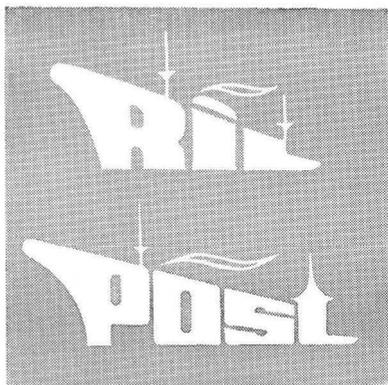


RIL Post

Volume 17 Number 7

A monthly staff publication of Royal InterOcean Lines





Monthly
Staff Magazine
of
Royal Interocean Lines

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

A Member of the
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Group of Companies

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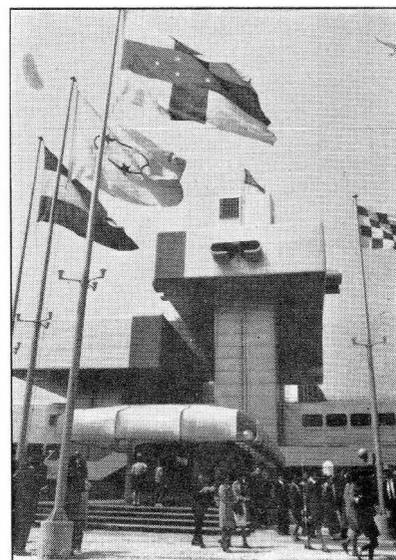
From the Editor:—

A WIDE FIELD

The scene of RIL operations is a wide one indeed. Even wider is the extent to which RIL becomes involved.

In March we reported the Maritime Exposition in Sydney, with RIL's participation in the bi-centenary celebration. Now in the centre pages is a necessarily curtailed history of that eminent sailor Captain Cook.

The April issue showed a picture of the unusual, fully-rigged Hong Kong pavilion at Expo '70. Quite a few RIL'ers have visited Osaka, and pages 130-2 give a glimpse of the enormous exhibition, with a bonus for philatelists on page 133.



RIL ships sail to the vast continents such as Africa, where odd incidents can occur during the course of more normal business (page 137) and have in the past visited the smallest of islands (page 128). Sometimes a 'piggyback' lift is given (page 129).

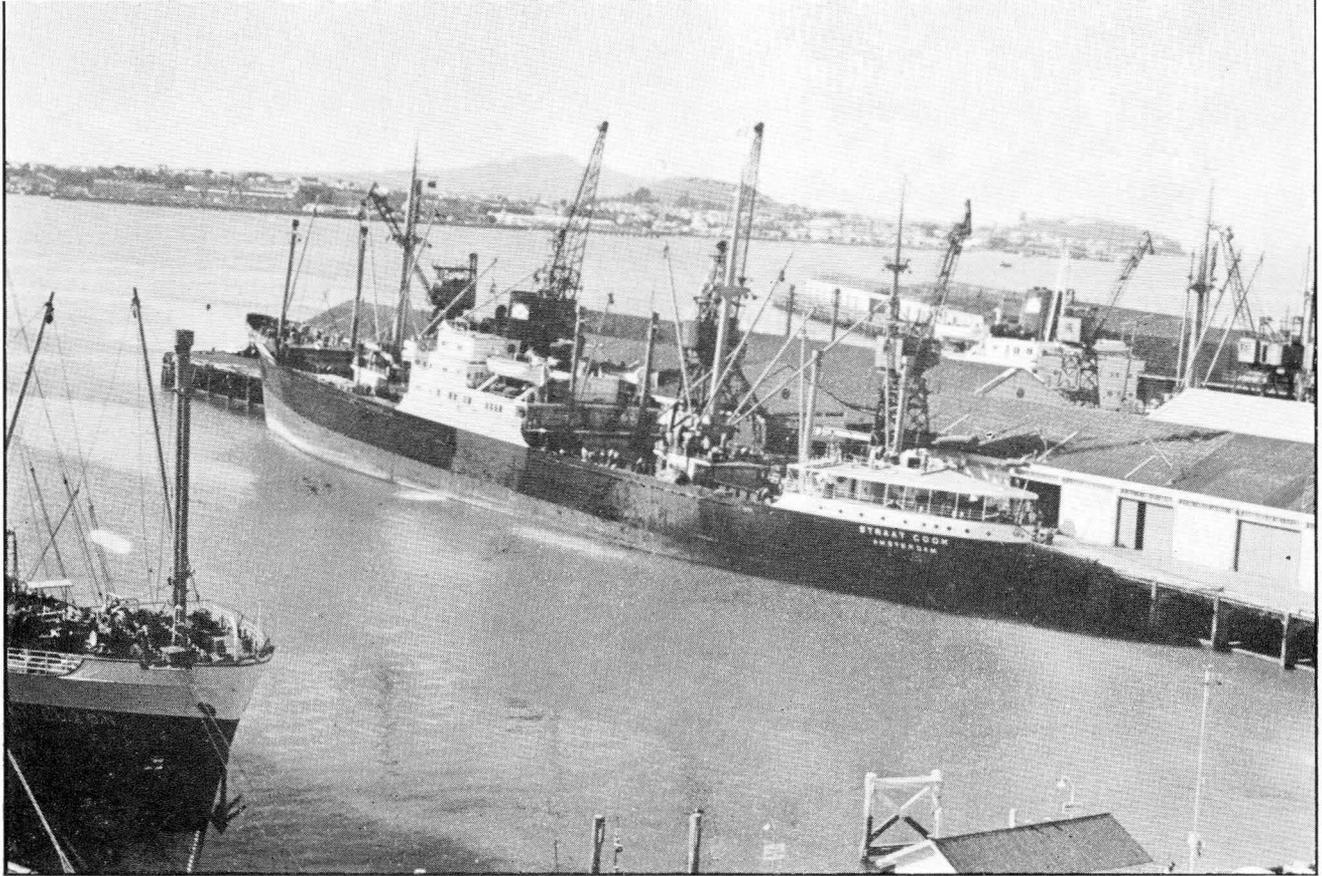
Two of the men who 'keep them sailing' appear on pages 136 and 141, and some of the old-timers who helped in the operation are shown on page 140.

"Saturday 28th April, A.D.1770. At day-break we discovered a bay and anchored under the Southern Shore, about two miles within the entrance in six fathoms of water."

On 29th April a party was landed in what was at first called Sting Ray Bay. More famous as Botany Bay, pages 134/5 tell the story of the man who made the landing.



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



THREE OF A KIND

The right kind that is: the RIL kind. Three RIL vessels were seen in adjacent berths at Auckland on 20th April. Whilst it is not unusual to have two or three RIL ships in harbour together, it is not often that they are berthed like this.

Straat Luzon (Captain E.P. Helleman), sailing in the Africa-Australia/New Zealand Service (AANZS), was discharging African cargo at the start of her coastwise voyage. In the centre is Straat Cook (Captain D.J.

Smit) loading for the New Zealand-East Asia Service (NZEAS) as the last ship in the South/North routing programme and due to complete at Mount Maunganui. On the far side can be seen Straat Singapore (Captain W.C. Bouter), also NZEAS but discharging; she was the first vessel on the new double coastal schedule. (See also page 129 for a special cargo).

We are indebted to Mr M. Joughin, Shipping Manager of Messrs. Russell & Somers, RIL's Auckland agents, for this information and picture.

PREFIX 'ROYAL'

H.R.H. Prince Bernhard of the Netherlands, Patron of the Nederlandse Scheepvaart Unie, has announced that H.M. the Queen of the Netherlands has been pleased to grant our sister company Nedlloyd N.V. the honour of using the prefix 'Koninklijke' (Royal) before and as part of the name of the Company. As from 1st July, the name of the Company will be

