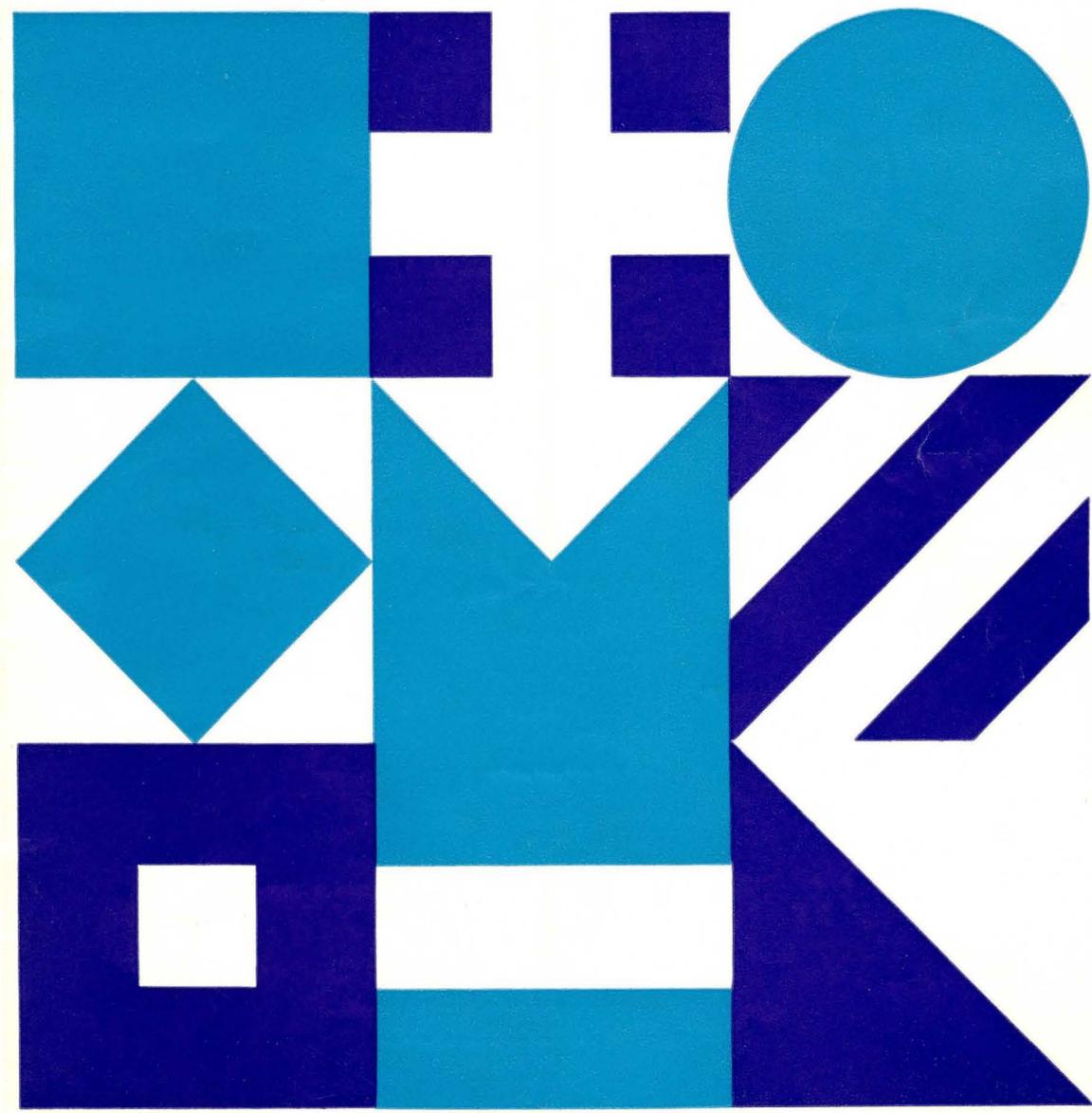
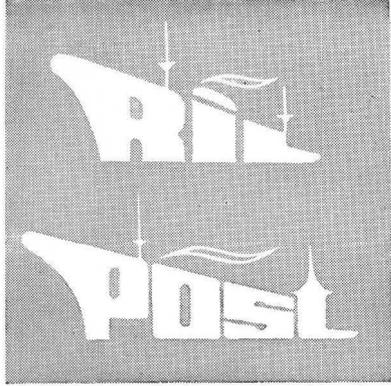


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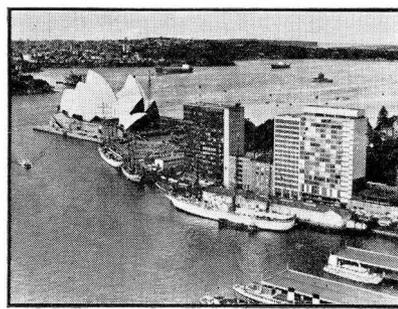
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Moving around the 'Lacas Scene', we come to yet another country — Ecuador. Pages 190/1 show more pictures from Mr F. Braches, the Company's Representative on the West Coast of South America.



The slender spars of Libertad, Dewarutji and Esmeralda mingle not too incongruously with the lofty wings of Sydney's opera house. That unrivalled sailor, Captain Cook, would surely have approved as, one after another, the great sailing ships of the world entered the harbour to share his bi-centenary celebrations. Correspondent Polain reports that (like some cargo services!) the vessels did not arrive on schedule, and consequently every time he thought he had obtained a complete set of photographs, another sail hove on the horizon. The final compilation was in the hands of Mr George Araya who recently joined I.A.S. and who himself served a term in the Chilean Navy and actually visited many ports in Australia on board the Esmeralda. See pages 193-5.



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

FLEET FACTS

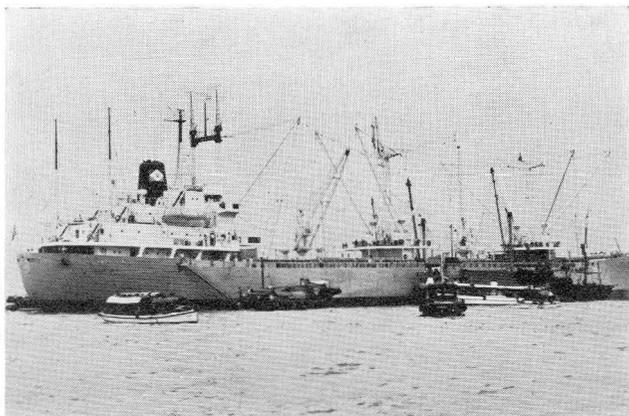
The British ship **Jelunga** (10134 SDW tons) has been time-chartered to give one AULAS/WSAAS round voyage. The ship was delivered at Sydney in mid-September and will make the westbound AULAS sailing from Australia in early October. She will return from South America in November/December, via West Africa where she should be load-ready in December.

The British vessel **Springbank** (12,336 tons S.D.W./609,000 cu. ft. balespace) has been time-chartered for one west-

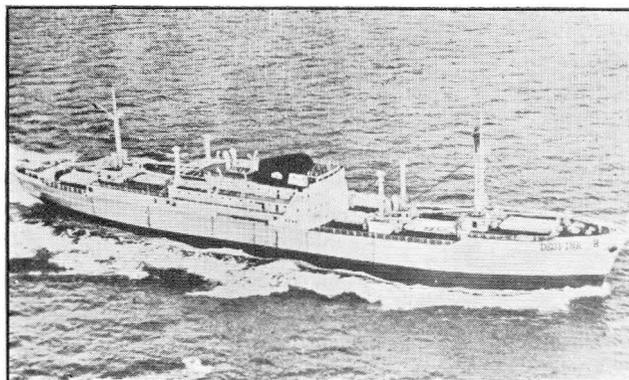
bound sailing in the Africa-Australia/New Zealand Service (AANZS). The ship will be delivered at Port Kembla early in October and is expected to be redelivered in Africa by the beginning of December.

The charter ships **Arendsker** and **Paean** were redelivered to owners during September.

The time charter of **Despina R** has been extended and the vessel will now be redelivered in Africa about mid-November instead of in Japan.

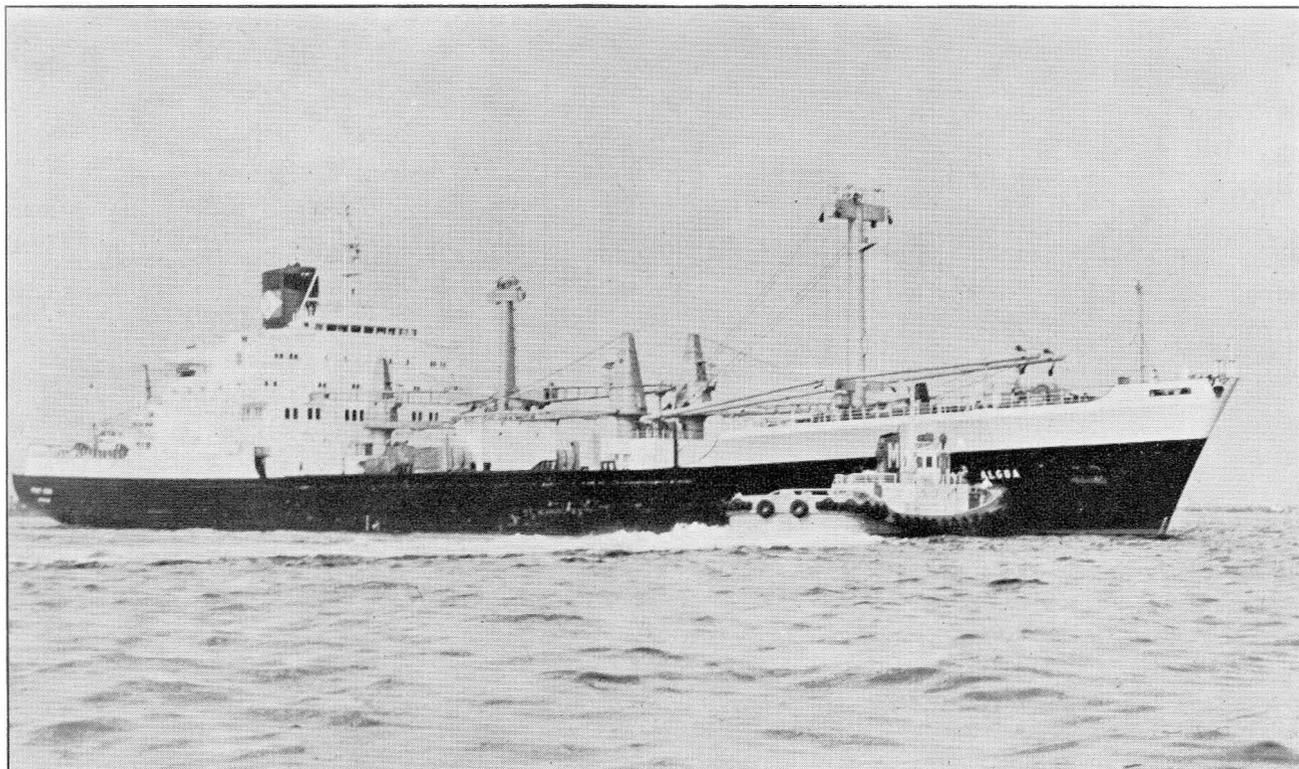


Charter ship Ocean Unity.



