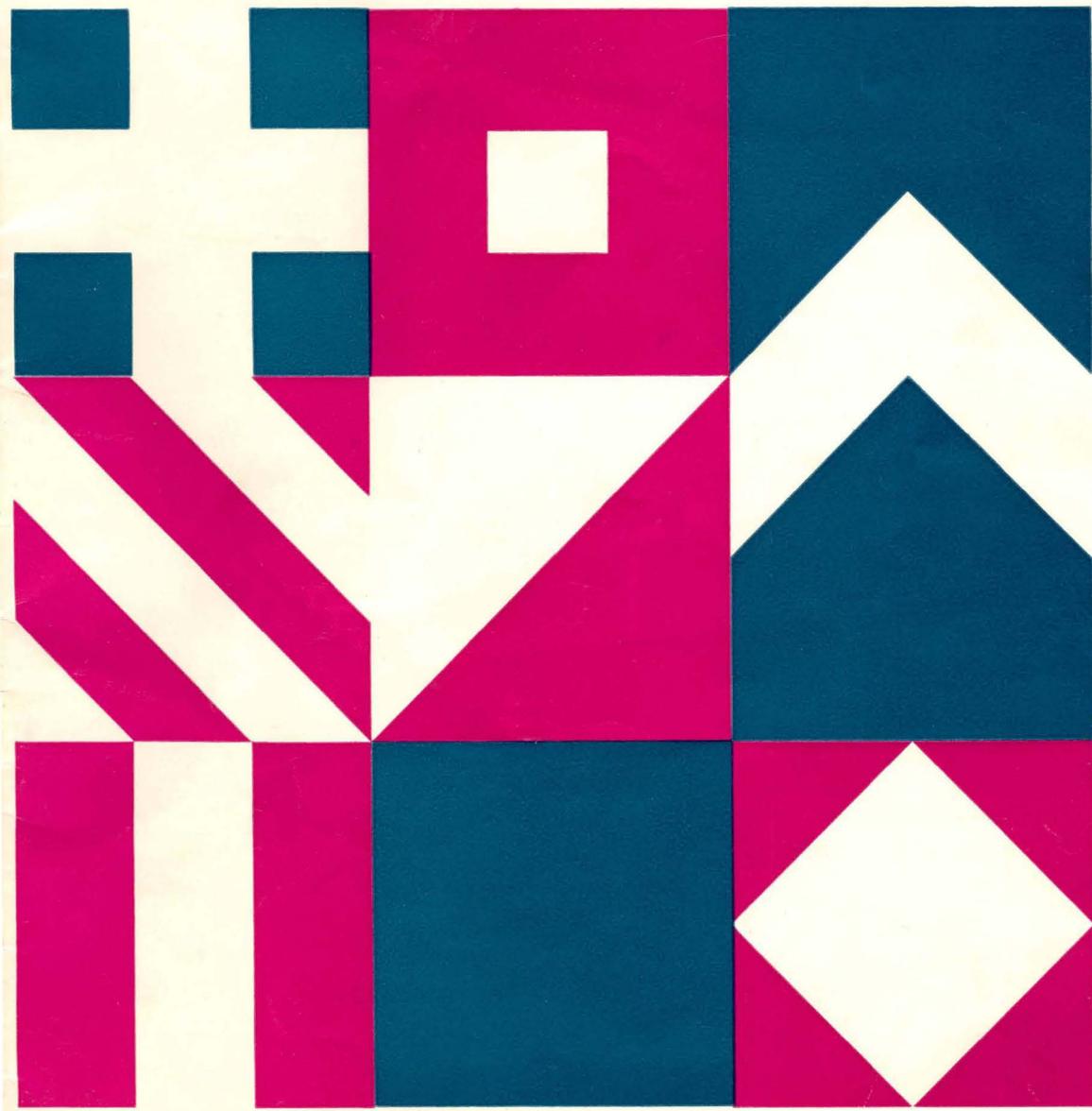
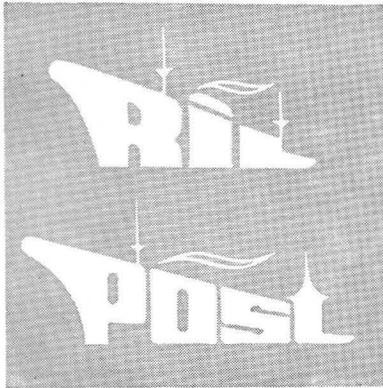


RIL Post

Volume 17 Number 1

A monthly staff publication of Royal Inter-ocean Lines





A MONTHLY MAGAZINE
FOR ALL PERSONNEL OF THE

Royal Interocean Lines
(Koninklijke Java — China —
Paketaart Lijnen N.V.)

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

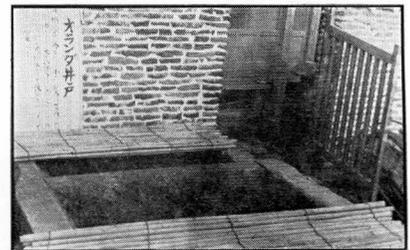
**Hollandse Vrachtvaart
Maatschappij N.V.**

From the Editor:—

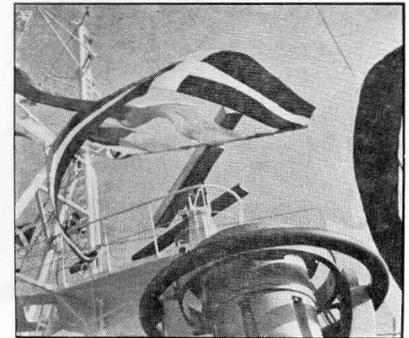
This issue of the RIL Post is a real bumper issue for the new year. The merger takes pride of place on pages 4 and 5. The reasons for deciding to merge, an introduction to the other partners, details of the fleets involved and an assessment of the future are all given.

After 11 years as Managing Director at Hong Kong Head Office, Mr W.M. de Haan left Interocean House for the last time on December 15. A tea-party was held in the afternoon of that day for all at Head Office to wish him bon voyage and every success in the future as Managing Director of RIL in Amsterdam and as member of the Nederlandse Scheepvaart Unie Board of Directors in Rijswijk. We shall include accounts of farewell speeches and functions in our next issue.

Captain W.Z. Mulder takes us back into the past on pages 10, 11 and 12, with his account of the early Dutch settlers in Japan and what remains of them today, such as this well.



The last Straat A. called at Hong Kong during her maiden voyage. RIL Post went aboard and produced photographs that we are sure will be of general interest: turn to pages 6 and 7. Straat Agulhas was dressed overall and the flags made a brave sight fluttering in the breeze, as we see here.



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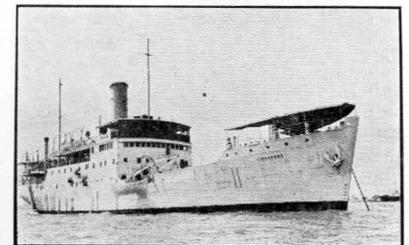
P.O. BOX 725, HONG KONG

EDITOR
Mrs J. Ram

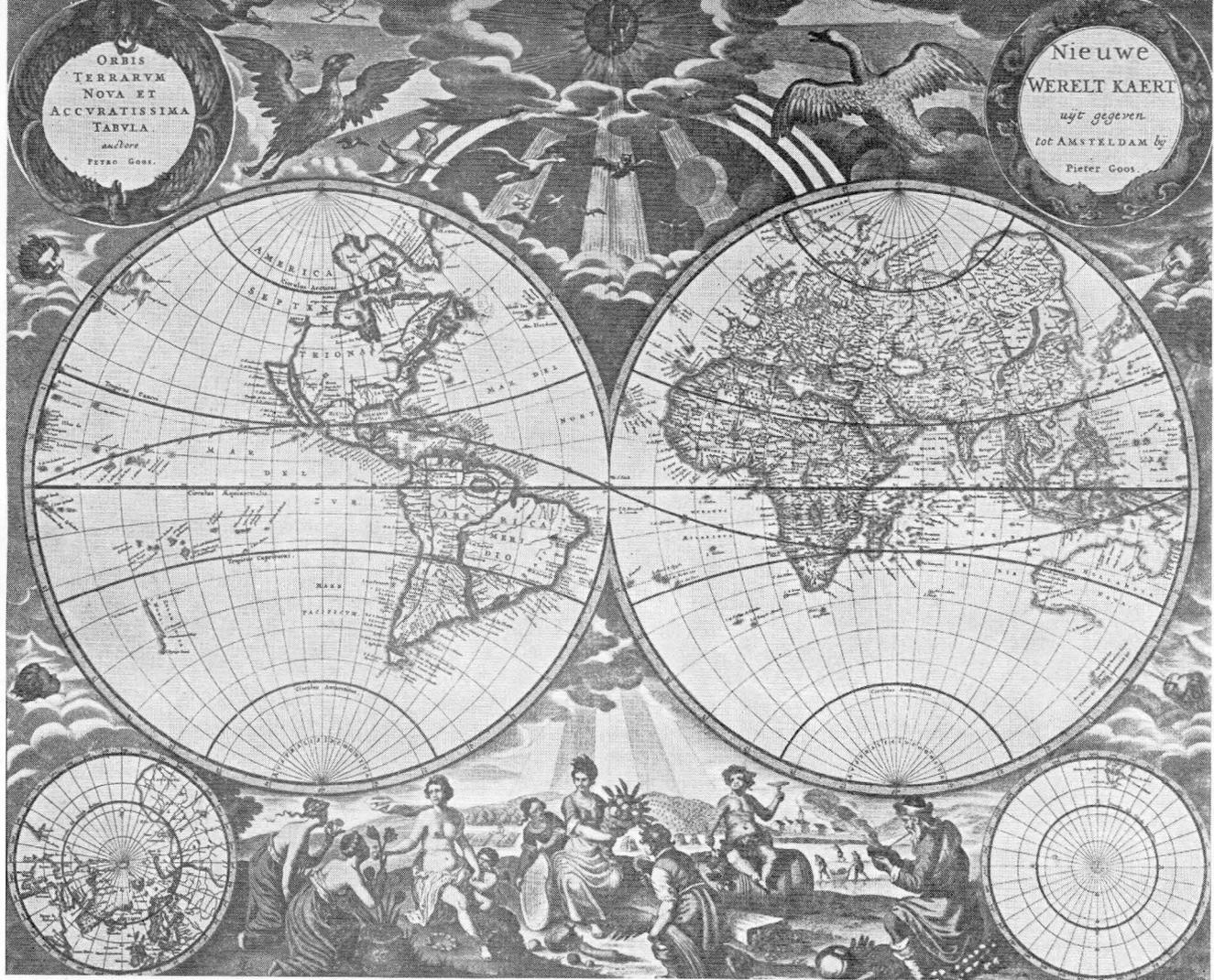
AREA CORRESPONDENTS

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— 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

