko Ageha in the Outward Canvassing Department, and they were married on 1st March: in the Yokohama Management office, Mr M. Ohogata (Operation Management of HEAL/NLL services) married Miss Kazuko Nishiyama (A/cs) on 2nd March.

Mr & Mrs Y. Takatani (right photo), Mr & Mrs M. Ohogata (left).

We send good wishes to both couples for long and happy married lives.





## BARGE

## CHOCTAW

Last month (page 85) a brief mention was made of a "twin-hull, semi-submersible derrick barge" being built by Van der Giessen — de Noord N.V. More facts are now available about the Choctaw, and here are some of the technical features of this very interesting and unusual boat:—

The derrick barge is destined for the installation of steel constructions at sea for oil- and gas-exploration, and consists of two 400-foot pontoons, each connected to the other and each provided with four columns on which the two decks are constructed. Between the two decks, the accommodation and engine room are situated. On the aft end is a crane whose capacity is 500/800 tons. The upper-deck is constructed to carry a deckload of about 3,630 tons. Her principal dimensions include a length overall of 400 ft., a breadth of 106 ft. and a depth to main deck of 54½ ft.

The device is able to work in floating condition, but also in rough weather conditions in a semi-submerged state: when the latter is necessary, the barge is ballasted to a draft halfway the height of the columns. In a floating

condition, Choctaw can be towed to any location with a full deckload and the crane jib at rest. A stiff-leg with a capacity of about 1,800 tons can be installed at the forward end.

Three gas-turbine driven generator sets and one steam-turbine driven set supply the necessary electric power. Three steam-boilers supply steam for the steam-hammer for pile-driving purposes during installation of fixed platforms and mooring installations. The barge will also be fitted out with two 1,000 h.p. mudpumps and a Halliburton cementing unit. In the workshop on board, the necessary machinery will be installed for repairs and other activities at sea. For mooring purposes, the derrick barge has in each of the four corner columns one double anchorwinch with a holding power of about 120 tons.

Whilst present accommodation is for 100 men, mostly in 4-berth cabins, it is possible to double the accommodation capacity. A messroom, recreation-room, hospital, laundry, various offices and a modern equipped galley, all air-conditioned, completes the list of facilities of this very self-sufficient boat.

### WHAT IS IN THE END ?

They are strange alterations we undergo.  
Where are the stewards who walked to and fro?  
The "fifth" on duty already went.  
When is it that the 'numbers' will be sent?

Where is the romance that the old ones talk about?  
What is left when the service is out?  
Shall we soon have to make our bed also,  
And heat our meals cooked long ago?

Shall our cabins become larger still,  
But no fellow-officers to fill?  
Shall I stand there alone behind the bar,  
'Talking Engines' to some dumb pillar?

Is this economy-trend determined to root us out?  
Will there be just one left to put the ship about?  
I fear there will be no one to stay,  
For who wants to be a lone "Flying Dutchman" anyway.

B.D. Planting

(Act. Third Engineer, STRAAT FRANKLIN)

### WAAROM STICHTING VOOR DE MARITIEME OUDHEIDKAMERS ?

Ook Gij kunt helpen uitzien naar maritieme curiosa in de ruimste zin, welke dreigen verloren te gaan. Scheepsmodellen, gebruiksvoorwerpen aan boord van iedere soort, journalen, kaarten, scheepstekeningen en bestekken, gereedschap, instrumenten, schilderijen en prenten, serviesgoed en dergelijke worden nog te vaak uit onbekendheid met de materie verwaarloosd of weggegooid. Helpt mede dit te verhinderen en die voorwerpen voor het nageslacht te bewaren. Wanneer er in de eigen kring geen belangstelling of plaats meer voor is, kunt ook U het verlorengaan of weggooien verhinderen door bericht te geven aan het Secretariaat van onze Stichting voor de Maritieme Oudheidkamers (musea) die voor toewijzing aan een museum zorg zal dragen.

#### STEUNT HAAR STREVEN!

C.H. van Dam, Voorzitter  
B.M. de Court Onderwater, Secretaris

Begunstiger van de Stichting voor min. f. 10,- per jaar.

Alle meldingen bij het Secretariaat, Javastraat 12, Rotterdam, Tel. 010—11 27 00.

## NEW ARRIVAL IN AUSTRALIA

Whilst the fortieth service anniversary of Mr van Hulst was being celebrated on board *Tjiluwah* (see page 113), the second fully containerised vessel arrived at Sydney. Correspondent Polain seized the opportunity to snap this interesting ship, *ACT 1* (owned by Associated Container Transportation Ltd.), as she sailed past.



