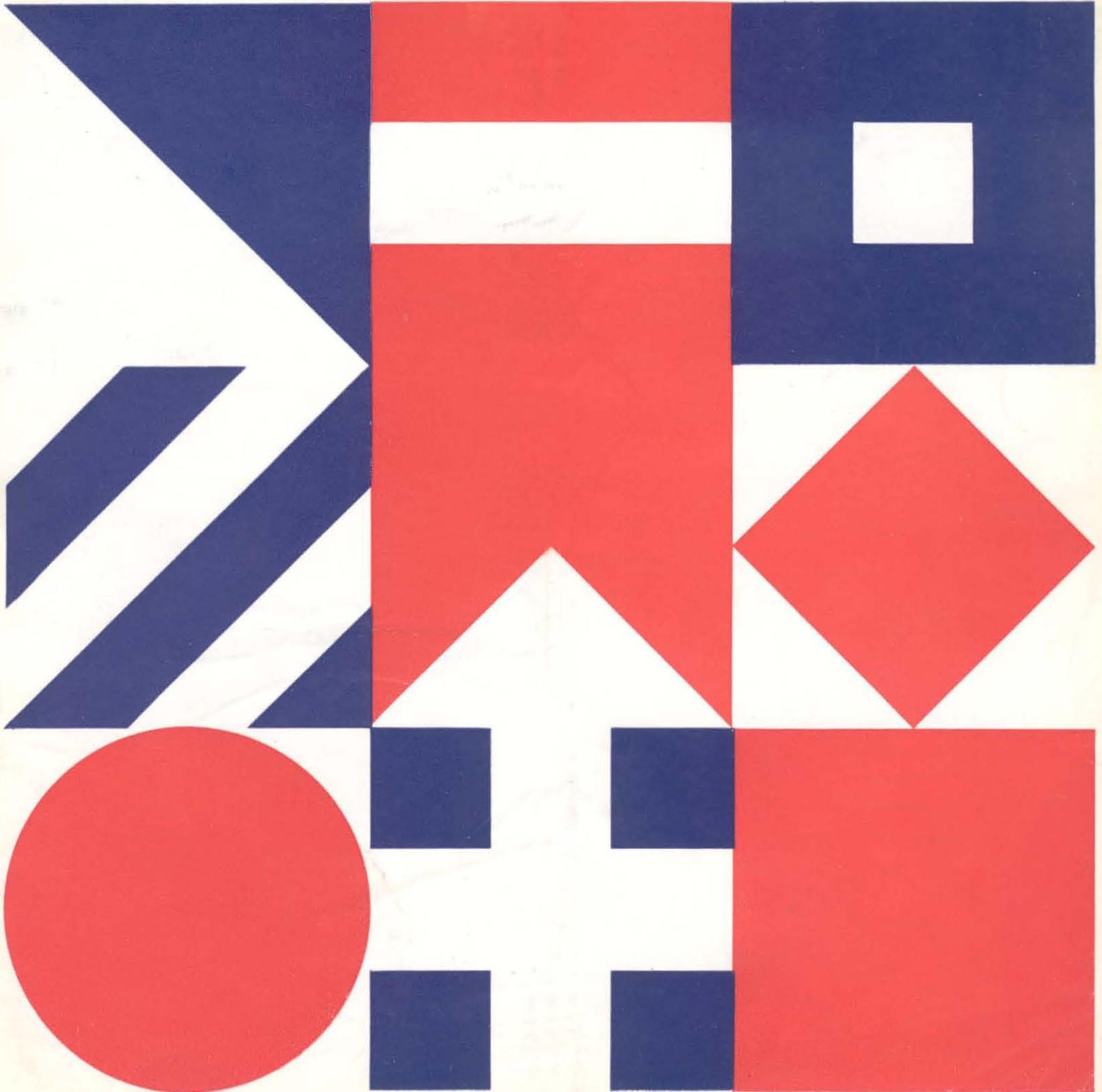


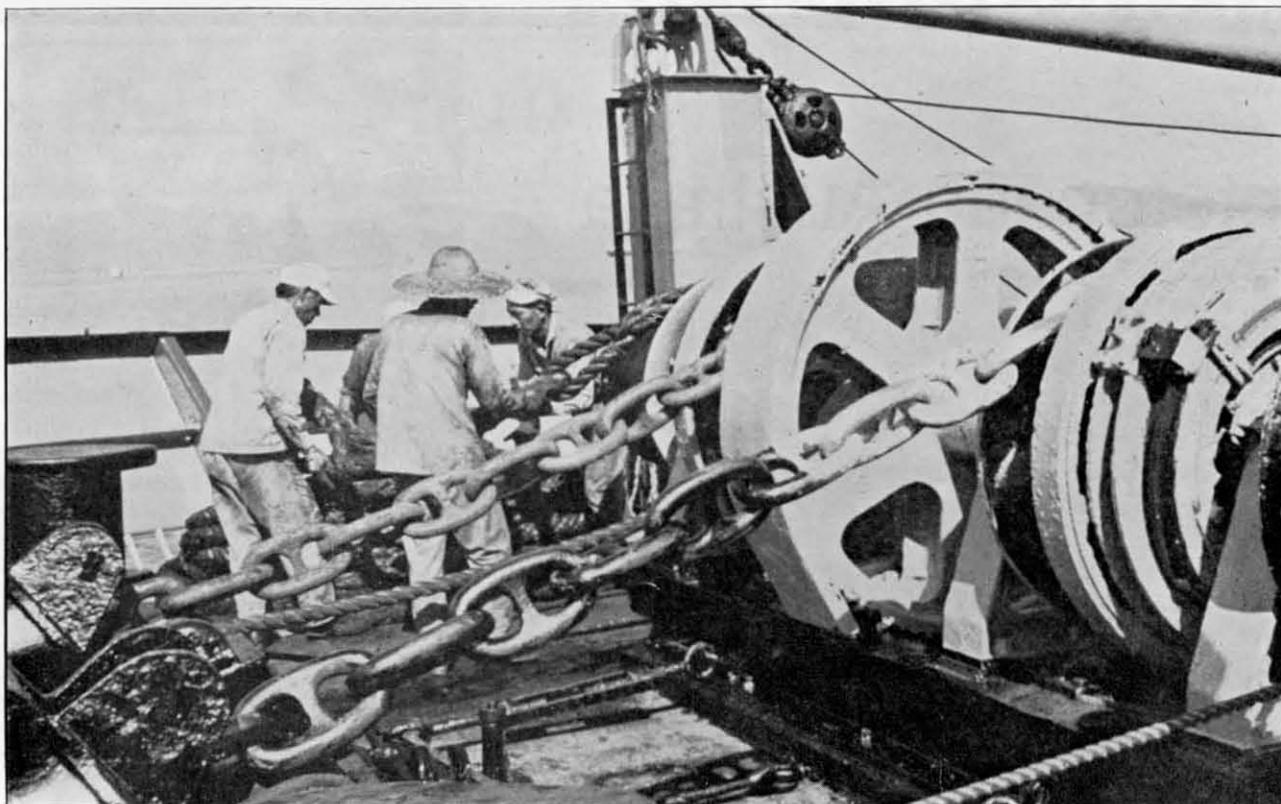
RIL Post

Volume 16 Number 9

A monthly staff publication of Royal InterOcean Lines



Tjibodas as she dropped anchor in Hong Kong shortly before being delivered.