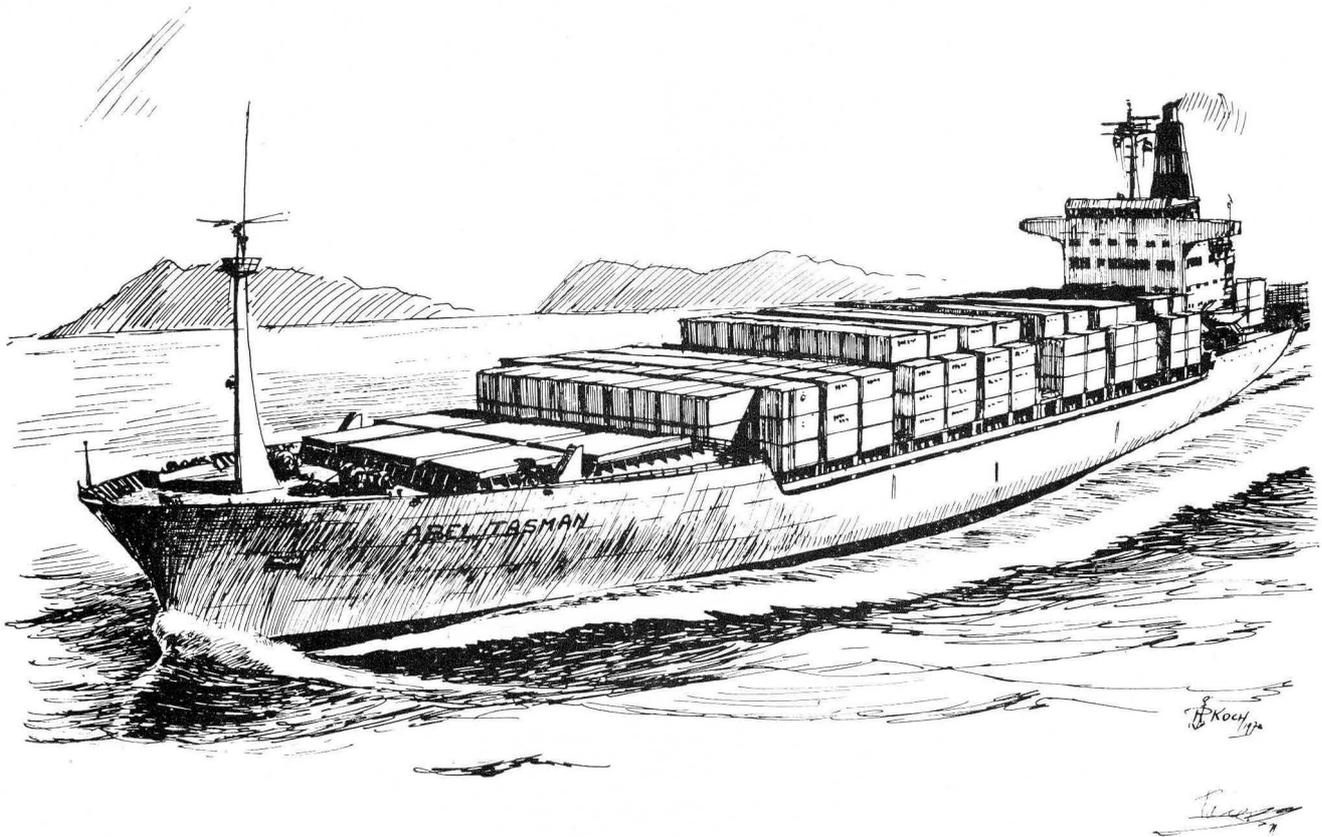
Charter ship Despina R.

RECORD LOAD



Straat Algoa sailed from Kobe in August for South Africa and South America with a record quantity of 15,680 scaletons. The vessel was full on space as Captain S. Oka took this picture.

NAMED BUT NOT LAUNCHED



Bird's eye view by R.Th. Koch (TD) of the containership ABEL TASMAN, which will have a speed of 22 knots. The Nedlloyd vessel will come into service at the beginning of 1971.

After the usual ceremony, performed very ably by Mrs W. Oyevaar-Boer, NSU's enormous new containership, Abel Tasman, remained very firmly on the slipway at the yard of Van der Giessen—de Noord N.V. instead of sliding smoothly down the steel rails into the IJssel. In the usual way, when the last support is removed, the weight of a new vessel is sufficient to set up the chain reaction which sets it moving down the heavily-greased rails. In this case, after the first slight movement, the hull remained motionless, and even a hydraulic ram could not shift it. So a large expectant crowd went home disappointed.

Such an unusual happening was enough to draw the attention of the

newspapers, radio and television, but the spotlight was on the ship for other reasons: ABEL TASMAN is the first big containership to be built in a Dutch yard, and when handed over to her owners in the Spring of 1971 will be the largest ship under a Dutch flag. For Van der Giessen, the vessel is the largest to be built to date, and for our company she is the first of the containerships which the NSU group is building.

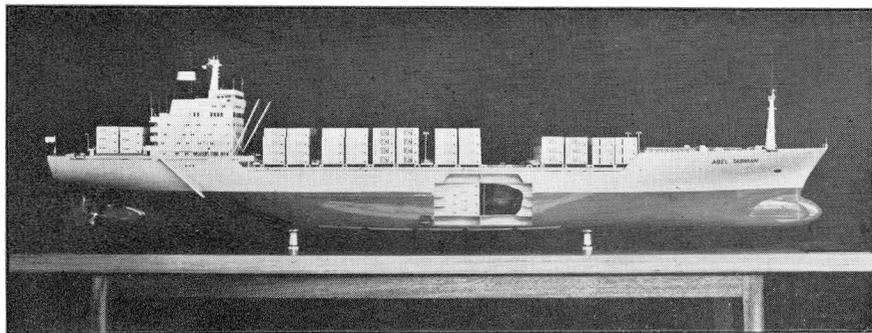
ABEL TASMAN will sail in the Australia-Europe Container Service (AECS), the largest international consortium of container companies. This group, with 14 cellular containerships, will give an integrated service between Europe and Australia—the world's longest stretch for containerships.

Apart from Nedlloyd, other participants in AECS are:

Overseas Containers Ltd.	} British
Associated Container Transportation	
Australian National Line	Australian
Hamburg Amerika Linie	} German
Norddeutscher Lloyd	
Messageries Maritimes	French
Lloyd Triestino	Italian

The containers in the holds will be in 6 tiers and in 9 cells; the cells are formed by angle-iron guide rails, within which the containers are loaded. The guide rails are so constructed that 'twin-lift-spreaders' can be used for loading and unloading (lifting two containers at a time).

This scale model of Abel Tasman has a 'window' to show a cross section of the interior.



On the deck and hatches, four tiers of containers can be loaded up to a maximum of 12 containers wide; this requires specially made base plates. Containers are made into blocks by means of coupling-pieces, and are lashed with special twin-buckles and lashing bars, which are operated from working platforms.

Abel Tasman's capacity is such that 1590 containers can carry 24,400 tons cargo with a draught of 11.55 metres. If this quantity were to be transported by train, 795 special container wagons would be needed, requiring 16 trains! If the containers could be lined up, they would combine to make a total length of 9.63 kilometres.

To unload the whole vessel, two gantry cranes require 20 hours working time. Such a short period has only been possible in the past in the discharge of bulk cargoes such as ore or grain.

The ship's management is not able to draw up a stowage plan (normally done on conventional general cargo ships) because of the very short loading and unloading time. Container stowage is arranged on shore. However, aboard Abel Tasman, the ship's management can exercise control by the use of a stability indicator, so that stability can be verified rather easily. In order to compensate for

a list caused by one-sided loading or discharging, a fully automatic "list compensating installation" has been installed. This is a necessity, because otherwise containers might easily get jammed in the guide rails. The trim is controlled from a central control panel with remote control valves. The required ballast tanks are situated mostly in the double hull, also in the double bottom and fore and aftship.

The new vessel will be manned by a crew of 38, each in a single cabin provided with its own shower and toilet. Officers and crew each have a recreation room and there is also a hobby and sports room.