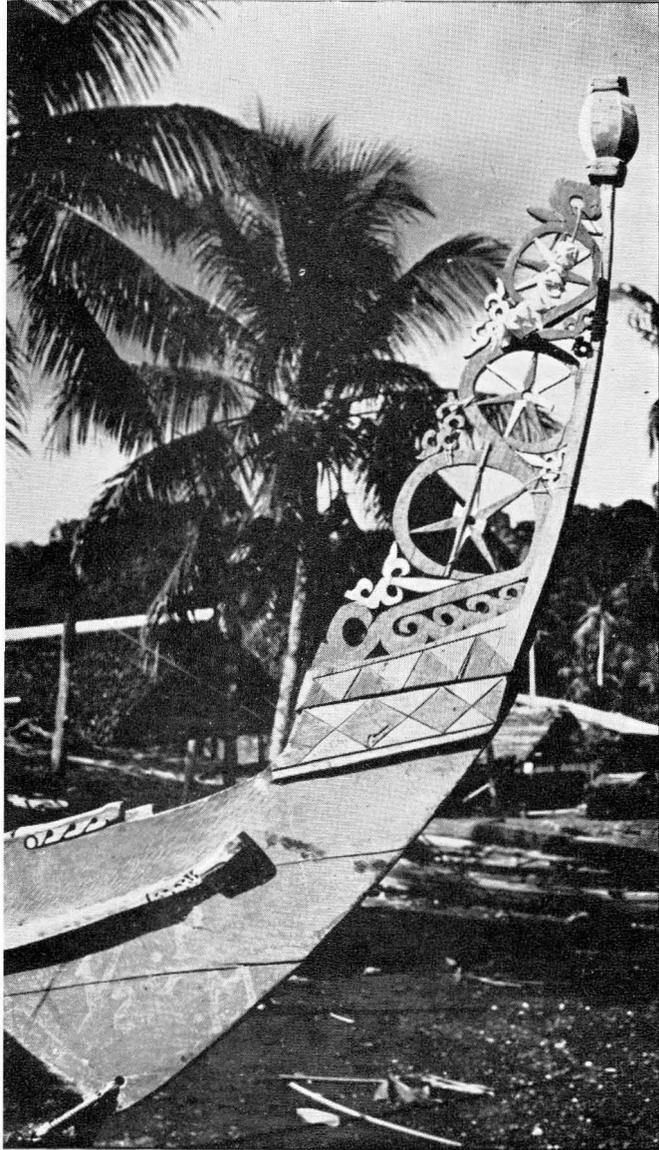
KONINKLIJKE NEDLLOYD N.V.
(Royal Nedlloyd)

Readers are, of course, aware that Royal Nedlloyd was formed from the combination of KRL, SMN and VNS and is based in Rotterdam.

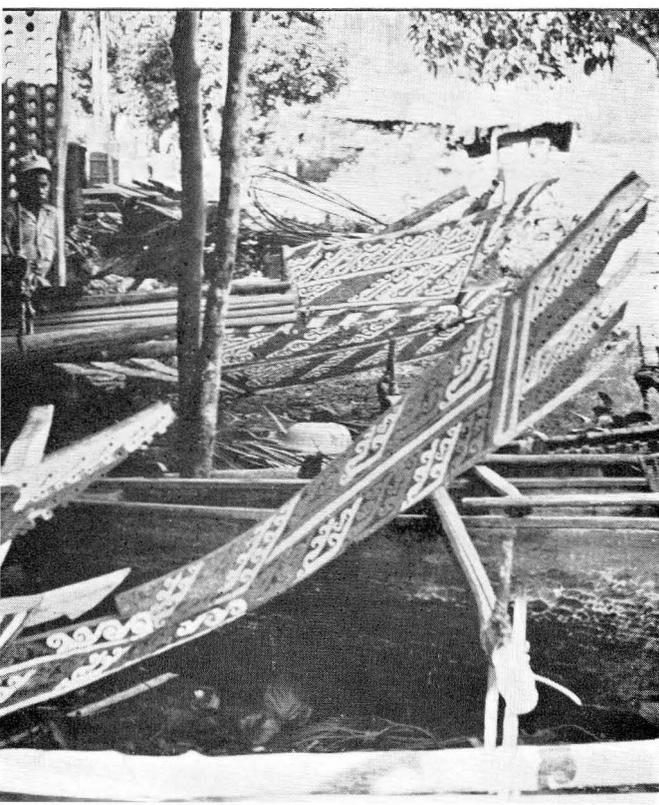
NOTEWORTHY AWARD

We announce with pleasure that on the occasion of her birthday, H.M. Queen Elizabeth II was pleased to appoint Mr W.M. de Haan an Officer of the Order of the British Empire (Honorary). The award was made in recognition of the active part Mr de Haan played in helping develop good relationships in the international shipping community in Hong Kong.

On behalf of everyone in the Company, RIL Post sends its congratulations on this signal honour.



Some of the boats were elaborately carved with beautifully shaped stems.



AMONG THE ISLANDS

With Captain H. Zeylstra (retired)

When a ship arrived at Seroei, almost the entire population swarmed out in their outriggers to surround her.

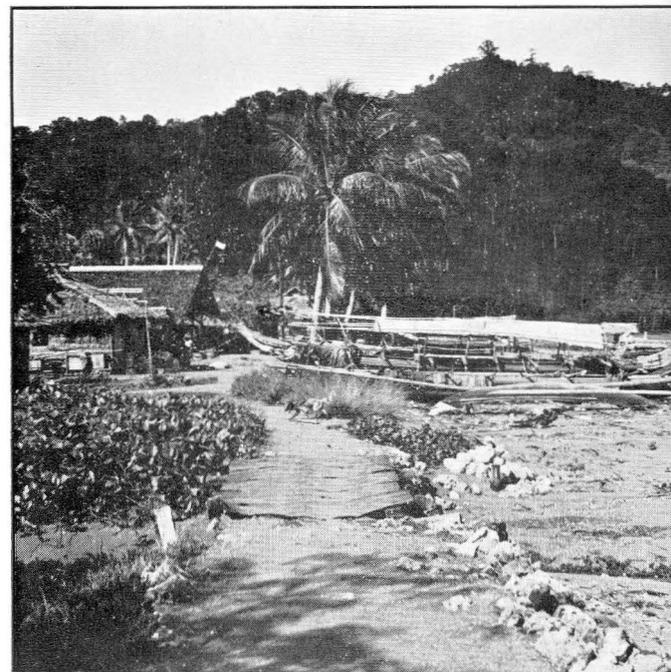


Seroei used to be a regular port of call for KPM ships. It is a small village on the south side of Japen, an island in Geelvink Bay on the north side of New Guinea (now West Irian).

On arrival at Seroei, especially when coming from Hollandia (now Djaja Pura), the ship was always surrounded with canoes full of people. Many of the men from Seroei used to work in Hollandia to make money for their families, so there were always people coming and going.

When not in use, the canoes were drawn up on the beach, and some were carefully stored in boathouses along the beach. They were often elaborately carved and were probably for some special use.

The beach 'road' with numerous praus drawn up on the sand.



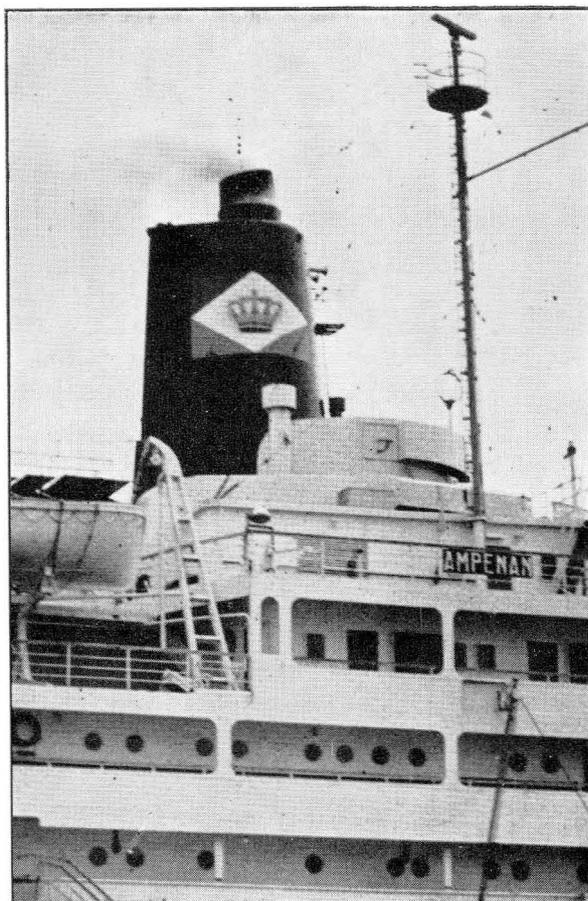
AMPENAN AHOY!

When the rainy season begins in Hong Kong and grey clouds swathe The Peak, whilst squally gusts sweep across the harbour to blot out all vision, it is hardly the best of times to try to take photographs.

So it was that carefully-laid plans to make a picture of two LACAS vessels together came to naught. Wonosobo, first of the vessels to visit Hong Kong after RIL took over the management of the Latin-America and Caribbean Service, swung on buoy A.33, but A.34 waited in vain for Ampenan, latest ship to join this service.

When the eighteen-year old ship eventually arrived, RIL Post was happy to say a quick hello to the vessel which was having something of a 'shake-down' cruise. At Singapore, Captain P. Vogtschmid, Chief Officer P. ter Hark and Chief Engineer J.A. Timmermans had all joined Ampenan and for the first time were sailing in the LACAS.

The hatches remained closed as everyone waited for a lull in the downpour before discharging the paraffin wax from Balikpapan. It was not a good day for pictures, so we must hope for better weather on the ship's return from the west coast of South America. See you again Ampenan!



