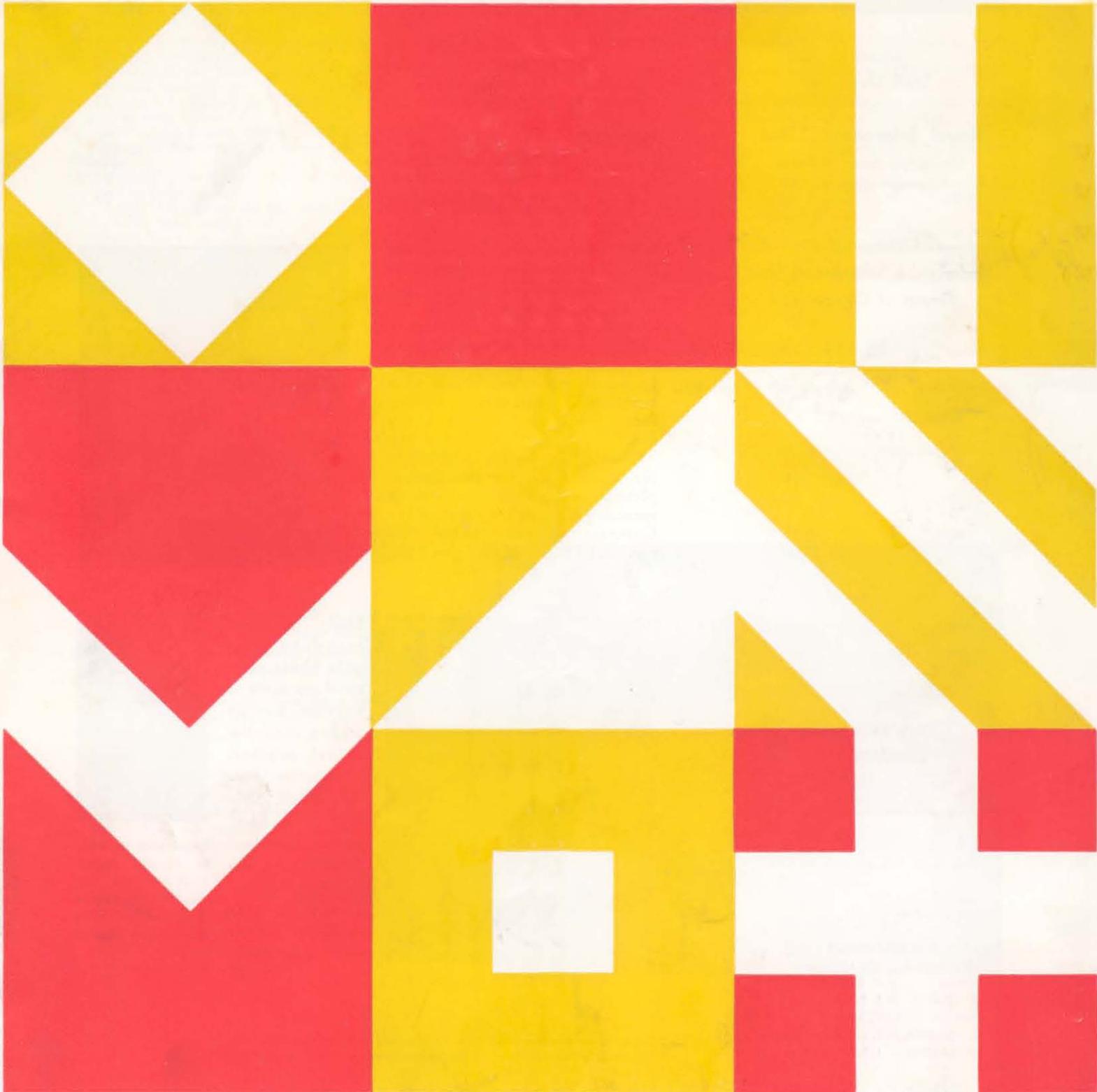


R I L Post

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THE NEW LOOK



The sleek lines of the newly-jumboized STRAAT CUMBERLAND (right) contrast with the ship's more stubby original appearance (left).

STRAAT CUMBERLAND (built 1960) was the first of the five Straat C's (all built between 1959-1962) to go into NKK's Asano Dockyard at Yokohama, and she sailed on 16th December with an additional 19.5 metres fitted forward of the superstructure. This gives a new No. 4 hold which is capable of accommodating up to fifty-four standard 20' containers. A 22-ton hydraulic crane provides the lifting power.

