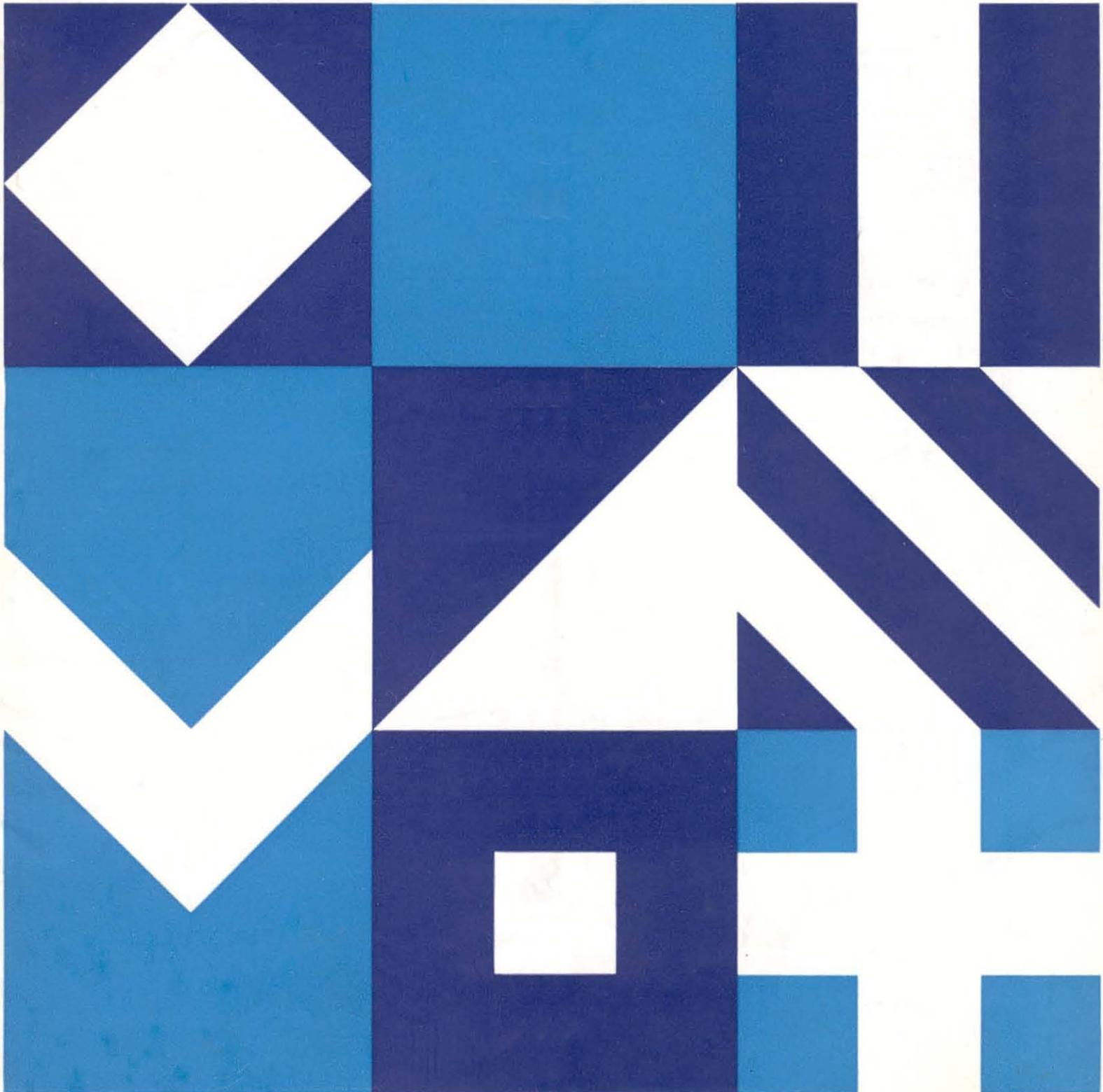
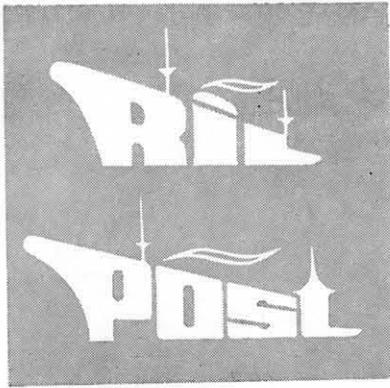


# R I L Post

Volume 16 Number 10

A monthly staff publication of Royal InterOcean Lines





A MONTHLY MAGAZINE  
FOR ALL PERSONNEL OF THE

**Royal Interocean Lines**  
(Koninklijke Java — China —  
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**N.V. Nederlandse Tank- en  
Paketaart Maatschappij**

**Hollandse Vrachtaart  
Maatschappij N.V.**

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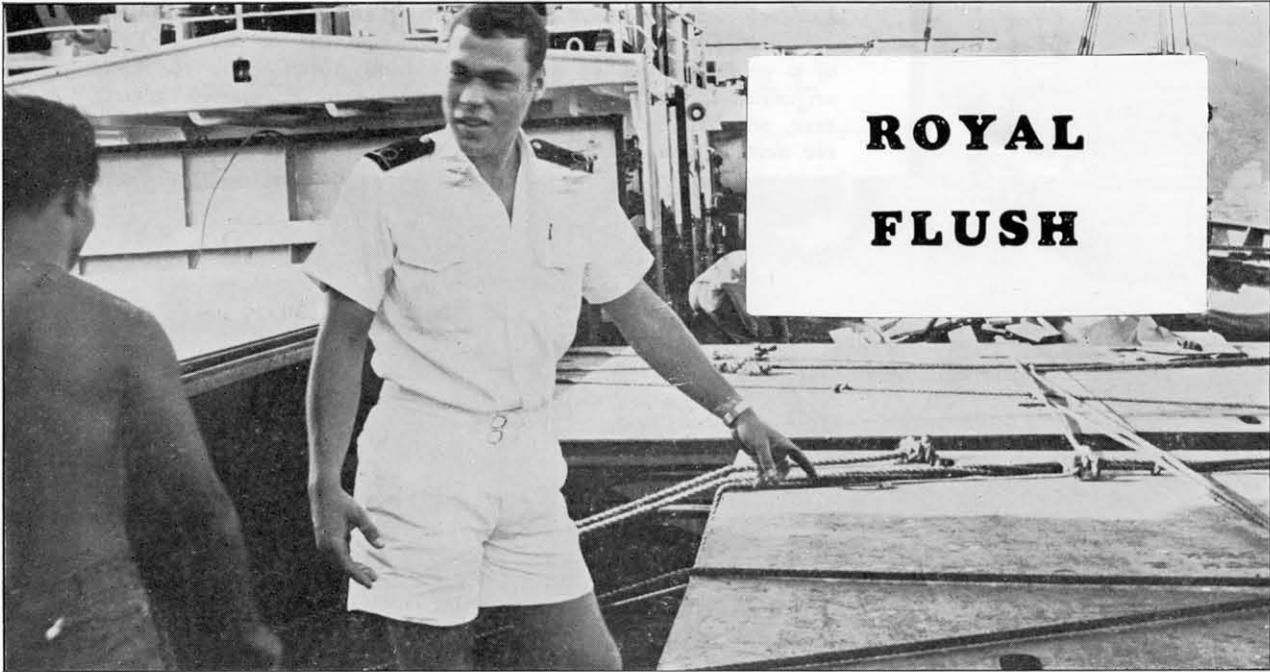
From the Editor:—

This month we seem preoccupied with past history of RIL. Captain Baak begins a fascinating account of the life of the Nieuw Holland on page 192. This story of one of RIL's most famous passenger ships is sure to attract a great deal of interest. Captain Kosters and Mr J.C. Ormel take us even further back on page 190 and 191. At the left we reproduce from Captain Koster's scrapbook a picture of copra being weighed. Turn to the centre pages for more pictures and details of the same era.

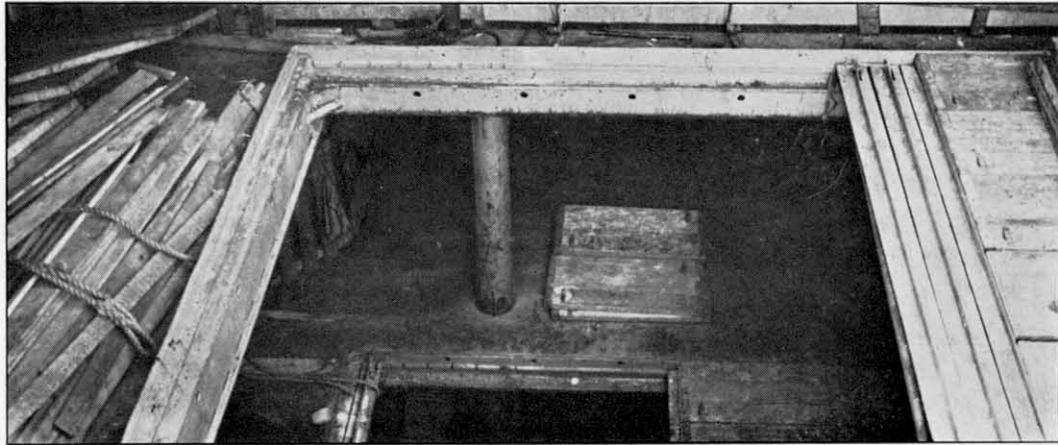


Just to redress the balance, we preview our next month's report on the opening of HK HO's Computer Centre in Interocean House on September 20. Mr van Onzenoort and his assistants are pictured here with their new equipment.