FAREWELL TJIBODAS

The Tjibodas has been sold and will be delivered for breaking up in Taiwan this month. She was built in 1945 as the ss. Kokomo Victory, by Bethlehem Fairfield Shipyard, Baltimore, USA. Most of her working days were spent plying between Japan, Hong Kong and Indonesia, and later the Far East and East Africa.

People who sailed on her all say that she was a happy ship, with a great number of pets on board — dogs, cats, birds, fish, turtles and even monkeys. Captain C. Baak (retired) recalls one occasion when he was having breakfast with the Yokohama Agent: the ship's monkey flew into the messroom, rushed over all the tables trailing her chain and disappeared through a window, all in a flash. The only damage was that the agent was struck dumb (temporarily) by the surprise.

Perhaps the most interesting voyage the Tjibodas made was her trip to Cuba in April 1958 to load sugar for Japanese ports. The situation in Cuba was a little confused and Tjibodas did almost a complete tour of the West Indies before she had collected her cargo. She dropped anchor first at Kingston and proceeded alongside the Shell Pier to take in bunkers. She then sailed to Guantanamo where she anchored in the bay waiting to submit her Notice of Readiness. The Master went ashore after two days to find out what was happening. The agents told him all traffic was disrupted and they could not sign the Notice of Readiness. They said there was not sufficient sugar available for the cargo anyway. The ship moved on to Canal de Breton where she waited a day for a pilot to take her to the wharf. Finally, after visiting Jucaro, at Santa Maria, Tjibodas loaded almost 10,000 tons of sugar. More than two weeks after reaching Kingston she was ready to sail off again for Japan. For the next ten years the Tjibodas sailed in the East Africa-Far East Service placidly and without incident.



Captain M.J. Taal.

INTRODUCING

Interocean Australia

SERVICES PTY. LIMITED



HEAD OFFICE FOR AUSTRALIA • INTEROCEAN HOUSE, 261 GEORGE STREET, SYDNEY, 2000

MONDAY, 30th June, 1969 brought to a close the business dealings of RIL (Sanderson) Pty. Ltd., Melbourne, thus ending the association of Royal Inter-ocean Lines and the United Netherlands Navigation Company Ltd. (Holland Australia Line) with John Sanderson & Co. (Shipping) Pty. Ltd. To mark the occasion a cocktail party was held in the office at 550 Bourke Street, and in addition to present RIL staff members, some old friends, past and present from John Sanderson & Co. (Shipping) Pty. Ltd., were also in attendance.

Mr H. Wever, General Manager for Australia and New Zealand, briefly outlined the history since KPM appointed John Sanderson & Company as their Melbourne agents in 1908 and United Netherlands Navigation Company in 1920 thus beginning a long and happy association. Mr Wever likened the situation to a divorce and spoke of the sadness of the occasion, however another marriage between the two companies is approaching with the establishment of the Australia Joint Agency Company representing the following Continental Lines:

Messageries Maritimes
Hamburg-America Line
North German Lloyd
Lloyd Triestino
Holland Australia Line

The Australian organisations participating in this Joint Agency Company will be:

The Syndicate Group
(George Wills & Co.,
John Sanderson & Co.
(Shipping) Pty. Ltd.,

Gilchrist, Watt &
Sanderson Pty. Ltd.)
France Australia Pty. Ltd.
Interocean Australia Services
Pty. Ltd.

On behalf of Managing Directors of Royal Inter-ocean Lines and United Netherlands Navigation Company Ltd. Mr Wever thanked John Sanderson & Co. (Shipping) Pty. Ltd. for everything they had done to put the two companies on the map in Victoria, particular reference being made to the "old and bold" of John Sanderson who also attended this gathering. In conclusion, on behalf of the two Companies, a painting of Amsterdam Harbour was presented to John Sanderson & Co. (Shipping)

Pty. Ltd. as a token of appreciation for 61 years of distinguished representation.

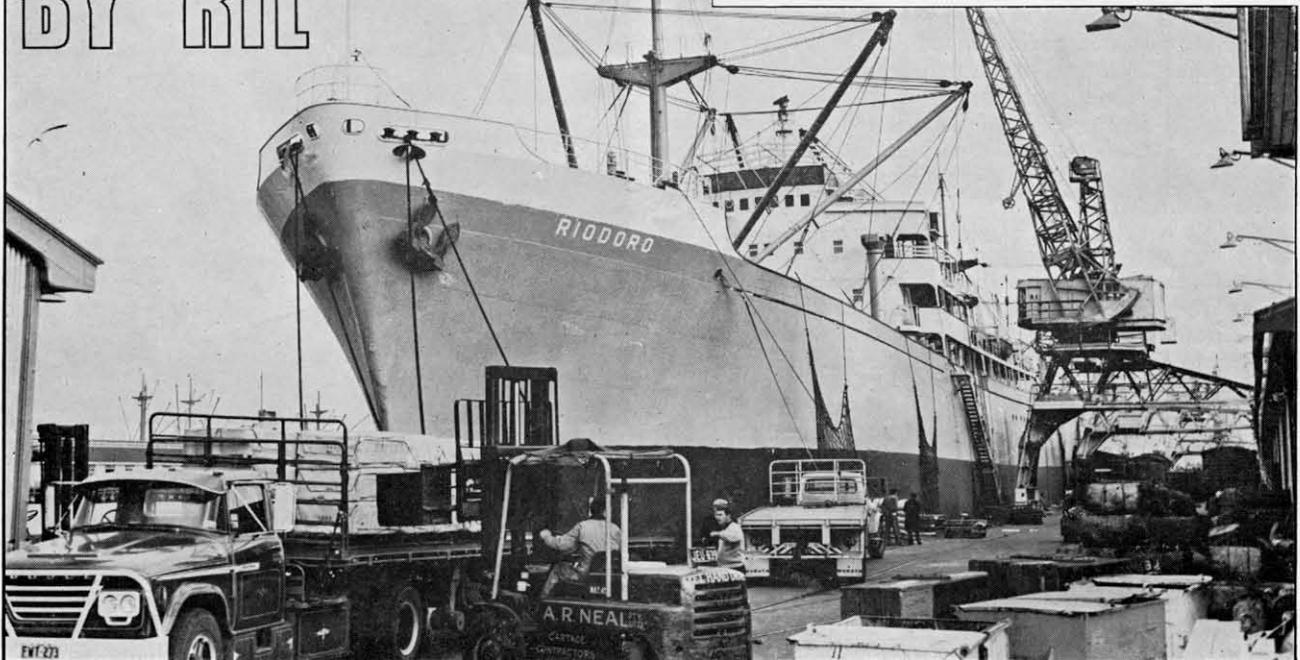
Mr J.D. Syme, speaking on behalf of John Sanderson & Co. (Shipping) Pty. Ltd. thanked the Directors of Royal Inter-ocean Lines for the magnificent painting and also the staff for their loyal work in the past. He spoke of the past association as a happy memory that they would always treasure. After the cocktail party, senior active and retired members of John Sanderson & Co. (Shipping) Pty. Ltd. attended a formal dinner given by Royal Inter-ocean Lines and Holland Australia Line at the Australian Club which was enjoyed by all.



Mr Wever presented a painting of Amsterdam Harbour, on behalf of RIL.

CHARTERED BY RIL

We have seven charter ships at the moment and it seems time to look at some of them. Below is the Rio Doro in the centre of a hive of industry at Melbourne.