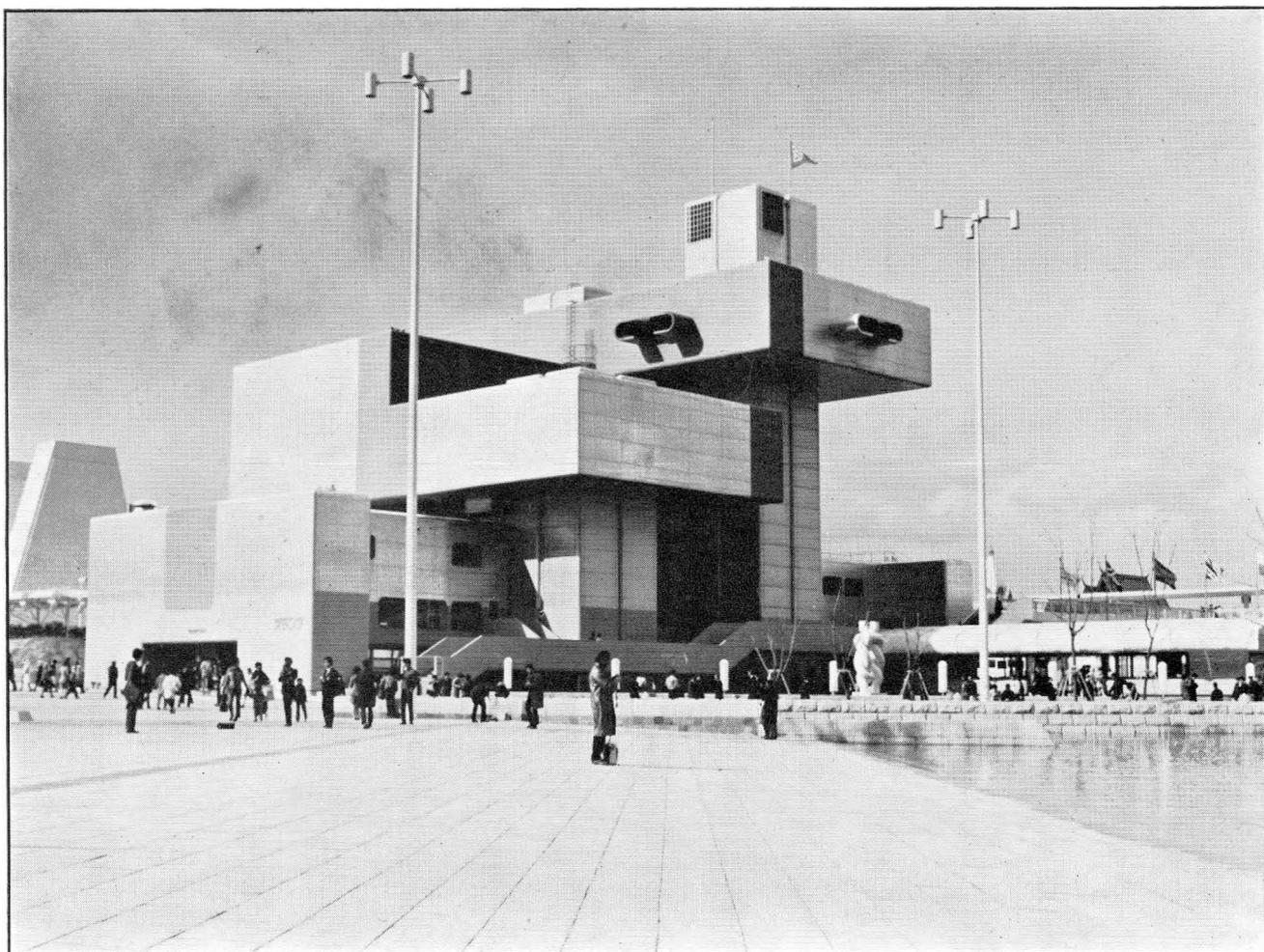
NO WORKADAY BOAT

The large junk lying quietly in the basin at Auckland is no workaday fishing vessel but an air-conditioned well-fitted boat, destined to be used for cruising in Tahiti; with the name of 'Midnight Mover', she sounds romantic enough!

Her owner, a Frenchman, at first intended to sail the junk from Hong Kong (where she was built by Cheoy Lee) to Tahiti, but bad weather forced him into Manila and he eventually returned to Hong Kong. RIL offered to carry the junk to New Zealand, and so it was arranged.

The large boat, booked at 40 tons, turned out to weigh 52 tons when the floating crane lifted her out of the water (we seem to have heard this story before!) but she was stowed neatly enough athwartships on top of Straat Singapore's No. 3 hatch. Close by was a 10-ton sailing yacht, also from Hong Kong.

We do not know whether 'Midnight Mover' eventually sailed direct to Tahiti, or whether she was shipped first to Fiji. Whatever the move, we trust it was a good one.



EXPO '70

Standing in the shadow of the huge Russian pavilion at Expo '70 in Osaka is the gay little blue, silver and orange Dutch pavilion. The brilliant, shiny colours are set, appropriately, at the head of a system of artificial waterways. Surrounding it is a public road flanked on both sides by water, creating the impression of a dam and, thus, of a typical Dutch landscape.

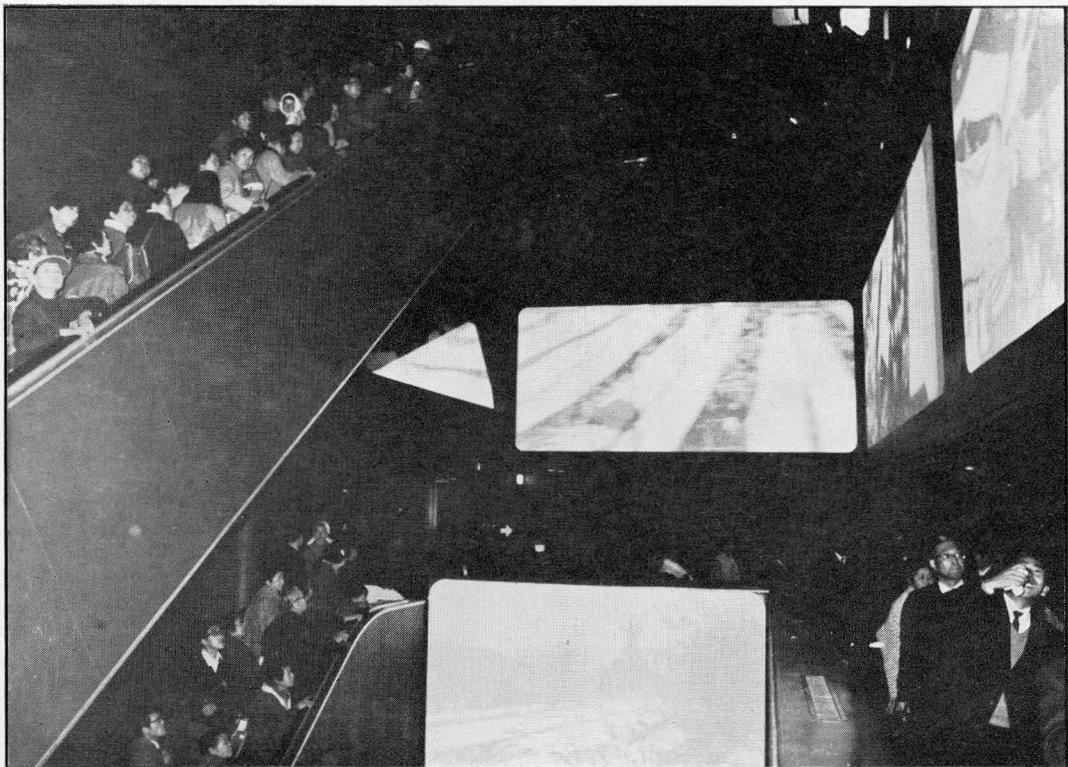
The team of Dutch designers who produced this pavilion set out to produce in one strong 'treatment' an image of Holland which would not require too much time from a public surfeited with sight-seeing. Inside the series of cube-like tiered sections are a theatre, a restaurant and offices.

Highlight of the pavilion is the multiple screen presentation in the upper structure, where film projection on 15 screens and slide projection on 10 screens combine to project a modern audio-visual picture of Holland. The 60,000 m. film aims to create a true picture of the

country to-day, running through sequences of subjects from landscapes, towns, industry and waterworks to science, religion and communication. In a few minutes, the visitor receives a new image of Holland as it is to-day.

Mr M. Sakurai (Manager, Osaka) tells us that there have been two special days at Expo '70: the first was The National Day of the Netherlands on 1st April, and the second was The Day of Trade, Traffic and Tourism on 16th April. RIL's Manager for Japan, Mr E.M. van Rhooen, was present on both occasions and there were other familiar faces: Mr J.R. van Osselen (retired Managing Director) attended on the National Day, and Mr K. Dirkzwager (Onderdirecteur, Amsterdam) was present on 16th April. In addition many Japanese Government officials, executives from leading shipping companies, trading houses and manufacturers were invited to see this — as one of the designers expressed it — "charming little gift for a special occasion."