This is the training ship Singapore, moored as one might expect in Singapore harbour. For pictures of life and work on board, turn to pages 16 and 17.



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



This hand-coloured world map was issued in 1666 at Amsterdam. It depicts fair winds blowing under clear skies, with the gods and goddesses of Greek legends seated beneath the world and its shipping routes. Behind the Olympians is a small Dutch village with skaters on the pond.

MESSAGE FOR 1970

Time passes so quickly that when we look back on the year that is now about to go into history, we can hardly believe that so many events could have been crowded into such a relatively short span of time.

We had our moments of pride when we took delivery of the two last Straat "A" vessels, although many of us must also have felt a little nostalgia when the Siaoë, Van Neck, Van Noort, Van Cloon, Tjibodas, Van Riebeeck and the Campuys ended their busy careers in the service of RIL. We straightened out a few of our liner services and we were happy to join forces with our South African friends, the Saf-

marine, with whom we intend to serve the trade between their country and Australia, under the common flag of Saffocean.

We had to say our farewells to many—too many we feel—of our friends: men in the highest positions who for many years had guided the fortunes of our company with dedication and foresight.

As far as the future is concerned, the most important event of 1969 was, of course, the decision to merge with the Netherland Line (SMN) and Royal Rotterdam Lloyd (KRL)—a merger which fully encompasses the VNS. Although RIL will continue in our traditional

style and without change of management, it will be clear that from now on we are part of one of the world's major shipping concerns and that our interests in future are bound up with those of long-standing friends.

For the new year we hope that the new combination will prove a sufficiently strong force to safeguard the rightful place of Dutch shipping among the leading maritime nations, even in these times of spectacular change. Finally, we wish good health and good fortune to all those working on RIL's behalf. A happy 1970 to you all!

Managing Directors

THE MERGER AND RIL

Some information on the intended merger has already been given in the RIL Post, but now that the companies concerned have agreed to a complete merger, it is possible to fill in more details.

The first question, of course, is why did the managements of Royal Interocean Lines (KJCPL/RIL), Royal Rotterdam Lloyd (KRL) and the Netherland Line (SMN) (all participants in the N.V. Nederlandse Scheepvaart Unie, NSU) plus the United Netherlands Steamship Company (VNS), decide to merge?

Over the years these companies already had strong ties and co-operated quite closely, particularly in their liner operations; the decision to merge was the logical next step. The international shipping world has become increasingly competitive and capital intensive and pooling resources through this merger is the only way to stay in the lead.

A number of factors have played an important role. Firstly, the trend towards bigger ships. These big ships, with their increased speeds, improved cargo capacities and fast turnaround by reason of modern cargo handling methods, pose much more complex financing problems, and thus a combination of forces is essential. Secondly, the combined fleet which the merger will produce will make possible a more efficient organisation, thus reducing costs. Finally, the combination will be in a better position to undertake new activities in wider fields than would have been possible for any individual company to undertake alone.

To comprehend the structure of the merger, it must be understood that the majority of shares in KRL, RIL and SMN are held by the Netherlands Shipping Union (NSU), which was founded in 1908 as a holding company. Although it is only natural that a merger would take place within the existing framework of the NSU, at the same time the character of the Netherlands Shipping Union as a holding company will change. The NSU will now become a managing company, the focal point of the new concern, where policy lines will be decided. The NSU will be based at Rijswijk (close to The Hague), the

seat of the board of directors. There will be various separate working companies, all directly responsible to the board of directors of the NSU.

The most important working companies will be:

—Royal Interocean Lines with head offices in Amsterdam and Hong Kong.

—A new company (name to be announced in due course) to be formed from the combination of KRL, SMN and VNS, to be situated in Rotterdam and embracing the liner activities of KRL, SMN and VNS.

—A new company combining tramp and tanker activities of KRL, RIL and SMN, situated in Amsterdam.

—A working company to cover amongst others the shore interests of the partners.

The NSU-fleet will consist of 185 ships (excluding Rhine barges), with a total deadweight of over 2,000,000 tons:

Cargo vessels on regular services	: 147	: 1,552,795 d.w.t.
Trampers	: 16	: 314,027 "
Tankers	: 6	: 146,636 "
Short sea trade vessels:	8	11,248 "
Supply ships:	8	6,035 "
	185	2,030,741 d.w.t.

The overall management of the concern will be vested in the "Raad van Commissarissen" (Supervising Board), whereas the day-to-day management will be controlled by the "Raad van Bestuur" (Board of Directors). These bodies are made up of the following gentlemen:

Raad van Commissarissen (Supervising Board)

Jh. Mr E.W. Röell, Chairman
 Prof. S. Posthuma, Vice-Chairman
 Mr W.E. Boeles, " "
 H.W.L. Frowein
 W. Goudriaan
 Jhr. H.A. van Karnebeek
 Ir. W.H. Kruyff
 Jhr. H. van Lennep
 Mr Ph. A.J. Mees
 Ir. H. van der Meyden
 Ir. H.M. van Mourik Broekman

W. Rehbock
 Mr M.P.L. Steenberghe
 H.W.A. van den Wall Bake
 Mr G.E. van Walsum
 Jhr. S.G. van Weede

Raad van Bestuur (Board of Directors)

Ir. L.P. Ruys, Chairman
 H.M. van der Schalk, Vice-Chairman
 W.M. de Haan
 H. Harinck
 Jhr. M.F. van Lennep
 B.E. Ruys
 J.A. Warning

Some historical notes on the backgrounds of the various companies

SMN and **KRL** started regular liner services between the Netherlands and Indonesia in 1869. This route was their main interest for a long time, but they did begin diversification quite early.

KPM ran liner services within the area previously known as the Dutch East Indies as well as having various services outside the Indonesian Archipelago.

NSU was founded in 1908 to safeguard the Dutch character of SMN, KRL and KPM, as a holding company, with a majority shareholding in each of the three companies. It also served as a forum for mutually profitable discussions.

The **Java-China-Japan Lijn** (trail blazer to RIL) combined after World War II with the foreign liner services of KPM under the name of Koninklijke Java-China-Paketaart Lijnen N.V. (KJCPL) whose trade name became Royal Interocean Lines. In 1967 KPM merged into RIL, with RIL also taking KPM's place in the NSU.

VNS was founded by a group of eight Dutch shipping companies in 1920, and of the original founders, four in fact are now merging under the NSU (KRL, RIL/KPM, SMN). One of the partners recently withdrew and the remaining three have agreed to sell their shares to the merging partners, making them the full owners of VNS and making it possible for VNS to be included in the merger.

The Fleets on June 30, 1969

	Number of ships	dwt.	Average age of fleet according to number of ships	According to dwt.
RIL				
Cargo vessels on regular services:	57	541,120	10.4	9.2
Trampers :	4	66,998	6.4	6
Tankers :	2	36,951	13.5	13.5
Total :	63	645,069	10.2	9
KRL				
Cargo vessels on regular services:	25	291,635	13.3	13.3
Trampers :	3	76,140	4.5	4
Supply ships :	5	3,979	4	4
Tankers :	3	91,375	9.16	7.8
Total :	36	463,129	10.85	10.6
SMN				
Cargo vessels on regular services:	31	330,128	13.0	13.0
Trampers :	9	170,889	7.7	6.7
Tankers :	1	18,310	11.0	11.0
Short sea trade vessels :	8	11,248	8.6	10.1
Supply ships :	3	2,056	2.3	2.3
Total :	52	532,631	10.7	10.8
VNS				
Cargo vessels on regular services:	34	389,912	10.9	10.65

In 1963, co-operation between SMN and KRL took on a new dimension when they combined services and ships in a new working company—Nedlloyd Lines (NLL), serving routes between Europe and the Far East and New Zealand as well as between North-, Central-, South America, and the middle and Far East and Africa.

Their combined services comprise more than 40 ships of 500,000 dwt. They also have interests in other transport companies, such as SMN's wholly-owned daughter company N.V. Hollandsche Stoomboot Maatschappij, with seven ships (6,664 d.w.t.) and N.V. Reederij Amsterdam (7 ships—118,140 d.w.t.). SMN also holds interests in tankers and Rhine river barges, air and road transport, stevedoring and freight forwarding companies. SMN has an interest in the exploration of the North Sea bed and is a partner of Union Oil Company for that venture.