*Khian
Wave
at the
Port of
Recife.*



*Above, the Italian fully-refrigerated ship, Doroty I
at Rio de Janeiro.*

FLEET FACTS

In order to assist the time-pressed **Straat Franklin** and **Straat Magelhaen**, the **Hollands Duin** has been time chartered for a trip from West and South Africa to the Far East with an option for a return voyage to West Africa. **Hollands Duin** was delivered in early August.

To supplement our reefer space in the ASAS (South America-Far East Service), the fully refrigerated Italian ship **Doroty Seconda**, has been time chartered. She was delivered in South America towards the end of August and will be re-delivered in mid-October. She loaded in Brazil and the Argentine and sailed for Japan via Durban (Bunkers).

After her early September Westbound SAFS sailing, **Straat Cook** will also give the October Eastbound SAFS sailing from South Africa to Japan. She will be withdrawn from SAFS in early December and worked to New Zealand to enter NZEAS (New Zealand-East Asia Service) employment in January 1970.

TEN YEARS AGO

From RIL Post, 1st September, 1959

" RIL ACTIVITIES

" As from end August m.v. TJIMENTENG will be employed in J.H.S.I.S., replacing m.v. TJIBANTJET, which vessel has been allocated to Ext. EAFS.

" M.v. STRAAT CLEMENT was launched in Germany on July 28th and is expected to be delivered towards the end of this year."

F- for Full



This photograph was taken at Recife by Mr Matthew Lui Pao Sum, serving with RIL on Straat Fushimi, as an apprentice pilot for the Singapore Port Authority.

PRESENTATION



IT WAS FORTY years of service for the man who knew most RIL ships—Mr B.F. van Buuren—on July 16. Nearly fifty members of the Amsterdam staff and some former colleagues gathered in the large conference room to congratulate Mr van Buuren and his wife.

In his speech, Mr van der Schalk mentioned that this was Mr van Buuren's third time in the limelight. On his twenty fifth anniversary with the company Mr Warning had addressed Mr van Buuren. On June 2, 1962, Managing Directors held a farewell luncheon in Hong Kong to mark Mr van Buuren's retirement as superintendent Yokohama: Mr de Haan was the speaker on that occasion.

Mr van Buuren started service as an apprentice engineer with KPM in 1929 and entered RIL service as a second engineer in 1949. After he had retired as superintendent, Yokohama, he re-entered KPM service at the Bouwbureau (new building department). Mr van der Schalk mentioned that Mr van Buuren's long and varied experience had made him acquainted with most RIL ships and an invaluable expert when it came to constructing new vessels.

Mr van der Schalk presented Mr van Buuren with a small encyclopaedia and a historical type barometer. Mr van Haastert addressed Mr van Buuren on behalf of the staff and offered his cheerful and humorous colleague a bell-chiming ship's clock. In a few well-chosen words, Mr van Buuren thanked the company for the opportunities given to him and the interesting work entrusted to him.

After the ceremony, Mr van Buuren asked that the following message be conveyed:

We thank all concerned for the good wishes received on occasion of my 40th anniversary with the Company. The happy gathering at the "Scheepvaarhuis", at which we were presented with beautiful things, will always be remembered by us.



JOINT VENTURE

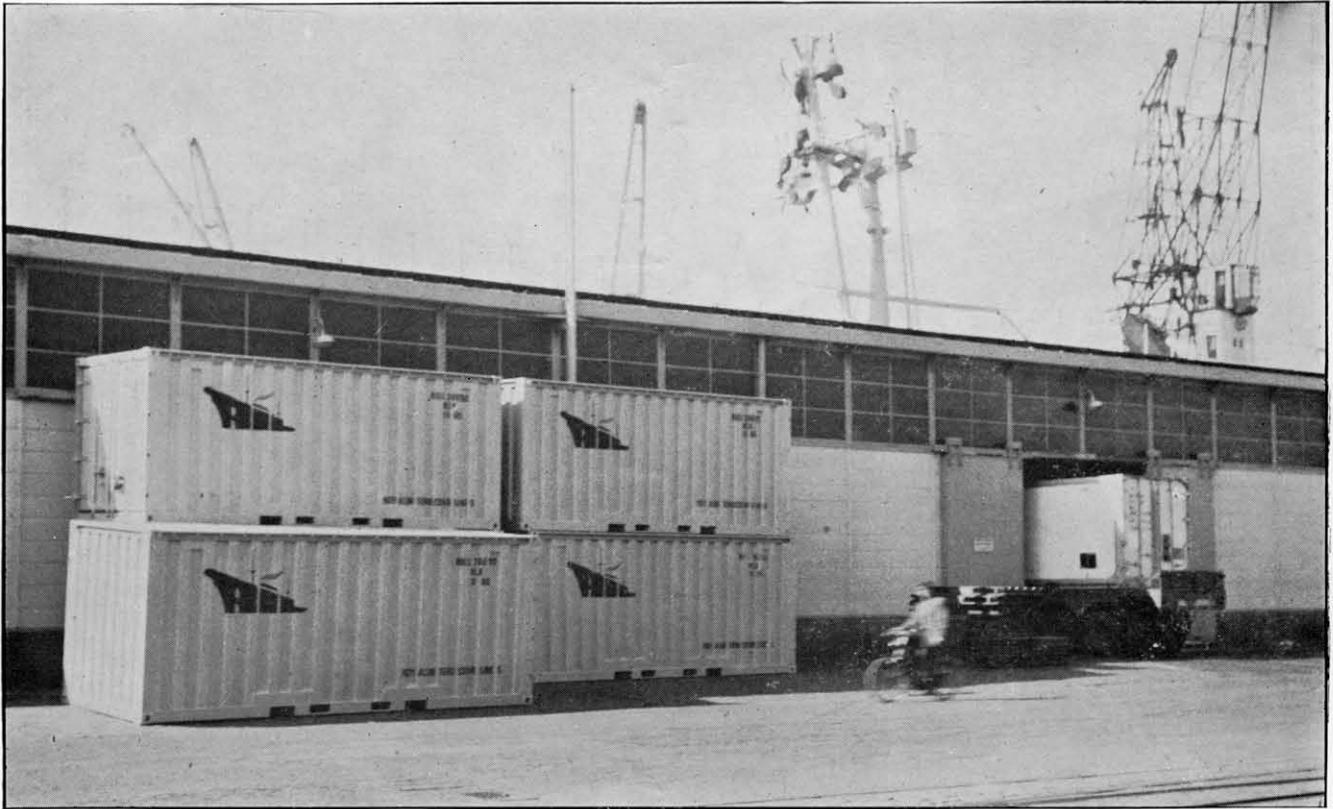
"THE UNITISERS" was a title coined for themselves by VNS and three Scandinavian lines operating services from Australia using open-hatch type vessels similar to our Straat A-s. The occasion for the title was the Third International Container Services and Equipment Exhibition at Melbourne in June this year. RIL, the Holland Australia Line, Wilh. Wilhelmsen, East Asiatic and Transatlantic, mounted a joint publicity campaign to emphasize the versatility of the open-hatch type of vessel.

They stressed the ability to handle cargo shipped in any form—conventional, unitised (palletised, pre-slung, on flats) or containerised—in contrast to the strictly cellular type of vessel, which can carry only containers.