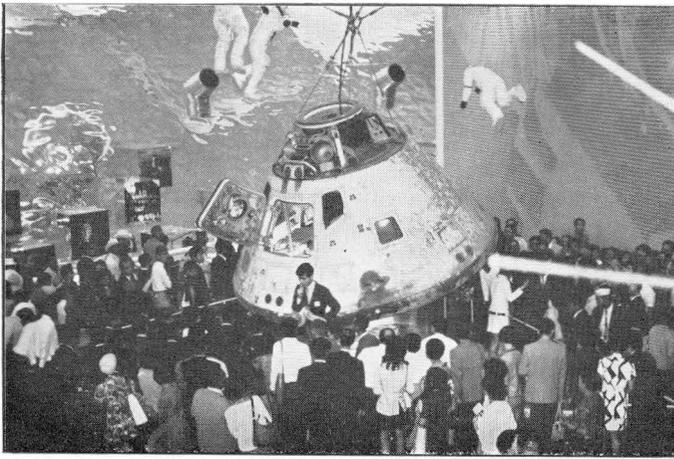
Both eyes and ears receive the impact of the Netherlands scene as multiple screens and recordings are synchronised for maximum effect.



A CREATIVE EXPRESSION



Contemporary artist Peter Struycken has transformed one of the resting areas with aluminium surfaces which reflect the images of the film screens.



EXPO '70

A PASSING IMPRESSION

by

Radio Officer Ad Tilroe

During the last calls of the STRAAT FRANKLIN at Osaka and Kobe during May, everyone was given an opportunity to visit Expo '70, and a great many of the crew and officers went ashore to visit one of the almost 250 pavilions.

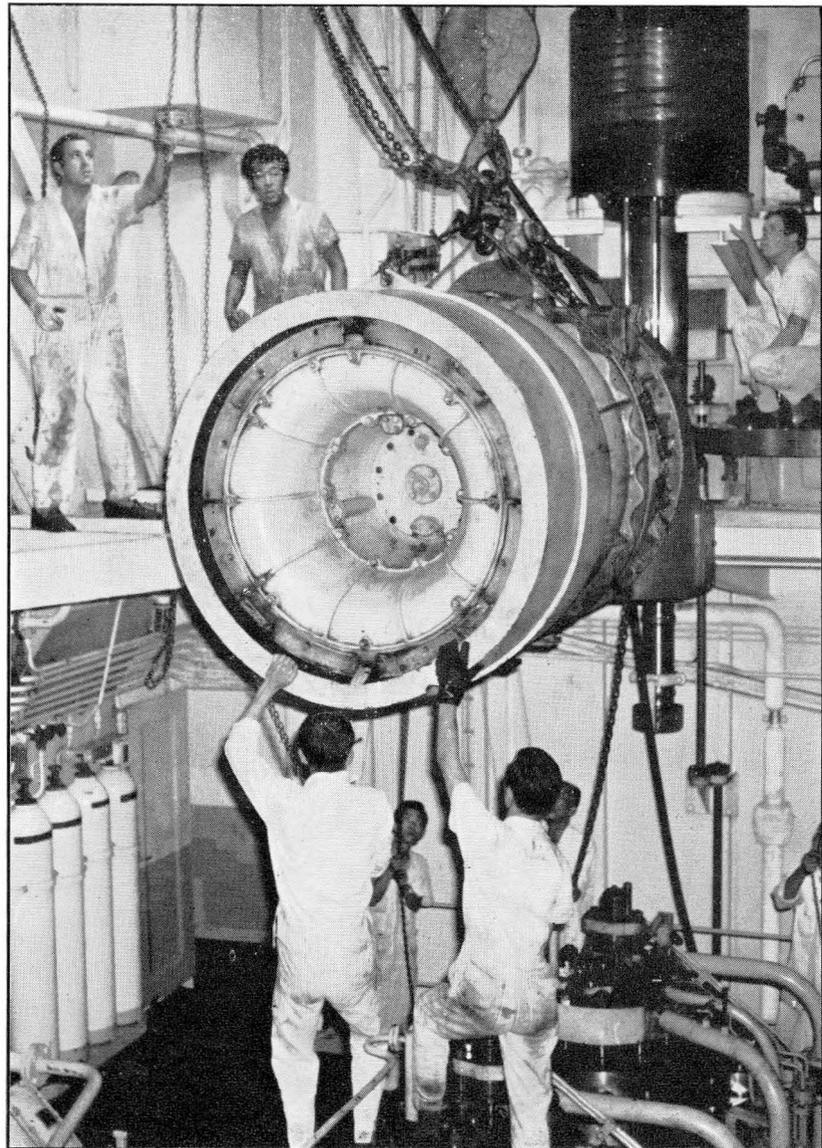
This, of course, was the Dutch pavilion in which, by means of several Dutch films, the visitor was informed about the little country below the sea level.

Other interesting pavilions were those of the U.S.A. and the U.S.S.R., in both of which space engineering was the most attractive feature.

In the Indonesian restaurant they serve a good meal (Indonesian style, naturally) and let's not forget the Belgium restaurant where you can eat a real Dutch 'zakje patat' (a bag of potato chips).

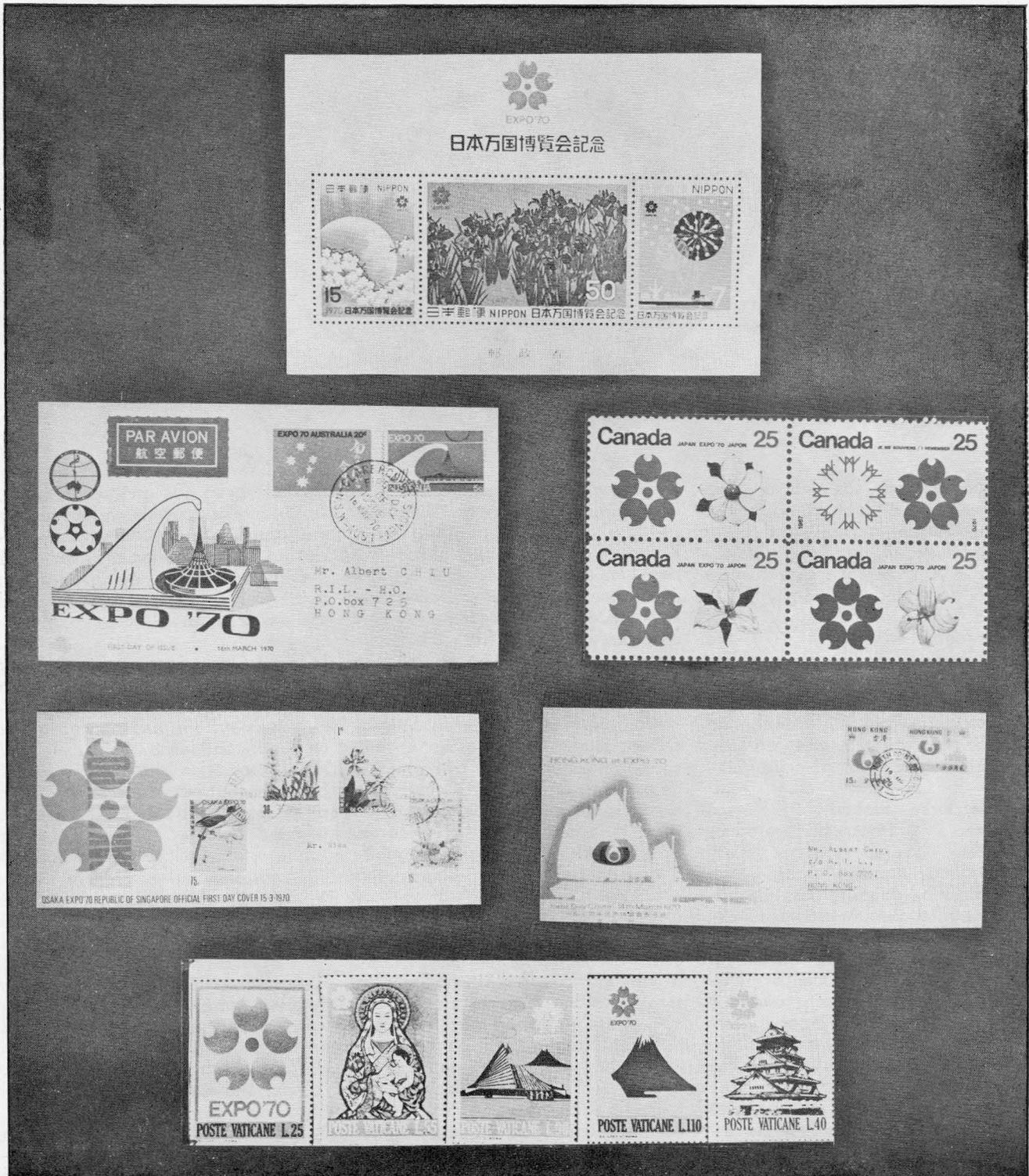
There is a lot well worth seeing, and I think that it would take more than a week to visit all the pavilions.