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

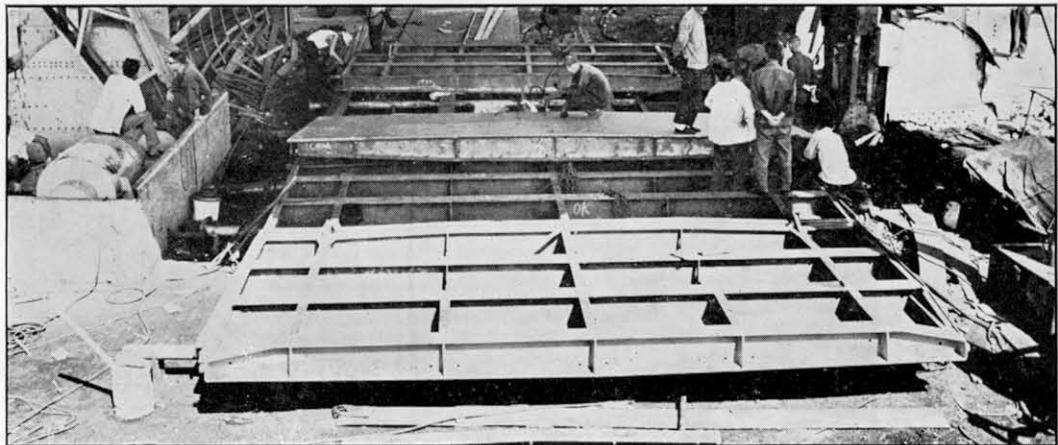


Modern cargo handling methods mean increasing use of forklift trucks inside ship's holds as well as on the quays. Some RIL ships have already had some tweendecks modified so that they are flush. The *Straat Singapore* had her D.M.O. in Hong Kong last month and while she was at Kowloon Docks her upper tweendecks in the holds I, III and V had the raised coamings removed, thus making the hatch flush. In the lower tweendecks steel pontoons replaced the wooden hatch boards, thus making it possible to work with forklift trucks. In the picture above, Fourth Officer R.L.M. Olierooek points out the pontoons on deck. They were made in Newcastle, Australia.

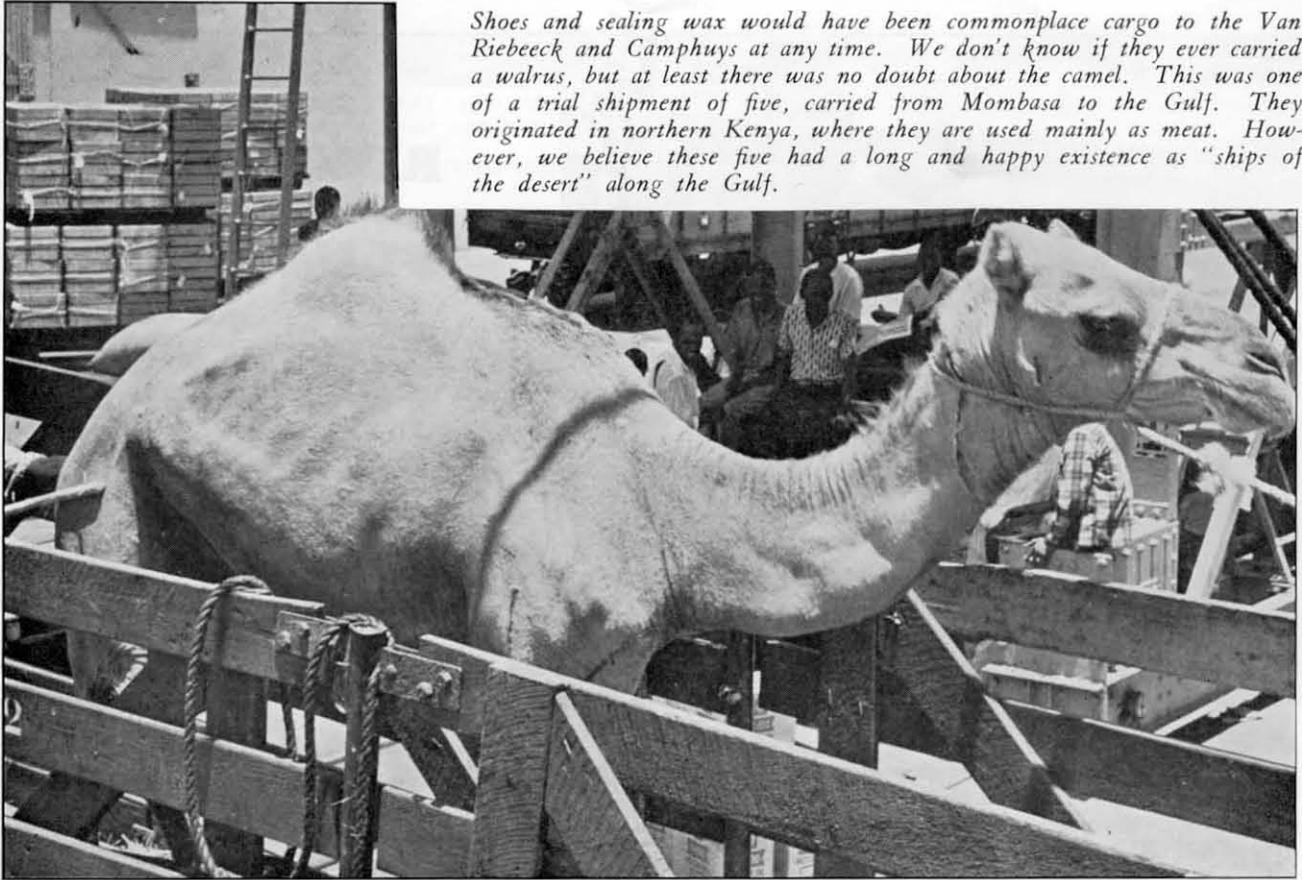


In the centre picture, the raised hatchcoamings as they were before D.M.O. can be clearly seen. The *Straat L-vessels* and the *Tjiwangi/Tjiluwah* were the first ships to have this uneven level modified: then followed the *Straat Banka* and the *Tjinegara*. After the *Straat Singapore*, modifications will be carried out on the *Straat Johore* and the *Straat Chatham*.

In the picture at the bottom of the page, workmen at Kowloon Docks can be seen making the new hinged hatchcovers for the upper tweendecks before the *Straat Singapore* actually arrived.



*Shoes and sealing wax would have been commonplace cargo to the Van Riebeeck and Camphuys at any time. We don't know if they ever carried a walrus, but at least there was no doubt about the camel. This was one of a trial shipment of five, carried from Mombasa to the Gulf. They originated in northern Kenya, where they are used mainly as meat. However, we believe these five had a long and happy existence as "ships of the desert" along the Gulf.*



*Chief Engineer J.B. Nolthenius took this photograph on Van Riebeeck, during the celebration of the festival of Eid on the aftdeck, as the ship sailed towards Mombasa in March last year.*

*It was all in the day's work when Camphuys carried these three elephants as part of Professor Walavalkar's Great Royal Circus.*



## THANKS FOR THE MEMORY

Soon after the news that the first of RIL's Victory ships — the Tjibodas — had been sold, came the news that two more ships of the same generation are to be sold very soon. Miss T.R. Reyenga wrote us the following appreciation of Camphuys and Van Riebeeck:—

1949-1969: twenty years. A ship's lifetime, and how you two have lapped it up! Remember that motley fleet you joined? Left-overs of a pre-war fleet, casualties hiding rusteaten plates and

gaping rivet-holes under a coat of paint. Their engines grumbled as they suffered the indignity of being prodded to greater activity with ladies' hairpins, persuaded by much cursing to do a sound ship's job by a crew which was almost as badly battered by war and POW camp. Later you too groaningly girt yourselves to hide your middle-age and put on a youthful face to meet a new world. Well, you made it! Not without causing some people a headache, for you thought yourselves equal to any ship or sandbank, as we discovered to our dismay and expense!

Gallantly you plodded on, good-humouredly accepting man, beast and overloading, the carefree protected seas as well as the treacherous squalls of the open ocean. On your decks white men in green have lain, dark men have unrolled their mats, animals have curled up to sleep or have stood, swaying, breathing deeply the unfamiliar tangy breeze. Comedies and dramas have enlivened your days (and nights). You have listened to the raucous songs of the men from the land you belonged to—you were not meant ever to return though one of you did for

a brief spell — the naughty ditties of the islands known for the pluck of their men and women, the expressive drums of Africa, the sonorous chanted prayers of the Beni Arab, but always, first and last, you have heard the many voices of the sea.

After such a full, rich life, who cares for dry facts? Thank you, Camphuys and Van Riebeeck, for twenty years of faithful, if at times cantankerous service. For those who worked in you, with you and for you, you will always hold a special meaning. You were happy ships, thank you for sharing your laughter with us.



## **TWO MORE**

## **CHARTERS**

*Following last month's photographs of three charter ships, we feature two more this month: above is the HVM ship *Hollands Diep* in Hong Kong Harbour. At the left is the *Aristides Xilas* at Durban.*

## BON VOYAGE

When she sailed from Hong Kong in September, mv. Tjiluwah carried two passengers who will be long remembered by RIL staff and many other people in Hong Kong.