This Exhibition, which ran from June 23 to June 27, was very successful. Manufacturers of all types of cargo-handling equipment, as well as most shipping lines operating in Australia had displays. The stand in which RIL joined with the other four unitising lines was quite large. It comprised a well-appointed interviewing area, where visitors could discuss problems over a cup of coffee, a small theaterette with seating for 50 persons and a model ship's hold with the ship's bridge as the background. This hold was fitted with models of cargo unitised in various forms and also containers.

Visitors were able to exercise their cargo-handling prowess on a working model of a ship's crane. The small theatre was used to show the film entitled "The Unitisers", which was produced on behalf of the unitising lines.

The external walls of the stand and the interviewing area were lined with models of ships and enlarged photographs of the vessels of the five lines, including our Straat Amsterdam. Some very detailed and striking views of unitised cargo on Straat Amsterdam were enlargements of pictures taken by Chief Officer M. Peddemors. More than 5,000 visitors inspected the various stands at this Exhibition and almost 1,000 visitors made direct contact with the staff manning the joint exhibit of the unitisers.



RIL NEW STEEL CONTAINERS

Above, side view of stacked containers at Rotterdam. The RIL crest should be easily recognised wherever they travel!



At left, apprentices of the stevedoring school of Rotterdam fill the first big boxes under an Old Hand's guiding eye.

WHEN

WE

MOVED

BY
P.A. DE LOOS

(The photographs came from RIL's Amsterdam archives.)

Our charming Editor, Mrs Petty, asked me some time ago for a story about the establishment of RIL's "home" in Hong Kong. As I must have revealed some expression of reluctance on my innocent face, she pressed on by observing that I was the only one left who had been connected with those days in Hong Kong. What else could I do then, but agree.

From that moment I tried to gather information, but what I really needed to begin the narrative was the text of the cable we received from Amsterdam. My efforts in Hong Kong failed, but my recent visit to Holland yielded success as with the help of Mr Korsten of Amsterdam Head Office I found the vital information.

The cablegram which we received in Hong Kong from Amsterdam forms the key of the story relating to the establishment of RIL's "home" in Hong Kong. When you read this cablegram below and think of the backdrop of a war-ravaged Hong Kong, you will understand why that



Starting at the end of the story: the day RIL moved out of the Tao Yuen Hotel to Interocean House. This moongate was the main entrance into the building and it can still be seen.



Ten years earlier — the telephone switchboard was in the cubicle at the back of this room: The first operator discovered she was allergic to fresh paint and could not stay with RIL.





particular day when the cablegram arrived remains so vividly in my mind after twenty-two years.

It was a warm, bright summer day at the end of June, 1947, when Mr A.C. Offenberg, the Manager for Hong Kong, asked me to step into his private office and in his well-known, softly spoken way, with twinkles in his eyes, said, "Pier, sit down. Read this — shut-up — we will discuss the contents this afternoon. Let us go to the Hong Kong Hotel for lunch".

The cable read —

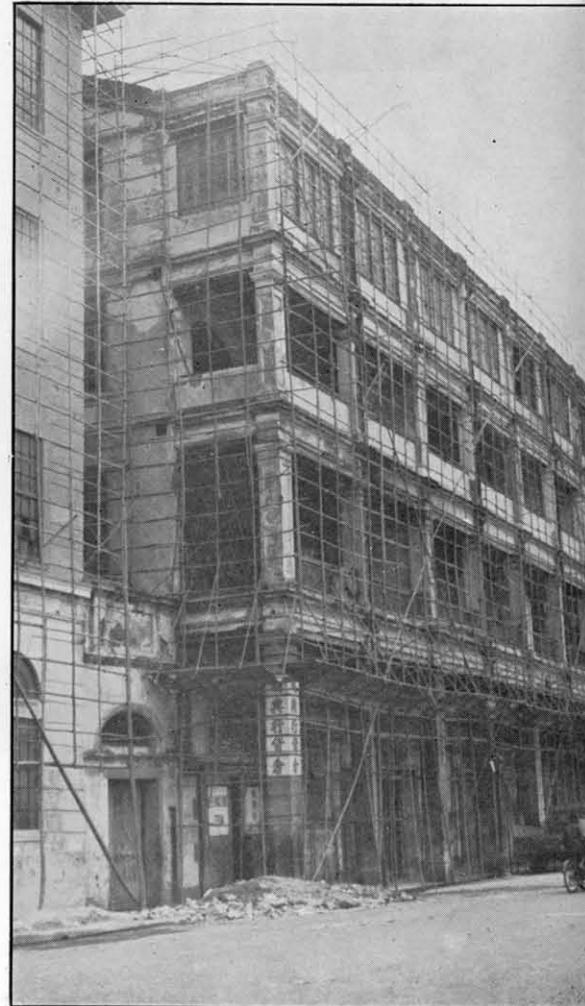
Amsterdam — June 23rd — Board decided today establish Headoffice JCPL at yours opening January first nineteen hundred forty eight stop Although better not publicise this officially at this stage please do everything possible to soonest secure closest to centre of Hong Kong business area fifteen thousand square feet of office space stop Latest available by November first stop Although prefer renting please also investigate possibly purchasing or even building stop Moreover require residence for two Managing Directors ten managers furthermore accommodation for about twentyfive expatriate staff together with families fullstop Fully appreciating serious accommodation difficulties at yours but emphasise necessity to do everything possible

stop Keep us fully informed by cable stop We advising Batavia.

In view of the fact that this cablegram is a historic one, I also quote the original Dutch text —

Raad besloot heden Hoofdkantoor JCPL uwent vestigen opening een Januari achtenveertig stop Hoewel beter hieraan nog geen officieele richtbaarheid geven verzoeken onmiddellijk op meest voortvarende wijze alle denkbare pogingen werkstellen spoedigste verkrijging zoo centraal mogelijk gelegen vijftienduizend vierkante voeten kantoorruimte stop Uiterlijk beschikbaar per 1 November aanstaande stop Hoewel huur prefereren tevens elke mogelijkheid koop zelfs bouw onderzoeken stop Voorts benooidigd twee Directeurs tien Chefswohnungen bovendien woonruimte voor ongeveer vijftiwintig stafmensen goeddeels met gezinnen fullstop Hebben volledige waardeering zeer groote behuizing-smoeilijkheden uwent doch benadrukken noodzaak geen enkele poging onbeproefd laten stop Houd ons volledig telegrafisch hoogte stop Wy lichten Batavia in.

Mr Offenberg and I were rather bewildered, not so much as regards the required office accommodation, but the accommodation for about thirty-seven families in a badly war-



devastated Hong Kong. To be quite frank, we also felt sad at this apparent encroachment on our privacy. We felt Hong Kong our own private territory—our private little kingdom.

We were not as worried about the office accommodation because, after all, a temporary building could be erected somewhere on a vacant lot as an emergency measure, but having to seek out homes for those thirty-seven families seemed to us an insurmountable problem. However, we accepted the challenge in good spirit and embarked on an extensive exploration tour through Hong Kong and Kowloon.

At one stage it seemed office accommodation could be secured in part of the Cable & Wireless Building at the end of Connaught Road near

Above, the building seen the waterfront view is still from the past today, although scaffolding has appeared. Before the building was completely re-plastic flower

Above left, the small in the small Kong where Head began opera Bravely without glass windows with J.H. Hendriks (far left), Mr Blaauw (standing Miss F.C.W. Windt (seated front of Mr B



main from This seen bou h the e dis- e RIL r the almost uilt. d for king.

office build- long Office ing. king n the e Mr ansen C.W.) and n der d in auw).