Maybe because they had seen spacecraft at the Expo, several days later the ship's engineroom staff were working in the sky! Under the supervision of Second Engineer J. Wildering, they were shifting a heavy turbo-blower of almost 4000 kg. It just looked like a spider's web (as you see in the picture), with the turbo caught in the middle, tackle running to all corners of the engineroom, and every man concentrating on careful control.



STAMP COLLECTORS AHOY!

Many countries have issued special sets of stamps to commemorate Expo '70. They are all different, but each has the special Expo symbol. Here are some, received from that keen stamp-collector, Albert Chiu (Manager, Crew Dept. HK HO).





CAPTAIN JAMES COOK

Navigator, Scientist

The uneducated son of a farm labourer, James Cook rose to be a Captain in the English Royal Navy and a Fellow of the Royal Society — this in a time when such success usually depended on family background, influence and money. It is no wonder then that in 1970, the bi-centenary of his discovery of the coast of New South Wales is being celebrated with enthusiasm, especially in Australia. Cook was a renowned explorer and perhaps the greatest professional navigator of any age.

On his three expeditions between 1771 and 1780, Cook discovered or accurately located virtually every major island or island group in the South Pacific. His ship was the first to penetrate the Antarctic Circle. He proved that diet and careful housekeeping could end the threat of scurvy, which frequently killed as many as half of any crew on an extended ocean voyage. James Cook's ships (which never lacked for volunteers) were at sea over nine years and lost not a single man to scurvy. He earned such a high international reputation that his last expedition (1776-1780) was granted safe conduct by both the American

and French navies, though they were at war with each other at the time.

The man who won such fame was born in a small Yorkshire village, and after very little schooling was apprenticed to a grocer at 17. He obtained his release from this indenture after a year or so, and in 1746 entered the service of a firm of Quaker ship owners at Whitby. Three years of service on Whitby colliers taught him the sailor's trade so well that by the age of 27 he was an experienced shipmaster, inured to a rough life and the hazards of the sea. It is interesting that later on, at the end of his first voyage of discovery, he wrote: "A ship of this kind must not be of a great draught of water, yet of sufficient burden and capacity to carry a proper quantity of provisions. . . . She must also be of a construction that will bear to take the ground, and of a size which in case of necessity may be safely and conveniently laid on shore to repair any accidental damage or defect. These properties are not found in ships of war of forty guns, nor in frigates, nor in large three-decked West India ships, nor indeed in any but North-country ships, such

as are built for the coal trade, which are peculiarly adapted for this purpose." *Endeavour* was indeed a Whitby collier, built for great strength (in case of going aground), considerable stowage space and shallow draught.

In 1735 Cook gave up a promising career in the merchant marine to enlist in the Royal Navy as a common seaman. His experience, talents and self-confidence won him very rapid promotion through the ranks. He gave outstanding service in the siege of Louisburg in 1758, plus talented work as a surveyor along the coasts of North America, and his many varied talents were recognized by the Admiralty when in 1768 he was selected to organize and lead an expedition to watch and record an eclipse of the sun by the planet Venus on June 3rd 1769 at Tahiti. An even more important assignment was to find out if a vast, unexplored continent existed in the South Pacific west of South America and, if so, to map and explore it.

If the Admiralty had resorted to a modern computer analysis of qualifications, they could not have selected

JAMES COOK

Humanitarian



a man better fitted to organize and lead such an expedition. James Cook was a sailor, navigator, scientist, physician, administrator and cartographer. He was tough; able to lead men through intense hardships and endure privation himself. In an age of accepted cruelty ashore and afloat, he was a remarkable humanitarian. Men volunteered to sail with him again and again.

One of the greatest accolades that could be given this unusual man can be found in an order to his crews that, wherever they went, they were to treat the natives "with all imaginable humanity." One of his fellow officers wrote of him: "He was beloved by his people, who looked to him as a father and obeyed his commands with alacrity. The confidence we placed in him was unremitting; our admiration for his great talents unbounded; our esteem for his good qualities affectionate and sincere."

In all, three voyages of discovery were made under Cook's command and each was an epic of adventure and discovery. The first, made in the stubby-bowed, tough-timbered

Endeavour, left England in June, 1768. The observations made at Tahiti turned out to be spoiled, owing to unforeseen optical distortion, but the problem of the unknown southernland — the *Terra Australis Incognita* — was settled once and for all when on 29th April, 1770, Cook sailed into Botany Bay with, in addition to the sailors and a small party of Marines, a scientific party from the Royal Society headed by a rich and enthusiastic amateur naturalist, Joseph Banks. He explored the eastern coast of Australia for 1,000 miles, almost coming to grief when *Endeavour* struck on the coral of the Great Barrier Reef. His circumnavigation and accurate mapping of the New Zealand coastlines and the dangers of the return voyage are well-chronicled. On the second voyage Cook, now a commander, proved once and for all the non-existence of a great continent in the South Pacific when he ventured as far south as 71°, the first to cross the Antarctic Circle. An appreciative Admiralty promoted him to a captaincy.

The purpose of the third voyage, begun in 1776, was to find a Northwest Passage to the Pacific around

the top of North America. During the course of this, Cook discovered Hawaii and explored the Northwest coast of North America and Alaska, passing through the Bering Strait into the Arctic, but was turned back by an impenetrable Arctic ice pack. His death at the hands of natives of Hawaii on 14th February, 1779, at the age of 50, brought to an untimely end the life of one of the greatest explorer-adventurers of all time.

As one writer has said: "No previous navigator had contributed voyages of such length and remained at sea for such long periods, or brought back as much accurate knowledge of such an immense extent of the earth. Cook's discoveries were responsible for the English speaking occupation of Australia and New Zealand, together with the acquisition of islands which, later, like Hawaii, became of great strategic and commercial importance. Cook also made gifts to nautical medicine, to navigation and cartography. Clearly, the author of such achievements must have been a man of outstanding character and genius."

CAPTAIN COOK'S JOURNAL

Diary of a great coastal navigator — see pages 134/5

6th May 1770:

"In the evening the yawl return'd. The great quantity of New Plants &ca . . . collected in this place occasioned my giving it the name of Botany Bay."

14th May 1774:

"Who ever comes to this isle will do well to provide himself with Red feathers, the finest and smallest that are to be got, he must also have a good stock of Axes and Hatchets, Spike Nails, Files, Knives, Looking Glasses, Beads &ca. Sheets and Shirts are much sought after, especially by the Ladies as many of our gentlemen found by experience." (Tahiti)

4th August 1774:

"I ask'd for something to eat and they readily brought me a Yam and a few Cocoa nuts; in short I was charmed with their behaviour, the only thing which could give the least suspicion was the most of them being Arm'd with Clubs, Darts, Stones and Bows and Arrows."

17th July 1777:

"Fidgee lays three days sail from Tongatabu. It is not subject to Tongatabu on the Contrary they frequently make War on each other. These people stand in much fear of those of Fidgee, and no wonder sence the one is Humane and peaceable Nation, whereas the other is said to be Canibals, Brave, Savage and Cruel."

CAPTAIN TERHORST CELEBRATES

With shipping delays a common occurrence these days, it is no wonder that the celebration of Captain Th. Terhorst's 25th Anniversary of service with the Company had to be deferred from 8th May until the 21st when Straat Hong Kong was at Durban. Even there, berthing delays of some 72 hours were being experienced.



Captain and Mrs Terhorst with Mr van Middelkoop.

A party of forty people — seagoing and shore staff, and Durban friends — gathered to celebrate this important milestone in the career of Captain Terhorst, who joined the KPM as a Cadet on board Nieuw Holland in 1945. During the ensuing years, he served on a wide variety of vessels, ranging from coasters to passenger ships.

RIL's General Manager for Africa, Mr J. van Middelkoop, recalled many of these ships when he was addressing the Captain on behalf of Managing Directors. Captain Terhorst was specially commended by the KPM Board of Directors for the energetic action and initiative shown by him on 23rd December, 1953 when the vessel in which he served as Acting Chief Officer was threatened by a fire on board a lighter alongside. Eleven days later he was promoted to Chief Officer. Perhaps this promotion had something to do with the action taken at the time!

One of Captain Terhorst's most treasured postings was that in command of the passenger ship, Tjitjalengka from December, 1966 until 1968. When the old ship was delivered to breakers in May, he felt it as a personal loss. A notable occasion was in February this year, when Straat Auckland was transferred to the South African flag and became Saffocean Auckland.

(continued)



An unusual job for the Fire Brigade.

Photo: Tanzania Standard.