ABEL TASMAN

Vital Statistics

Length overall	225,83 metres
Length between perpendiculars	210,00 ..
Breadth	30,50 ..
Height (to deck)	16,40 ..
Max. draught	11,55 ..
Capacity	33,000 tons/1000 kg
G.R.T.	25,600
Load	1590 20' containers
Service speed	22 knots

*Built by Van der Giessen — de Noord N.V.
Krimpen aan den IJssel*

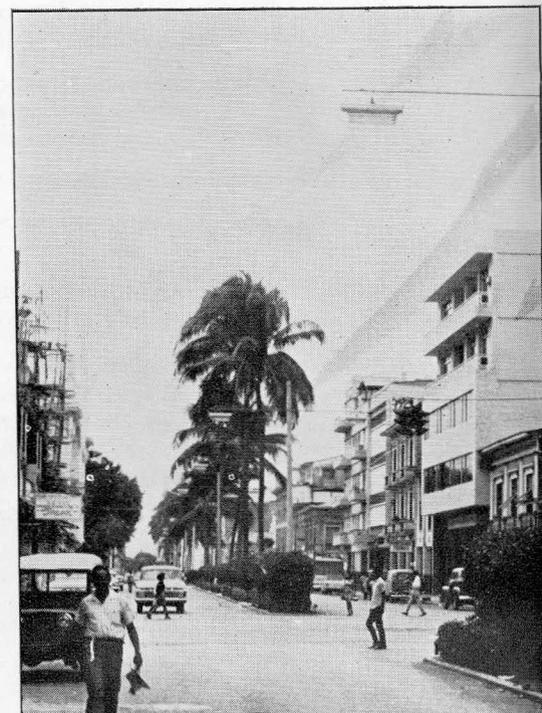
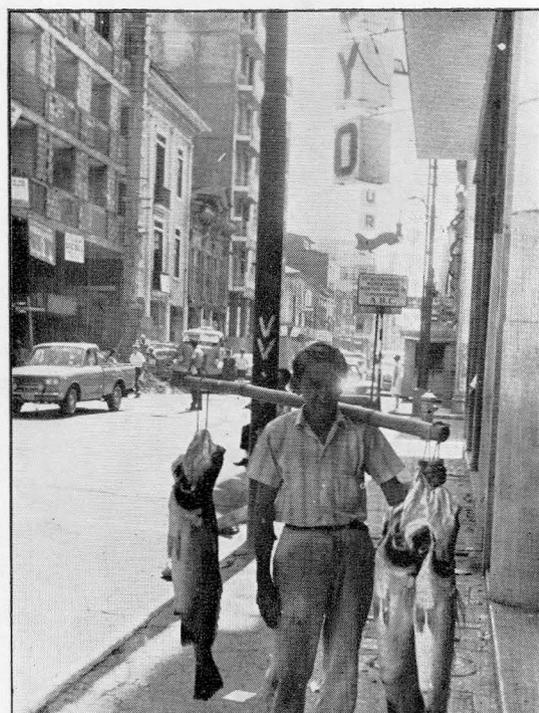
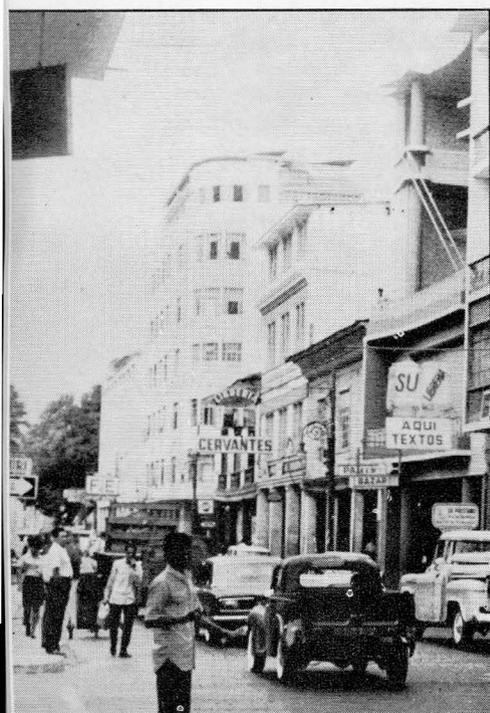
The lady was reluctant . . .

The monster ship proved reluctant to enter the cold water after the christening on 19th August, and all shipbuilding tricks proved of no avail as 25,000 tons sat solidly on the slipway.

Technical staff have now come to the conclusion that the trouble lies with the grease underneath, and the only thing they can do is to lift the hull about $\frac{1}{4}$ " so that fresh grease can be inserted. No less than 50 hydraulic jacks will be needed for the job, each between 100 to 300 tons capacity. Europe is being scoured. . . .

STOP PRESS

Abel Tasman was afloat on 17th September.



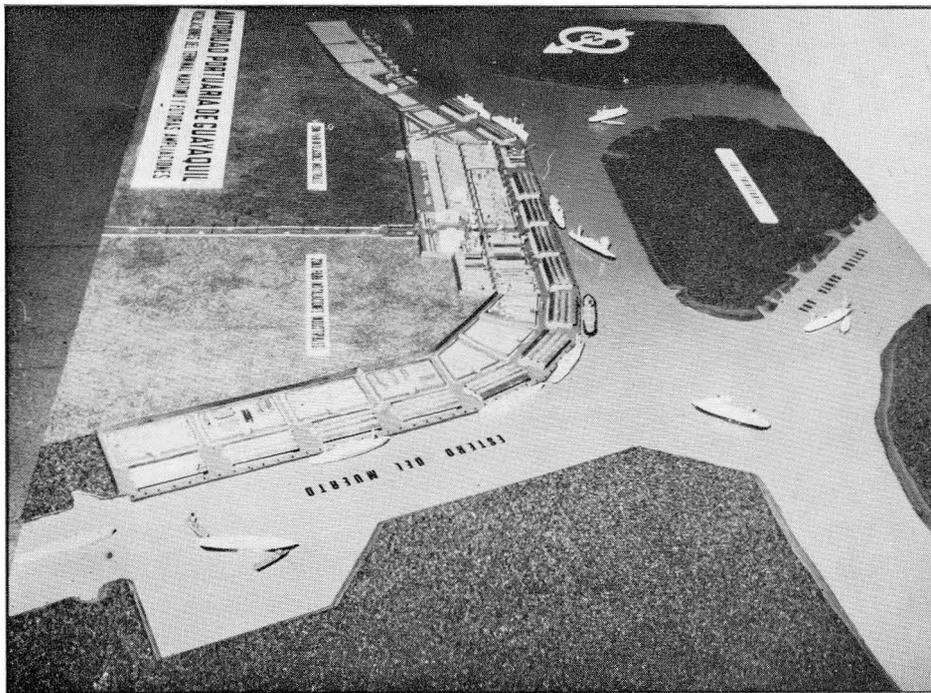
THE LACAS SCENE

GUAYAQUIL

The equatorial state of Ecuador, on the West Coast of South America, is dominated by the mountainous backbone of the Western Andes which divides the country fairly evenly into two halves. Ten intermont basins are strung along a trough from north to south of the range, and in this central plateau live some 58% of the people of Ecuador. To the east is an Amazonian wilderness, and to the west a lowland plain slopes down to the Pacific Coast.

In the shadow of the mighty, snow-capped peak of Chimborazo lies the principal seaport of the coastal region, Guayaquil, on the west bank of the Guayas River, some 35 miles upriver from the Gulf of Guayaquil. The port (top right), about six miles from the town centre, is one of the best run on the West Coast, with extremely well-organized and clean sheds (bottom right). Plans are afoot to extend the facilities of the port (centre) which now handles about 95% of Ecuador's imports and 50% of its exports: bananas, cocoa, coffee, sugar, as well as rice, straw hats (the so-called 'Panamas'), pyrethrum, ivory nuts, balsa wood, castor oil seeds, fish and pharmaceuticals.

Guayaquil is the largest city in the Republic, and building activities are rapidly re-shaping its face. Some of this can be seen in the background of the picture with the fish vendor, hawking his harvest from the rich Pacific fishing grounds (centre left). On the bank of the River Guayas (top left) is the monument commemorating the famous meeting at Guayaquil of the South American independence leaders, Bolivar and San Martin.

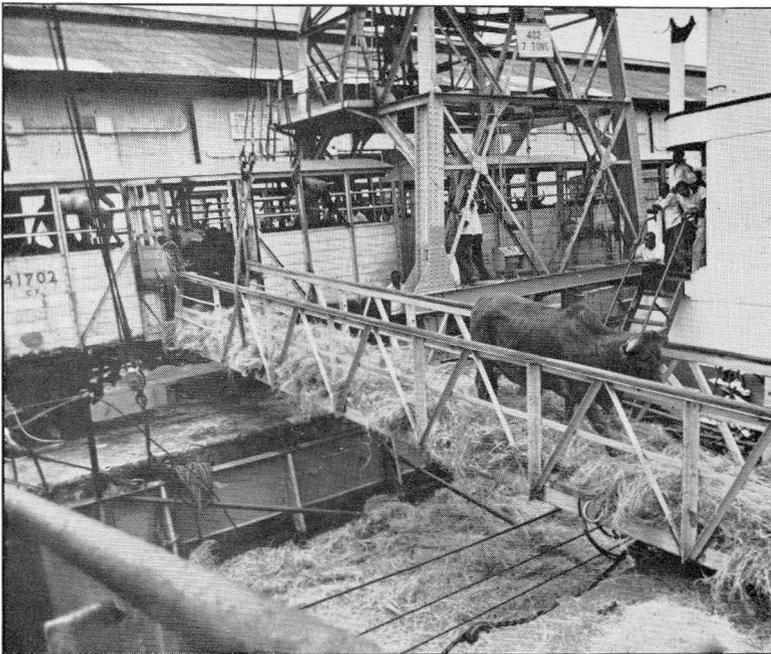


GULF STREAM



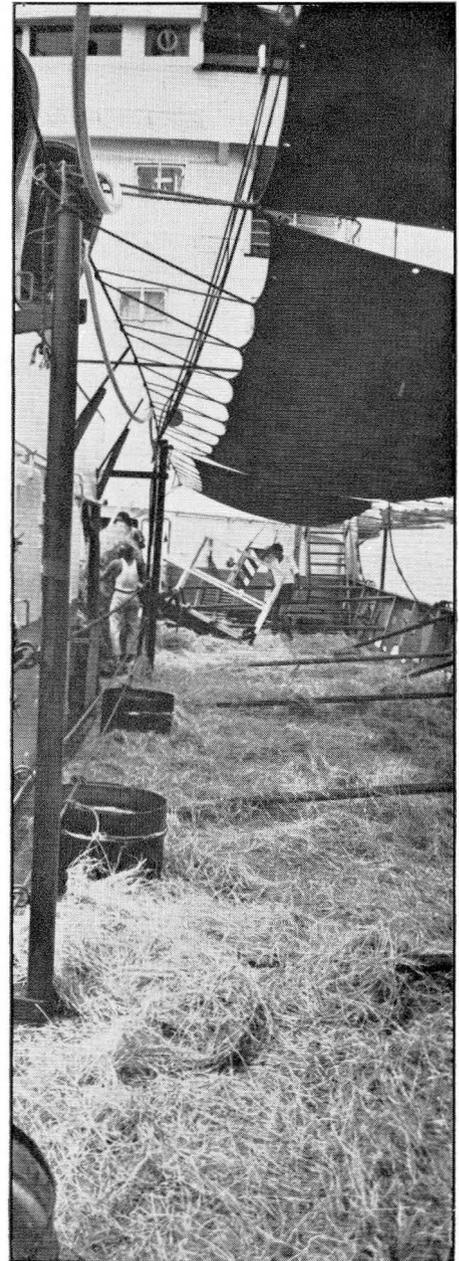
Wire ropes are fitted for pens and canvas awnings, and cross bars of tubular steel make separate pens for the animals. Clean drums are secured with wire ropes.