## FLEET FACTS

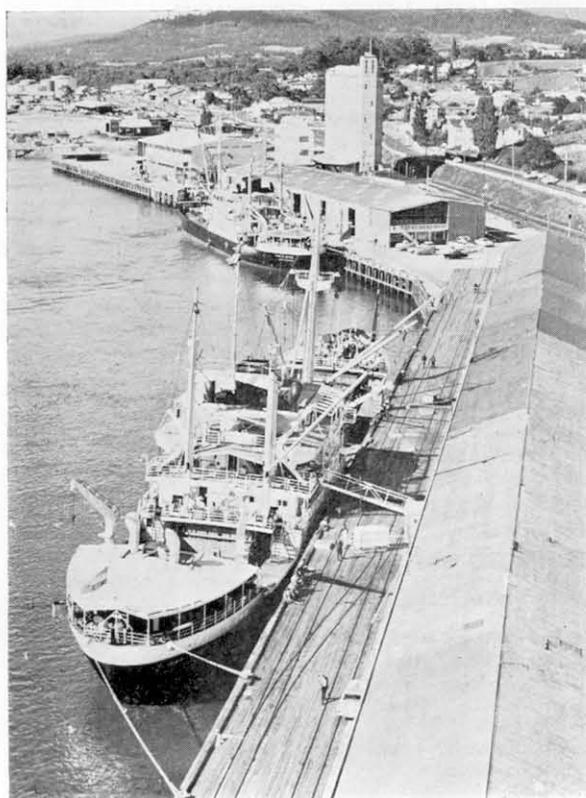
m.v. *Houtman*, on completion of DMO at Durban, made one extra sailing to the Far East from South and East Africa.

m.v. *Van Cloon* has been sold for continued trading to

### TWIN BERTH

From the top of the recently completed cement silos in Devonport, Tasmania, "The Advocate" took, what proves to be the last sight of *Van Cloon* and *Van Noort* lying together. *Van Noort*, which was sold in April, is now sailing under the name of *HANDARA*. *Van Cloon*, also, will shortly be sailing away from RIL.

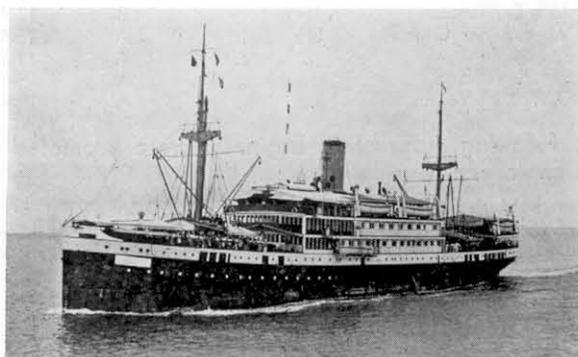
Our thanks go to both "The Advocate" and to Mr Graeme Gibson of Devonport agents who forwarded this clear photograph.



Eastern Union Enterprises & Shipping, and was delivered at Singapore at the end of May.

The Greek vessel *Rio Doro* (7790 GRT) has been time-chartered to assist the *ESAAS*, and will make one trip from Australia to Africa in June.

## SHIPS OF YESTERYEAR



The white KPM'er in our April issue was the steamship *Rumphius*, built in 1908. At that time, the tobacco planters of Deli in Sumatra were complaining of the conditions in which their labourers had to travel, saying that if the KPM were willing to build ships with good 'tweendeck accommodation, they would be willing to pay increased passage fares. *Rumphius* was one of those subsequently built which could 'not only carry about 700 coolies in the 'tweendecks in well-ventilated spaces, but also had room for the vast traffic in cabin passengers.'

Mr J.J. Edelman tells us that s.s. *Mossel* and s.s. *LeMaire* were the first two vessels to be specially altered and were the first KPM'ers to be painted white. It was found that the temperature of white ships was remarkably lower than of black ships. After this experiment, all passenger vessels of KPM (including *Rumphius*) were painted white. The luck of the draw this month goes to Mrs P. van der Broek Humphrey-Ruygh in Amsterdam.

*This month's clue:*—A more recent KPM ship which had one sistership.

This will be the last competition in this series.

# PERSONNEL



## NEW PERSONNEL

A hearty welcome is extended to Mr J. ten Kate, 4th Officer, who recently took up employment with R.I.L.