Mr J. van Zuylen, RIL's Financial Adviser, accompanied by Mrs van Zuylen, embarked for Australia on the first leg of an extensive tour, which marks the end of his career with the Company, after more than 30 years' service.

It would be difficult to describe this career in a few words, but ever since Mr van Zuylen joined the-then-J.C.J.L. in 1938, the boundless energy and dedication with which he approached his work, have been a source of admiration for all those who have worked with him, whether in Soerabaia, Tjilatjap, Amsterdam or Hong Kong.

During those 30 years, the company has experienced some difficult times but also considerable expansion and Mr van Zuylen's contribution — particularly in coping with the ever increasing demands on the administration — has been substantial.



A wide circle of friends both in RIL circles and beyond in Hong Kong have also bid goodbye to an active sportsman who has played a leading role in the RIL Sportsclub and the Hong Kong Football Association.

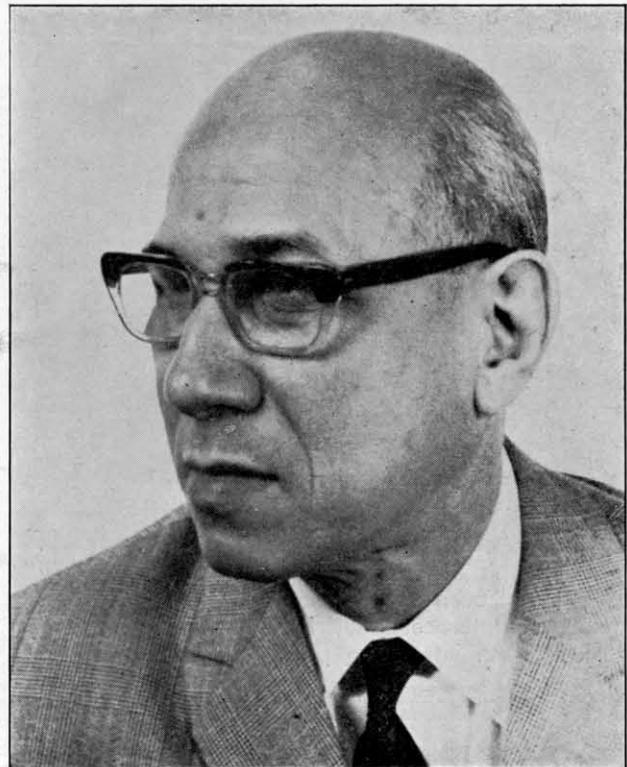
Many of us hope to have the opportunity to see the van Zuylen's again: meanwhile all of us wish them "bon voyage" and all best wishes for their future plans. **Reports and photographs of Mr van Zuylen's farewells will appear in our next issue.**

## FLEET FACTS

The Liberian ship **Corfu Island** has been time-chartered to assist in the ASAS (Far East—Africa—South America Service). The vessel was delivered on sailing from Yokohama in mid-September: she then loaded in Japan, before proceeding to South America via Durban. She will be redelivered in South America towards the end of November this year.

Following the pending sale and consequent withdrawal of **Camphuys** and **Van Riebeeck** from the GESAS (Gulf—East Africa Service) the October and November East Africa sailings to the Gulf will be covered by **Straat**

## RELUCTANT JUBILEE



Mr J.H.C. Gorter of the Pension Fund Department in Amsterdam achieved his fortieth anniversary with RIL. His modest nature made Mr Gorter a little reluctant to celebrate this occasion, but the management was determined that it should not be overlooked. Mr and Mrs Gorter were invited on Monday September 1, to the "Torenkamer". Mr H.M. van der Schalk gave a speech in which he outlined Mr Gorter's long and successful career with KPM and RIL. Mr van der Schalk presented a typewriter and an easy chair to Mr Gorter. Those who attended the ceremony included Mr A.P. Krul (Chief Accountant), Mr R. Oudeman (Manager Pensionfund), Mr K. Groenveld (Manager Personnel Department) and Mr C. Koot (Mr Gorter's direct manager during his time with KPM). In the evening, Mr Gorter invited some of his closest colleagues to take part in a Chinese/Indonesian dinner.

**Torres** and **Straat Lombok**; these vessels will call at East Africa en-route from Durban to the Gulf. Subsequently **Straat Madura** will enter this service in December whereafter the GESAS will be operated by three vessels serving both South and East Africa.

Services from the Far East to Africa were reorganised with effect from October 1. The main features of this reorganisation are that the SAFS (South Africa—Far East Services) will now proceed from Japan to South Africa direct, whilst FEWAS (Far East—West Africa Services) vessels will now proceed from Japan via Taiwan and Hong Kong to West Africa direct.

## THREE MASTERS



Mr B.R. Aldridge of Sydney Accounts, in celebrating his 25 years with the Company on July 31 1969, achieved the distinction of being the first employee of Intercocean Australia Services Pty. Limited to do so. An interesting point, particularly as this

Company is only one month old, having been formed on July 1 1969. In the past many Sydney RIL 'ers have served two masters—KPM and RIL—but in the case of Mr Aldridge a third has been added.

Fellow staff members also gathered on this day to offer their congratulations to Mr and Mrs Aldridge and included amongst those present were Mr H. Wever, General Manager for Australia together with Mr F.W. Bensen of HK HO Cargo Handling and Mr de Loos.

A bouquet of flowers was presented to Mrs Aldridge by Mrs H.J. Holmes (wife of Sydney Accountant) and Mr Wever addressed the gathering, bringing to light facets of Mr Aldridge's career mentioning also his wartime service with the RAAF.

On behalf of the Managing Directors Mr Wever praised Mr Aldridge's ability to concentrate plus the exacting manner in which he carried out his duties, thereafter making the presentation of a beautiful Jungens wall clock. Mr Aldridge replied, thanking all concerned for their best wishes and in true financial style toasted the prosperity of the Company adding smilingly that he hoped that future bonuses would be bigger and better than ever.



### FURTHER DETAILS

In his account of the establishing of HK HO in our last issue, Mr de Loos said that he would leave description of the Ritz Hotel to those who lived there. We were happy to hear from an old friend of RIL, Mr A.C.W. Blaauw. He writes:—

I arrived in Hong Kong on October 1, 1947 after six months' training in the Head Office of JCJL in Amsterdam, en route to RIL's Manila office. When I reported to Mr A.C. Offenberg he told me I was to stay in Hong Kong until he received further instructions. My first job was with Jaap Dekker (now in charge of Buenos Aires Office). Within weeks I was transferred to the RIL Head Office in Tao Yuen Hotel where I had the distinction of being the first expatriate employee. Besides me there were only bosses. Mr Hendriks Jansen and Mr Zwan arrived within a few days after the Braathens plane which brought Jaap van Zuylen and me together. Accommodation in Gerard Kasteleijn's house in Shouson Hill was so short that we had to sleep two-in-a-bed for a very short time.

With me being the only Indian among all the chiefs, and every chief filled with brilliant ideas on how to keep a young employee occupied, Bill Blaauw was soon a very busy man. One of my jobs was to be the European manager of the Ritz Hotel in Austin Road, Kowloon, and to meet and accommodate all arriving managers, sub-managers and employees and their wives. This was a great job and human frailty being what it is I got myself into the greatest situations.

Some insisted that their long and high position entitled them to the highest and most popular rooms: 504 and 505. Others insisted that their neighbours were noisy boors, irritating nuisances and other uncomplimentary epithets. Others again did not insist about anything at all, and just loved their neighbours—the ones they should not have loved! The next-door apartments had lots of mahjongh and radios (and what they lacked in stereo, they more than compensated for in volume). Air-conditioning was non-existent. It was a bit tough to work in the office all day and to deal with angry hotel residents most of the

night. Soon the hotel was full and in one case we put up some now-very-senior RIL managers on the dance floor of the old Kowloon Hotel. What this did to their morale is anybody's guess.

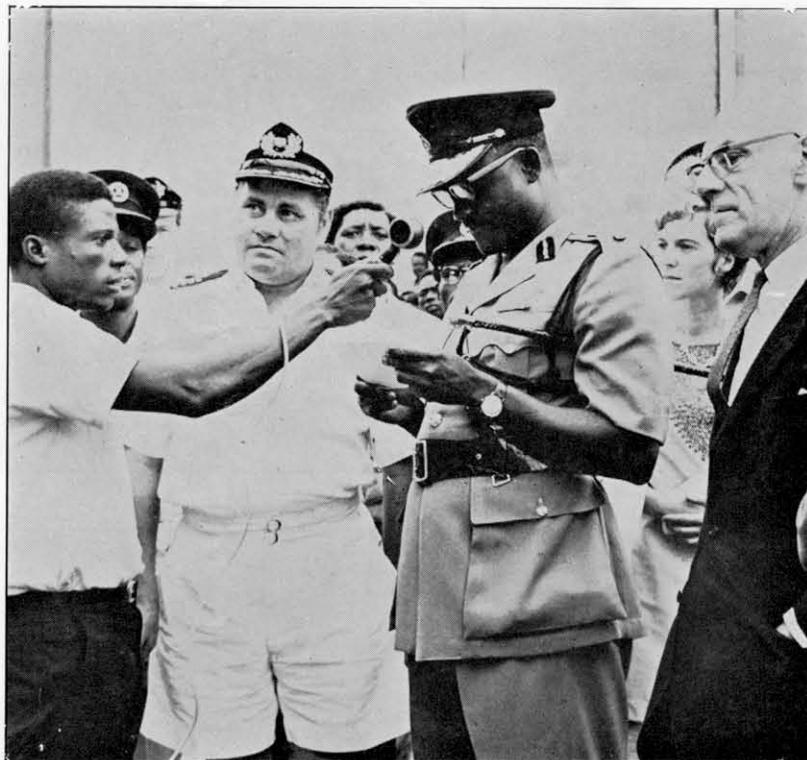
Soon enough, however, managers and employees alike found their own ways, and the situation rapidly became more normal and not half as exciting as it had been in those first hectic months.