KRL has interests in the tramper trade through her daughter company N.V. Scheepvaart-Maatschappij Triton, running three bulk-carriers (76,140 dwt.)

and two more bulk-carriers now being built (each of about 20,000 dwt.). KRL also has interests in stevedoring, road and air transport, and freight forwarding.

RIL employs about 50 ships (525,000 dwt.) on their regular liner services and has interests in the tramper/tanker trade through two wholly-owned subsidiaries: HVM, with four ships 66,998 dwt. and NTPM, with two tankers 36,000 dwt.

SMN, KRL and RIL have combined interests in liquid gas transport and supply ships.

VNS maintains liner services between Europe and West-, South- and East Africa, the Gulf, India, Pakistan, Burma, Ceylon, Australia and the Far East. The fleet (total 565,000 dwt.) comprises more than 50 ships, some of which are owned by the NSU companies. By the end of 1970, VNS will participate in container traffic to Australia.

Plans are already in an advanced stage for container traffic between Europe and the Far East to be run by VNS and SMN/KRL together.

The total number of employees at sea and ashore employed by the merging companies, including staff in subsidiary companies in which a majority share is held, exceeds 18,000.

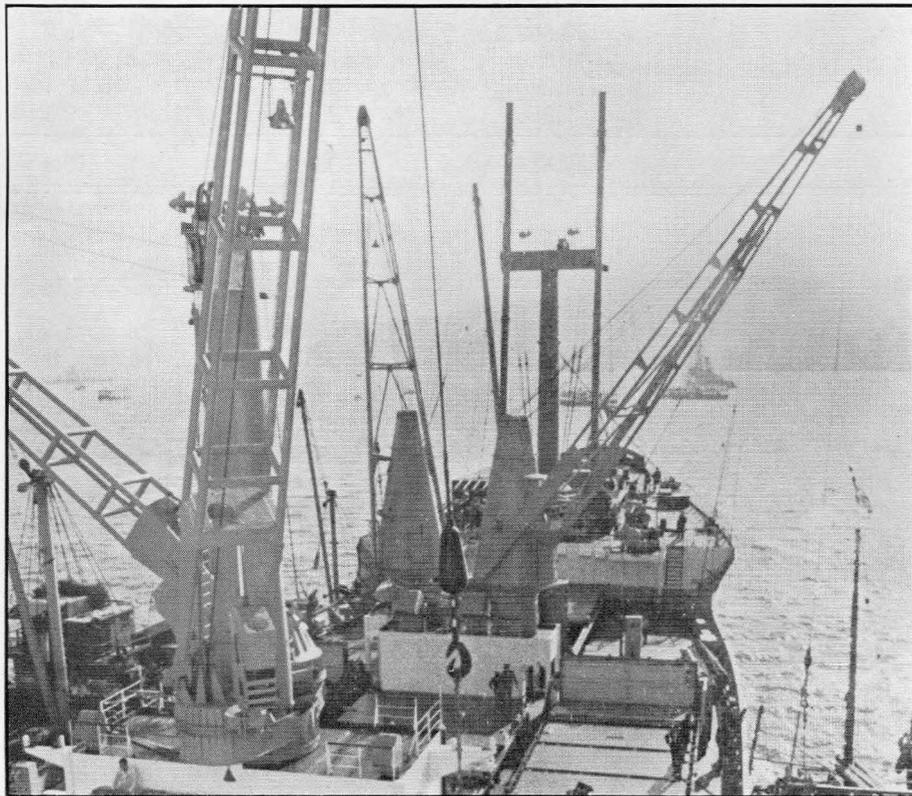
The Position of RIL

In the pattern of the merger RIL will maintain its own identity as a separate organisation. In general, it can be said that the scope of RIL's activities will grow and additional responsibilities will come our way.

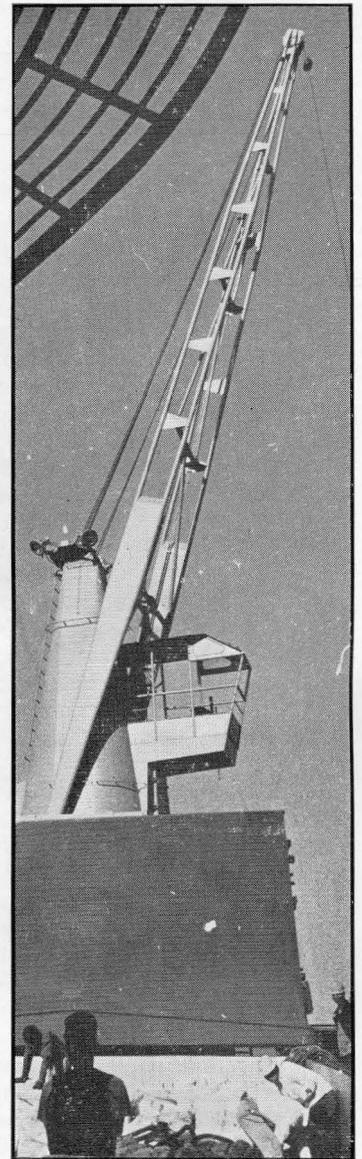
A statement has already been issued, saying that there is expected to be little effect on the employment of ships' officers and crews and, in the long term, the employment position would appear to be better than it could have been without the merger. The sound structure of RIL's shore organisation will not undergo fundamental change; at the same time, our outlook is widened to encompass the whole NSU structure, and thus in certain areas, organisational changes will take place.

MANAGING DIRECTORS

MAIDEN VOYAGE



The brand new cranes swing into action.



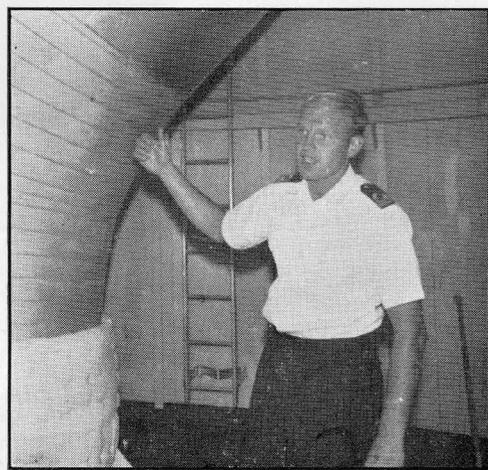
They are lifting cotton from the full holds.



Remote control makes cargo-handling very swift.



Captain F. List is proud of his ship, the last of the Straat A-s.



Second Officer G. Daman, now Acting Chief Officer on Tjimanuk, was our enthusiastic guide.



Radio Officer S.L.G. Sinterniklaas keeps the ship in touch with the rest of the world.

GOODBYE MR HENS



"Stumbling along the path towards good shipping management, I have always been aware of our Commercial Director's supporting hand at my elbow" said Mr de Haan in his address to Mr J.M. Hens, on the occasion of the farewell luncheon for the latter at Hong Kong Head Office, on November 20, 1969. After 23½ years with Royal Inter-ocean Lines in Indonesia and Hong Kong, Mr Hens finished his career with Royal Inter-ocean Lines as Commercial Director at Hong Kong, before retiring to Holland.

Mr de Haan related how, during the turbulent period in Indonesia after the last war, the order went out to "catch some young employees" for what was then the Java China Japan Lines: certainly the Company never regretted having caught Mr Hens in this way! The speaker also highlighted several experiences from the days when he and Mr Hens worked

together in Hong Kong and elsewhere, illustrating Mr Hens' down-to-earth approach to his work and his warm disposition towards people. "More than anyone else at Head Office", Mr de Haan said, "Mr Hens provided such experience, common sense and steadiness of temper that it was always a pleasure to work with him—whether as superior, colleague or assistant. In a large Company people will inevitably talk about one another, but no one ever heard one bad word said about Mr Hens, which must make him almost, if not quite, unique.

"Mr Hens made his mark almost as much in the outside world as in his work", Mr de Haan continued: "Being very much a family man he had translated his humanity into practical help for those in need in Hong Kong. No organisation or person ever applied to him in vain for practical or moral support when needed."

Reverting to the shipping scene, Mr de Haan said that Mr Hens had seen a changing shipping world during the last decade or so, when Royal Inter-ocean Lines grew from a relatively small, tightly-knit Company, to a world-wide concern, in which good shipping is as essential for survival as good company relations. In the light of this, the speaker said that he thought it was fitting that towards the end of his career as Commercial Director he had laid the foundations of very close co-operation between Royal Inter-ocean Lines and the national South Africa shipping line: the first, but not, it was hoped, the last of such ventures.

Mr de Haan concluded by saying that he had never been so certain when he said that he spoke on behalf of everybody in the company when he wished Mr Hens and his family a wonderful retirement and godspeed.

Mr Hens replied that during the last weeks he had received so many signs of affection and friendship that at times he had had second thoughts about retiring, but the decision, although painful, had been made and he felt he had done the right thing. He had always enjoyed his work: it had been immensely varied and interesting. He did not deny there had been disappointments, but they had been overcome and had only served to underline the joys of his career. Mr Hens recalled some early experiences during his long-standing friendship with the previous speaker and said that the deep and continuous bonds of friendship and help he had always enjoyed on both a personal and a business level with everybody he had met during his career, would be a warm and lasting memory. He was certain that with the people he was leaving behind, the company would progress at an even better pace and in the same atmosphere of harmony as he had experienced ever since joining Royal Inter-ocean Lines. Mr Hens finished by proposing the toast to the welfare of Royal Inter-ocean Lines and extending "open house" to his many friends.