## SUCCESSFUL EXAMINATIONS

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

Mr S.P. Vermeer	2nd Officer	I	26-3-69
" Z. van Voorthuizen	" "	I	15-4-69
" M. F. Mulder	4th "	Th.II	26-3-69
" C. Oudendijk	" "	Th.II	3-4-69
" L.M.A. van Kesteren	3rd Engineer	B	10-4-69
" J.N. Lohuis	" "	B	8-4-69
" J.P.H.M. Smets	" "	B	10-4-69
" J.H. Buiteman	4th "	B	17-4-69
" W. van der Graaff	5th "	A	15-4-69
" P. Huigen	" "	A	11-4-69
" S.H.J. Vellinga	" "	A	15-4-69
" G.W. van Velzen	" "	A	10-4-69

The following Apprentice Engineers were promoted to 5th Engineers:

Mr G.H. Meijerhof	as from	5-2-69
" H.W. Braam	" "	13-2-69
" J. de Zwarte	" "	17-3-69

## LEAVE

The following personnel went on leave:

Mr P. Cox	Chief Officer
" P. Hoogland	" "
" H. de Meyer	" "
" F.E. de Nieuwe	" "
" G. Daman	2nd "
" R. Lindemans	" "
" C.H.P. te Lintelo	" "
" A. Veldman	" "
" R. Wallenburg	" "
" P.J. van den Berg	3rd "
" M.H. de Graaff	" "
" R. Rijckaert	" "
" R. Westerhuis	" "
" A.J. Kedde	4th "
" A.J. Nooyen	" "
" H. Jansen	2nd Engineer
" J.H. Saat	" "
" P.N. Terpstra	" "
" H.N. Haas	3rd "
" J. Hendriks	" "
" J. Wesselius	" "
" L.A.A. Barendregt	4th "
" H.G. van der Mei	" "
" J.H.W.M. van Oostveen	" "
" M.Ch. Wildschut	" "
" A.C.M. Blijlevens	5th "
" J.L.M. Geuskens	" "
" H.J.J. Gilbers	" "
" J.M. van den Heuvel	" "
" H. Kanis	" "

Mr L. Olivier	5th Engineer
" C.D. Roelse	" "
" D.J.C. Scholtz	" "
" A.L. de Jong	Adj. Chef
" R.H. Zezuyen	Employé
Miss W.C. Bastiaanse	Secretary

Those who returned are:

Mr J. Jonkman	Chief Officer	posted to
" H. van Kapel	" "	Straat Hong Kong
" C. Jolmers	2nd "	Straat Torres
" Wiebe Verbaan	" "	Straat Hong Kong
" A. de Jager	3rd "	Straat Freetown
" F.N.M. Dessens	4th "	Tjinegara
" A. Robaard	" "	Straat Hong Kong
" J.C. Vermunt	" "	Straat Accra
" F. van Woerkom	" "	Van Riebeeck
" J.H.M.Th. Smulders	2nd Engineer	Straat Algoa
" R.E. Boom	3rd "	Straat Mozambique
" J.N. Lohuis	" "	Straat Lombok
" L. Smit	" "	Tjibodas
" W. Bruinsma	4th "	Straat Bali
" G.W. van Velzen	5th "	Straat Towa
" J.G. de Harde	Adj. Chef	Straat Fremantle
" J.J.M. Lensing	" "	HK HO
" J.H. Reurts	Employé	HK MH
		Durban

## LEAVING (OR LEFT) SERVICE

Mr R. van der Sar	Chief Officer
" D.W. Klompe	4th "
" J.W. Weug	2nd Engineer
" A.K. Hofman	3rd "
" L.W. Joziasse	" "
" M. Koek	" "
" M.A.C. van Laerhoven	" "
" L. van Polen	" "
" D. Werner	" "
" D. de Ronde	4th "
" H. Starrenburg	5th "
" J.J.A.B. Tollenaar	" "
" P.M. Khan	Ship's Surgeon
" H.E.P.A. Custers	H. Employé

## TRANSFER SHORE STAFF

Mr L.W. Warmenhoven, Employé was transferred from HK HO TD to Sydney Superintendents.

## TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS

Captain E. Pels, Master of CAMPHUYS, went on home leave. Chief Officer G.E. Kaersenhout was posted to CAMPHUYS as Acting Captain, following home leave. Captain J. Verburg, Master of STRAAT VAN DIEMEN, went on intermediate leave. Captain P. Starckenburg was posted to STRAAT VAN DIEMEN following home leave.

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

Captain J.A. Haringsma was posted to STRAAT FRAZER following home leave.

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

Captain P.L. Eichhorn was posted to STRAAT CHATHAM following intermediate leave.

Acting Captain P. Maas, Master of TJITARUM, was transferred to TJILIWONG.

Acting Captain M. Peddemors, Master of TJILIWONG, was transferred to VAN CLOON.

Captain Th.H. Rappard, Master of VAN CLOON, was transferred to TJITARUM.