Cargo carrying capacity (excluding reefers) is now increased by 118,663 cu.ft. balespace, Holds and 'tween-decks elsewhere in the ship have been modified to enable the use of forklifts to speed up handling of all types of unitised cargo.

FLEET FACTS

The Nedlloyd vessel **Garoet** has been allocated to RIL and was transferred at Mombasa in mid-January. The ship was re-named **Straat Tanga** and sailed for Japan, whence she will make the early March sailing in the Far East-East Africa Service (EAFS) in place of TJIPONDOK.

s.s. **Tjipondok** will be sold for breaking on completion of Voyage 98 in Japan towards the end of February.

The charter ship **Westbury** will be re-delivered to owners at the beginning of February.

Straat Tauranga sailing in the Australia-Latin America Service (AULAS), left Bellbay (Tasmania) towards the end of January and sailed for Buenos Aires via the Straits of Magellan.



Warning devices have been centralised on the main engine manoeuvring stand in the engineroom; main and auxiliary engines are automatically lubricated; the steam boiler has automatic firing equipment; reefer temperatures are now registered in the engineroom. All these features make it possible now to have a one-man watch at sea. Main engine output is such that STRAAT CUMBERLAND's original speed can be maintained.

Conversion time for each ship is about four weeks, and STRAAT CLARENCE should be finished towards the end of February, followed at intervals by STRAAT CHATHAM, STRAAT COLOMBO and STRAAT CLEMENT. The programme is scheduled to be completed early in July.

STRAAT CUMBERLAND is now sailing in the New Zealand - East Asia Service (NZEAS) and STRAAT CLARENCE, STRAAT CHATHAM and STRAAT COLOMBO will join her in due course.

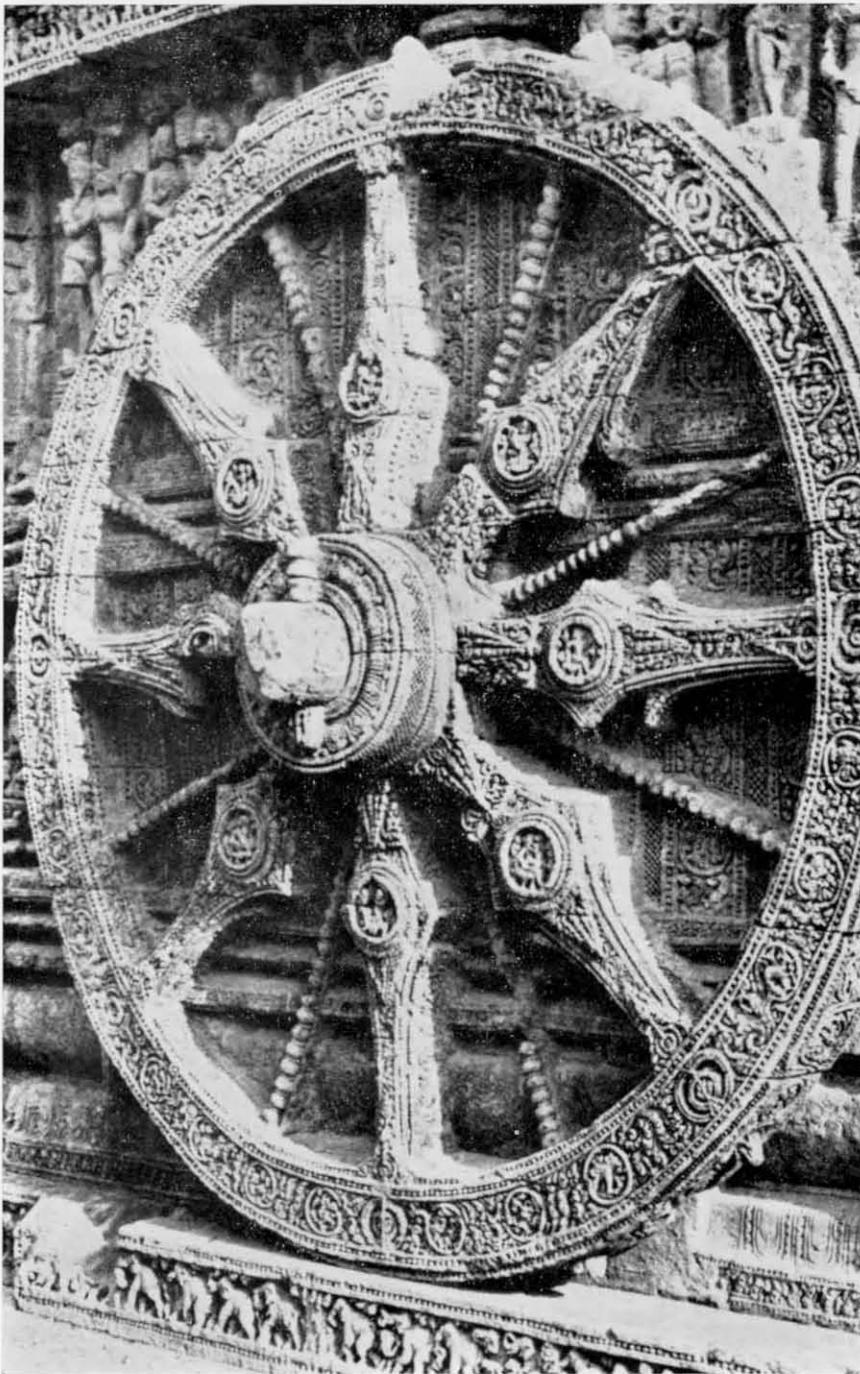
The keel of m.v. Straat Nagasaki, second of the Straat N-type vessels, was laid in 'De Schelde's' yard at Flushing on 21st November, 1970, shortly after the launching of m.v. Caracas from the same slipway.