I shall never forget the day I met at Kai Tak three new secretaries fresh out from Holland. They arrived a bit the worse for wear because of a bumpy flight. On the Tjilekas, crossing the harbour, I suggested that we go on board the Tjitjalengka to have a drink with the Captain. This was around 6 p.m. At 3 a.m. the next morning I delivered the ladies to a rather angry Matron at the YWCA. They all got married in Hong Kong much too fast, I am sure, for RIL's liking.

Any more reminiscences from those "good old days"?

# GENERATOR PRESENTED BY RIL

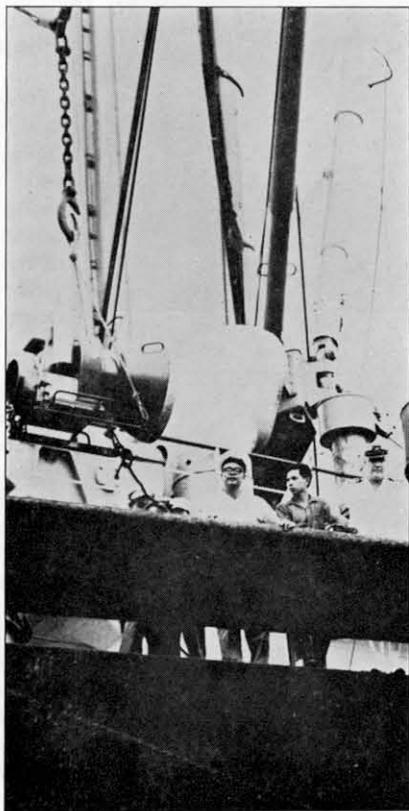
On behalf of Managing Directors, the Captain of Straat Bali handed over a light foam generator to the Tema (Ghana) Fire Brigade, on August 11. A party was held on board the Straat Bali to mark the occasion. The equipment had been flown out from the Netherlands on account of the fire in the Number 2 hold experienced at the time of the vessel's previous call at Tema and had proved to be very effective. In appreciation of the efforts made by the local fire brigade to assist the Straat Bali, it was decided to donate the equipment to the brigade.



*Above, Mr B.A. Yakubu, Ghana's Commissioner of Police is interviewed by a reporter from Ghana Television. Captain Lautenbag and His Excellency Dr J. Varekamp, Royal Netherlands Ambassador to Ghana, watch with interest.*

*Below, Chief Officer Mr J.C. Hermans and boatswain Mr Lee Lan supervise the lowering of the foam generator over the side of Straat Bali on to the quay during the presentation.*

*(Photographs by chief cargo clerk Mr Ng Min Hang).*



Present at the ceremony were His Excellency Dr J. Varekamp, Royal Netherlands Ambassador to Ghana and Mrs Varekamp; Mr F. Q. Quaikoe, Chief of the Fire Brigade, Accra; Mr L. L. Laryea, Chief of the Tema Port Fire Brigade; Mr J. E. Otoo, Port Manager; Captain G. C. Dawson, Harbourmaster; Mr D. J. Wood, Manager Ghana Cargo Handling Company; Mr P.M. van der Helm of HWAL, Accra; Mr R. Brand (RIL Tema Agent) and Mrs Brand. Hosts for the occasion were Captain W. Lautenbag and the officers and crew of Straat Bali.

Mr L. L. Laryea thanked RIL for the foam generator.

After luncheon, Mr B. A. Yakubu, Commissioner of Police, Member of the National Liberation Council and Commissioner responsible for Communications, arrived on board. Mr Yakubu was deputising for Mr J. W.

K. Harley, Deputy Chairman of the National Liberation Council, Inspector General of Police and Commissioner of the Interior (which ministry is responsible for the Fire Service) who had been unavoidably prevented from attending at the last moment.

While the Tema Fire Brigade stood to attention, the equipment was discharged and officially handed over by the Master to Mr B. A. Yakubu, who in turn handed it over to Mr F. A. Quaikoe, Chief of the Fire Brigade. After Mr Yakubu had thanked the Master, a ship's officer explained the working of the foam generator. Following the official handing over, Mr Yakubu and his entourage were entertained on board. Ghana News Agency and the Ghana Broadcasting Corporation covered the function and it was broadcast on the television programme Around Town.

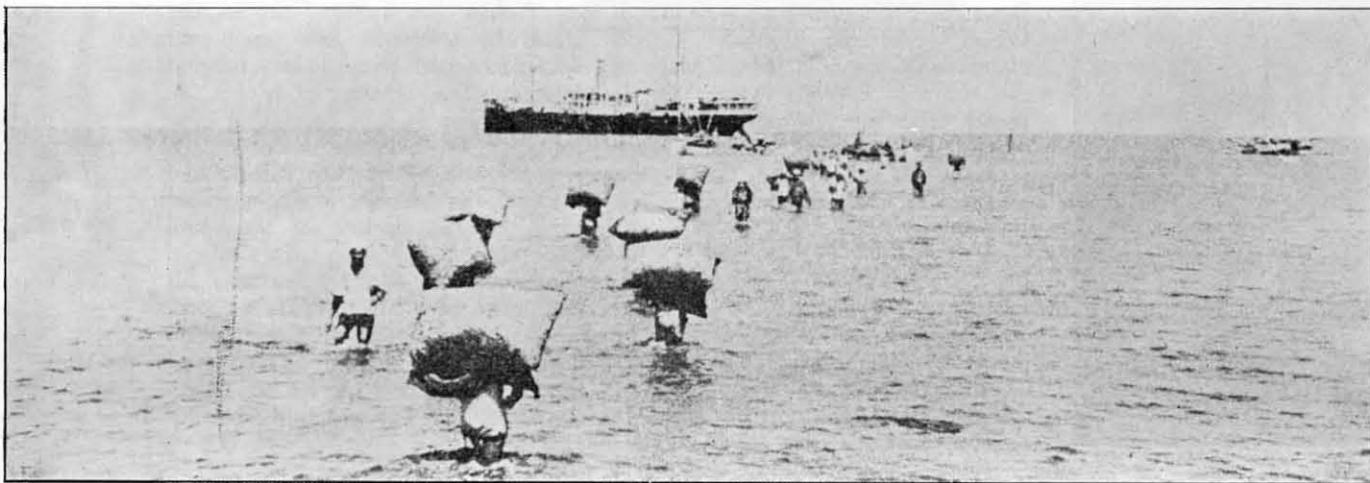


*The badjos waded ashore from the lifeboats, carrying the second officer and the traders.*



*The second officer rode in the only motorised lifeboat, towing the other boats.*

*The badjos carried the cargo from the shore to the lifeboats on their backs.*



## CAPT KOST SCRAP

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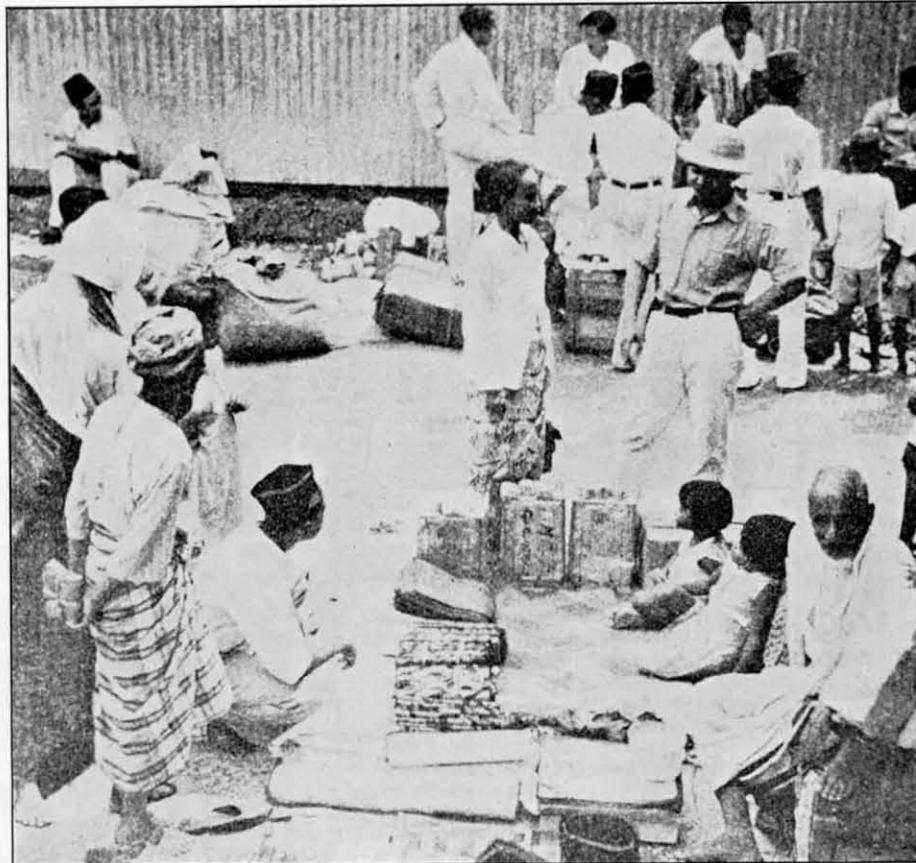
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*When the traders had finished, the second officer towed them back to the ship. (The godown in the background is empty.)*

*The traders were mainly Chinese, with a few Arabs and South Indians also. They bought mainly copra and ebony and sold clothing, toys, petrol, sweets and biscuits.*

# THE HISTORY OF THE NIEUW HOLLAND BY CAPTAIN BAAK

THE SS NIEUW HOLLAND TOGETHER WITH HER SISTER NIEUW ZEELAND BUILT IN HOLLAND IN 1927/1928 WERE THEN THE BIGGEST SHIPS EVER COMMISSIONED BY KPM LINES. THEIR GROSS TONNAGE WAS JUST OVER 11,000.