Chief Engineer H.M. Deggens of TJIWANGI went on intermediate leave.

Chief Engineer H. Hoogberg was posted to TJIWANGI following home leave.

Chief Engineer F.L.Th.M. Pietersma of STRAAT HOLLAND went on home leave.

Chief Engineer J. Schriemer was posted to STRAAT HOLLAND following home leave.

Chief Engineer P. Reuvers of CAMPHUYS was transferred to STRAAT FRAZER.

Chief Engineer J.J. Pieterse was posted to CAMPHUYS following home leave.

Chief Engineer J.R. Holman of STRAAT FRAZER terminated his contract of employment.

Chief Engineer J. Coers of STRAAT TORRES was hospitalized.

2nd Engineer S. van der Heyden of STRAAT FLORIDA was transferred to STRAAT TORRES as Acting Chief Engineer.

Chief Engineer J.C.S. van Bijsterveld of HOUTMAN was temporarily transferred to STRAAT TORRES and subsequently reposted to HOUTMAN.

Chief Engineer N. Bartels of TJILIWONG went on home leave.

2nd Engineer H.C. Smeenk was posted to TJILIWONG as Acting Chief Engineer following home leave.

## OBITUARY

It is with much regret that we have to announce the death on 10th May, after a few months in hospital in Hong Kong, of No. 1 Fireman Chan Wo, aged 43. Mr Chan first joined the Company in 1949 on board Tjisadane, and from then until 1961 remained there, making steady and rapid promotion up to No. 1 Fireman. When Tjisadane was sold for breaking, he was transferred to Straat Singapore, and spent the last two years on Straat van Diemen. His reliable and dependable services will be much missed.

We send our sympathy to Mr Chan's wife, two sons and daughter.



本刊以沉痛之心情宣佈燒火頭目陳和先生於五月十日在港病逝之消息。陳君享年四十三歲。

陳和先生於一九四九年開始加入本公司為燒火員，服務於「芝沙丹尼」號。陳君在該輪因工作表現特優而屢獲擢升。一九五八年被升為燒火頭目。一九六一年「芝沙丹尼」出售後，陳君便調往「士打星加坡」輪。陳君最後任職本公司之船隻為「士打

萬達文」號。陳君英年早逝，實是本公司之損失。

本刊謹希陳和先生之家屬節哀順變。

We announce with regret the deaths of the following:—

J.L. Lautenbach (retired Captain, KPM) at Zeist on 11th April, aged 72.

Han Boen Hien (retired Employee, KPM) at Makassar on 13th April, aged 67.

J. van Onselen (retired Captain, KPM) at Bergen on 17th April, aged 66.

## N.T.P.M.

The following personnel went on leave:

Mr J. Lameijer	1st Officer
Mr K.F. Menting	act. 3rd "
Mr W. van Heezik	4th Engineer
Mr R.M.L.C. Net	4th "

Those who returned are:

Mr D.C.L. van Amson	1st Off.
Mr A. van Loo	act. 4th Eng.
Mr M. Meulenberg	4th Eng.

Posted to:

tss. "Munttoren"
" "
tss. "Westertoren"

## PROMOTIONS

Our congratulations go to the following officers who were promoted:

R.M. Bislip	to 5th Engineer	as from 2.9.68
C. Voogt	to 5th "	as from 27.9.68

## FAMILY NEWS

Wedding:

2nd Engineer H.G. Dirix (leave) to Miss I. Teulings on 9th May at Vlissingen.  
4th Engineer J.P.J. de Koster (leave) to Miss S. Morel on 30th May at Breskens.

## LEAVING (OR LEFT) SERVICE

Mr J. Evelaar	1st Officer
Mr H.B.v.d. Bult	3rd "

## SUCCESSFUL EXAMINATIONS

Mr H.J.R. Barten	3rd Engineer	Th.B.	9.4.69
Mr R.M. Bislip	5th "	VD	2.9.68

## SHIPS POSITIONS

mv. "Senegalkust"	eta Amsterdam	17/6
mv. "Congokust"	eta Amsterdam	23/6
mv. "Sloterkerk"	eta Amsterdam	14/6
mv. "Zuiderkerk"	eta Antwerp	9/6
tss. "Westertoren"	eta Bermuda	10/5
tss. "Munttoren"	eta Aruba	31/5

## H.V.M.

## SHIPS POSITIONS

mv. "Hollands Diep"	eta Dakar	5/5
mv. "Hollands Duin"	eta Japan	21/5
mv. "Hollands Dreef"	eta Japan	29/5
mv. "Hollands Burcht"	eta China	3/6

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