TEN YEARS AGO

From the RIL Post January 1, 1960

"RIL Activities

"m.v. Tjitjalengka

"Upon completion of dredging operations m.v. Tjitjalengka was successfully refloated on December 16th at 06.50 hrs. She was brought into deep water through a channel previously dredged and after engine trials, vessel entered Nagoya Harbour on December 17th.

"Following an inspection by Lloyd's Surveyors, m.v. Tjitjalengka proceeded under her own power to Yokohama, where she was expected to arrive on December 19th. At Yokohama vessel will undergo dry-docking.

SAFOCEAN

Safocean is not yet a familiar prefix, but within a short time we shall all know it very well. Four RIL Straat A-s will bear the name:—Straat Auckland will become Safocean Auckland, Straat Accra will become Safocean Albany, Straat Amsterdam will become Safocean Amsterdam and Straat Adelaide will become Safocean Adelaide.

The first two vessels will be transferred to a new company called Capricorn Lines Pty Ltd., incorporated in South Africa and the second two vessels will be transferred to a new company called Zodiac Shipping Company, located in the Netherlands Antilles with Mr J.G. Baak initially as the director resident in Curacao. He will be replaced in due course by Mr J. van Zuylen. Zodiac's two ships will be time-chartered to Capricorn. The vessels will be transferred to Zodiac/Capricorn on their first loading call at Durban during 1970. The final one, Safocean Albany, will be transferred by mid-March.

Capricorn and Zodiac will be subsidiaries of Royal Inter-ocean Lines. Capricorn and South African Marine Corporation Ltd. (Safmarine) will form a jointly-owned subsidiary company, Safocean Pty. Ltd. Capricorn will contribute three vessels to the venture, with Safmarine contributing the fourth vessel on time-charter from Capricorn. Safocean will be based at Durban in the office of Inter-ocean Lines Pty. Ltd.; this office will also act as managing agents and their personnel will operate Safocean. All present RIL offices and commission agents in both South Africa and Australia will continue to act as agents for Safocean.

Van Riebeeck has been renamed Hai Fei by her new owners (Pacific International Lines), and Camphuys has been renamed Hai Kwang.

FLEET FACTS

The Liberian m.v. Ocean Unity has been time-chartered. Following delivery at Yokohama on November 26, she loaded in Japan and proceeded to South America via Singapore and Durban. She will be re-delivered in South America early in February 1970.

The Greek vessel Pegasus has been time-chartered for one round voyage in the CHIWAS (China — Hong Kong — West Africa service) with the option for a second round voyage. She was delivered in Japan in the third week of December and then sailed to Shanghai to effect the December CHIWAS sailing from that port.

To cope with the increasing cargo from New Zealand, Straat Cook will be added to NZEAS (New Zealand — East Asia service) thus enabling that service to provide a three-weekly sailing, instead of the present four-weekly sailing. Straat Chatham left New Zealand at the end of December 1969, the first vessel to sail under the new set-up.

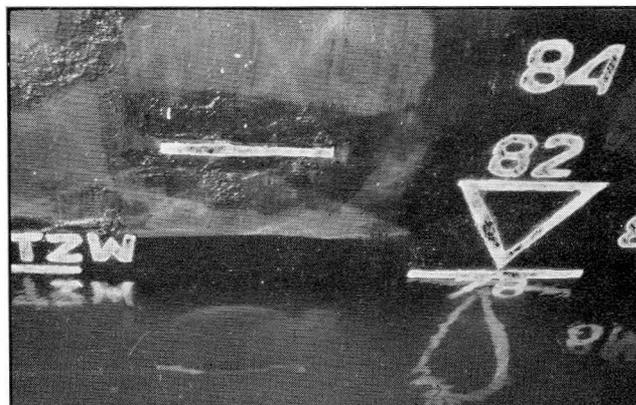
The Liberian m.v. Santa Cruz has been time-chartered for one trip from West Africa via South Africa to the Far East in order to relieve time-pressed regular vessels. Upon passing Las Palmas in the third week of December, vessel was delivered and will be redelivered in Japan upon completion of discharge around end March 1970.

TRANSFER LACAS

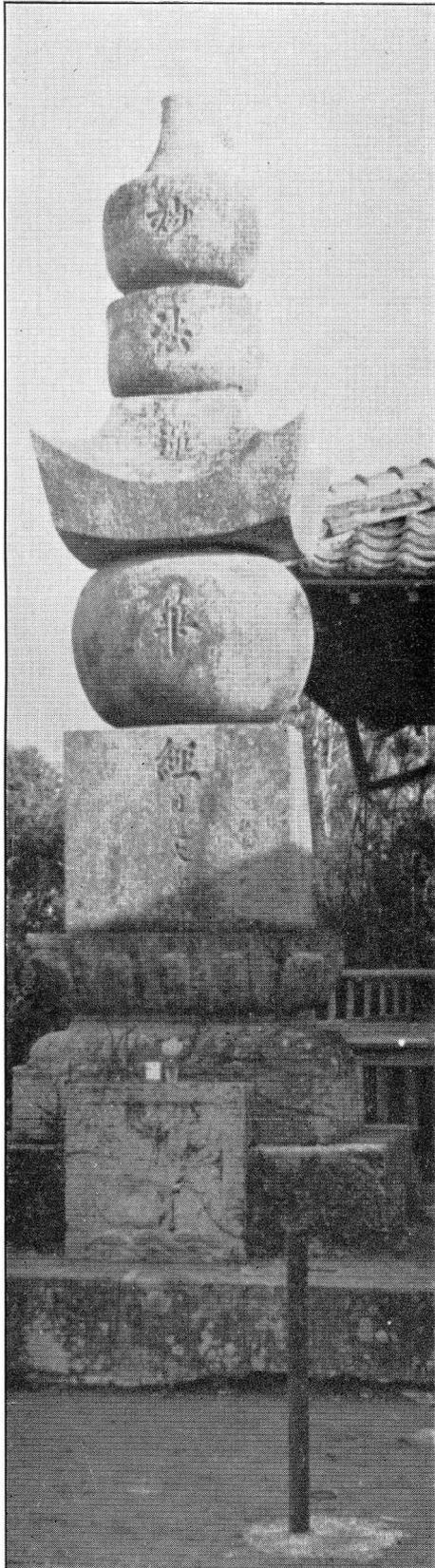
On February 1, RIL's Hong Kong Head Office will take over the management of LACAS (Latin America—Caribbean Service) from Messrs Nedlloyd, Amsterdam. The complete round trip on this service takes approximately five months, calling at Calcutta, East Pakistan, Straits, Balikpapan, Hong Kong, Japanese ports and the west coast of South America; on the return trip vessels may be routed via ports on the west coast of the USA.

LACAS will be maintained with Wonosari, Wonosobo, Wonorato, Wonogiri and Banda, which vessels will be chartered to RIL.

FULL AND DOWN STRAAT LOMBOK



Photograph by Acting Captain M. Peddemors.



PIONEER FOOTPRINTS

Over the years RIL Post has published many interesting details of the Dutch Merchant Fleet in the sixteenth and seventeenth centuries. The early navigators ventured farther and farther afield and on July 4, 1609, they arrived at Hirado in Japan.

Captain W.Z. Mulder (retired) expert on both oriental art and navigation writes of the early years and what remains at Hirado: he also provides the illustrations.

In this rather insignificant little place, the Dutch conducted trade until forced to remove themselves and their trade to Nagasaki on June 24, 1641.

During these years a small number of Dutchmen lived and worked in this outpost, built up considerable trade and goodwill, made friends with their hosts and in general contributed to mutual better understanding of the two totally different cultures from which they had sprung.

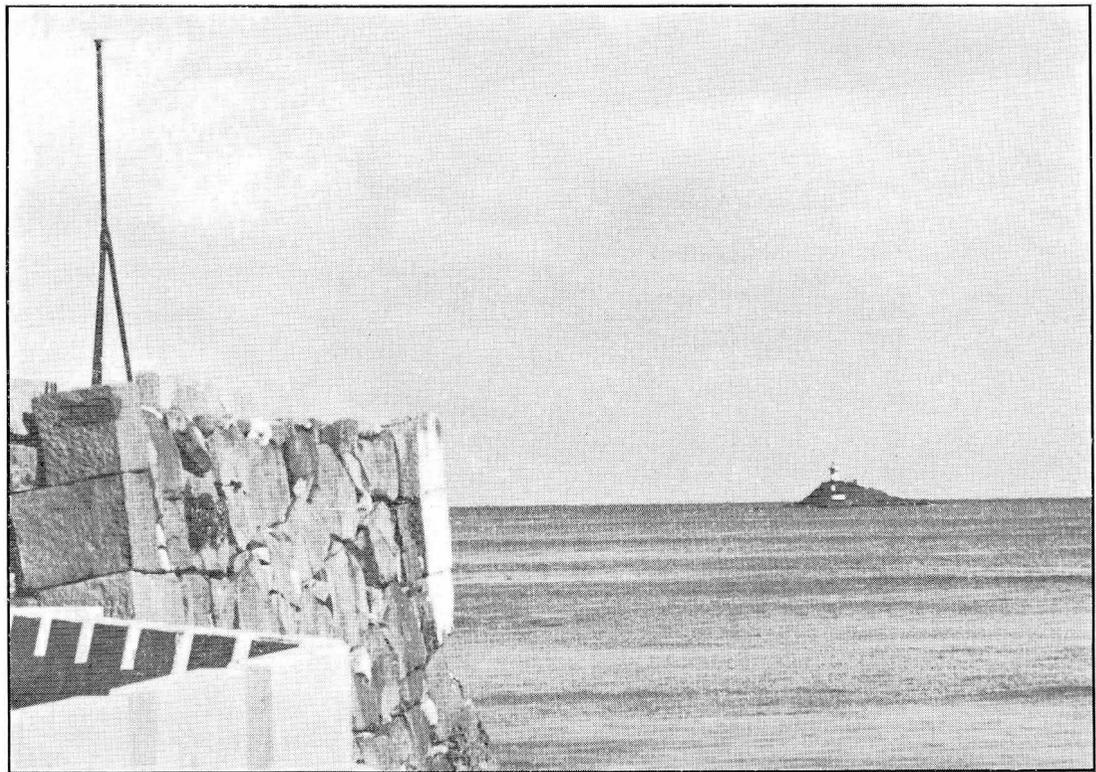
Hirado was not so much chosen by the Dutch as accepted by them on the grounds that it offered protection and a chance to compete with their enemies in trade and war—the Spanish and the Portuguese. At the time, Japan had been recently unified again after a long period of internal strife and war; the House of Tokugawa had taken over the actual government of Japan and estab-