The liners were rather long for their tonnage and with an overall length of 559'5" were only 7" shorter than the 14,000 tons class of 1938. The "apple blossom" waterline made an attractive contrast with the immaculate white hulls and the ships were good looking, nicely balanced and marvellously proportioned with well-raked tall masts and two funnels. There was a rather abrupt fall in superstructure abaft the second funnel, but this was somewhat offset when awnings were rigged up over the swimming pool and number four hatch. The ships had the traditional straight stem and a graceful counter stern with plate rudder. They had the reputation of being notably vibration free. Steam turbines and twin screws with some 8,000 horse-power propelled the liners at 16 knots. They were wonderful ships for those days.

The Nieuw Holland and Nieuw Zeeland were employed in the service between Australian, Indonesian and Malayan ports, Bali being one of the highlights. The white sisters were very popular and their names

were as well known in Australia as the "Mauretania" was in lands bordering the North Atlantic. It was regarded as a status symbol to have made a round trip in one of those luxury liners. At dinners (which were pretty formal) ladies wore evening gowns and men "tails" but apart from that the atmosphere on board was "free and easy, bright and breezy". At one time the Nieuw Holland was employed as Trade Exhibition Ship for Australian products which proved a great success. It was unforgettable to see such a ship gliding past in a starry tropical night with all decks, windows and portholes lit up; it looked like a miniature floating city. Those were the palmy pre-war days.



*The Nieuw Holland soon after she was built.*

Soon after the Netherlands became involved in the war the two ships were required for the transport of allied troops and equipment. They were painted grey all over, and converted and fitted out for their new purpose in Sydney NSW. Without much delay they were on their way with Australian forces to the Middle East: they subsequently went to the Mediterranean and did a number of voyages from South Africa to Egypt carrying Springboks and their equipment. It was in this episode that I was posted on the Nieuw Holland as second officer—in Durban July 20, 1941. It made an end to a glorious holiday in friendly South Africa after an exciting winter in the North

Atlantic. I had been gunnery officer in my previous ship and was promptly given the same job in the Nieuw Holland. The armament consisted of a 4" anti-submarine gun and two ancient machine guns. There were two gunners: volunteer ship's Officers completed the gun crew.

On one of our voyages to Suez an escorting destroyer sent a message by lamp: "Good luck to Heinz". It took us some time to find out that the female car drivers among the troops were 57 in number—which solved the puzzling signal.

On another trip the enemy radio broadcast that our ship had been sunk in an Italian air raid over Aden. We had actually arrived a day late and thus missed it. The Captain said "Keep it under your hat. Don't let the troops know that we have been sunk: It might worry them."

In our last East African convoy, the 32,000 ton battle cruiser Repulse was among the escorts. At Cape Guardafui she left the convoy and steamed towards Malaya whence she was never to return. . .

Towards the end of 1941 orders were received to proceed to Liverpool. The Nieuw Holland loaded as much copper as she could carry, together with a good quantity of much needed citrus pulp and embarked a diverse number of passengers. Because of her superior speed and since she had no fresh troops on board, this trip was made unescorted, zigzagging when necessary. It was Nieuw Holland's first taste of the North Atlantic, where fine days are so rare.

So far the ship was able to take about 1,000 troops but in Liverpool massive alterations were made in order to carry over 2,000 persons apart from the crew. The ship was permanently sandballasted and an additional heavy wooden tweendeck was constructed. Rough and ready washing facilities and lavatories were constructed on the main deck as well as additional galleys and a canteen. All cabins received extra bunks and armament and life saving equipment were improved and increased. Only light equipment and luggage could now be carried.

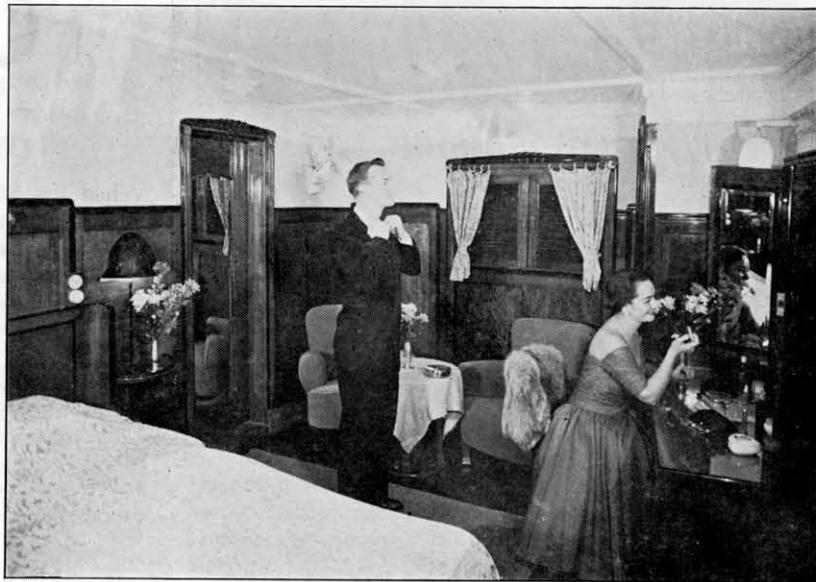
It was during this refit that the Nieuw Holland was honoured by a visit from Prince Bernhard of the Netherlands. We all shook hands with the Prince and HRH chatted with several of the officers.

All officers attended gunnery courses to become acquainted with the various new defensive weapons and other equipment. The Liverpoolians made a nice job of the ship and there was even a dental room, a cinema, a padded cell and an isolation hospital. The Nieuw Holland was now a 100% troop transport and sailed in many convoys. Her designers and builders would never have guessed that their creation would call at such out of the way ports as Trinidad, Dakar, Mogadishu, Taranto, Odessa or Basrah—to name only a few.

A troop convoy was of course a grand sight on the high seas. Just imagine a fleet of large passenger ships, some of them with two and three funnels, escorted by a number of destroyers and occasionally a cruiser, battleship or aircraft-carrier. The transports were ranged up in several columns, the distance from stem to stem was usually two or three cables and five cables (=3,000 feet) between the columns. The whole arrangement was blacked out at night and went happily on, zigzagging when necessary. We made on a few occasions an unexpected 180° turn in complete darkness at 14 knots. For this, all ships started turning at the same moment and at the completion of the turn—which took about 10 minutes, the ship which had been ahead was then astern and the liner on starboard on station on port-side. When in convey, officers on watch could not relax for a moment. They were on the *qui vive* all the time. All night signals and zigzag schemes were known by heart.

The Nieuw Holland was a happy ship in which everything seemed to be as it should. There were almost no changes in the officer corps for five years and it was like a close knit family with a high degree of comradeship, understanding and co-operation which of course resulted in great efficiency. It's the only ship I ever served in where the officers did community singing. There was an organized sports club and a dance band. We had the ship's piano, accordion, violin, guitar, mandolin, drums and cymbals, but unfortunately we never had anybody who could play the saxophone or clarinet. Many parties would have been dull without our band. Even a ship's newspaper was run for some time. In all those war years the Nieuw Holland was crewed by lascars who imperturbably and unobtrusively performed their duties, ignoring discomfort, misery and danger. They were like thousands of others at sea who "did their bit", took some risks and worked long hours without complaining too much or expecting praise or reward.

Travelling as a soldier in a troopship is a far cry from tourism. Most of those on board were young people and practically all suffered from seasickness and were near wrecks on the first few days out, lying in unheated, ill-lit and poorly ventilated tweendecks unable to keep tidy or to take any food. Invariably however the tossing waste of waters calmed as the convoy made south; the cold grey sea changed to aquamarine—the fabulous ocean-blue of



*In the palmy, pre-war days, dinner on board ship was pretty formal.*

the tropics. Gradually people regained their strength and once more took an interest in life. Things were cleared up, appetites normalised and order restored. The next ordeal was sun-burn, from which many persons suffered badly in spite of all warnings.