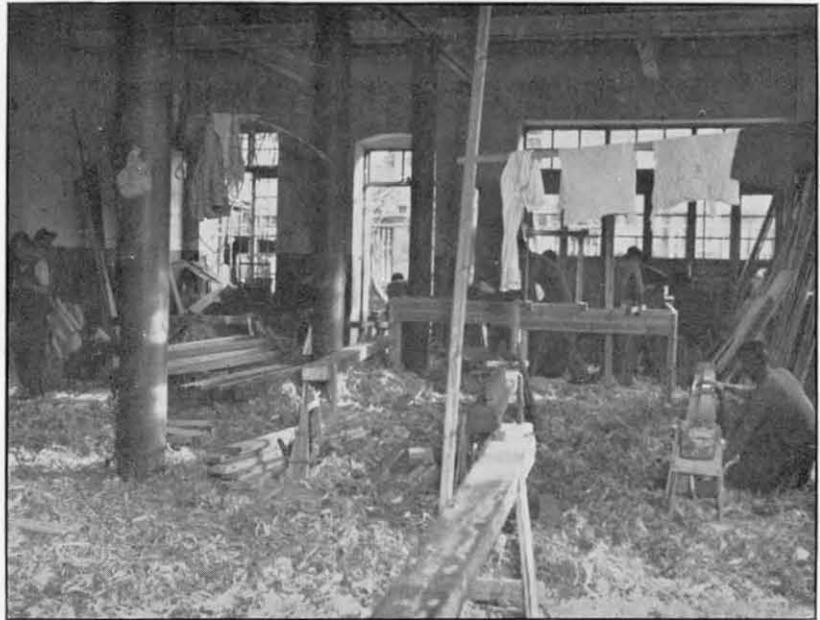
At left, another view of the first office. Standing, from left to right:— unknown, Mr J.H. Hendriks Jansen, talking with Mr Blaauw, seated Mr J.C. Zwan, talking to Mr J. van Zuylen (standing); in front, wearing a white blouse, Miss C.J. van der Windt (now Mrs Th. J. Ouwehand).

Renovation amounted almost to rebuilding, as can be seen below. The floors had to be renewed and even the roof had to be completely rebuilt. Work on the larger building (in this photograph) had to be shelved until the smaller building was already in use.

the Naval Dockyard—but after lengthy negotiations the possibility fell through. Now the situation looked rather bleak. It must be realised that every building in the city and Chinese buildings along the waterfront had numerous little shops and firms and that even if we were fortunate enough to obtain sufficient space for consolidation into one large area of 15,000 square feet, we would be up for considerable "costs" in every manner of means under the sun as tenants and real estate owners were masters at inventing all kinds of "extras". Their ingenuity in these matters was fantastic.

In this respect I relate an occasion when we were able to secure a house in Shouson Hill large enough for two families and had to buy the tenant's car, otherwise the lease would not materialise. It must have been a strange experience for that very young employee just out from home to find himself in a position where the company had provided him with a car at that youthful age. Fortunately, it has not affected his sense of proportion as he is now Manager for Singapore and highly regarded.

During the numerous sorties through the still-standing real estate, we had come across an old derelict Chinese restaurant at the far end of Connaught Road in West Point. Quite



a number of Chinese restaurants were situated in that area and were very well known to us all in Hong Kong in previous days. The one we had seen was on the waterfront—quite a large building and, as regards space, amply suited to our requirements. Beset by the inexorable progress of time, we had no option but to accept the restaurant known as the "Tao Yuen Hotel" and were extremely happy when the Managing Directors in Amsterdam agreed with our choice for their first "home" in Hong Kong.

Great pride was taken in converting this dilapidated edifice as quick as possible, hoping that we would be able to have all work completed to meet Principals' set deadline of 1st November to enable the company to commence operations from Hong Kong on 1st January, 1948. However, more problems appeared to be in store for us. The building was more derelict than we had at first imagined, and the only solution appeared to be to renew all floors, and even the roof had to be completely rebuilt. As time continued to be



At left, looking from Connaught Road West. The Anakotta family lived on the top floor of the smaller building, at one time.



Below, the entrance from the upper terrace garden. This was reached from the covered stairway shown in the photograph above.

our fiercest enemy, we started on the smaller building behind where RIL Head Office in Hong Kong eventually commenced operating its worldwide network of services.

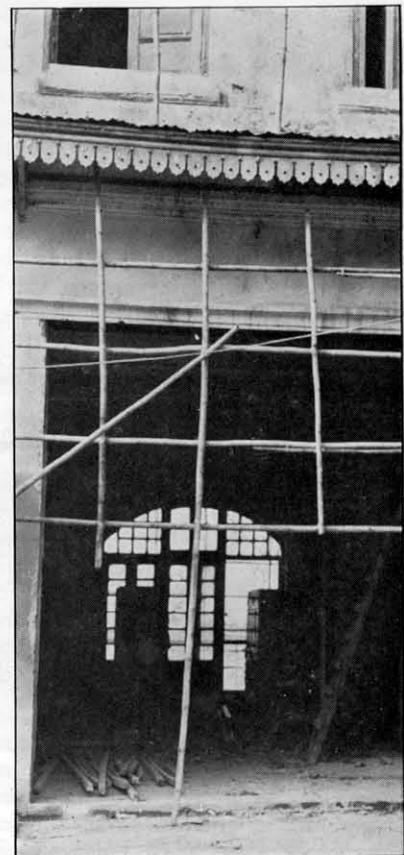
A great many anecdotes could be recounted concerning the re-conditioning of the Tao Yuen Hotel. One of them was when the bachelor dinner for Messrs Hens and Pliester was held in the messroom. It was possible to hold the function because Head Office was not fully operative from the main building at that stage. When full operation finally did begin, it was found that the door to the messroom boasted a sign—"Tao Yuen Restaurant". This sign, obviously, could no longer maintain its honoured place.

There still remained that other extremely difficult problem—housing for thirty-seven families. We managed to obtain some houses, but insufficient for the needs of all and joint occupancy by three or even four families was necessary. Accommodation continued as elusive as ever until once again our "Javaliñ godje" produced the solution. UNRRA, who

had occupied a hotel, disbanded and we were able to move into the "Ritz" in Kowloon. As I have never lived in the "Ritz" in Kowloon, I should leave this story to others who did. I am sure there must be a great many!!

All our troubles were past and further development of the Head Office could then be handed over to the first arrivals—Messrs Zwan, Hendriks-Jansen, Dirkwager and Blaauw. The photographs reproduced give readers a fair idea of what the building looked like and what had to be done. The completed reconversion was still far from satisfactory but it served its purpose.

A great deal was achieved in that first RIL "home" in Hong Kong where I spent many happy years until I was transferred to Australia after some "extraordinary" years in Djakarta (1957-59) and a "back to normal" year (1960) in Hong Kong. I hope that with the above I have given you a reasonably clear picture of what was involved in establishing our "home" in Hong Kong.