lished themselves in Edo (present-day Tokyo), keeping a sharp eye on the Kyushu nobles, several of whom had opposed them. Since foreign trade had proved advantageous, Satsuma had sponsored the Spanish operating from Manila, Omura and others sponsored the Portuguese from Macao, and when the Dutch showed signs of entering the field, Matsura of Hirado was not slow to invite them to his domain, which straddled the Straits of Hirado.

In a previous article (see RIL Post, March 1967) we have already discussed the permit which the Dutch held to trade in Japan; when it was finally implemented, the task fell to Jacques Speckx to do the buying of suitable commodities in Patani, load them in two vessels, the *Roode Leeuw met Pijlen* (Red Lion and Arrows) and the *Griffioen* (Griffin) and sail for Japan. They sailed from Patani at the end of May and on July 1 arrived off Nagasaki where they picked up a local pilot who took them to Hirado, arriving on July 4.

This stele was erected in memory of Cornelia van Nyenroode by her father, Handa, in honour of her piety and love for Japan.

Fixed Light Point, with Hirose rock in the distance (site of the gunnery practice depicted in the old print overleaf).



After reporting to Matsura, Speckx established himself ashore, rented a house and godown in Sakikata-machi, and settled down to do business. On September 20 he was elected Chief Merchant—probably by those present—and on October 2 the ships sailed again. Those who stayed with him could not have exceeded four in number. The first few years of the undertaking must have been extremely trying; it took two years for the next two ships to appear and the first decade only produced 25 sails in total, averaging 250 tons per call. Nevertheless trade was growing and its requirements made the little group swell; there were representatives in the Sakai-Osaka-Kyoto area as well as in Nagasaki, and at the end of the period, when imports amounted to about 4000 tons annually, there must have been three dozen at least.

Speckx served twice in Hirado and did not leave for the Indies until January 1621, where he served Coen and strongly promoted the V.O.C.'s trade with Japan. As was usual, he was replaced by his Number Two

who had served in Hirado for some years and knew all the ropes; this was going to be the pattern for the whole period under discussion. In 1616 we find seven men signing a statement, showing growth in the number of people stationed in Hirado, and in 1628 no less than eight were ordered to accompany two Ambassadors from the Indies to Edo.

Right from the beginning Speckx had instituted the annual "hofreis" (Visit to Court)—a sort of tribute-bearing trip to the Shogun in Edo in order to keep on good terms with the Tokugawa Government. The V.O.C. first of all offered presents to Matsura in order to ensure his cooperation in acquiring the necessary permits for travel, then offered presents to the Shogun and those in his immediate circle, and they expected and received presents and favours in return. Matsura of Hirado was held responsible for these journeys and, of course, was rather keen to do all the "arrangements"; it enhanced his position, gradually smothered any doubt the Tokugawa had about his loyalty and besides, the V.O.C. paid

for his expenses. That these, like all other expenses, were covered by charges to the merchants of Hirado, the Kansai and elsewhere who bought from the V.O.C., did not disturb Matsura or the Company.

In the tradition of the period, the Dutch had a stone building erected which served as storehouse as well as living quarters. Following their practice elsewhere in the Far East, the whole looked more like a fortress than anything else; on the other hand, who among the merchants would have had any architectural training or aesthetic imagination? Building must have started soon after Speckx's return in 1614, and in 1633 Couckebacker had a second floor built on. This energetic man was also responsible for the new storehouse built in 1639—of which more later. We know very little about the private life of the Dutchmen on their little island; the Company's records are nearly completely devoid of the human angle of their servants' existence. It is very hard to guess even their salaries; in one instance we find that the promotion to

Demonstration of marksmanship, from an old print showing Izunokami and the Dutch in 1638, the fifteenth year of kanei.



Number Two brought with it a monthly salary of 108 guilders. On the other hand we find junior-merchants drawing 3000 taels of silver (about 12 kilos) from the Company's coffers in order to do the private trading allowed each employee.

Only one man is extensively mentioned in the Japanese records: he is Cornelis van Nyenroode who succeeded Camps when the latter died suddenly in November 1623. Van Nyenroode apparently married the daughter of a rich Hirado merchant named Yamasaki. He had a son and a daughter, Esther, by his first wife who died in the second childbirth. He soon married again into another merchant family, the Handa, and another daughter, Cornelia, was born to them. When in December 1632 van Nyenroode was relieved by Pieter van Santen, he was too ill to be repatriated and stayed with his in-laws, to die a month later. When, in 1639, all children of mixed blood had to leave Japan for Java, both Esther and Cornelia were included. The son, having been adopted into the Handa family, of course stayed. Cornelia wrote many nostalgic letters

and poems from Batavia where she married a Chinese comrade in the service of the V.O.C. At her request and in memory of her piety and unwavering love for her native country, old man Handa had a Buddhist stéle erected on the precincts of a temple, still there today. The final years were no doubt the most hectic: there was the Nuyts Affair, the Shimabara Rising and the new buildings. Nuyts had been found guilty of arbitrarily interfering with Japanese traders in Taiwan. In the interests of the Company he offered himself for judgement in Japan and was held at Hirado for a considerable time, virtually a prisoner, to await the Shogun's pleasure; a prohibition of trade and some lean years ensued.

The Shimabara Rising was a normal peasant rising but for the fact that all those involved were Christians. At first it looked as if the rising would be difficult to be put down and every means was sought to speed up victory. In the end the Dutch were requested to sail their ships to Arima in order to shell the rebels' stronghold; news of this had leaked out and one of the two

remaining ships had been hurriedly despatched, but one remained and had to sail and do a dirty job. "De Rijn" was a fluyt and only carried five cannon a broadside; she had been relieved of five cannon already while still in Hirado, and these had been sent overland to the scene of battle. Now she anchored in 8 fathoms of water a quarter of a mile from the beach and made ready to shoot.

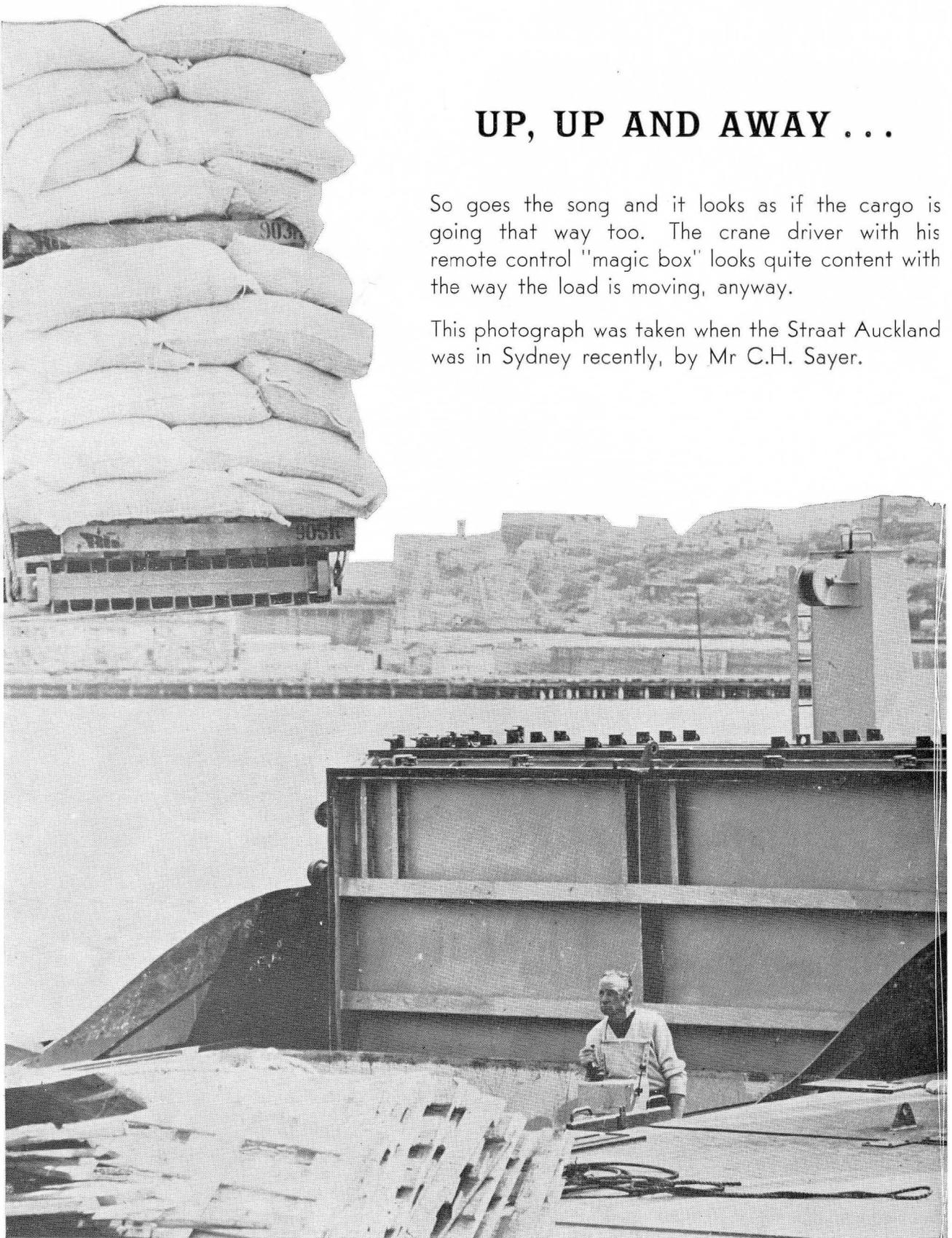
One swift look and the Dutch realised their shooting would be a complete flop: the remains of the castle where the rebels had entrenched themselves were on top of a headland 110 feet (32 metres) high and the ship was too far away to do them any harm. So they popped at the village in the rear, shooting over the heads of the Imperial Forces; after the first few rounds, the latter were already complaining that several cannonballs had strayed into their camp. The shore battery, formed with the other five cannon and some of Matsura's, did not do much better. The ramparts gave way, the carriages broke down, the powder was too weak and one day a muzzle exploded and killed the Dutch gunner Gillis.