War equipment was increasing all the time and there were 22 lifeboats, numerous rafts of various sizes, some 180 fire extinguishers, 2,500 lifebelts and all the equipment to combat poison gas attacks. There was of course degaussing consisting of a D-coil and a P and Q coil, signal projectors, zigzag clocks, smoke screen apparatus and fog buoys. The Nieuw Holland was among the first ships fitted with radar and I attended my first radar course towards the end of 1944. Defensive armaments grew to:

- |   |                 |
|---|-----------------|
| 1 - 4 inch anti submarine gun           | } anti-aircraft |
| 2 - 12 pounders = 7 1/2 cm              |                 |
| 2 - bofors pom pom 40 mm                |                 |
| 8 - Oerlikons MG 20 mm                  |                 |
| 2 - pigtroughs 2 inch rockets           |                 |
| 2 - turrets 2 inch rockets              |                 |
| 2 - chutes and depth charges            |                 |
| 100 rifles                              |                 |
| 12 revolvers                            |                 |
| 2 barrage balloons                      |                 |
| paravane equipment with four paravanes. |                 |

Drills and exercises were frequent. I was assisted in my function as Gunnery Officer by 27 naval ratings under a Petty Officer, but thanked providence when at long last a Naval Lieutenant arrived to take over my "side" job.

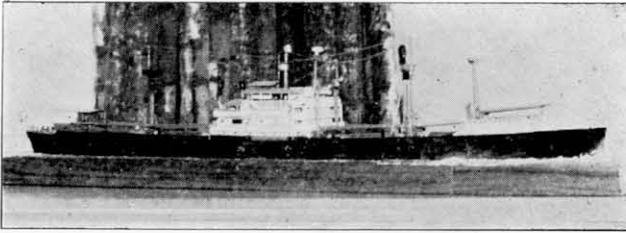
The area in which the Nieuw Holland was employed comprised the Mediterranean, the Indian Ocean and virtually all ports around Africa except those in Portuguese territory, mostly in convoy but sometimes

independent. Not only soldiers were carried but also refugees, internees, prisoners of war and just civilians, all in their thousands.

We were on one occasion in company with the Cuba, a two-funnelled liner of the Compagnie Générale Transatlantique. We sailed from Durban to Bombay. The two ships were escorted by the Armed Merchant Cruiser Alcantara of the Royal Mail. Nieuw Holland was Commodore Ship. It was southwest monsoon. It rained non-stop on the last two days of the voyage and we had no opportunity to check our position. We went on, zigzagging most of the time and kept our dead reckoning. We lost the Cuba in heavy rain during the last night. After midnight a dark blob appeared on portside. Our wheel was immediately put "Starboard hard over". The blob turned out to be the Cuba who approached us at right angles. After that she kept in our wake at close range. At daybreak we wondered what our real position was. But at 9 a.m.—oh wonder—the outer buoy positioned some 20 miles out to sea came in sight at short range, dead ahead. Just then Alcantara (dimly visible) and who hadn't seen the buoy, sent a message suggesting we should all turn back to sea until visibility improved. Without batting an eyelid the captain dictated his laconic reply to a signalman: "Why, we are in the swept channel"!

Nieuw Holland and Cuba conveyed from Bombay to Port Said and were waiting there for orders. The captain invited the Etat Major of the Cuba for "rijsttafel", that spicy and peppery Indonesian dish, which the Frenchmen enjoyed enormously. A few days later we were guests on the Cuba and had a generous taste of French cuisine.

*To be concluded in our next issue . . . .*



## MODEL SHIP

We were most interested to hear from Captain J.J.E.M. Bruyn from the Straat Magelhaen who wrote to us, enclosing a photograph of his model of the Tjibodas.

"Reading the article in RIL Post No. 9 "Farewell Tjibodas" with a certain amount of sadness, I cannot but underline, from my own experience, the statement that she was a happy ship.

"In 1966, when in command of her, when rumours had it that she was already doomed, I decided to preserve her image and to build a model of her. I modelled her on a scale of 1:200, using such materials as paper from old sea-charts, cardboard, toothpicks, insect-screen netting and lemonade straws. Even such an odd material as chewing gum was utilised. The construction took me about five months of my spare-time on board and completion coincided with the termination of my term in Tjibodas; subsequently the model was transported to Holland.

"The result shows Tjibodas as she was in 1966, minus the reefer-containers on her aftdeck, which did not enhance her appearance. Truly she was a sturdy cargo-ship who served well those who owned her and those who sailed in her. The model has pride of place in the Bruyn household where it reminds the modeller of one of the nicest ships he had the pleasure to sail in."

## STRAAT FULL

Mr Misaka of our Yokohama Management office took this picture of Straat Frazer with her hatches completely full when she called at Kobe recently.



# COMPANY

## LOST STOLEN OR STRAYED

While the Straat Magelhaen was at Takoradi (early in August) the sails of her dinghy were stolen. They were quickly recovered, but before they could be returned (by courtesy of the Chief Officer of Hollands Duin) they were required to serve as evidence in court!

Straat Franklin loaded two live rhinoceros at Durban. These were delivered at Nagoya in early September. They were destined for Yagiyama zoo in Sendai city, Miyagi Prefecture—about 300 kilometres north of Tokyo. According to Mr N. Koizumi of our Nagoya office, the animals are white, which is very rare indeed.

Definitely an unwelcome visitor on board Tjibantjet in July was a poisonous snake which had hidden for several weeks among blackwood logs of uneven shape. After the snake had been caught and killed, another was seen, but it could not be caught: it was thought prudent to purchase some snakebite antidote at Lourenco Marques (the next port of call).

## PERSONALITIES

**Mr G.D.M. Boot**, who returned from home leave at the end of September, has been appointed Commercial Director to succeed **Mr J.M. Hens**, following the latter's retirement on or about December 1.

**Mr W.M. de Haan** accompanied by **Drs R.B. Lenterman** left Hong Kong on August 25, for business discussions in Africa and Amsterdam.

**Mr J.J. van Steenberg** flew to Tokyo on August 27, on a business trip.

**Jhr C.L.C. van Kretschmar** accompanied by **Mr W.K. Mink** attended the Principals' meeting of the ANZESC (Australian and New Zealand Eastern Shipping Conference) and the ANSCON (Australia Northbound Shipping Conference) in Kyoto from September 3 to 5.

**Mr Ph. Bangert** (Manager for the Philippines) arrived in Hong Kong on September 2, for consultations on Agency matters with HK MH and returned to Manila on September 3.

**Mr J. van Zuylen** (Financial Adviser) left Hong Kong on September 20, by mv Tjiluwah on home leave prior to retirement. **Mr E. Willems** took over as Financial Adviser.

**Mr A.L. de Jong** started a post-graduate course in business management early in September in Rotterdam.

# LOG BOOK

## HUURWONINGEN VOOR VERLOFGANGERS, DIE AAN DE "DE RUYTERSCHOOL" TE VLISSINGEN DE CURSUS VOOR EEN HOGER DIPLOMA VOLGEN

De Heer G.K. Brouwer, Directeur van bovengenoemde school schreef ons als volgt:

"Voor de bevaren leerlingen van onze school hebben wij een aantal woningen te huur gedurende hun studieperiode.

De huizen zijn volledig gemeubileerd, inclusief bestek en kookgerei en in de huurprijs zijn de kosten voor verlichting, verwarming en watergebruik opgenomen.

De huizen zijn geheel centraal verwarmd. De huurprijs bedraagt f. 375. — per maand, maar voor de op school ingeschreven leerlingen van Uw maatschappij wordt f. 350. — per maand berekend.

Mochten er officieren van de K.J.C.P.L. zijn die hiervoor in aanmerking willen komen dan kunnen zij contact opnemen met de administratie."

## FAMILY NEWS

### Weddings

Chief Officer M.L. van den Arend (Straat Franklin) to Miss Henriette Eva de Koning, on August 3, at Durban.  
4th Engineer C.M. Bakker (Straat Agulhas) to Miss C.M. van Polen, on August 19, at Vlissingen.  
5th Engineer A. Sattler (leave) to Miss Th. G.M. Smit, on September 4, at Zwolle.  
5th Engineer H.Ch. C.M. Wiggy (leave) to Miss H.E.W. Hoomans, on September 5, at Haarlem.

### New Arrivals

Mr K.V. Carroll (Melbourne Office): a daughter, Dianne Lynden, on June 20.  
Chief Engineer M.G. de Wever (Straat Hong Kong): a daughter, Belinda, on August 2.  
Chief Officer W.R.M. van der Veld (leave): a daughter, Ruth Louise, on August 9.  
4th Engineer Th. C. Smakman (leave): a son, Jeroen, on August 17.  
Mr Chang Wai Loy (HK HO PZ): a daughter, Chang Wan Sze, on August 22.  
Mr Albert Chiu (HK HO Manager Personnel Department, Crew): a daughter Laura Annabelle, on August 22.  
3rd Engineer R. Kruger (Straat Cumberland): a son, Mark Robert Ferdinand, on August 22.  
4th Engineer Q.J. Sas (leave): a daughter, Marielle, on August 22.  
3rd Engineer R.P. Geervliet (Straat Banka): a daughter, Jacqueline Reinniera Maria, on August 30.

## SHIPS OF THE WEEK

On October 1, a broadcast was made to officers of the Tjinegara, the Straat Torres and the Straat Fremantle, from recordings made by their relatives in Holland.



## COOK RETIRES

Saturday, September 13, was retirement day for No. 2 Cook (E.F.) Lai So. During his 37 years of service with RIL, Mr Lai served on almost all the passenger ships which first made RIL's name famous. His last ship was the Tjiwangi. At the ceremony to mark Mr Lai's retirement, he was presented with the traditional "lucky packet" by Mr Albert Chiu, HK HO Manager Crew.