INDIAN ODYSSEY *(concluded)*

Wanderings Through the Sub-Continent

(By Mrs J. Ram (HK HO VZ))



The caves of Ajanta took us back fifteen centuries, to the time when Buddhist monks settled in these rock-hewn shrines at the head of a secluded valley.

A short plane flight took us from the bustling, cosmopolitan world of Bombay to Aurangabad, which was our base for trips to the caves of Ajanta and Ellora.

Aurangabad itself is a small, sleepy town, but has some of India's finest weavers, who produce softly gleaming shawls with elaborate patterns worked in cotton and silk threads, called himroo work. The designs are traditional, handed down from one generation of weavers to the next. We were told sadly by the weavers we watched that there will be no one to take their place when they die, as the younger generation do not have the patience to master the patterns. It takes one man about one week to produce a moderately-elaborate shawl, about three yards long.

Ajanta is about 60 miles from Aurangabad and a slight detour takes one to the vantage point from which the caves were spotted by soldiers on manoeuvres in 1819, after centuries of oblivion. We gasped when we saw the crescent of thirty caves stretching over almost a third of a mile across the cliff at the end of a steep and narrow valley enclosing a picturesque stream. The monks knew what they were doing when they chose that site!

After the caves were "rediscovered", the condition of the paintings on the walls and ceilings deteriorated. Exposure to changes in temperature and humidity, coupled with soot deposited from flares and oil lamps used by early visitors all took their toll. Many walls have very little left of the original splendours, but fortunately, enough remains in places to give one a reasonable impression of the dazzling variety and glowing vitality of these paintings.

The themes were mainly drawn from contemporary court life and from Buddhist tradition. The remaining



colours are still rich and warm as one sees them in the half light cast by a searchlight in the guide's hand. Princes and priests, peacocks and flowers are all as fresh as on the day they were painted. One of the most intriguing things about these paintings is how the artists managed to paint at all in such enclosed and dark caves.

The sculpture of Ajanta, with its almost exclusively Buddhist themes, has withstood the ravages of time far better than the murals. Many of the cells have carved pillars, sculptured panels on the walls and impressive figures at the entrance.

The caves of Ellora offered an interesting contrast to those of Ajanta. At Ellora the excavation had been begun by Buddhists, but the later completion and decoration was undertaken by Hindus, who produced sixteen complete shrines. The most impressive perhaps is the temple of Kailasa. This must have been constructed in a mood of challenge to the natural world. Whereas other shrines both at Ajanta and at Ellora were excavated halls underground, the Kailasa temple was created as a large-scale replica of the temples built of bricks and stone, but scooped out of a solid hill of rock.

As we walked around this fantastic temple (roughly twice the area of the Parthenon and one and a half times its height) we found ourselves wondering how any man could have been so certain of his calculations as to know that if he started cutting downwards from the top of the hill, he would end up with the Kailasa temple.