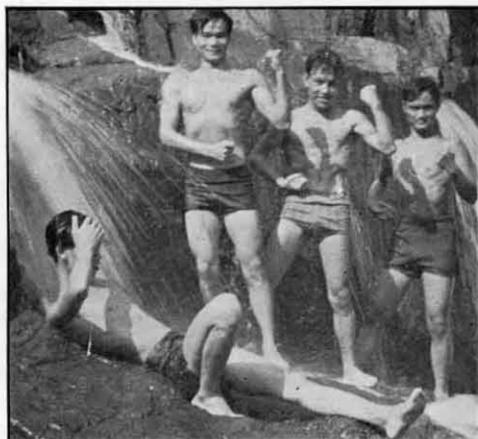




The camp site was ideal
 (photo Cheng Siu Hung)



We caught a lot of our own fresh food
 From left: Wong Kwong Yan, Wong Wing Kwong, Yiu Chak Lam, Cheng Sui Hung, Chan Ngai Sang.
 (photo Francis Yu)



Most of our activities centred on the water—fresh and salt. From left, standing Wong Kwong Yan, Dick Ho Wing Hong, Wong Wing Kwong. At right: K.Y. Wong and Dick Ho.
 (photos Nelson Chan)

As the pictures show, the trip was well worthwhile. Nelson Chan Hing Fung described the camp site:—

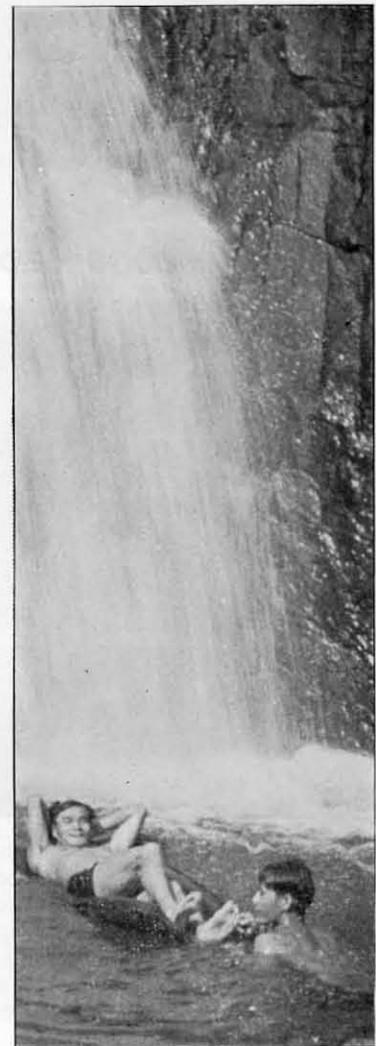
Big Wave Bay West is situated at the northeast of Kowloon in the district of Sai Kung. It is the ideal place for outdoor activities of all kinds, such as hiking, camping, swimming and fishing. There is a broad, sandy beach, free of rocks and rubbish, the water is clear and fresh. Among the green hills above the beach are a lake and a waterfall. Since the bay is so hard to reach it has remained unspoiled.

Our tents were pitched by the side of the bridge across the stream. This is why most of our activities centred on water. The waterfall higher up was quite full and ran noisily down onto the rocks. We all took lots of photographs of this beautiful place, which will remind us of our happy holiday in months ahead. Certainly none of us will ever forget the fantastic luck we had in fishing in the stream. Our catch very much enlivened our mealtimes.

The village nearby is inhabited almost exclusively by women and children and very young men. We were quite puzzled until we discovered that all the young men have left and gone to work in England.

HOLIDAY TIME

SOME OF the young people from InterOcean House escaped from Hong Kong's hot summer during the bank holiday weekend at the beginning of August. Twenty three of them went camping in one of the very remote bays which Hong Kong still has. The journey was made by van, then by boat and finally on foot.



MADURA MOMENT



Mr W. Hughes (Sydney — Traffic West) snapped this happy quartet on Straat Madura when she was in Sydney recently. From left to right: Chief Officer Mr F.E. Roelofsma, Captain D.J. Smit, Third Officer Mr R. Tresjon, Fourth Officer J.F.E. van Dijk. The container in the background was full of motor lawn mowers for Africa.

THE GOOD OLD DAYS?



MANY PEOPLE working in Hong Kong Head Office today might think that this photograph is a fake — only one car parked in front of InterOcean House? Impossible! Nevertheless, this is a genuine photograph and the editor would be happy to hear from anyone who can identify the owner of the car in the parking area and say for sure whether it is the Tjiluwah or the Tjiwangi in the background.

COMPANY

PERSONALITIES

Jhr. C.L.C. van Kretschmar returned to Hong Kong from home leave on August 13.

Mr J. Wiss flew from Singapore to Hong Kong on August 7 on a two-day business trip.

Mr J.M. Hens (Commercial Director) returned from a two-day business trip to Tokyo on August 8.

Mr D. Kuiken (Marine Superintendent) left Hong Kong on July 22 for West Africa on an eight-day business trip.

Mr H.M. Roos flew to Hong Kong after home leave for two days before returning to Kobe on August 5.

Mr F.J.A. Hens (RIL Representative in New Zealand) flew to Hong Kong on August 15, after home leave for six days consultations before proceeding to Sydney.

Mr H.K. van der Schatte Olivier (Representative in West Africa) went on home leave on August 23.

Mr G. Kasteleijn returned to Singapore on August 12, following home leave.

Mr E. Willems returned to Hong Kong after home leave on August 31.

DOCTOR IN THE HOUSE?

We are grateful to G.K. for his account of the following curious episode on the *Camphuis*:—On July 11, sailor Silos Szyoka, standing on a closed section of the weather-deck hatchboards of No. 11 hold was washing down the white superstructure of the vessel. He stepped back, completely forgetting that the middle section of the hatch was open, and fell through onto the maindeck. The ship's surgeon was summoned to attend to Szyoka.

On the maindeck as he was racing aft, he met the Second Engineer, who asked him where he was going in such a hurry. The Doctor answered that there had been an accident on hatch No. 11. The Second Engineer kindly told him that he was going in the wrong direction, as No. 11 hold was forward. The Doctor realised his mistake, blushed and went to hatch No. 11 where he attended to the injured man. We are happy to say that Silos Szyoka got off lightly, quickly recovered and went back to work. The Doctor did not, however, get off quite so lightly and still suffers from considerable leg-pulling.

LOG BOOK

ALL ABOARD

FAMILY NEWS

Weddings

Mr Yeoh Oon Chwee (Singapore) to Miss Chua Ah Hiok on June 14.

5th Engineer W.J. Voolstra (leave) to Miss J.M. Berger on July 15th at Zwolle.

5th Engineer F.W.H.L. van Hulst (leave) to Miss C.M. Verecken on July 24th at Rothem-Meerssen.

4th Officer Jaap van der Meulen (leave) to Miss Els Coolegem, on August 16th at 's-Hertogenbosch.

New Arrivals

Mr K. Toyonaga (Tokyo Agency): a son, Masahiko, on 6th July.

1st Officer J. de Boer (Straat Algoa): a son, Taco Martijn, on 9th July.

Employé L.W. Warmenhoven (Sydney): a son, Robert André on 19th July.

1st Officer F. van der Linden (leave): a daughter, Petra Yolanda, on 30th July.

Mr Clement Ng Kah Joo (Singapore): a son Adrian Ng Shen Ling, on 2nd August.

1st Officer F.E. Roelofsma (Straat Madura): a son Eric, on 4th August.

Mr F.W. Bensen (HK HO LB): a daughter, Annemieke, on 12th August.



This photograph was taken at Kobe during Straat Algoa's maiden voyage. From left to right: Mr Sugimura (RIL), Mr Hatao (Harbourmaster), Miss Nakanishi (Kobe Sea Queen), Captain Mak, Miss Oshima (Kobe Sea Queen), Mr de Boer (Chief Officer).