As half the animals must walk across the hatch covers, three different gangways or ramps are required: a nine foot ramp from deck level to hatchcover level, or from deck level to bulkwark level, one from bulkwark straight on to hatchcovers, and a long gangway for discharge at Bahrain.



Down a carefully constructed gangway, straight from a railway truck, a cautious beast makes its way to comfortable cattle pens on the main deck of HOUTMAN. This is one of

a 100 or more animals carried by the ship every two months from Mombasa to Bahrain or Kuwait. The cattle are well looked after during the voyage by ship's staff. Awnings



are slung to shield them from the heat of the sun, and large drums are provided for drinking water. Houtman has now carried two shipments of cattle and anticipates many more.

Barquentine

"Gloria"

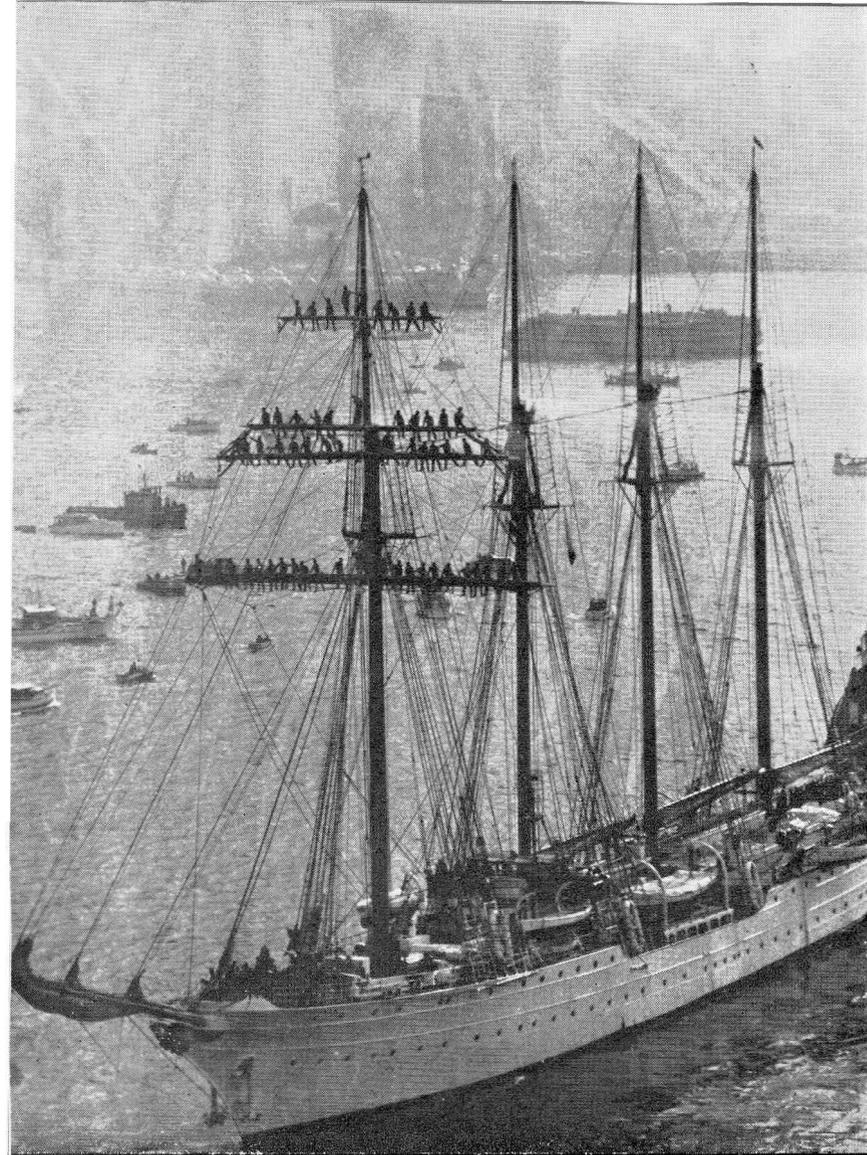
Three-masted, steel-hulled, is the newest tall ship in the world. She was built in the Celaya shipyards at Bilbao (Spain), launched in September 1968, and joined the Columbian Navy in the same year. Carries 15,500 square feet of sail. Her displacement is 1,300 tons with an overall length of 250 feet and a beam of 34.8 feet. She is fitted with an 8 cylinder Stork engine, giving her 530 h.p. at 600 r.p.m. and a maximum speed of ten knots. "Gloria" (Spanish for Glory) reached Sydney on the 14th April, being sailed by 14 officers, 80 cadets and 50 crew members. She is on her first round-the-world voyage calling at 12 countries over a period of 8 months.



"Like Wynyard Station in peak hour" — this was the description of Sydney harbour as the small craft sailed out of the Heads to welcome or farewell

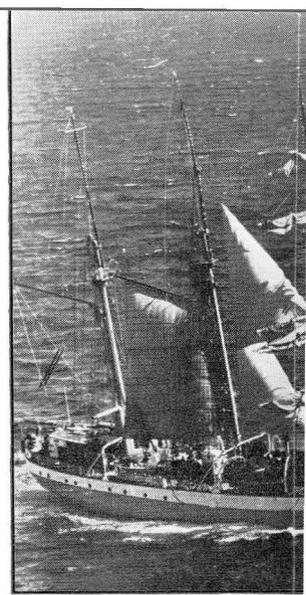
the tall ships which visited the port recently. On the adjacent headlands, thousands of people crowded to watch, giving the appearance from

the water of teeming anthills. It was an opportunity not to be missed, and RIL Post is happy to share their view on this and the following pages.



B.E. "Esmeralda"

Four-masted barquentine schooner, was built at the Bazan shipyards, Cadiz (Spain) and launched in 1954, entering the service of the Chilean Navy the same year. She has an overall length of 113 metres, a beam of 13.11 metres, a draft of 6.78 metres, and sets 27,000 square feet of sail. Fitted with a 6 cylinder diesel "Fiat" engine which gives her 1,500 h.p. and a speed of 12 knots, the "White Lady" (as Sydney people call her) was visiting Australia for the third time. She reached Jervis Bay on 24th April and entered Sydney on the 27th, joining the sailing ship fleet berthed at Sydney Cove. Carrying 17 officers, 70 midshipmen and 210 crew members, she sailed from Sydney to Auckland, breaking the speed record for a full rigged vessel under full sail between these two ports with an average of 8.8 knots.

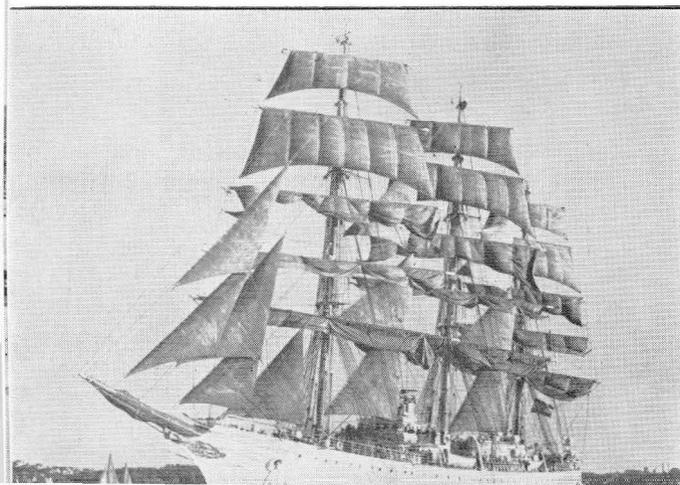


Barquentine "Dewarutji"

Built in Hamburg, West Germany, "Dewarutji" was launched in 1928, with a beam of 28.5 feet. She carries 10,000 square feet of sail and a displacement of 847 tons. A 600 h.p. M.A.I. engine gives her a maximum speed of seven knots. On her first voyage she carried 75 cadets and 63 petty officers.

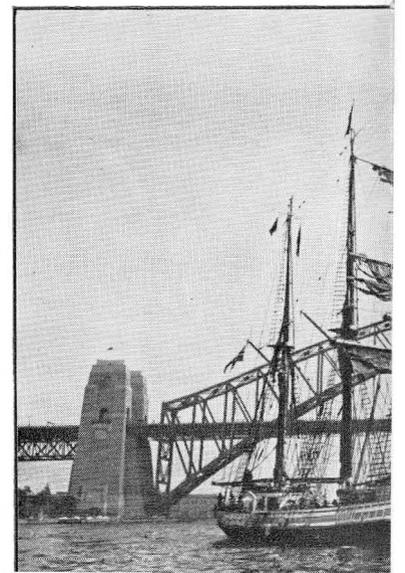
Frigate "Libertad"

Built in Argentina in the shipyard of Rio Santiago and commissioned by the Argentinian Navy in 1962, the three-masted full-rigged "Libertad" has an overall length of 111.75 metres with a beam of 14.31 metres and 6.65 metres draft, fully loaded. Her auxiliary power is supplied by two diesel Sulzer engines, which give her a maximum speed of 13.8 knots. On her first visit to Sydney she carried 24 officers, 116 cadets and 237 crew members. She will be sailing around the world, a total of 34,000 miles on her 8th overseas voyage during this year.



K.N.S. "Regina Maris" ➤

Clipper barquentine built at Svendborg, Denmark, in 1908, was the oldest sailing ship visiting Sydney. After being almost destroyed by fire in 1964, was bought and rebuilt by her actual master and his brother. "Regina Maris" (Queen of the Sea), has a displacement of 260 tons and the most complete set of sails. Including a young Australian who joined the crew as a deckhand while she was in Sydney, her complement is 26 hands. Bad weather conditions did not permit the full rigged ship from being on time for the celebrations. After being berthed, at Sydney Cove a short time, she departed under full sail.