## ALL FOR KICKS

Last summer RIL Post was happy to report that RIL's football team defeated the team of RIL's external auditors: score 12 - 1. In the last twelve months, the RIL team seems to have made considerable progress (albeit without training). The Captain, Mr G. Ladenius made the following report:—

On Saturday, September 6, the football team of Amsterdam Office met a team of the Stoomvaart Maatschappij Nederland. Although SMN scored the first goal, RIL hit back strongly and at half-time RIL was in the lead with 5 - 1. After tea, RIL gradually increased their score to 15 - 1. Top scorers were Mr Goeree with five goals to his credit and Mr Panhuis with four goals. The RIL team consisted of Messrs Hilten, van Goethem, Ladenius, de Mey, Strijd, Schaap, Ploeg, Meenhorst, Hooghiemstra, Goeree and Panhuis. It is interesting to note that SMN teams compete regularly in Dutch football competitions; they thought it would be unsportsmanlike, however, to send their first team. Obviously they underestimated the "untrained" RIL team.

We can only echo the regrets of our Amsterdam Correspondent P.W.A. Keller that no photographs were made of this historic match.

## HAPPY LANDINGS



The Straat Agulhas crew left Hong Kong for Amsterdam on November 2. As could be expected, there was a big crowd of relatives and well-wishers at the airport to see them off. Peter Tse, RIL Post's faithful photographer, captured the blend of excitement and anxiety apparent on the faces of most of the children at the airport.

Above, Mr Lui Ming, engine room boy, has a last word with his family before the call to board the plane.

Below, the crew on arrival at Schiphol airport, snapped by Mr van de Meent of Amsterdam PZ/Pass. Department. The following day the crew started work on board ship, travelling by bus every day to the shipyard at Krimpen a/d IJssel.



Mr Wong Keung checks that everything is in order before he moves towards the plane.



## FOOD FOR THOUGHT

A captain is a man who knows very little about a great deal and keeps knowing less about more until he knows practically nothing about everything.  
A chief engineer on the other hand is a man who knows a great deal about very little and who goes on knowing more about less and less until finally he knows practically everything about nothing.  
A ship's agent starts out knowing practically everything about everything but ends up by knowing nothing about nothing due to his association with captains and chief engineers.

(reprinted from SMN NIEUWS)

## TEN YEARS AGO

From RIL Post, 1st October, 1959

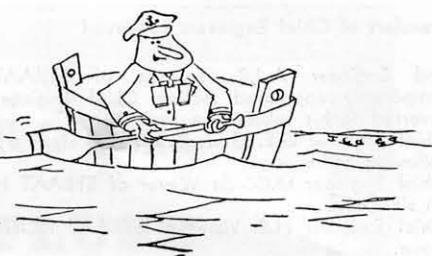
### "RIL ACTIVITIES

#### "Tonnage

"On September 1st, a total of 49 vessels were engaged in RIL-employ. This number is equal to the previous "record" of December 1958, but the aggregate SDW on 1/9/59 of 390,000 tons well exceeds the comparative figure during December 1958 (370,000 tons)."

How times change! Only ten years later, on September 1st, 1969, RIL and subsidiaries had a total of 67 ships, with the aggregate SDW of 690,000 tons. This comprised 53 RIL ships (excluding Straat Agulhas) with aggregate SDW 520,000 tons: 4 charter ships with SDW aggregate 33,000 tons (excluding Hollands Duin and Hollands Diep, counted in the HVM figures); NTPM's 6 vessels accounted for 70,000 tons and HVM's 4 vessels for 67,000 tons.

# PERSONNEL



## NEW PERSONNEL

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

Mr H.R. Margadant	4th Officers
" M.H. de Vries	" "
" J. van Aalsburg	Appr. "
" L.J.M. Bauman	" "
" D.J. Bruin	" "
" T.P. Busch	" "
" W.E. Creyghton	" "
" J.G. van Delden	" "
" J.Ph. G. Florie	" "
" G.J. Gerritsen	" "
" H. Hoekstra	" "
" P. Hoving	" "
" G. de Jong	" "
" J. Kuperus	" "
" J.R.L. Lucassen	" "
" J.C. Mossel	" "
" A.J. Muys	" "
" J.P. Prince	" "
" J.A.M. van Raamsdonk	" "
" P.L. Rollingswier	" "
" Ph. P.J. Romeijn	" "
" M.A.T. Roodvoets	" "
" W.H.J. Scholte	" "
" R.H. Schröder	" "
" S.T. Starckenburg	" "
" D. Thalen	" "
" H.J.M. Verdegaal	" "
" S. Visman	" "
" W.F. Weerman	" "
" A.J.G. Welter	" "
" R.J. Zwiers	" "
" J.L. Streur	5th Engineer
" P.C. Bernaards	Appr. "
" P.A.M. Bogaert	" "
" J.H.M.G. Bolscher	" "
" G.Th. Bouwman	" "
" D.O. Burmania	" "
" E.H. Claassen	" "
" F.A.B. Dekker	" "
" G.J. Dekker	" "
" Th. Dekker	" "
" U.J. Dijkstra	" "
" R.R. Gellaerts	" "
" M. de Groot	" "
" P. de Groot	" "
" J. Havekotte	" "
" C. van der Have	" "
" M. Th. M. Hengeveld	" "
" H. Huiskamp	" "
" M.H. Kegel	" "
" J.A. Kortz	" "
" R.H. Krimpen	" "
" R. Lievense	" "
" S.H. Lim	" "
" W.J. Mast	" "
" P.L. Meijering	" "
" P.J.A. Moereels	" "

Mr A. Mondeel	Appr. Engineer
" J.H. Noteboom	" "
" A.M.H. Pagnier	" "
" A.C. Pijl	" "
" E.A. Rimmelzwaal	" "
" H.L. van Riel	" "
" M.J.H. van der Reijden	" "
" A. Roozendaal	" "
" H.H. Ruben	" "
" J.J. Schijf	" "
" H.N.P. Stapel	" "
" J.A. Steenmeijer	" "
" C.J. Teekman	" "
" S.J. Voogt	" "
" Ch. N.M. van der Weijden	" "
" J.H. Weijermars	" "
" J.E. Wijnans	" "
" C.J. Zomerdijk	" "
" J.L. de Jong	Employé

## SUCCESSFUL EXAMINATIONS

Our congratulations go to 4th Officer J. Dolk, who passed examination for Diploma II on 18-7-1969.

## TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS

Captain H. Boérée, Master of STRAAT FRANKLIN, went on home leave.

Captain J.G. ten Bhömer was posted to STRAAT FRANKLIN following home leave.

Captain D.C.M. van der Kroft, Master of STRAAT FREETOWN, went on home leave.

Captain J.Ch. Beynon was posted to STRAAT FREETOWN following home leave.

Acting Captain S. Westerweel, Master of TJIKAMPEK, went on home leave.

Captain A.M. Frigge was posted to TJIKAMPEK following home leave.

Acting Captain M.J. Taal, Master of TJBODAS, went on intermediate leave after delivery of the vessel to her new owners.

Captain H.J. Brons, Master of TJIBANTJET, went on home leave.

Captain E. Pels was posted to TJIBANTJET following home leave.

Captain J.J. van de Riet, Master of STRAAT LE MAIRE, went on home leave.

Chief Officer G.J. van der Heiden of TJINEGARA was transferred as Acting Captain to STRAAT LE MAIRE.

Captain D. van Hekken, Master of STRAAT LOMBOK, went on home leave.

Chief Officer M. Peddemors of STRAAT AMSTERDAM was transferred as Acting Captain to STRAAT LOMBOK.

Chief Engineer J. Schriemer of STRAAT HOLLAND was hospitalized and subsequently posted to STRAAT HONG KONG.

*continued overleaf . . . . .*

**Transfers of Chief Engineers continued**

2nd Engineer A.J.R. Fransen of STRAAT HOLLAND was temporarily appointed Acting Chief Engineer and subsequently reverted to his substantive rank.  
 Chief Engineer G.E. Godschalk was posted to STRAAT HOLLAND following home leave.  
 Chief Engineer M.G. de Wever of STRAAT HONG KONG went on sick leave.  
 Chief Engineer H.B. Visser of STRAAT HONSHU went on home leave.  
 Chief Engineer H.A. Slettenaar was posted to STRAAT HONSHU following intermediate leave.  
 Chief Engineer G.G. Peek of STRAAT MAGELHAEN went on intermediate leave.  
 Chief Engineer J.C. Meulenberg was posted to STRAAT MAGELHAEN following home leave.  
 Chief Engineer C.F. Nicolai of STRAAT FREMANTLE went on home leave.  
 Chief Engineer P. Reuvers was posted to STRAAT FREMANTLE following intermediate leave.  
 Chief Engineer P.A. de Vlieger of STRAAT FREETOWN was hospitalized and subsequently posted to STRAAT MADURA.  
 Chief Engineer H.A. Klazema of STRAAT MADURA was transferred to STRAAT FREETOWN.  
 Chief Engineer D.M.A.J. van der Gugten of STRAAT FUTAMI went on home leave prior to retirement.  
 Chief Engineer A. Geurts was posted to STRAAT FUTAMI following intermediate leave.  
 Chief Engineer C.F. van Overbeeke of STRAAT SINGAPORE was transferred to TJITARUM.  
 Chief Engineer E.M. van de Ven was posted to STRAAT SINGAPORE following home leave.  
 Chief Engineer A. Fortgens of TJITARUM went on home leave.