Next month — how the Dutch left.

UP, UP AND AWAY . . .

So goes the song and it looks as if the cargo is going that way too. The crane driver with his remote control "magic box" looks quite content with the way the load is moving, anyway.

This photograph was taken when the Straat Auckland was in Sydney recently, by Mr C.H. Sayer.



MYSTERY MANAGER

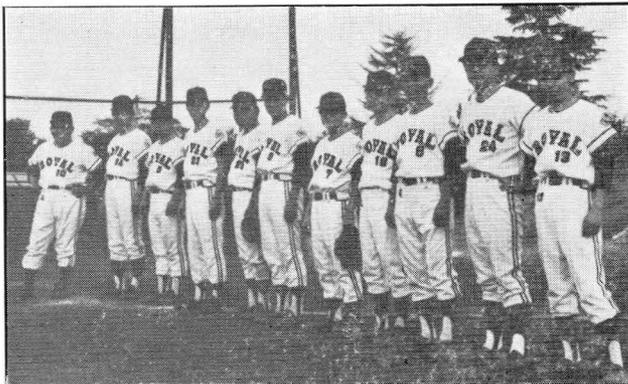
Around noon on October 25, writes our Japan Correspondent, Mr T. Makiura, Mr Yoda, Manager of the Nagoya office disappeared from the station without the Nagoya staff members knowing anything about it. Just before noon, the Super Express, "Kodama", arrived at



the station with the staff of the Yokohama Management office on board, heading for Kyoto on their excursion. Mr Yoda was kind enough to take along bottles of sake to wish the holiday-makers good journey, but he certainly did not bargain for a spot of enterprising kidnapping engineered by Mr Sinninghe Damste (Manager Yokohama Management office) who invited Mr Yoda into the carriage to take a cup of sake with the revellers. Anyone who has travelled by the Super Express will know that halts at stations are very short: the door was closed so quickly at Nagoya that before Mr Yoda had a chance to leave the train it was too late. However, he enjoyed a short trip to the next station (Gifu-Hajima) where he left with enough money to buy his ticket back to Nagoya. In the photograph, he smiles happily at his kidnappers as they proceed towards Kyoto, having enjoyed (as the empty cups on the window ledge witness) his fair share of sake.

RILBALL

Athletics Day (a national holiday in Japan) was on October 10 and that was when some 65 RIL staff members met at the Tsurumai Baseball ground in Nagoya, where three inter-area games were played. The Kanto team had travelled all the way from Yokohama to Nagoya



standing up, owing to the travel boom prevailing in Japan, reports Area Correspondent T. Makiura. However, this did not affect their game at all for the worse and they downed the Nagoya team (3-1) and then the allied team, comprising Kobe, Osaka and Nagoya players, 4-3. The photograph shows the Kanto sluggers.

COMPANY

PERSONALITIES

Mr H. Timmer from Nedlloyd Amsterdam and **Mr F. Braches**, Nedlloyd Representative in South America, arrived in Hong Kong on November 15 for discussions in connection with the transfer of LACAS (Latin American — Caribbean Service). They left Hong Kong on November 25.

Mr W.K. Mink flew to Tokyo on December 7 for a six-day business trip.

Mr J.M. Hens left Hong Kong on December 3 for the Netherlands where he is to settle in retirement. **Mr G.D.M. Boot** took over as Commercial Director on December 1.

Mr W.M. de Haan left Hong Kong on December 16 for the Netherlands.

Mr Tan Swee Ann (Manager Freight Department, Singapore) arrived in Hong Kong on November 23 for a ten-day familiarisation trip.

Mr P.J. Bruls was transferred from Hong Kong MH on December 20 to Lagos, where he will replace **Mr H.K. van der Schatte Olivier** as Manager.

ANNIVERSARIES

During 1970 the following service anniversaries will be celebrated:

40 Years

Mr A.J.J. de Feyter (Amsterdam) on March 11
Mr K.F. Handel (Sydney) December 29

30 Years

Mr S.W. Oost Lievense (Amsterdam) on March 11
(Mr Oost Lievense's 25th anniversary, during his service with KPM was not commemorated)

25 Years

Mr A. van Dulken (Amsterdam) March 5
Mr W.A. Barendsen (Amsterdam) June 23
Mr C. de Graaff (Amsterdam) September 17
Mr H.G. Rienstra (Amsterdam) November 1
Mr H.G. Hogewind (Amsterdam) December 1
Mr N.J. Nahuysen (Amsterdam) December 13
Mr G.T. Marshall (Sydney) July 30
Captain J. Jacobs, October 1
Chief Engineer A. Geurts, May 1
Chief Engineer J. Coers, August 28
Chief Engineer M.G. Beunder, September 8
Chief Engineer G.J.C. Bevelander, November 29
Chief Engineer H. Weevers, November 29
Chief Engineer F.M.H. Beckers, December 7

LOG BOOK

RIL GIFT

The hotel services training section of the Kuntong Vocational Training Centre in Hong Kong is feeling very grateful to RIL. Apparently the school had only two sets of cutlery and students therefore found it very difficult to practise laying a table. RIL heard about the shortage and presented enough cutlery for 60 students to practise simultaneously.

FAMILY NEWS

Weddings

Mr Cheung Koon Chung (Clerk, Filing and Mailing Dept., HK HO) to Miss Law Mui Hing, on November 11, at Hong Kong.
Fourth Engineer A.W. Noort (leave) to Miss N. de Groot, on November 14, at Hillegersberg.
Fourth Engineer B. Pleizier (leave) to Miss J.T. Brouwer, on November 15, at Witmarsum.
Fifth Engineer A.A. Stuur (leave) to Miss E.C. Wiegant, on November 11, at Beverwijk.
Fifth Engineer H.v. Twillert (leave) to Miss J. Koelwijn, on November 26, at Bunschoten.
Second Officer J. de Beer (leave) to Miss C. Pieters, on November 27, at London.
Typist Miss A. Harrewijnen (Amsterdam Office) to Mr A.P. Spruit, on November 25, at Nieuwendam.
Fourth Engineer J.M. van den Heuvel (leave) to Miss M.M. Kreffer, on November 19, at Amsterdam.
Radio Officer R.H. Leonardt to Miss M.A. Bergham, on November 27.
Mr Kim Hock Kheng (Penang) to Miss Ang Ghin Lean, on November 30.
Mr Lee Teik Say (Penang) to Miss Ooi Tok Eng, on November 30.
Fourth Officer J. Best (leave) to Miss A. Vis, on December 4, at Zaandam.

Births

Mr W. Weff-Wagg (Sydney): a daughter, Sharon Tracy, on September 18.
Mr K.W. Ward (Sydney): a daughter, Johanna Kim, on September 24.
Mr Y. Komiri (Kobe): a son, Taro Komori, on November 10.
Fifth Engineer W.J. Voolstra (leave): a daughter, Anna Dieuwke, on November 27.
Third Officer N. Vogelzang (leave): a son, Leonard Nicolaas, on December 1.

RIL LETTER

Dear Friends,

Not long ago, a magnificent Tientsin carpet and a very handy Black and Decker tool set were presented to me as farewell presents during a Commercial Sector dinner party in the Hong Kong Club. These presents were given to me on behalf of many here in Hong Kong and overseas. I have tried to express my thanks personally, or by letter, but a few could not be reached because they are on leave or travelling.

May I therefore, through the medium of the RIL Post, once again thank everybody for these very nice presents and for their good wishes.

I wish you all the very best in the future.

J.M. Hens

CAPTAINS AHOY!!

On November 24 a Port Captains meeting was held in Kobe. A wide variety of subjects was discussed, ranging from "Co-operation Ship/Shore" by Captain Oka, to "Claims/Tally" by Mr Sugimura and "Despatch, Cargo, Port Expenses" by Mr Roos.