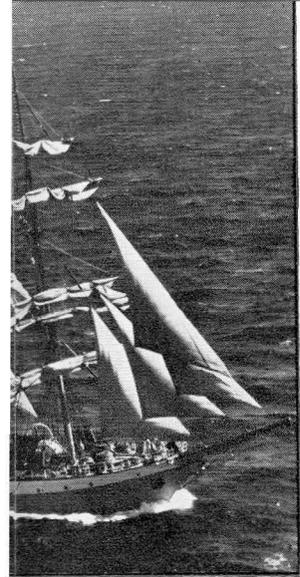


THE TALL SHIPS

The great days of sail and tall masts return when some of the world's magnificent sailing ships are invited to the invitation extended by the Australia Cook Bi-Centenary celebrations.

Graceful sailing vessels, much more vulnerable than modern ships, demand a great deal of determination, willpower, companionship and fundamental requirements of a good sailor and a better than aboard a sailing ship.

That is one of the reasons why some marines still prefer to serve on the masts of the navies under sail.



"Nippon Maru"

Owned by the Ministry of Transportation of the Japanese Government, "Nippon Maru" is a four-masted barque, built at the Kawasaki Dockyards (Kobe) in 1930. She has an overall length of 318 feet, a beam of 42 feet, a draft of 20 feet. Her displacement is 2,285 tons and she is auxiliary powered by two 6-cylinder diesel engines, giving her a maximum speed of 8 knots. Reaching Sydney after the celebrations, the full rigged vessel was sailed by 150 men, including 83 future merchant navy officers in training. After being berthed for a week at Circular Quay, the barque departed, being followed by hundreds of small craft.

many for the Indonesian Navy, 1953. Her overall length is 175 feet and a draft of 13.5 feet. Her displacement is 1,000 tons. Her 2,000-hp A.N. diesel engine gives her a maximum speed of 12 knots. On her second visit to Australia, the "Utji" was manned by 10 officers, 100 crew members and seamen.

ALL SHIPS

returned to Sydney Harbour in April 1970, the visiting ships reached Port Jackson in response to an invitation from the Australian Government for the Captain James

able to the raw power of natural elements and the responsibility of their crews; responsibility, courage, and awareness of danger, are the fundamental qualities which these nations may be learned nowhere

maritime nations of the world still train their



Endeavour II

Under the name of Endeavour II, the three-masted "Marco Polo", built in Vancouver, Canada, played the main role in the celebrations; with only 94 feet overall length and manned by 16 men, she stood in for Captain Cook's H.M.S. "Endeavour" at the re-enactment ceremony of Australia's East Coast discovery.

Still sailing in Australian waters, her visit is being sponsored by a local newspaper.

"Endeavour's" replica

The smallest visiting sailing ship for the biggest week in Australia's history, was the one-fifth size replica of Captain Cook's H.M.S. "Endeavour". Only 22 feet 6 inches overall length and with a beam of 6 feet, the small sailing ship was built in 1969 in New Zealand by Mr Ralph Sewell who constructed the vessel in three months, basing himself on information provided by the British Admiralty. "Endeavour" had already participated in New Zealand's Captain Cook celebrations last year and was brought to Sydney under the sponsorship of a local insurance company. As her dimensions permit easy transportation by land, she has been taken to different country areas, so Australians everywhere have been able to appreciate this historic replica. With a complement of three hands, under full sail and in favourable conditions she has reached 6 knots.





(Back Row): F.K. Wiersum, S.W. Atkins, W.M. de Haan, K.E. Dik, U.E.C. Cazius, W. van Heusden
(Front Row): T.C. Kruyt, J.D. Carriere, Jhr. D. van den Brandeler.

THIRTY YEARS AGO

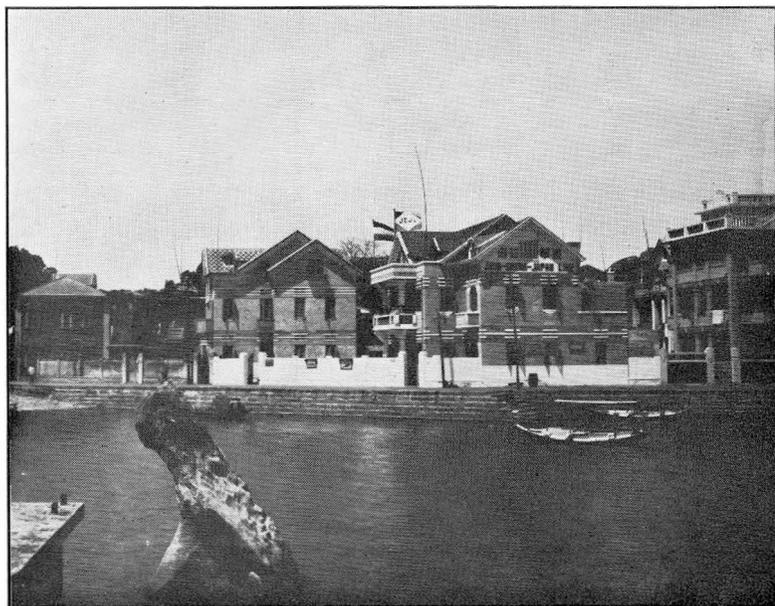
Mr F.K. Wiersum in Rijswijk sends us these two interesting old photographs, with a note that the martial appearance of all but one of the staff of the Shanghai agency in 1940 needs some explanation:

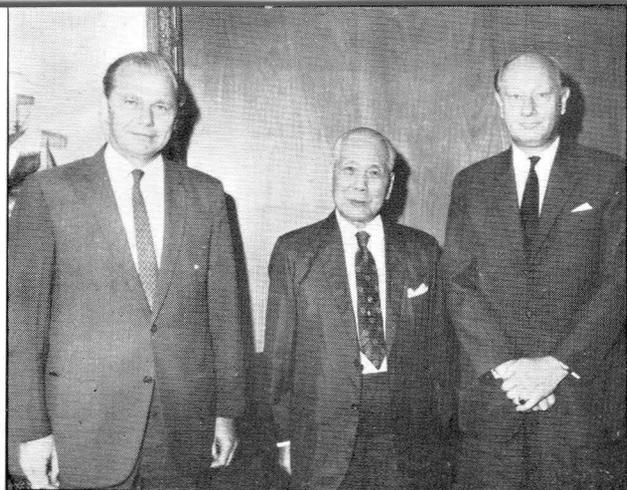
"Mr Carriere encouraged us to become member of voluntary police or military organizations, which helped the authorities in the then French Concession & International Settlement in Shanghai to maintain law and order.

Mr Carriere and Mr Dik were reserve members of the French police and the others were the original members of the Dutch Section of the Shanghai Light Horse (in those days also referred to as the Shanghai **Tight** Horse!)"

Mr Wiersum himself was the first Dutch N.C.O. in charge of this section of the eminent cavalry group, though as he says "I've never been able to understand why, as I was the youngest and not anywhere as good a horseman as, for example, Jhr. D. van den Brandeler, who is a reserve officer of a Dutch Hussar Regiment."

The second picture is of the temporary JCJL office at Kulangsu, Amoy, as it was in 1940.





FAREWELL DR. WAN

Few people can boast of such a brilliant career as Dr. Y.S. Wan, who sails to retirement on board his 'favourite ship'—Tjiluwah—when he leaves Hong Kong in October. He qualified as a physician and surgeon at Cambridge University, and served as Major General in the Chinese Army at the General Headquarters in Kweilin before returning to Hong Kong in 1941. On the outbreak of war there, he joined the British Army, was made prisoner when Hong Kong fell at the end of that year, but managed to escape to Chungking soon after. The British authorities sent him to Burma where he was appointed Liaison Officer between British and Chinese troops. After the fall of Burma, Dr. Wan walked to India—some 200 miles in 3 weeks.

Eventually, in 1944 the doctor accompanied the crack 36th Division of the British Army for the re-invasion of Burma. He was appointed Assistant Director of Medical Services in Central Burma and was subsequently promoted to Lt. Colonel. In July 1945 he was sent to England and there was seconded to the Hong Kong Planning Unit. On his return to Hong Kong in 1945, he was assigned to the tremendous task of reorganizing all Chinese hospitals and dispensaries, and was elected member of the Advisory Board—the only Chinese high-ranking officer—to the Commander-in-Chief of the British Forces and British Administration in Hong Kong.

With the return to Hong Kong of civil authority, Dr. Wan joined the JCJL in February, 1947. Since then he has become known on sea and shore for his imperturbable patience and ever-ready smile. Ten passenger ships have enjoyed his cosmopolitan outlook and sense of humour, and the Head Office in Hong Kong have seen him on seven occasions taking over from the Medical Superintendent whilst he was on leave.

At a sherry party given for Dr. Wan on 10th September, Mr Terwogt related his long history, and saying that 'they had just made a new rule for people over 75 years of age', he presented him with an engraved watch, at the same time thanking him for the 23½ years of service which he had given to the Company.

In his reply, Dr. Wan spoke of the bygone years, recalling his first visit to a Javaliijn ship—Tjitjalengka—and of the opportunities he had had on shore to meet Hong Kong staff. He is now about to embark on his 'third career' in Sydney, and with everyone who knows him in the Company, RIL Post wishes him much happiness in Australia.



TWENTYFIFTH ANNIVERSARY

Chief Engineer M.G. Beunder

Chief Engineer Beunder celebrated 25 years of service with the Company at Buenos Aires on 7th September on board STRAAT HOBART, "his home for the past fourteen months."

Headed by Captain W.H. Schröder, the ship's officers and Chinese heads of departments gathered in the ship's lounge, where Mr J. Dekker, Manager for South America, addressed the Chief Engineer, both as a long-time friend and as an expert ship's officer. He recalled that Mr Beunder first sailed with the KPM in 1945, transferred to RIL in 1949, and had been a regular visitor to South American shores over many years on ASAS vessels.

During the twenty-five years, there have been two special occasions when the calm but decisive role played by Mr Beunder, and his great technical knowledge, proved invaluable: one was a near-disastrous fire on the RUYSS in 1958 at Buenos Aires, a fire so bad that, though now 12 years ago, it is still remembered only too well by everyone concerned. The other occasion was an engine-room fire on board STRAAT SOENDA in 1961 when Mr Beunder again proved his worth in a difficult situation, preventing serious damage.

Knowing the Chief Engineer to be a modest man, Speaker added no more to the above, but thanked him sincerely on behalf of Managing Directors and presented him with the traditional gold watch.