**LEAVE**

**The following personnel went on leave:**

Mr F.J. Broersma	Ch. Officer
" J.M. Jansen	" "
" F. van der Linden	" "
" J.L. Nobels	" "
" J.W. Swaving	" "
" P.D. Algra	2nd "
" H.L. Brandes	" "
" P.J.M. van den Ende	" "
" C. van der Knaap	" "
" J.F. Vonk	" "
" G.J. van den Berg	3rd "
" P.J. Engels	" "
" W.A. van Erk	" "
" D.W. van der Bijl	4th "
" R.W.A. Chevalier	" "
" J.W.J. Soenveld	" "
" H. Bijl	2nd Engineer
" P.C.H. Poppelaars	" "
" A. Hoogers	3rd "
" P.J.H. de Maar	" "
" A.J. Smits	" "
" H. Blok	4th "
" R.G. Hoogakker	" "
" A.W. Noort	" "
" B.D. Planting	" "
" R.J. Vermeulen	" "
" F.J. van der Westen	" "
" A.J.A.M. van den Bogaard	" "
" A. Bovenschen	5th "
" A.H.J. Büchner	" "
" D.M. Conijn	" "
" N. Degeling	" "
" J.W. Dieters	" "
" J.M.A. Frings	" "

Mr R. Gast	5th Engineer
" P.J. van Geuns	" "
" H.R. Gleisberg	" "
" L.R. van Hilst	" "
" A.P. van der Hoeven	" "
" L. Janssen	" "
" A.G. Kamperman	" "
" A. Kolkman	" "
" F.R.M. Kousbroek	" "
" F.W. van Lienden	" "
" E.V.A. Muller	" "
" G.J. Nijland	" "
" A. Pronk	" "
" J.P. Schroeder	" "
" W.F.J. Smit	" "
" H.Y. Sperling	" "
" W.J.M. Uytterhoeven	" "
" R. Wiegers	" "

**Those who returned are:**

Mr K.P.C.A. Gramberg	Ch. Officer	posted to	Straat Colombo
" F.E. de Nieuwe	" "	" "	Straat Accra
" H. de Haas	2nd "	" "	Straat Frazer
" M.F. Spiessens	" "	" "	Straat Torres
" G.M. Staudt	" "	" "	Tjipondok
" F.L.N. van der Ven	" "	" "	Straat Honshu
" Z. van Voorthuizen	" "	" "	Straat Madura
" J. Dolk	4th "	" "	Straat Agulhas
" Th.G. Snel	" "	" "	Straat Futami
" D.W.J.B. van Hattem	2nd Engineer	" "	Straat Banka
" N. Filius	3rd "	" "	Straat Cumberland
" E.B. Saalmink	" "	" "	Tjimanuk
" W.C. Treurniet	" "	" "	Straat Colombo
" H.S.J. Vellinga	4th "	" "	Straat Van Diemen
" J.J. de Beer	5th "	" "	Straat Cook
" C.H.M. van Bennekum	" "	" "	Straat Franklin
" C.J.M. Boerma	" "	" "	Straat Cumberland
" A.J. Gulmans	" "	" "	Straat Cumberland
" K.J. Jansma	" "	" "	Straat Agulhas
" H. Knip	" "	" "	Straat Agulhas
" P.A.J.M. Pennings	" "	" "	Tjiluwah
" R.L. Sinnema	" "	" "	Straat Florida
" H.J. van Wolferen	" "	" "	Straat Agulhas
" A.H. Zwiers	" "	" "	Straat Van Diemen
" P.A. Saman	Asst. Supt.	" "	HK HO
" M.J. Wolsak	Asst. Supt.	" "	HK HO
Miss W.C. Bastiaanse	Secretary	" "	HK HO

**LEAVING (OR LEFT) SERVICE**

Mr A. van Os	Captain
" C. Dekker	" "
" F.E. Roelofsma	Ch. Officer
" A.Ph. van Velzen	3rd "
" J.R. Verwoerd	" "
" H.D. Daalmeyer	4th "
" E. van Doorne	" "
" H.D. Nieuwenhuis	" "
" P.A.M. van Ommeren	" "
" H.C. Vermeer	" "
" P. de Frenne	Ch. Engineer
" R.E. van der Jagt	2nd "
" P.N. Terpstra	" "
" H.P. van Wier	" "
" E.R. Gorter	3rd "
" H.D. van Leeuwen	" "
" F. Knoot	4th "
" A.H.A.M. van Laerhoven	" "
" F.H. Sixma	" "
" F.W.H.L. van Hulst	5th "
" J.J. Kos	" "
Dr A.G. Bassar	Ship's Surgeon

## IN MEMORIAM



We announce with much regret the death in Hong Kong on September 13 of Mr W. Gunwhy, Clerk Class I of AZ Department. After joining our Company eight years ago, Mr Gunwhy was associated with secretariat work. He was a kind and friendly person, who will be missed by many friends and colleagues in Head Office and elsewhere. Our deepest sympathy goes to his family.

We regret to announce the deaths of the following:—

O.H. Huininga (retired 1st Officer KPM) at Den Haag, on August 9, aged 64.

C. Nagtegaal (retired Managing Director Gemeenschappelijk Schepensbezit") at Breda, on August 13, aged 60.

D. Stobbe (retired Captain KPM) at Vlaardingen, on August 15, aged 80.

E. Meuleman (retired Head-employee KPM) at Den Haag, on August 25, aged 70.

L.A. van Rijn (retired Captain KPM) at Rotterdam, on September 1, aged 70.

We regret to announce the death of Senior Cargo Clerk Lam Koi at Kobe on September 4, while serving on board the Tjibantjet. The late Mr Lam first joined RIL in 1926. In 1962 he was presented with a souvenir watch in recognition of his long service and in 1967 he received a gold medal to mark his forty years service. We would like to express our sympathy to his wife and three sons. He will be truly missed as a kind shipmate and a diligent and conscientious worker.



本刊以沉痛的心情宣佈下列二位海員病逝之消息：

「芝萬捷」輪之高級理貨員林概先生於九月四日在日本神戶不幸因病與世長辭，享年六十三歲。林概先生在本公司資歷悠久。林君在一九二六年開始在本公司服務，曾先後於一九六二年及一九六七年獲本公司頒贈長期服務手錶及金牌。本公司深為失去此位服務逾四十年之忠臣而感惋惜。

It was with regret that we learned of the death of Carpenter Tang Chun Kwan on board the Straat Franklin on August 26 at Capetown. Mr Tang was aged 35. He had served faithfully with RIL for more than 12 years. We send our sympathy to his wife and two young sons.



服務於「士打富克寧」之木匠鄧振坤先生八月二十六日在南非角城逝世，享年三十五歲。鄧君在本公司服務已有十二年，作事勤懇。現英年早逝，本刊深感惋惜。

本刊謹希鄧君及林君之家屬節哀順變。

## N.T.P.M.

The following personnel went on leave:

Mr J. de Voogd	2nd Officer
Mr A.B. Crooy	act. " "
Mr R.E. Stap	act.3rd Engineer
Mr J.H. Klein	Ass. " "
Mr R.W.P.v.d. Hulst	" "

Those who returned are:

Mr J. Lameijer	Ch. Officer
Mr H. Besanger	" "
Mr M.v.d. Woude	2nd " "
Mr R. Barendregt	2nd Engineer
Mr Chr. de Groot	5th " "

Posted to:

mv. "Senegalkust"
mv. "Congokust"
tss. "Westertoren"
mv. "Congokust"
tss. "Westertoren"

### TRANSFER OF CAPTAINS

Captain J.H.F. Stauebach of tss. "Westertoren" went on home leave.

Captain G. Kluen was posted to tss. "Westertoren" following home leave.

Captain W.E. Sonneveldt (temp. service) of mv. "Congokust" terminated his contract of employment.

Captain B.J. Hennephof was posted to mv. "Congokust" following home leave.

### TRANSFER OF CHIEF ENGINEERS

Act. Chief Engineer D. Schaafsma of mv. "Congokust" went on home leave.

Chief Engineer D. Bus was posted to mv. "Congokust" following home leave.

## FAMILY NEWS

New arrival:

3rd Engineer A. Scheer (leave): a daughter Marjolein Nicolette on 19th August at Rozendaal (Gld).

## NEW PERSONNEL

A hearty welcome is extended to the following new N.T.P.M.-personnel who recently took up employment:

Mr B.K. Koning	Appr. Officer
Mr W.J. Slotemaker	5th Engineer
Mr A.L. Frans	Ass. Engineer

## SHIPS POSITIONS

mv. "Senegalkust"	eta Vlissingen	13/10
mv. "Congokust"	eta Luanda	25/10
mv. "Zuiderkerk"	eta Amsterdam	10/10
mv. "Sloterkerk"	eta Beirut	20/10
tss. "Munttoren"	eta Aruba	25/9
tss. "Westertoren"	eta Curacao	6/9

## H.V.M.

### SHIPS POSITIONS

mv. "Hollands Diep"	eta Durban	10/9
mv. "Hollands Duin"	eta Capetown	10-11/9
mv. "Hollands Dreef"	eta Singapore	18-22/9
mv. "Hollands Burcht"	eta River Plate	8/9

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