SNAKE IN THE HAWSER

Dar es Salaam Fire Brigade turned out on the morning of 15th April on one of the oddest jobs in their history — to kill a ten-foot python found curled up in a hawser in the forecastle of RIL's Tjitarum as she berthed at No. 3 Main Quay. How the stowaway boarded the vessel or how long it had been there remains a mystery.

(continued from opposite)

Speaker commended Captain Terhorst as a very able Master, dedicated to the interests of the Company, and exercising authority in such a manner as to create a pleasant atmosphere for all on board.

After the presentation of a bouquet to Mrs Terhorst by Mrs van Middelkoop, an engraved watch was presented to the Captain by Mr van Middelkoop.

In his reply, Captain Terhorst thanked Managing Directors for the memento and recalled with pleasure the vessels in which he had served for 25 years. He ended with a toast to the continued well-being of RIL and Safocan.

The python was not discovered until the pilot had boarded the ship and was bringing her through the narrows at the harbour entrance. As members of the crew moved up to the forecastle to uncoil one of the hawsers used to secure the ship alongside, Sailor Haron Bin Moh Nor leapt back with a cry of alarm, for there was a very big snake, at least three inches in diameter and apparently of considerable length.

First attempts to dislodge and kill the monster by Second Officer H. de Baat Doelman produced such a lightning reaction as it shot underneath a grating that caution was called for. A respectful ship's company kept at a safe distance and the vessel was secured with other ropes. Finally, the Fire Brigade arrived and killed the python which was taken back to the station as an 'illegal immigrant'.

No-one knows how the snake got on board or where it came from. Tjitarum was sailing in the China-East Africa Service (CHEAS) and her last port-of-call was Mogadiscio.

FAMILY NEWS

Weddings

Miss M. Obana (Kobe) to Mr Mitsuaki on 5th April.
 Miss J. Kasahara (Tokyo Ag.) to Mr H. Yoshioka on 8th April.
 Mr D.K. Shackleton (Durban) to Miss L.R. Wilson on 16th May.
 4th Engineer N.C. van der Klis (leave) to Miss M.B. Jongkind on 19th May at Meerkerk.
 3rd Officer J.M.W. Schmidt Crans (Tjinegara) to Miss M.P. Tadema on 20th May at Heemstede.
 5th Engineer J.J. Meyer (leave) to Miss J.F. Burgmans on 26th May at Bergen op Zoom.
 5th Engineer W.P. Vijfwinkel (leave) to Miss A.M.C. Jongenelen on 2nd June at Pijnacker.
 5th Engineer E.J. van Dapperen (leave) to Miss M.Th.C. Meyers on 5th June at Emmeloord.
 Mr J.B.A. Jonckheer (leave) to Miss J.E. de Haas on 4th July at Bussum.

New Arrivals

Mr J.E. Teffer (Sydney): a son, Matthew Nicholas, on 5th March.
 Mrs S. Kwan (HK MH): a daughter, Kwan Fung Ping, on 11th March.
 Mrs Nellie Ong Lee Neo (Singapore): a son, Larry Ong Soon Huat, on 18th April.
 Mr J. Tan Swee Ann (Singapore): a daughter, Kathleen Tan Siok Lin, on 15th May.
 Mr F.J.A. Hens (Auckland, N.Z.): a daughter, Frederieke Isabelle, on 19th May.
 Mr S. Raghoonan Dan (Durban): a daughter, Sonitha, on 20th May.
 3rd Officer F.C. Leliard (leave): a daughter, Corrine Jane, on 23rd May.
 Mr Ting Ah Chiong (Singapore): a son, Raymond Ting Hock Chye, on 23rd May.
 Mr David Lau Koon Wing (HK HO Fin) and Mrs Anna Lau Shui Kuen (HK HO PZ): a son, Raymond Lau Wai Ming, on 26th May.
 Mr Y. Morishita (Kobe): a daughter, Sachiko, on 28th May.

Captain J. de Jong 27th November
 Captain Tj. van der Molen 28th December

who both complete twenty-five years of service this year.

There are two amendments to the dates previously printed:

Chief Engineer J. Coers 19th August
 Chief Engineer H. Weevers 21st November

A FISHY STORY

We hear that the Sydney Social Club organized a fishing competition on 3rd May. Keen members and their friends contested on the beautiful Hawkesbury River, just north of Sydney, and the eventual winner was Mr Neil Greaves, husband of Mrs Susan Greaves of the Accounts Department.

The weather was not good — cold, cloudy and windy — but a good time was had by all, so Mr J. Hutchin, Sports Chairman, tells us.

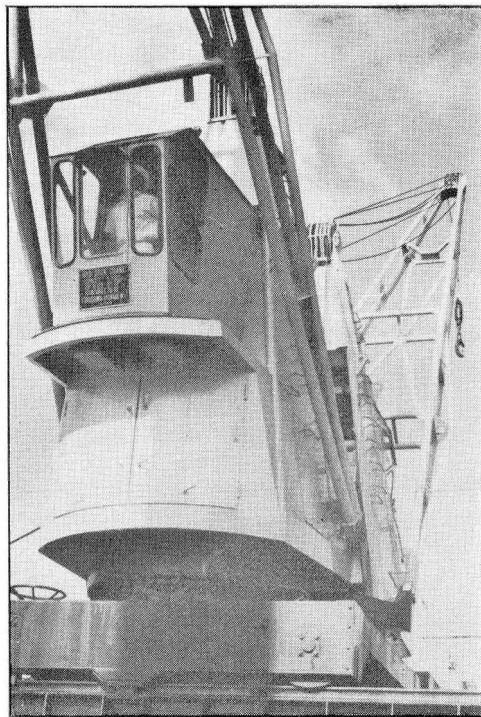
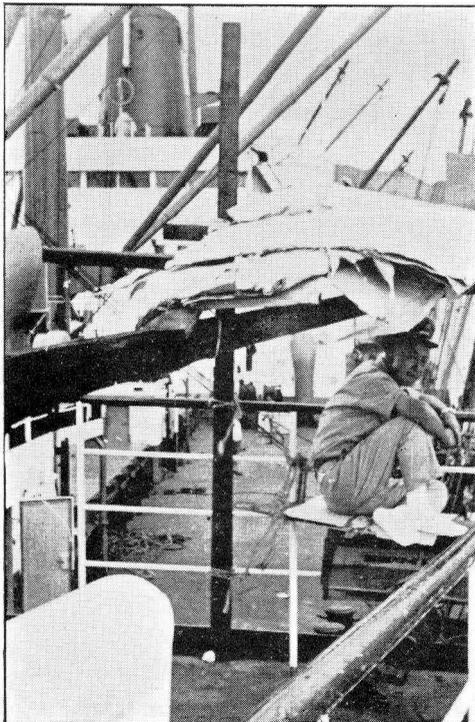
SHIPS OF THE WEEK

Radio Nederland broadcast messages from relatives in Holland to officers on board Straat Chatham, Straat Florida and Straat Hongkong on 8th June.

THE CHANGING SCENE

Almost any of the older ships in port will show such a scene as the one on the left, where a crane driver has provided himself with rough shelter from the elements, as he crouches on a couple of boards.

Contrast with it the secure shelter of the cab of a hydraulic crane on board a Straat F- vessel.



LOG BOOK

PERSONALITIES

CONCERNED

Up on the fifth floor of our Hong Kong Head Office are many industrious people quietly working away at all the involved business which goes on in the Finance and Accounts sections. Not very spectacular perhaps, to an outsider's eye. Rather routine, you might say. . . .

Nevertheless, it was one man's interest and concern with shipping business which may just possibly have prevented an accident recently:

A checker in Accounts II section was looking over an account presented by a local company supplying oxygen. There was nothing wrong with the figures, but his scrutiny of the details, combined with his knowledge of shipping ways, told him that something was amiss: it was not usual for two cylinders of medical oxygen to be supplied to a freighter.

Investigation revealed that two cylinders of compressed air had been ordered for diving apparatus, but that oxygen had been sent instead by the supplier. A hasty cable to Straat van Diemen warned the ship of the wrong cylinders, and they were exchanged at Durban. A possible accident averted because one shipping-clerk was concerned.

A WELCOME FOR STUDENTS

Radio Officer F. Dekker was one of Straat Bali's officers who welcomed a large group of students from the Transkei on board when the ship was at East London in May.

The youngsters showed a keen interest in the ship, and the officers endeavoured to explain all the workings, including this demonstration of the function of a radio-transmitter by Sparks.

Photograph: Chief Cargo Clerk Ng Min Hang



Mr F. Terwogt (Managing Director) returned to Hong Kong from Amsterdam on 6th June.

Mr D. Kuiken (Marine Superintendent) flew from Hong Kong to Japan for a brief business trip at the beginning of June.

Mr J.H. van der Wal (HK HO Audit & Control) left Hong Kong on 31st May for a two-weeks' business trip to Durban.