Apprentice Engineer P.J. Adriaanse and Cargo Clerk Cheng Kung Kuen then followed with the presentation of a small television set to show the appreciation of officers and crew of the good spirit on board STRAAT HOBART.

In his reply, Mr Beunder thanked everyone aboard and abroad, saying that he had always found great pleasure in the cooperation he had received from Dutch officers and Chinese crews. The gift was "far too much" but it would enable him to get a personal view of the most important match ever to be played by his favourite soccer Club, Feyenoord in Rotterdam, against Estudiantes de la Plata (*meanwhile played and won by Feyenoord who are now 1970 Club World Champions*).

It is reported that the party which followed lasted well into the next day!

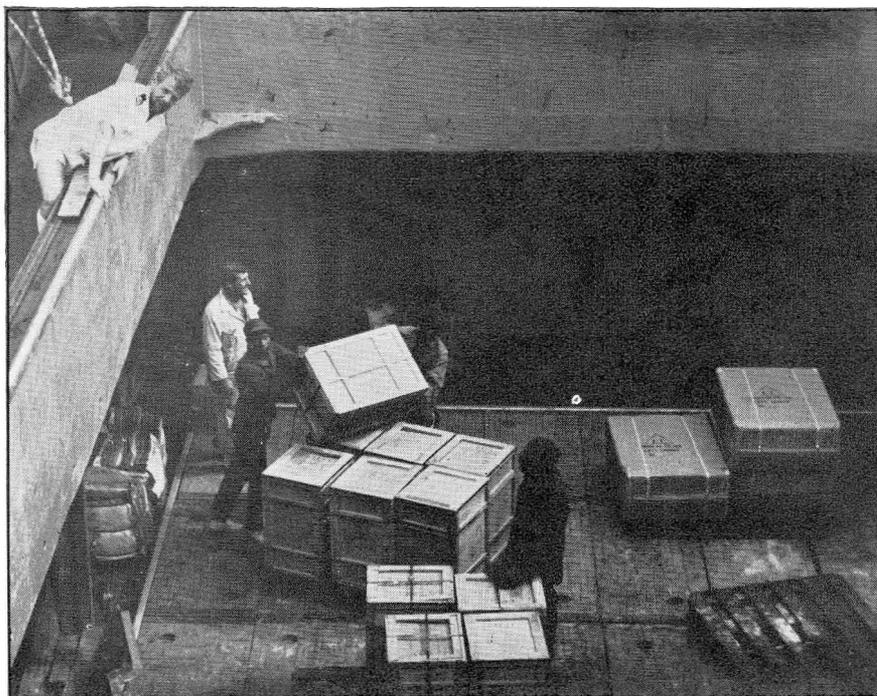


HISTORY REPEATS ITSELF

Last time RIL Post reported news of a telex operator in Sydney, it was to give an account of a farewell luncheon held by the staff at a nearby wine cellar. (Skydiver Mrs Tarrant). Recently her replacement, Miss L. Campbell, decided to return home to Perth and a goodly portion of IAS turned out to farewell her in the same venue. Here she is, centre, between Messrs. van Diepen and Hinwood.

KEEN!

Fourth Officer M.A.R. Zeilstra (Straat Bali) looks as though he is about to jump in to the hold to assist with the loading on to the pallets. Chief Cargo Clerk Ng Min Hang caught him in the act.



COMPANY

PERSONALITIES

Mr F. Terwogt (Managing Director) flew from Hong Kong to Singapore on 14th September, and from there sailed on board TJIBANTJET to Mombasa. He subsequently will fly from Nairobi to Amsterdam on Home Leave.

Mr G. Kasteleijn (Managing Director) returned to Hong Kong from Leave on 26th September.

Mr A.L. de Jong, General Representative Far East of Nedlloyd (Europe-Far East Service), made a business trip to Tokyo towards the end of September.

Drs. R.B. Lenterman (Manager, Audit & Control Dept.) made a brief business trip to Japan in mid-September.

SHIPS OF THE WEEK

Broadcasts were made by Radio Nederland on 14th September to Straat Madura, Straat Colombo and Straat Frazer. Relatives of officers on board these vessels recorded their messages at Hilversum on 9th September.

'MIDNIGHT MOVER'

MYSTERY

Three months ago we were reporting on the carriage of a Hong Kong-built junk on board Straat Singapore to Auckland. 'Midnight Mover' was intended to operate on charter cruises out of Tahiti and Hawaii, and was lavishly appointed and fitted with the latest in navigational aids and two powerful diesel engines to supplement her sails.

Mr M. Joughin, Shipping Manager of Russell & Somers Ltd., now reports that the junk has completely disappeared. She left Auckland on May 6, heading for Rarotonga and Tahiti, but there has been no word from her since May 14th when she was sighted by a patrolling aircraft, and it is feared that she has foundered.

LOG BOOK

FAMILY NEWS

Weddings

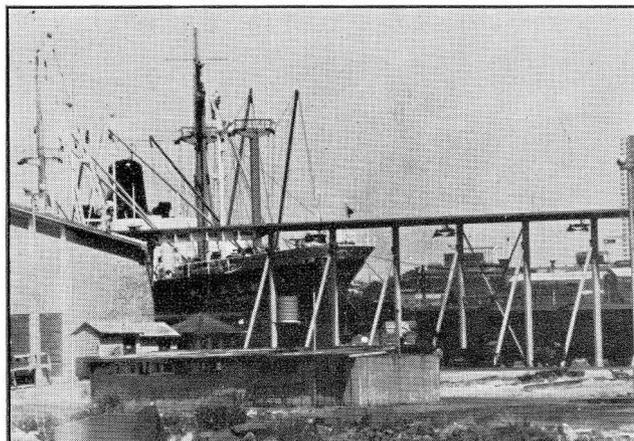
Miss K.L. Smith (Sydney) to Mr W.N. Burke on 4th July.
2nd Engineer U.C. van Baal (Straat Colombo) to Miss A.M. Visser at Tiel on 7th August.
4th Engineer J.G. de Rooy (leave) to Miss R. Pronk at Tricht on 14th August.
2nd Officer A. Krüger (Straat Cumberland) to Miss C. van Putten at Barendrecht on 19th August.
3rd Officer P. Bootsman (Straat Cumberland) to Miss M.P.V. Usón at Hilversum on 20th August.
3rd Officer G.B.D. de Jong (leave) to Miss C.J. van der Heide at Haarlem on 21st August.
Miss A. Anderson (Amsterdam) to Mr Th.H.G. Hulst at Baarn on 4th September.

New Arrivals

Mr H.M.R. Banens (Durban): a son, Mark Robert, on 24th July.
Mr R. Hoetmer (Amsterdam): a son, Remco David, on 10th August.
Mr J. Meyer (Amsterdam): a daughter, Antoinette, on 25th August.
2nd Officer J. de Beer (Straat Agulhas): a son, Ruben, on 26th August.
Mr Lim Say Teng (Penang): a son, Lim Teik Hooi, on 29th August.
Chief Officer F.J. Broersma (leave): a daughter, Marion Anneke Erika, on 1st September.
Jhr. W.M. de Brauw (HK HO VZ): a daughter, Anna Sophia Dorothea, on 8th September.
Chief Officer J.R. van Amerongen (leave): a son, Paul Rudolph, on 15th September.

STRAAT COLOMBO — FLAGSHIP

When the Australia Day Regatta was held in Sydney Harbour earlier this year, Straat Colombo acted as flagship. This photograph by Mr C.H. Sayer shows the eighteen-foot class completing its race.



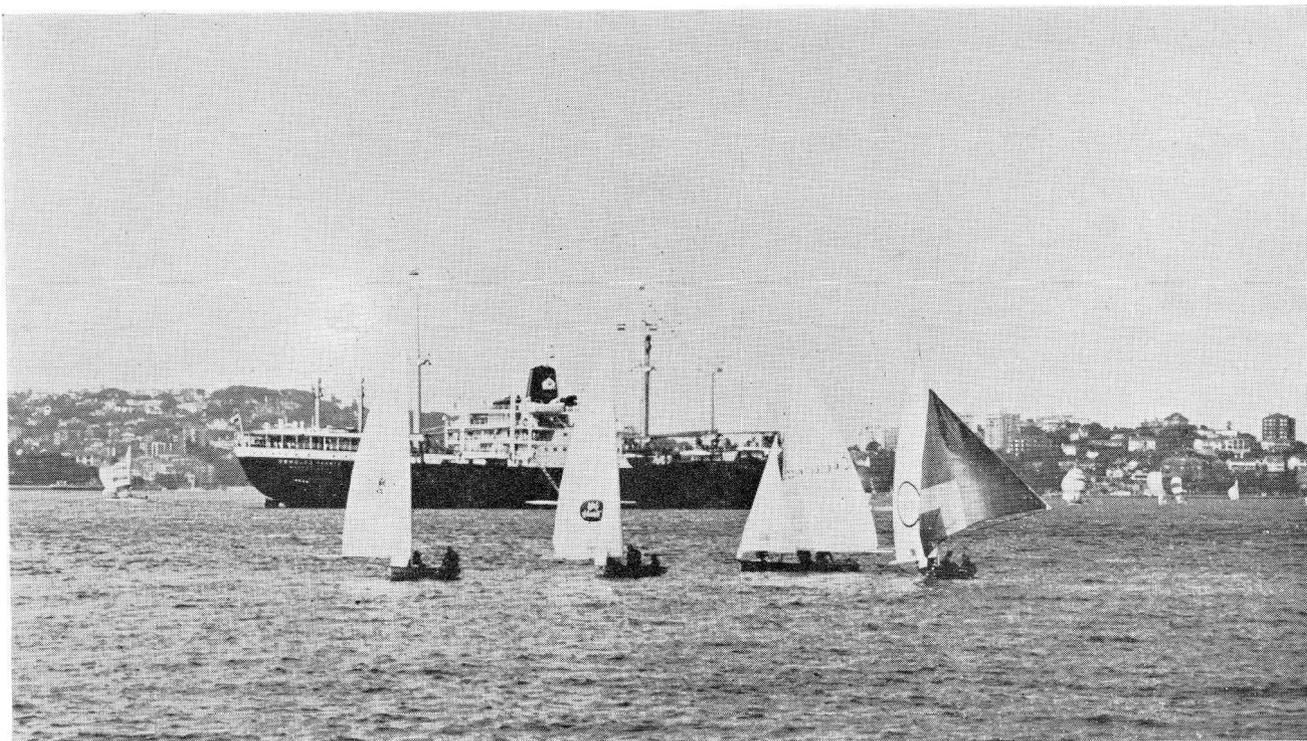
RILSHIP IN JAPANESE CHARTER ?