Unfortunately several Osaka staff members who attended the afternoon meeting were delayed by traffic and thus missed the photographic session. Of those present, however, from left to right:—

Messrs S. Ishibashi (Osaka), H. Fukotomi (Kobe), H. Wakita (Kobe), T. Sugimura (Kobe), H. Sano (Nagoya), M. Kashihara (Kobe), K. Oda (Nagoya), Y. Kumoto (Kobe), M. Kuruba (Yokohama Ag.), T. Mitsuata (Kobe), M. Matsuo (Tokyo Ag.), N. Misaka (Yoko Man.), O. Miura (Kobe), H.M. Roos (Kobe), and S. Oka (Kobe).

Our thanks go to Mr T. Sugimura, who forwarded the photograph to us.

RILAIR

It was quite difficult to photograph this RILAIR van, according to RILAIR Manager Mr David Ma. The reason was not that the van itself was airborne, but merely that it was kept so busy running from collection points to the airport that there was never time to focus the camera.

However, we feel sure that everyone will be impressed by the new dimension shown in the RILAIR crest on the



side of the van. At leisure for once are the van drivers, who also double as cargo attendants: Mr Au Yan Yuen (standing) and Mr Ko Kam Chi (seated). Incidentally, they are wearing the smart RILAIR uniform. The photograph was taken by the Operations Manager, Mr Wilfred Ho.

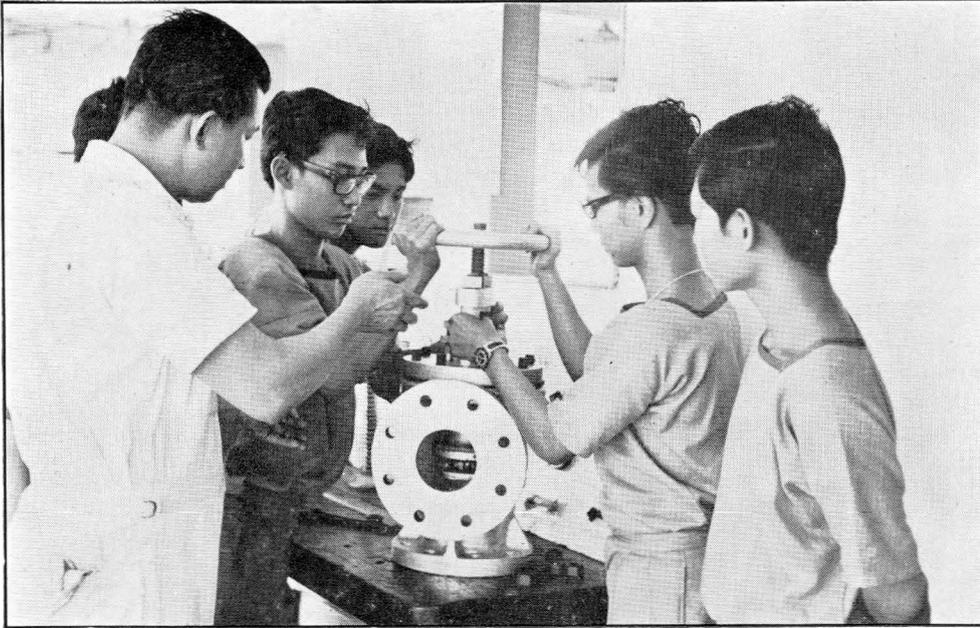
SINGAPORE CREW TRAINING



Lifeboat drill is part of the regular drill for those on board Straat Singapore.



These two seem to be enjoying the fire fighting exercise, as they position the hose.



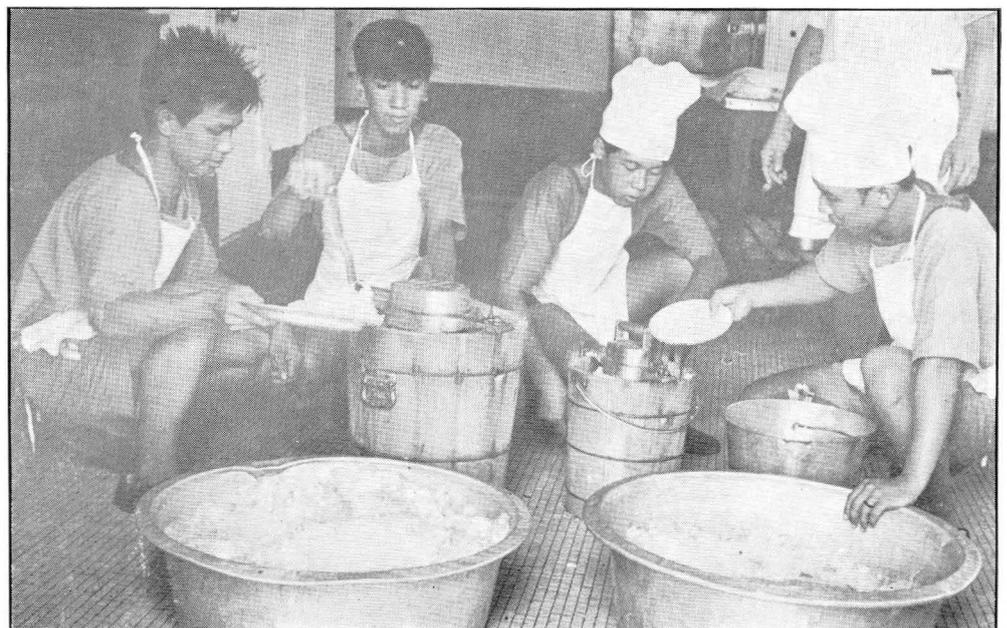
Every aspect of engine maintenance is learned from experts. Here, trainees learn how to check a valve after overhaul.

Straat Luzon, Straat Cumberland, Straat Colombo and Straat Clarence all have Singapore crews, also the Musi. We thought it might be interesting to know something about the training they receive before leaving their home port. Mr Tan Kim Yan (RIL's Crew Manager at Singapore) very kindly collected these photographs and facts for us.

Singapore has a compulsory training scheme for all who apply for registration as seamen. The scheme, which has been operating since the beginning of 1964, consists of a three months course on board the Training Ship SINGAPORE. The training is administered by the Singapore Seamen's Welfare Board and prepares recruits to work as deck hands, engine-room hands, stewards and cooks.

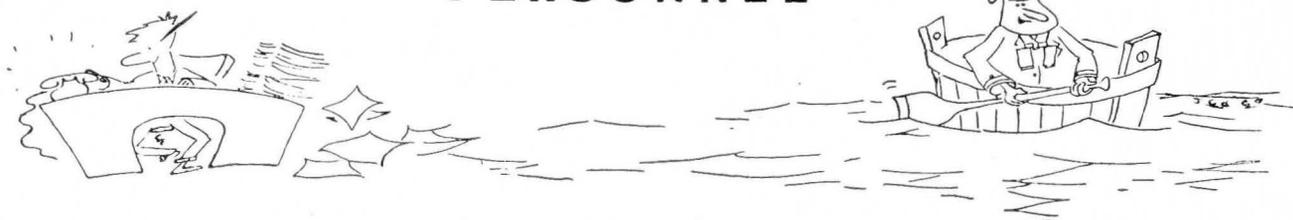
The boys live on the ship, which is moored in Singapore's outer harbour: they are subject to strict discipline while on board. Time is divided equally between classroom instruction and practical work. Those who complete the course satisfactorily and pass the examinations are registered with the Singapore Seamen's Registry Board.

All recruits have to do six weeks of basic seamanship comprising fire-fighting, lifeboat drill and shipboard discipline. Entry into the course is open to all primary school-leavers over 16 or more and training is free.



All the cooking on the training ship and the training of cooks is done in one large, well-equipped galley.

PERSONNEL



PROMOTIONS

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

Mr E.P.M. Bouchier	as from	13- 8-69
" F. Chielie	" "	4-10-69
" A. van Eikeren	" "	21- 8-69
" A. Eijgenraam	" "	3- 9-69
" C. van Grootveld	" "	6- 9-69
" J.W. Hermans	" "	13- 8-69
" A.H.M. Kerstens	" "	6-10-69
" R.L. Kooiman	" "	29- 8-69
" N.G.D. Peters	" "	6- 9-69
" G. Stijweg	" "	29- 8-69
" R.D. van der Veen	" "	15- 9-69

SUCCESSFUL EXAMINATIONS

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

Mr H. Soetekouw	2nd Officer	I	7-11-69
" B.V. Mevius	4th "	Th.II	12-11-69
" L.J.C.L. van Oijen	" "	II	6-11-69
" C. van der Vring	3rd Engineer	B	30-10-69
" W. Stortelers	4th "	B	13-11-69
" J.W. Boidin	5th "	A	14-11-69
" A.W. Huve	" "	A	12-11-69
" M. Schoo	" "	A	17-11-69
" W.P. Waltheer	" "	A	14-11-69
" R.J. Wolters	" "	A	10-11-69

LEAVE

The following personnel went on leave:

Mr J.J. Duit	Chief Officer
" W. Flach	" "
" H. van Kapel	" "
" L.P. Vink	" "
" C. Jolmers	2nd "
" G.M. Staudt	" "
" Wiebe Verbaan	" "
" H.K.Ch.B. Veenhuysen	" "
" A.C. Hartman	3rd "
" A. de Jager	" "
" G. Mulder	" "
" N. Vogelzang	" "
" J.H. Docters van Leeuwen	4th "
" P.G.A. Gerretsen	" "
" S.A. Hoven	" "
" J.F. Krijt	" "
" C.M. Kuiken	" "
" A. Robaard	" "
" J. Teygeler	" "
" J. Mazereeuw	2nd Engineer
" J.H.M.Th. Smulders	" "
" A.J.J. Bijman	3rd "
" J.W. van den Broek Humphrey	" "
" E.P.D.R. de Graaff	" "
" L. Smit	" "
" W. Bruinsma	4th "