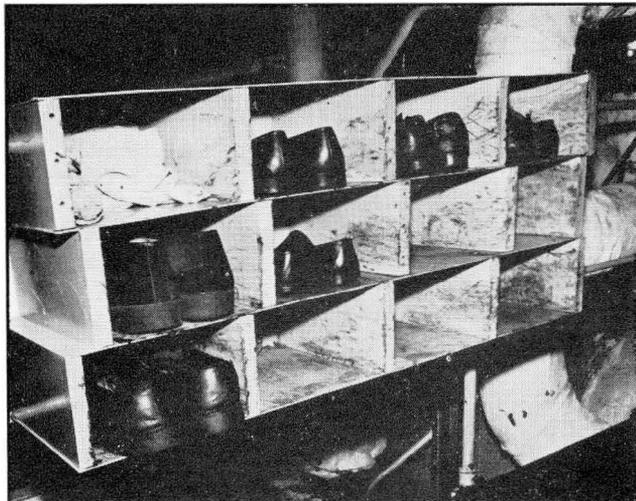
Mr T. Makiura (Yokohama Management) visited Hong Kong between 20th May and 6th June, returning on board STRAAT AGULHAS.

OF SHOES AND SHIPS

Munttoren's shoe locker is typical of the one found in each ship's engine room (and it can be quite a useful visual check when looking for an engineer!).

Slippery steel gratings and catwalks, not to mention treacherous oil, can be dangerous if rubber shoes or shoes with metal nails are worn, so every engineer changes into the so-called "engine room slippers" which are in reality hand-sewn leather 'slip-on' shoes. This also prevents large black footmarks which are particularly obvious on wooden decks.

A large number of these engine-room shoes are hand-made in Hong Kong. Recently, some engineers have been seen wearing special shoes worn in Japanese dockyards, steel-capped to protect their toes. There are even a few conservatives around the Fleet who wear their own wooden clogs.



DISTINGUISHED SERVICE



In the difficult days of September, 1941, a farewell party was held in Hong Kong for Messrs. van Munster van Heuven and Bierens de Haan who were leaving to join the RAF in England. They both served with distinction as bomber pilots during the War. Mr van Munster van Heuven is at present a Director of Van Houten, Weesp, but Mr Bierens de Haan died some five years ago.

A great many faces in this picture will be remembered by many old friends: (from left to right) **Front Row:** T.K. Chen, Joseph Lee, K. Schouten (Shell), Shum Kwan (Mina), R. van Rossum (Netherlands Harbour Works). **Second Row:** Leong Wong King, Dallinga, Ng Chak Wa, Van Munster van Heuven, A.C. Offenberg, Bierens de Haan, Yew A Kow, A.A.J.B. Masseur. **Third Row:** Van der Sleen, Van Leeuwen, Ng Hui Sun, Crommelin, Ng Sui Cheong, E.D. van Walzee, Lee Hon Fai, Sung Shou Tin, Loo Yuen Pok, Chan Kam To, Seng Shui Huai. **Back Row:** Chung Kwok Wai, Yuen Kwok Ching, Henry Wong, J. Gomes, Lam Yuk Ying, Henry Lee, Leung Kwok Yui.

FLEET FACTS

The Greek vessel **Pleias** (15,500 SDW) was time-chartered to give the June sailing in the China-West Africa Service.

She was delivered at Korea on 22nd June and is likely to make one westbound trip only, but may possibly complete the round-trip.

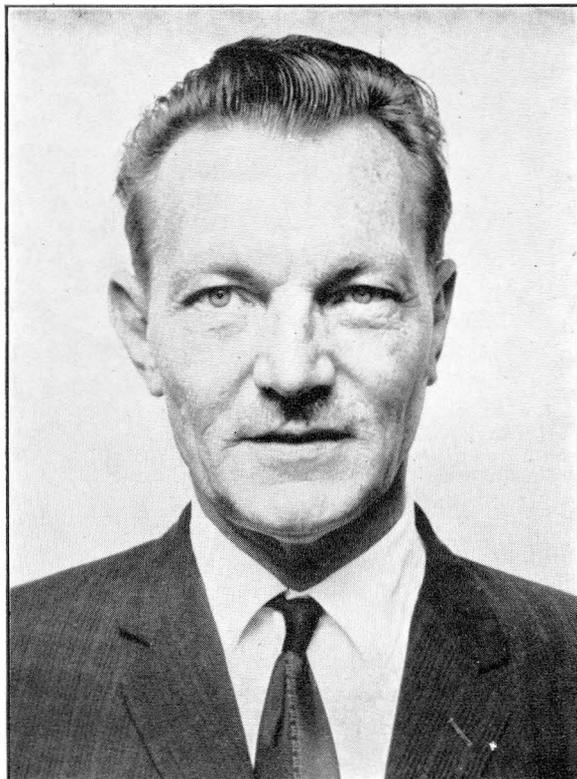
FAREWELL MR PRONK

It was a real family occasion when Managing Directors gave a farewell luncheon on 19th May for Chief Engineer J. Pronk, for as well as departmental heads and the Captain and Chief Engineer of Tjiwangi, his son-in-law, Mr J. Frieszo (HK HO FB) was also present.

It is nearly 35 years since Mr Pronk first joined the KPM as a Fifth Engineer. When war broke out, he had to leave his wife and small daughter Yvonne in occupied Java, and he sailed on ships mostly in the Australia area during the war. There was a happy reunion afterwards, and Mr Pronk was able to sail as a Fourth Engineer on m.v. Karossa, on her maiden voyage to Djakarta. The following years saw him on many 'Ka-' and 'Ba-' type vessels (where he became something of a 'specialist' in their engine-rooms) until he joined RIL as a Chief Engineer in 1961. Since then it has been a mixed bag of 'Straats' and 'Tjis', finishing with Straat Towa.

When Mr Terwogt had outlined this long record, he thanked Mr Pronk on behalf of Managing Directors and the Board for the many years of service, and wished him well in the future.

In the course of his reply, Mr Pronk recalled the names of the thirteen ships which left Tjilatjap for Australia in March, 1942, of which only five survived. Happily, one of these was the old Van Spilbergen on which he himself sailed. He concluded by wishing the Company many prosperous years to come.



PROMOTIONS

Our congratulations go to the following ship's officers who were promoted on 1st July 1970:

(Some promotions are subject to the results of examinations which have not been received at the time of going to press. A further list will be published, therefore, next month.)

To Chief Officer:

R. Reitsma

A.E. Okhuijzen Mulder

C. Oudendijk

J. Reitsma

A.E. Rouffaer

J.W.J. Soenveld

J.C. Vermunt

R.J.A. van Went

L.J. Botzen

J.W. Derks

J.H. van Doornik

B. Geutskens

H.A.C. Hauer

J. Hemrika

L.G.A.J. van Hulst

J. de Jonge

P. Kroes

A.B. Kupers

A.W. Noort

H.J.E. Peeters

K.P.H. Peneder

C. Rog

F.A. Spoor

H.S.J. Vellinga

R.J. Vermeulen

H.O. Voorma

A. Bosch

P. Brommers

W.J.M. van Eijndhoven

H.G. Franzen

W. van der Graaff

A.J. Gulmans

Tj.A. Hiddes

P. Huigen

K.J. Jansma

A.J. Keller

N.R. Klaus

H. Knip

L.F. Koppejan

D.G. van Lopik

R. E. Meijer

J. van Mulligen

P.A.J.M. Pennings

D. van der Pol

Th.J.I. Rutgers

R.L. Sinnema

S.H.J. Vellinga

F.R. Wijkel

To 2nd Officer:

D.P. Bleyerveld

F. H. Elkhuizen

J.A. van Es

L.J.B. Lagendijk

A.J. Martijn

J.F. van Santen

R. Zwenk

To Chief Engineer:

H. Noort

To 2nd Engineer:

C.F.H.G.M. van den Goorbergh

E.P.D.R. de Graaff

R.G. Koopmans

J.J.A. Martin

H.A. Schreurs

L. Smit

To 3rd Engineer:

J.H.M. van den Beemt

H. Boele

S. Bottema

To 4th Engineer:

H.W.I. van Amerongen

J.J. de Beer

C.H.M. van Bennekum

C.J.M. Boerma

To 3rd Officer:

J.C. van Apeldoorn

H. van de Beek

R.W.A. Chevalier

J. Dolk

P.G.A. Gerretsen

C.J.G. van den Hurk

R.P. Koerse

Ch. F.J. Lucas

A.A. de Lijster

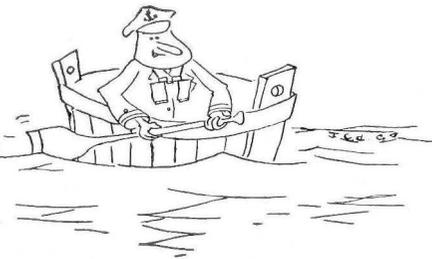
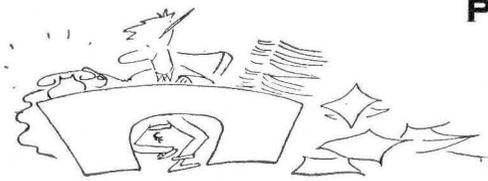
R.M. Meister

M.F. Mulder

D. Nagtegaal

H.A. Noorland

PERSONNEL



NEW PERSONNEL

A hearty welcome is extended to Mr G.C.H. Cooper (ES) who recently took up employment with R.I.L. in Head Office Hong Kong.