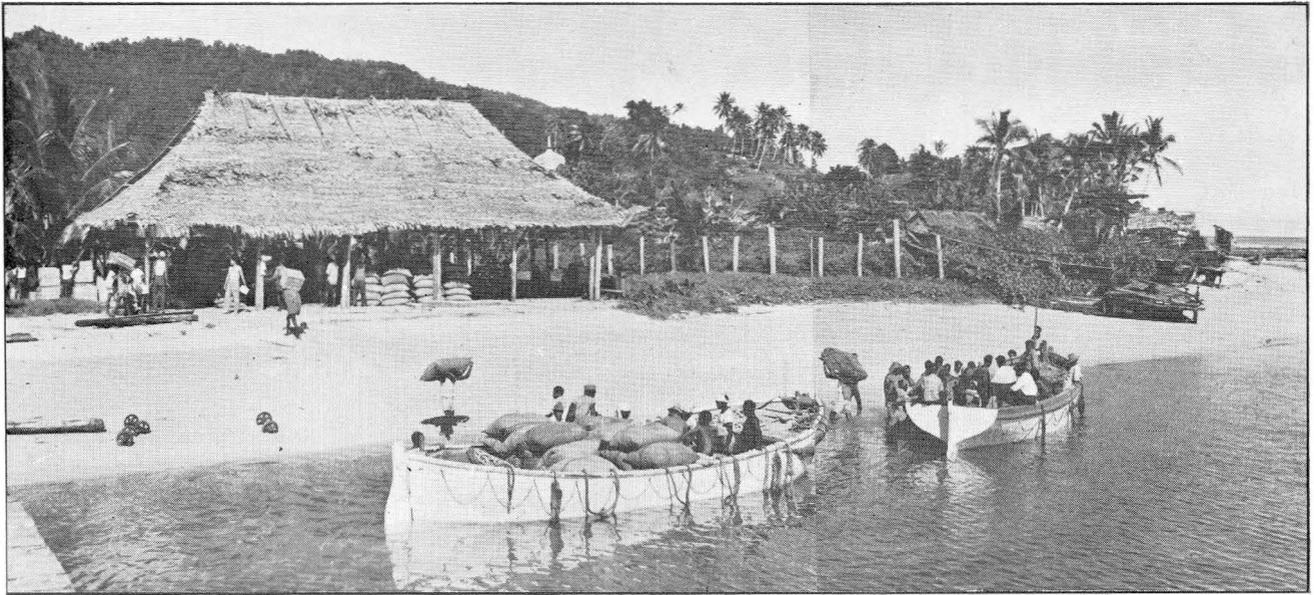
This 'freak' photograph comes from Third Officer F.H. Santman, who saw the 'Recife Maru' apparently with a RIL funnel as the two ships were berthed together.

ORGANIZATION IN WEST AFRICA

The offices of HWAL and RIL in Lagos have been integrated into one office under the Nedlloyd aegis, thus following the pattern of closer cooperation within the NSU.

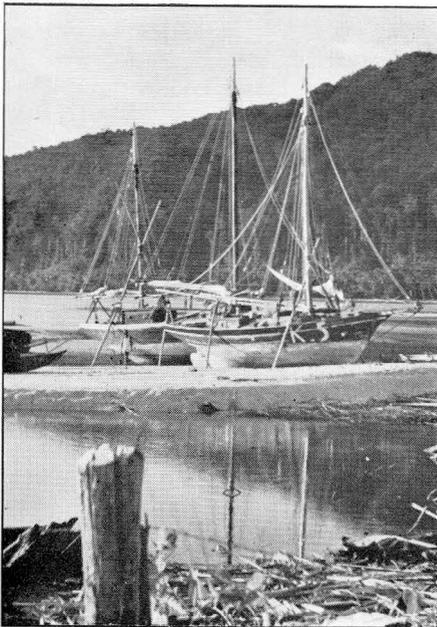
Both Nedlloyd and RIL personnel will staff the office, and the Manager will be Mr P.J. Bruls.





AMONG THE ISLANDS

With Captain H. Zeylstra (retired)

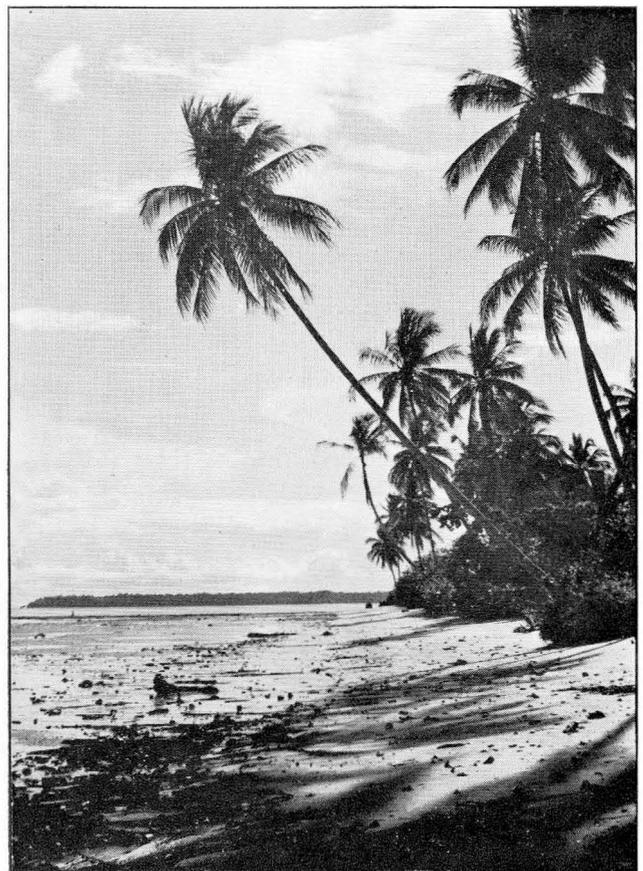


Kaimana on the southwest coast of New Guinea (now West Irian) was another regular port of call for KPM ships.

There was even a little shed, really only a shelter or a roof on poles, where the outgoing copra was stored before the arrival of a vessel with incoming cargo.

In Kaimana, and some other southwest coast ports, one often saw — apart from the regular outrigger canoes or praus — small schooner-type coastal vessels like those seen in the nearby Indonesian Kei and Aroe islands.

In a corner of the beach behind the surfboats, the remains of a few landing barges brought back memories of the last war, whilst just around the corner it was very peaceful and idyllic.



TWENTYFIFTH ANNIVERSARY

Mr G.T. Marshall



It was Sydney's turn to offer congratulations for twenty-five years of service — this time to Mr G.T. Marshall who has been head cashier in the Sydney office since 1949. It may be that staff in Japan and Hong Kong have also met Mr Marshall, for when his long service leave was due some four years ago, he made a round trip on Tjiwangi, accompanied by his family.

Following 6½ years Army service, Mr Marshall joined the KPM and was at first primarily engaged in the Grosvenor Street Accounts Department which looked after the 'Z' accounts for vessels requisitioned by the British Ministry of War Transport.

At the jubilee celebration on 30th July, Mr Marshall's wife and daughter Barbara were present, with senior staff members, and Mrs Holmes (wife of Sydney's Secretary/Accountant) presented a bouquet to Mrs Marshall. As Mr Wever was away ill, Mr A.F. Hayward deputised in presenting an engraved watch on behalf of Managing Directors. He complimented Mr Marshall on his accuracy, at the same time expressing the complete satisfaction he gave to the Company.

In reply, Mr Marshall expressed his appreciation and proposed a toast to future prosperity.

OBITUARY

We much regret to have to report the deaths of two of our seagoing staff after brief illnesses:—

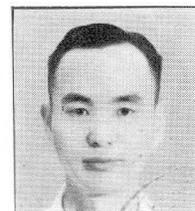
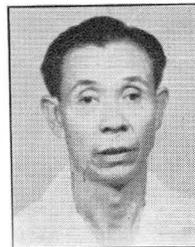
Mr Cheng Yiu

Leading Fireman Cheng Yiu died on 28th July, aged 60. He first joined the Company in 1949 as Donkeyman on board Tjibodas, and had served on seven ships altogether. He had been on board Tjiwangi for the last fifteen years, and will be much missed there by his colleagues, who knew him as a quiet hardworking man.

We send our sympathy to his family, and especially to Mr Cheng Chung Wai, his eldest son who is working in the Mailing Department at HK HO.

Mr Lam Shiu

Steward Lam Shiu died on 2nd September as Tjiwangi was at Yokkaichi, at the age of 46. He first served on board Tjiluwah in 1958, and he was the nephew of the late Mr Ling Sing Chow. He was a cheerful smiling man who always worked very hard, and he will be missed by his many friends. Our sympathies go to his wife, two sons and daughter.