Mr F.J. Bikker	5th Engineer
" R.J. Camfferman	" "
" H.J.A. Mulder	" "
" J.M. Schaap	" "
" R. Visser	" "
" J. de Vos	" "
" J. Dekker	Chief v. Dienst
" B.C. Faasse	H. Employé
" J.G. Ormel (gedetacheerd)	Ch. Officer

Those who returned are:

Mr J.R. van Amerongen	Ch. Officer	posted to
" N. Dijns	" "	Straat Clement
" J.L. Nobels	" "	Hollands Burcht
" J.W. Swaving	" "	Straat Fremantle
" P.D. Algra	2nd "	Straat Futami
" H. Posthumus Meyjes	" "	Straat Freetown
" J.F. Vonk	" "	Straat Torres
" W.H.C. Wijnhorst	" "	Straat Accra
" J.W.J. Soenveld	4th "	Straat Towa
" W.C. Geistdörfer	3rd Engineer	Tjimanuk
" J. Konink	" "	Straat Florida
" F.H.J. Schlechtriem	" "	Tjiliwong
" R.J. Smeets	" "	Straat Bali
" C.D. Tijsterman	" "	Straat Holland
" J.W. Derks	4th "	Tjiwangi
" P. Braam	5th "	Tjiliwong
" E.E. van Diest	" "	Straat Accra
" T.H. Dittmar	" "	Tjiwangi
" R. Koot	" "	Straat Banka
" C.D. Roelse	" "	Straat Luanda
" Th.P. de Ruyter	" "	Straat Madura
" W. Bakker	Adj. Chef	Straat Holland
" A.J. Kleber	" "	HK HO
" H.J. Seebregts	H. Employé	Durban
		HK HO

LEAVING (OR LEFT) SERVICE

Mr H.J.M. den Brinker	2nd Officer
" J.F. Besier	3rd "
" J. de Boer	" "
" P.J. Engels	" "
" G. Kolkman	" "
" J.P.R. Hazenberg	3rd Engineer
" R. Kruger	" "
" J.J. van Mulken	" "
" A.J.A.M. van den Bogaard	4th "
" B.D. Planting	" "
" Q.J. Sas	" "
" J.A. Vugts	" "
" F. Thijssen	5th "

TEMPORARY POSTING ASHORE OF SHIP'S PERSONNEL

2nd Officer J. Bos to HK HO ND

TRANSFERS OF SHORE STAFF

Mr G.J.J. Wernink, Employé, was transferred from Durban to Lagos.

TRANSFERS OF CAPTAINS AND

CHIEF ENGINEERS

Captain W.A. Breebaart, Master of TJINEGARA, went on home leave prior to his retirement.
 Captain J. Jacobs was posted to TJINEGARA following intermediate leave.
 Captain J.H.W. Voigt, Master of STRAAT HOLLAND, went on home leave.
 Chief Officer E. van Luyk of STRAAT HOLLAND was temporarily appointed Acting Captain and subsequently reverted to his substantive rank.
 Captain D.C.M. van der Kroft was posted to STRAAT HOLLAND following home leave.
 Captain H.L. van Dam, Master of STRAAT MAGELHAEN, went on home leave.
 Captain J.J. van de Riet was posted to STRAAT MAGELHAEN following home leave.
 Captain W.F. Klute, Master of TJIPONDOK, went on home leave.
 Chief Officer S. Westerweel was posted to TJIPONDOK as Acting Captain, following home leave.
 Acting Captain G.J. van der Heiden of STRAAT LE MAIRE was transferred as Chief Officer to STRAAT VAN DIEMEN.
 Captain R.E.J. van Dijk, Master of STRAAT LUZON, was transferred to STRAAT LE MAIRE.
 Captain (temp. service) L. Rademaker was temporarily posted to STRAAT LUZON.
 Captain G. Verkerk, Master of STRAAT LUANDA, went on home leave.
 Captain H.J. Brons was posted to STRAAT LUANDA following home leave.
 Chief Engineer H. Hooyberg of TJIWANGI went on home leave.
 2nd Engineer D. van Huizen of TJIWANGI was temporarily appointed Acting Chief Engineer.
 Chief Engineer G.J.C. Bevelander of STRAAT FRANKLIN went on intermediate leave.
 Chief Engineer C.F. Nicolai was posted to STRAAT FRANKLIN following home leave.
 Acting Chief Engineer S. van der Heyden of STRAAT TORRES went on home leave.
 2nd Engineer V.J.W. Hendriks was posted to STRAAT TORRES as Acting Chief Engineer, following home leave.
 Acting Chief Engineer A.J. Odink of STRAAT COOK was transferred to STRAAT FUSHIMI as 2nd Engineer.
 2nd Engineer J. de Vries was posted to STRAAT COOK as Acting Chief Engineer, following sick leave.

NTPM

The following personnel went on leave:

Mr G.J. Tuinstra	2nd Officer
Mr B.E.J. Edskes	3rd "
Mr A.H. Berkenbosch	3rd "
Mr H.G. Dirix	2nd Engineer
Mr F.G. Veenstra	2nd "
Mr W.K. Pieters	2nd "
Mr M. Meulenberg	4th "
Mr W. van Heezik	4th "
Mr J.B.F. Dijks	5th "

Those who returned are:

Mr Fr Kuiper	2nd Officer
Mr J. de Ruiter	act. 3rd "
Mr N.W. Dikstaal	2nd Engineer
Mr A. de Groot	2nd "
Mr D.R. Güntenspergen	act. 4th "
Mr R.W.P.v.d. Hulst	Ass. "
Mr J.H. Klein	Ass. "

Posted to:

mv. "Congokust"
mv. "Congokust"
tss. "Westertoren"
tss. "Munttoren"
tss. "Westertoren"
mv. "Senegalkust"
mv. "Sloterkerk"

TRANSFER OF CAPTAINS

Captain J.P. van Haeften of tss. "Munttoren" went on home leave.
 Captain W. Benink was posted to tss. "Munttoren" following home leave.
 Captain B.J. Hennephoef of mv. "Congokust" went on home leave.
 Captain J.H.F. Stausebach was posted to mv. "Congokust" following home leave.

TRANSFER OF CHIEF ENGINEERS

Chief Engineer H. Kraaier of tss. "Munttoren" went on home leave.
 Chief Engineer A.J. de Hesse was posted to tss. "Munttoren" following home leave.

IN MEMORIAM

We announce with regret the deaths of the following:—

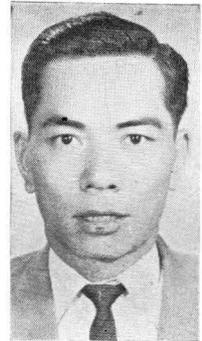
A.J. van Hulst (retired Chief Engineer KPM) at Rotterdam, on November 11, aged 70.
 J.H. Stocksmeier (retired Employé KPM) at Hilversum, on November 8, aged 87.
 D. Hemminga (retired Employé KPM) at Amsterdam, on November 15, aged 84.
 A. Bakker (retired Employé KPM) at Fairhope (Alabama), on November 15, aged 63.
 C. Sijpestijn (retired Captain KPM) at Haarlem, on November 24, aged 63.

We learned with regret of the death of Quartermaster Ip Kam Fai at the Canossa Hospital in Hong Kong on November 25, aged 35. Mr Ip joined RIL in 1963 as a sailor on the Tjibantjet. He was promoted to Quartermaster in 1966. He was a friendly and hard-working man. We should like to express our sympathies to his mother and brother.

本刊謹以沉痛心情宣佈舵手葉錦輝先生於一九六九年十一月二十五日在香港嘉諾撒醫院病逝之消息。葉君享年三十五歲。

葉錦輝先生一九六三年開始在本公司服務。初任職於「芝萬捷」輪為水手。一九六六年升任舵手。葉君為人友善，工作勤懇。現英年早逝，同寅甚感惋惜。

本刊謹希葉君家屬節哀順變。



Chief Engineer J. Schriemer of STRAAT HONG KONG went on home leave.

Chief Engineer A. Vink was posted to STRAAT HONG KONG following home leave.

NTPM

SUCCESSFUL EXAMINATIONS

Mr D.R. Güntenspergen	5th Engineer	A.	13.11.1969
Mr R.W.P.v.d. Hulst	Ass. Engineer	VD.	29. 8.1969

LEAVING (OR LEFT SERVICE)

Mr H. Schippers	Appr. Officer
Mr C.R. van der Kooi	Appr. "
Mr B.K. Koning	Appr. "
Mr B. de Graaf	3rd Engineer

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

M.W. Kuitert	Appr. Officer
J.J. van Oosten	Appr. "
J.Tj. Manneveld	Appr. "
P.R. Kappen	Appr. "
J. van Os	Appr. "

SHIPS POSITIONS

mv. "Senegalkust"	eta Dakar	22/1
mv. "Congokust"	eta Luanda	4/1
mv. "Zuiderkerk"	eta Amsterdam	21/1
mv. "Sloterkerk"	eta Kobe	17/1
tss. "Westertoren"	eta Baton Rouge	5/12
tss. "Munttoren"	eta Aruba	5/12

HVM

SHIPS POSITIONS

mv. "Hollands Diep"	eta Yokohama	5/1
mv. "Hollands Duin"	eta Dakar	20/12
mv. "Hollands Dreef"	eta Yokkaichi	15/12
mv. "Hollands Burcht"	eta China	23/12

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