PROMOTION

To 5th Engineer:
Mr A.R. Christoffel as from 14-11-1969.

SUCCESSFUL EXAMINATIONS

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

Mr J. de Beer	2nd Officer	I	6-5-70
" B.A. Smalt	" "	Th.I	2-6-70
" J.Tj. Wouda	" "	Th.I	1-6-70
" W.A. van Erk	3rd "	Th.I	8-5-70
" E.E. Kip	4th "	Th.II	8-5-70
" O.J. Pannevis	" "	II	1-6-70
" R.J.A. van Went	" "	II	22-5-70
" B. Pleizier	4th Engineer	Th.B	26-5-70
" D.M. Conijn	5th "	A	20-5-70
" H.R. Gleisberg	" "	A	22-5-70
" J. van Mulligen	" "	A	22-5-70

TEMPORARY POSTING ASHORE OF SHIP'S PERSONNEL

2nd Engineer H.J. Kers to HK HO TD.

LEAVING (OR LEFT) SERVICE

Mr E. van Luyk	Chief Officer
" R.J. Edelenbosch	2nd "
" S. van der Heyden	2nd Engineer
" A.A. Baars	3rd "
" J. Huisman	" "
" J.F.G. Jacobs	" "
" R.J. Smeets	" "
" F.J. Bikker	5th "
" J. Bruin	" "
" K.K. Smant	" "
" I.R. van Stuwe	" "
" K. Zwaga	" "

LEAVE

The following personnel went on leave:

Mr R. Edsen	Chief Officer
" F. van der Linden	" "
" J.L. Nobels	" "
" J.W. Swaving	" "
" W.R.M. van der Veld	" "
" H.L. Brandes	2nd "
" H. Soetekouw	" "
" E.G. van Tellingen	" "
" S.P. Vermeer	" "
" L.Ch.J.L. van Oijen	3rd "
" S. Rendering	" "
" F.H. Santman	" "
" P.J. Wesselman	" "
" F. van Woerkom	" "
" A.A. de Lijster	4th "
" M.J. Thuring	" "
" D.W.J.B. van Hattem	2nd Engineer
" J.H. Saat	" "
" Th.C. Smakman	3rd "
" J.H.M. van den Beemt	4th "
" J.W. Derks	" "
" B. Geutskens	" "
" H.A.C. Hauer	" "
" C.P. Herrebout	" "
" A.B. Kupers	" "
" C.D. Roelse	" "
" H.S.J. Vellinga	" "
" R. van Lelieveld	5th "

Those who returned are:

Mr B.G. Coops	Chief Officer	Straat Futami
" K.P.C.A. Gramberg	" "	Straat Honshu
" G.J. van der Heiden	" "	Straat Hobart
" F.E. de Nieuwe	" "	Straat Cumberland
" J. de Beer	2nd "	Straat Agulhas
" W. Boot	" "	Safoccean Adelaide
" P.J.M. van den Ende	" "	Straat Honshu
" P.E.D. Beretta	3rd "	Straat Banka
" W.A. van Erk	" "	Straat Futami
" M.H. de Graaff	" "	Straat Fraser
" J.M.W. Schmidt Crans	" "	Straat Mozambique
" J.N.M. Smit	" "	Straat Algoa
" K.G. Frentzen	4th "	Straat Freetown
" A.O. Vuurens	" "	Straat Madura
" A.J. Koomans	2nd Engineer	Straat Magelhaen
" N.M. Meinsma	" "	Straat Fraser
" J. van Doorne	3rd "	Straat Freetown
" C.M. Bakker	4th "	Straat Bali
" J. Bergsma	" "	Straat Torres
" G. Gerritsen	" "	Straat Singapore
" E.J. Koster	" "	Tjiwangi
" M.J. van der Noordt	" "	Straat Luanda
" B. Pleizier	" "	Straat van Diemen
" R. Gast	5th "	Straat Towa
" J. van Mulligen	" "	Straat Hong Kong
" J.A. Nieuwenhuis	" "	Straat Madura
" D.J.C. Scholtz	" "	Tjiluwah
" F.R. Wijkel	" "	Straat Towa

TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS

Captain W. Ineke, Master of Tjiwangi, went on home leave.
Captain E.P. Helleman was posted to Tjiwangi following home leave.
Captain H. Koch, Master of Straat Towa, went on home leave.
Captain F.W. Kaptijn was posted to Straat Towa following home leave.
Captain H.J. Brons, Master of Straat Luanda, went on home leave.
Captain W.F. Klute, Master of Tjiliwong, was transferred to Straat Luanda.
Chief Officer J.W.F. van Hummel was posted to Tjiliwong as Acting Captain following home leave.
Captain H. Boerée, Master of Straat Algoa, went on home leave.
Captain G. van der Spoel was posted to Straat Algoa following intermediate leave.
Captain J. de Jong, Master of Saffocean Adelaide, went on home leave.
Captain G.J. Noë, was posted to Saffocean Adelaide following home leave.
Acting Captain M. Peddemors, Master of Straat Lombok, went on home leave.
Captain D. van Hekken was posted to Straat Lombok following home leave.
Captain S. Westerweel, Master of Tjipondok, went on home leave.
Captain E. van de Wetering was posted to Tjipondok following home leave.
Captain W.C. Bouter, Master of Straat Singapore, went on home leave.

Captain M.M. Adamse was temporarily posted to Straat Singapore following home leave.
Chief Engineer G. Zweegman was posted to Straat Algoa following intermediate leave.
Chief Engineer H.R. Meyjes of Straat Algoa was transferred to Saffocean Albany.
Chief Engineer M.G. de Wever of Saffocean Albany went on home leave.
Chief Engineer J. Verdonk was posted to Straat Luzon following home leave.
Chief Engineer Th.J. Bronsvorst of Straat Luzon was transferred to Straat Banka.
Chief Engineer J.J. Kalkhoven of Straat Banka went on intermediate leave.

IN MEMORIAM

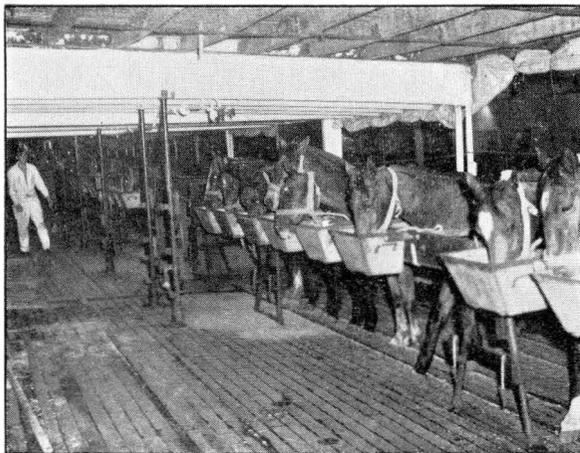
We announce with regret the deaths of the following:—

G.E.L. Moll (retired Employé, KPM) on 19th May at Amsterdam, aged 79.
J.A. de Bakker (retired Adjunct-Chef, KJCPL) on 20th May at Denia, Spain, aged 61.
J.M. Beuken (retired Employé, S.M.P.—Coal-mine 'Parapattan') on 22nd May at Vlaardingen, aged 74.
M.J.E. van der Roest (retired Employé, KPM) on 23rd May at Rijswijk, aged 73.
B.J.Th. Peters (retired Chief Engineer, KPM) on 25th May at Lage Vuursche, aged 83.
J.B. Vuurmans (retired Chief Engineer, KPM) on 4th June at Zeist, aged 72.

TEN YEARS AGO

From RIL Post July, 1960

SEA — HORSES



R.I.L.'s Office of the Manager for Hong Kong and China who also act as agents for Messrs KPM, recently arranged a spectacular transshipment of 50 horses from CNC's m.v. CHUNGKING to m.v. WAIBALONG operated in KPM's Hong Kong-Bangkok v.v. service. For this purpose vessels were moored opposite each other alongside the same wharf of the Hong Kong and Kowloon Wharf & Godown Co., Ltd.

The horses, most of them half wild, came from Australia and were none the worse despite the 3 weeks voyage. A further five days trip on board the WAIBALONG, which is a cattle ship and therefore provides excellent accommodation for live cargo, will bring the horses to Bangkok, where they will be delivered to the Thai Army.

Royal Interocean Lines

(Koninklijke Java-China-Paketaart Lijnen N.V.)