OUTLOOK COLD

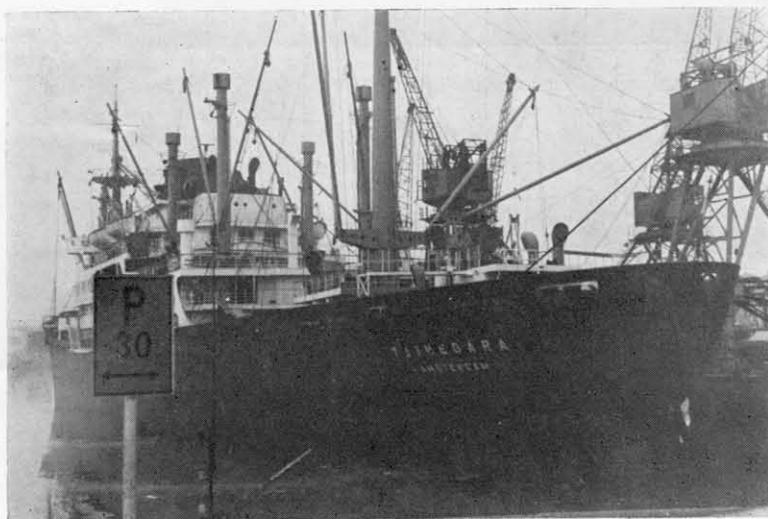
OUR JULY comment on the Tjitarum's potential on the NSPS (North Pole South Pole Service) leads on to details of Antarctic Tours which we reprint here. A New Zealand shipping firm is planning excursion visits to the Antarctic. The company has chartered a Danish polar vessel which is specially designed to travel through ice. Tourists will be offered a popular scientific programme and an opportunity to take part in explorations. The programme has been divided into seven categories — history of Antarctic exploration, marine biology, meteorology, ornithology, wildlife conservation, geology and glaciology. In the Ross Sea, tourists can study the life of seals, whales and penguins. Calls will be made at a sub-Antarctic island administered by New Zealand and Australia, where scientists will explain their work. At McMurdo Sound and Cape Hallett Station they will be invited by the US Naval Support Force and the National Science Foundation to see their installations.

TROPICALICE

REFRIGERATORS for exotic places sound unlikely cargo, but in July Straat Clarence carried refrigerators (and spare parts) for the Islands off East Australia. Cargo and destination were both so unusual that a reception was held on board to mark the occasion. Altogether 63 units were carried and two crates of spare parts. They were intended for the islands of Honiara, Noumea and Papeete.

TJINEGARA TROUBLE

PARKING METERS are everywhere these days and apparently even ships can no longer escape the coin-eating tigers. Our Christchurch agents, Messrs Manson and Nettleton, sent us this picture of Tjinegara at Lyttelton tied up in a 30-minute parking zone. Shortly after the photograph was taken the weather changed and the whole scene was quickly blanketed in snow, which obliterated the parking sign and saved Tjinegara from a parking ticket. It is understood that this is the first time many of the Chinese Crew had actually seen snow.



Mr RIL RETIRES

On Friday, July 4, 1969, Hugh Packard of Elder Smith, Goldsbrough Mort Ltd., Adelaide, retired at his own request, having looked after Netherlands shipping interests in Adelaide for 40 years. Mr Hayward, Deputy General Manager, Interocean Australia Services Pty. Ltd., Sydney, who fortuitously was visiting Adelaide on business, attended a small luncheon given in Hugh's honour by senior members of Elders G.M. Shipping Department, and presented him with a silver tray inscribed:

TO HUGH PACKARD
(MR RIL)
GRATEFULLY ACKNOWLEDGING
FORTY YEARS OF SERVICES
RENDERED
ROYAL INTEROCEAN LINES
4/7/1969



In making this presentation, Mr Hayward mentioned that so many important changes were taking place in the shipping industry, with the accent being placed on mechanisation and computers, that the importance of character and personality was apt to be overlooked. He was glad to say that this was not so in RIL who greatly appreciated such loyalty and service as they had received from Hugh Packard. In recognition, Managing Directors had granted a special passage concession to Hugh.

In a brief but sincere reply Hugh said that he was very conscious and proud of his association with RIL. Over the many years of his experience he had reached a conclusion by which he had been guided, namely— by bending over backwards to best serve your shipper you are best serving your company and your principal.

STAMP COLLECTORS AHOY!!



This was the first day cover issued in Britain to mark the maiden voyage from Southampton by the Queen Elizabeth 2.



The Perseverance and the Good Hope Castle span the centuries, with their on'y link the Island of St. Helena.



Our thanks go to Mr Albert Chiu of Hong Kong Head Office, Crew Department, for the stamps and cover on this page.

DOUBLE BANKED
AT DURBAN



The Straat Honshu and the Straat Clement made a striking picture with the towering cranes above and smooth water below.



PERSONNEL



NEW PERSONNEL

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

Mr M. Bakker	4th Officer
.. C.J. Bruchner
.. C. Coumou
.. J.M. Groenendijk
.. F.H. Idema

SUCCESSFUL EXAMINATIONS

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

Mr H. de Haas	2nd Officer	I	9/7/69
.. L.H. Regtop	Th.I	11/7/69
.. R.G.A. Steenvoorde	Th.I	9/7/69
.. F.L.N. van der Ven	Pr.I	4/7/69
.. L.J.P.W. Hilckman	3rd ..	Th.II	25/6/69
.. L.A.J. te Boekhorst	4th ..	II	16/7/69
.. M.F. Mulder	II	15/7/69
.. D. Nagtegaal	II	14/7/69
.. R.L. Sinnema	5th Engineer	A	8/7/69

TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS

Captain J. de Jong, Master of STRAAT AMSTERDAM, went on home leave.
 Captain G. van der Spoel was posted to STRAAT AMSTERDAM following intermediate leave.
 Captain W. Ineke, Master of STRAAT FREMANTLE, went on home leave.
 Captain J.G.M. Spijker was posted to STRAAT FREMANTLE following home leave.
 Captain F.W. Kaptijn, Master of STRAAT TOWA, went on home leave.
 Captain H. Koch, was posted to STRAAT TOWA following home leave.
 Captain L.A. Cijssouw was hospitalized and subsequently reposted to ms. STRAAT HOBART.
 Captain P.L. Eichhorn, Master of STRAAT CHATHAM, was transferred to STRAAT HOBART and subsequently posted to TJIMANUK.
 Chief Officer A. Bikker was appointed as Acting Captain STRAAT CHATHAM.
 Captain R.E.J. van Dijk, Master of TJIMANUK, was transferred to STRAAT LUZON.
 Captain E.P. Helleman, Master of STRAAT LUZON, went on home leave.
 Acting Captain P. Maas was posted to HK HO ND.
 Chief Officer J. Kalf was posted as Acting Captain to TJILIWONG following home leave.
 Captain F. List was posted to STRAAT AGULHAS following home leave.
 Chief Engineer J. Tamboer of STRAAT BANKA was transferred to STRAAT ACCRA.
 Chief Engineer J.J. Kalkhoven was posted to STRAAT BANKA following home leave.
 Chief Engineer J.H.M. van Miltenburg of STRAAT ACCRA went on home leave.
 Chief Engineer D.J.B. Valk of TJINEGARA went on home leave.
 Chief Engineer J. van Willigen was posted to TJINEGARA following home leave.
 Chief Engineer H.A. Slettenaar of STRAAT FIJI went on intermediate leave.