本刊於沉痛之餘，報導本公司屬下兩位海員因病逝世之消息。

高級燒火鄭賢君於七月二十八日逝世，享年六十歲。

鄭君於一九四九年開始服務於本公司之「芝保大士」號為燈見，總共曾在本公司屬下七艘輪船服務過。一九五五年便任職於「芝萬宜」輪迄今。鄭君為一沉靜，勤懇之工作者，因此鄭君之同事均因失去鄭君而感惋惜。

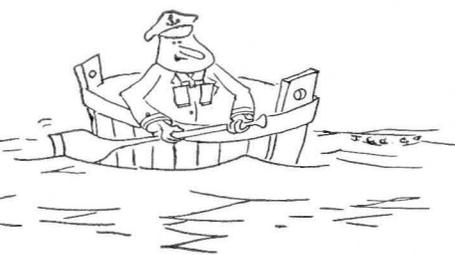
本公司謹希鄭君遺屬節哀順變。又鄭君之長子鄭振威君現在本公司書信部工作。

管事林肇君於九月二日，當「芝萬宜」輪在四日市時，逝世於船上，享年四十六歲。

林君於一九五八年開始服務於「芝利華」號，為已故林杏超先生之侄。林君工作勤懇，為人達觀，因此林君之朋友均因失去林君而感惋惜。

本公司謹希林君之妻及兩子一女節哀順變。

PERSONNEL



NEW PERSONNEL

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

Mr D.H. Blaauw	Appr. Officer
" R. Bloemendaal	" "
" A. van den Bijlaardt	" "
" W.H.D. Fockema Andreae	" "
" W.J. Fokker	" "
" E.G.L. Kahn	" "
" J.B.L. Klaassen	" "
" I.M.A. Klinker	" "
" L.W. van Kampen	" "
" J.W.A.M. van der Peyl	" "
" A.W. Rietman	" "
" J.M. Schamper	" "
" F.C. Schuchard	" "
" H.L.W. Speelmeijer	" "
" P.J. Adriaanse	Engineer
" J.A.V. Austie	" "
" R.J. Bersma	" "
" F.A.C. Borsboom	" "
" F.M.S.A. Elshout	" "
" R.S.E. Engelken	" "
" P.J.M. Geerlings	" "
" E.V. Haag	" "
" R. Hoekstra	" "
" P.A. Hopmans	" "
" G.B. Huybens	" "
" D. Jongeling	" "
" W. Kars	" "
" P.H. de Kroon	" "
" J.A.W.M. van de Laak	" "
" B.A.J. Mes	" "
" P.C. de Moor	" "
" J.A. van Oortmerssen	" "
" R.W.A. Renssen	" "
" M.J. Rijnberg	" "
" J.J. van der Schoor	" "
" J.A. Vermeulen	" "
" W.M. Vogel	" "
" J.A. de Vries	" "
" E.J. Watz	" "
" J.H. Weggen	" "
" P.E. de Wit	" "
" H.J. de Loos	Employé

LEAVE

Mr M.F. Gout	Chief Officer
" T.A.J. Gulmans	" "
" J. Jonkman	" "
" H. van Kapel	" "
" J. Ozinga	" "
" H. Schuitemaker	" "
" C. Jolmers	2nd
" J.F. Huizenga	" "
" H.J.J. Kessenich	" "
" C.H.P. te Lintelo	" "
" J.D.H. Maaskant	" "
" G. Verkroost	" "
" G.J. van der Berg	3rd
" R.W.A. Chevalier	" "
" P.G.A. Gerretsen	" "

" Th.J.H. Groeneveld	3rd Officer
" S.P.J. Heerens	" "
" A.E. Rouffaer	" "
" C. Oudendijk	" "
" P. Geertse	2nd Engineer
" J. Kommers	" "
" J.C.M. Noordermeer	" "
" L. de Nooyer	" "
" R. Stuart	" "
" H.L. Uijl	" "
" A.J. Bongers	3rd
" S. Bottema	" "
" W. Bruinsma	" "
" J.J. Koeman	" "
" A.J. Smits	" "
" D. van der Wardt	" "
" L.F. Koppejan	4th
" B.H. van Lom	" "
" S.H.J. Vellinga	" "
" P.F. van den Blink	5th
" A. Boers	" "
" E.P.M. Bouchier	" "
" M.A. Brons	" "
" H.J. de Bruine	" "
" P.H. de Bruyn	" "
" J. Evers	" "
" A. van Eikeren	" "
" Th.B. den Haak	" "
" J.W. Hermans	" "
" E.A. Hoebeke	" "
" H. Kieviet	" "
" M. van Klingereren	" "
" R. de Knecht	" "
" A.J. de Kok	" "
" R.L. Kooiman	" "
" J. van Lare	" "
" W. Matzinger	" "
" A. Monté	" "
" G.G. Olthoff	" "
" M.C.M. van Ravenstein	" "
" M.C. Renshof	" "
" R.H.G. Scholder	" "
" D. Schroor	" "
" H.C. Stam	" "
" K.H. Stap	" "
" G. Stijweg	" "
" F.F. Tan	" "
" C.A. Tempelaars	" "
" W. Uterwijk	" "
" L. van Wageningen	" "

Those who returned are:

Mr R. Edsen	Chief Officer
" W.T. Florie	" "
" H.K. Kruk	" "
" H.H.A.E. Kwaad	" "
" F. van der Linden	" "
" J.L. Nobels	" "
" J.W. Swaving	" "
" W.R.M. van der Veld	" "
" R.J. Vleerbos	" "
" P.D. Algra	2nd
" H.L. Brandes	" "

posted to

Straat Cook
Straat Clement
Despina R/Tjiluwong
Straat Singapore
Tjipondok
Straat Lombok
Straat Fiji
Straat Clarence
Straat Mozambique
Straat Fushimi
Tjiwangi

Mr B.C. Steevensz	2nd Officer	Houtman	Captain W.F. Klute, Master of STRAAT LUANDA went on home leave.
" R.B. de Vries	" "	Straat Lagos	Captain J.J. van de Riet was posted to STRAAT LUANDA following home leave.
" W.H.C. Wijnhorst	" "	Tjimanuk	Acting Captain O.J. van der Baan of STRAAT LAGOS went on intermediate leave.
" L.M.A. van Kesteren	" "	Straat Van Diemen	Captain H. Koch was posted to STRAAT LAGOS following home leave.
" P. Bootsman	3rd	Straat Cumberland	Captain G.E. Kaersenhout, Master of STRAAT TORRES went on home leave.
" A.C. Ekelschot	" "	Tjiliwong	Captain S. Westerweel was posted to STRAAT TORRES following home leave.
" A.C. Hartman	" "	Tjipondok	Captain A.M. Frigge, Master of TJITARUM went on intermediate leave.
" A.A. de Lijster	" "	Straat Frazer	Captain H. Pronk, was posted to TJITARUM following home leave.
" Ch.F.J. Lucas	" "	Tjiluwah	Chief Engineer G.G. Peek of STRAAT BALI went on intermediate leave.
" J.W.J. Soenveld	" "	Safocean Amsterdam	Chief Engineer D.J.B. Valk was posted to STRAAT BALI following home leave.
" F. van Woerkom	" "	Straat Towa	2nd Engineer F.H.A. Crooyman of STRAAT HONSHU was appointed Acting Chief Engineer STRAAT HONSHU and subsequently reverted to his substantive rank.
" C. van der Vring	" "	Houtman	Chief Engineer W. van Dam was posted to STRAAT HONSHU following home leave.
" D. van de Vlies	4th Engineer	Straat Le Maire	Chief Engineer H.A. Klazema of STRAAT VAN DIEMEN went on home leave.
" A.J. Tijsterman	" "	Tjipondok	2nd Engineer A. Fortgens of STRAAT FLORIDA was transferred to STRAAT VAN DIEMEN as Acting Chief Engineer.
" F. Boquer	5th	Straat Cook	
" A.H.J. Büchner	" "	Straat Rio	
" D.M. Conijn	" "	Tjibantjet	
" E.J. van Dapperen	" "	Straat Singapore	
" N. Degeling	" "	Straat Singapore	
" J.W. Dieters	" "	Straat Clement	
" H.R. Gleisberg	" "	Straat Rio	
" A.G. Kamperman	" "	Tjinegara	
" F.R.M. Kousbroek	" "	Tjiliwong	
" F.W. van Lienden	" "	Tjibantjet	
" W.F.J. Smit	" "	Straat Singapore	
" H. van Twillert	" "	Tjitarum	
" W.J.M. Uytterhoeven	" "	Straat Colombo	
" C.C.O.J. Teulings	" "	Straat Cumberland	

TRANSFER OF CAPTAINS AND CHIEF ENGINEERS

Captain H.L. van Dam, Master of STRAAT MOZAMBIQUE went on home leave.
 Captain J.J. van Nus, was posted to STRAAT MOZAMBIQUE following home leave.
 Captain G. Verkerk, Master of STRAAT FREMANTLE went on home leave.
 Captain J. de Jong was posted to STRAAT FREMANTLE following home leave.
 Captain H.N. Schepman, Master of STRAAT FRAZER went on home leave.
 Captain D.C.M. van der Kroft was posted to STRAAT FRAZER following home leave.
 Captain B. den Hoed, Master of STRAAT FLORIDA went on intermediate leave.
 Captain W. Ineke was posted to STRAAT FLORIDA following home leave.

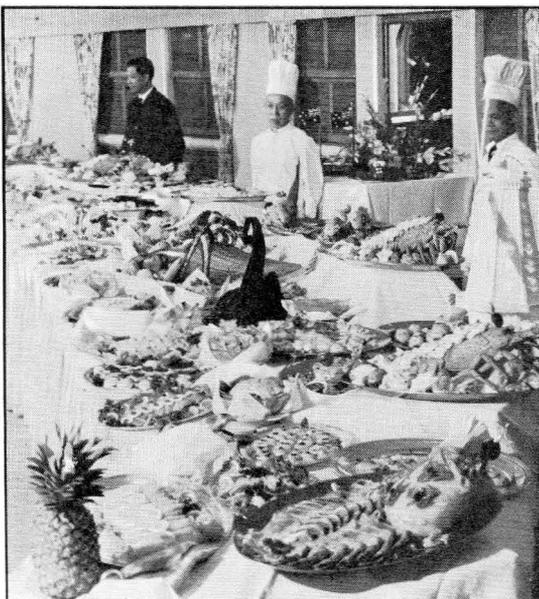
TRANSFER OF SHORE STAFF

Mr T. Makiura was transferred from Yokohama (Management) to Johannesburg.

IN MEMORIAM

We announce with regret the deaths of the following:—

Tan Kim Jam (retired Employee, KPM) at Djakarta on 29th July, aged 68.
 H.J. Riko (retired Chief Engineer, KPM) at Chatswood (Sydney) on 1st August, aged 61.
 H. Oppier (retired Employé, KPM) at Amsterdam on 5th August, aged 63.
 J. van Dooremaal (Retired Chef, KPM) at The Hague on 23rd August, aged 87.



TEN YEARS AGO

From RIL Post, October, 1960

"AN ADVENTURE IN GASTRONOMY"

On a fine August evening in Sydney, aboard the floodlit TJIWANGI — the day she arrived on her inaugural voyage in the new Australia-Japan-Hong Kong-Australia express service — numerous guests attended a buffet supper party, which could rightly be called "an adventure in gastronomy".

The buffet table — offering delicacies from the larders of the world — practically occupied the entire front verandah, only leaving sufficient space for the guests to admire, and make their selection.

It gives us great pleasure to announce that Mr Bruce H. Polain of RIL's Sydney office is the winner of the photo contest."

Royal Interocean Lines

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