Chief Engineer J.G. Maijor was posted to STRAAT FIJI following home leave.
 Chief Engineer W. van Dam of STRAAT LUZON was transferred to STRAAT AMSTERDAM.
 Chief Engineer J.B. Nolthenius of STRAAT AMSTERDAM was transferred to STRAAT LUZON and subsequently went on intermediate leave.
 Chief Engineer J. Verdonk was posted to STRAAT LUZON following home leave.
 Chief Engineer P. Reuvers of CAMPHUYS went on intermediate leave.
 Chief Engineer H.L. Frenks was posted to CAMPHUYS following home leave.
 Chief Engineer A.J.G. Strengholt of STRAAT LOMBOK went on home leave.
 Chief Engineer J. Coers was posted to STRAAT LOMBOK following sick leave.

LEAVE

The following personnel went on leave:

Mr R. Edsen	Chief Officer
.. H. Samson
.. W.R.M. van der Veld
.. A. Krüger	2nd ..
.. G.N.C. Janssen
.. H.W. Lijding
.. Willem Verbaan
.. J.A. van Es	3rd ..
.. R.A. Groenendijk
.. J.A. Tazelaar
.. Ch.G. van Zoest
.. R.L.A.J. Valewink	4th ..
.. L.P. Zijlstra
.. R. de Best	2nd Engineer
.. G.L. Dekker
.. R. Hartjes
.. J.J. Koeman	3rd ..
.. P.C. Meulman
.. J.H.M. van den Beemt	4th ..
.. J. de Jonge
.. W.A. Kok
.. H.G. Tans
.. M.C. Uijl
.. W.B.A. Busser	5th ..
.. A.F.M. Doove
.. H.C. Haas
.. J.S. Hooglander
.. P.E. Huizing
.. E. de Jong
.. H. Knol
.. P.N. Meeuwssen
.. R.J. Pieneman
.. G.S. Scheepmaker
.. A.C.R. Schreuders
.. B.A. Snoeck
.. J. Teule
.. H. van Twillert
.. H.C. Visser
.. D. van de Vlies
.. H.Ch.C.M. Wigny
.. H.K. van der Schatte
.. Olivier	Adj. Chef
.. H.H.A.E. Kwaad	Asst. Supt.
.. C. Nanninga
.. H.J. Seebregts	H. Employé
.. R.E. Speld	Employé

Those who returned are:

Mr B.G. Coops	Ch. Officer
" R.L. Hessel	" "
" W. Boot	2nd "
" G. Daman	" "
" T.R. de Groot	" "
" L.H. Regtop	" "
" H. van de Beek	4th "
" M.F. Mulder	" "
" D. Nagtegaal	" "
" J.P.H.M. Smets	2nd Engineer
" J. de Vries	" "
" C.U. Topp	3rd "
" W.G. Alberda	4th "
" K.J.A. Bouma	" "
" P.J. Castricum	" "
" B. de la Combé	" "
" G. Derks	" "
" W. van der Graaff	" "
" N.R. Klaus	" "
" L.F. Koppejan	" "
" D.G. van Lopik	" "
" D. van der Pol	" "
" F.R. Wijkkel	" "
" F.J.A. Hens	Adj. Chef
" H.M. Roos	" "

posted to

Straat Accra
Straat Hobart
Straat Luanda
Straat Agulhas
Camphuis
Tjibantjet
Straat Le Maire
Houtman
Straat Freetown
Straat Clarence
Straat Florida
Straat Torres
Straat Singapore
Tjinegara
Straat Lombok
Straat Towa
Straat Singapore
Straat Freetown
Tjibantjet
Straat Le Maire
Straat Chatham
Straat Fushimi
Straat Fremantle
Wellington
Kobe

IN MEMORIAM

We regret to announce the death of Leading Fireman Cheung King Hing, on July 23, at Kwong Wah Hospital, Hong Kong, after an illness lasting several months. Mr Cheung was 38. He joined RIL in 1961 and served on many of our ships. He was always conscientious in his duties and well-liked by his colleagues. We send our sympathy to his wife and family.



本刊以沉痛之心情宣佈本公司高級生火員張景興先生於七月二十三日在香港廣華醫院病逝之消息，張君享年三十八歲。

士」、「芝大隆」、「芝萬樂」、「厚文」等船隻。一九六九年三月十一日因病放船。張君辦事負責，深為同寅所愛戴。

張景興先生於一九六一年開始加入本公司為生火員，先後服務於「士打拿高

本刊對張景興先生之家屬寄予無限同情。

LEAVING (OR LEFT) SERVICE

Mr A.M. Hoogland	2nd Officer
" L.A.A. Barendregt	4th Engineer
" R. Schuring	" "
" D.J.W. ten Cate	5th "
" J.C. Grinsven	" "
" R.H. Koevoets	" "
" R.W.P. Netto	" "
" F.E. Tessers	Appr. Engineer
" F. Kummer	Chef v. Dienst

We announce with regret the deaths of the following:—

H. Harkema (retired Chief Engineer, KPM) at Voorburg, on 16th July, aged 84.
 H.F. Hijmans van Anrooij (retired Medical Adviser, KPM) at Haarlem, on 27th July, aged 77.
 R. de Wit (retired Chief Engineer, KPM) at Coevorden, on 28th July, aged 62.
 J.W. Brand (retired Managing Director, KPM) at Rotterdam, on 29th July, aged 61.

N.T.P.M.

The following personnel went on leave:

Mr A.L. Thiecke 5th Engineer

Those who returned are:

Mr B. Buwalda 2nd Officer
 Mr R.A. Zanstra Asst. Engineer

Posted to:

m.v. "Senegalkust"
 ss. "Munttoren"

Our congratulations go to the following personnel who were promoted:

Mr P.C.J. de Koster to 4th Engineer as from 1.7.1969
 Mr A. van Loo to 4th Engineer as from 1.8.1969
 Mr J.B.F. Dijks to 5th Engineer as from 21.9.1968

FAMILY NEWS

New arrival:

4th Engineer, M. Meulenberg (Westertoren): a daughter Miranda Berendina on 9th July at Vlissingen.

SUCCESSFUL EXAMINATION

Mr B. Buwalda 2nd Officer I 16.7.69

LEAVING (OR LEFT) SERVICE

Mr R.M. Stuiver	3rd Officer
Mr J.B. v't Schip	3rd Engineer
Mr M.G.v.d. Velde	4th Engineer
Mr F.J.A. Fermont	Appr. Officer

SHIPS POSITIONS

m.v. "Senegalkust"	eta Douala	18/9
m.v. "Congokust"	eta Rotterdam	15/9
m.v. "Zuiderkerk"	eta Antwerpen	17/9
m.v. "Sloterkerk"	eta Kaapstad	22/9
ss. "Westertoren"	eta Curacao	3/9
ss. "Munttoren"	eta Aruba	13/8

H.V.M.

SHIPS POSITIONS

m.v. "Hollands Diep"	eta Lagos/Apapa	16-24/9
m.v. "Hollands Duin"	eta Takoradi	8/8
m.v. "Hollands Dreef"	eta Singapore	12-16/9
m.v. "Hollands Burcht"	eta Durban	2/10

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