The stone carvers first dug a deep three-sided trench from above the

hill, producing a solid isolated block of rock 200 feet long, 100 feet wide, 100 feet high. The sculptors then set to work to decorate the various shrines and sanctuaries around the central shrine and its courtyard. At the lower level there are panels from the Hindu epics which we looked at for hours.

Our final stage in India was Bhubaneswar, about 400 miles from Calcutta. This city is said to have had nearly 7,000 temples at one time: even today nearly 100 remain. The most impressive is the beautifully-balanced Lingaraj Temple, which dates from 1050 A.D. Nearby is the temple tank, where we were fascinated to watch brightly dressed pilgrims solemnly descending the tank steps, to fill their cupped hands with water, pour this on their heads, rinse their mouths and wash their faces, completely oblivious to other people nearby washing their clothes in the same water, and all happily ignoring the thousands of small snails clearly visible in the water!

About six miles from Bhubaneswar we visited small rock-cut shrines on the sides of two hills. These date from the second century B.C. and have exquisite Jain decoration on their pillars and porches.

When we were there it was the end of the festival of Holi, when everyone has complete licence to paint everyone else with bright colours. Little boys on bicycles were trying to spray passers by with carmine powder, but luckily we were able to escape.

Forty miles away is Puri—one of the most sacred centres of Hindu pilgrimage in India. This is the home of the Jagannath (Lord of the Universe). There is an annual festival when the deity is taken from the temple and pulled around the town on a chariot. Pilgrims flock to Puri at all times of the year, so the place has its own "pilgrims' market" in front of the enormous main temple of the town. We very much enjoyed exploring the market, with its stalls laden with painted wooden dolls, small replicas of temple statues, beads, brass cowbells and huge mounds of

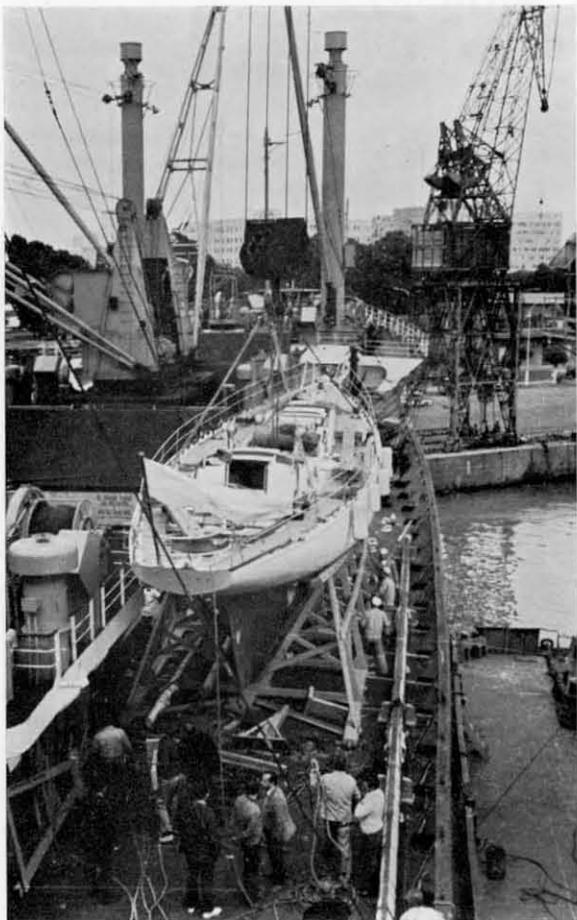


the scarlet powder an Indian woman uses to make the sacred mark on her forehead.

It was also fascinating to see the pilgrims, who were from all over India, dressed in the typical style of their own region. Many had elaborate silver anklets and bracelets one above the other. Everywhere was colour and bustle and almost overpowering noise.

We were quite glad to escape to the tranquillity of the narrow country road leading to Konarak—the temple of the sun. Mark Twain said this temple was one of the wonders of the world. Certainly all superlatives fall short of what is needed to describe its magnificent overall design, the richness of its sculptures and the lonely splendour in which it stands today. The Sun Temple of Konarak was built around 1250, as a stone version of the chariot of the Sun God rushing through the heavens. Seven stone horses pull the chariot, which moves on twelve finely carved wheels at each side of the chariot base. The theme of decoration is predominantly erotic.

Today the temple is almost in ruins, the inside is completely sealed up and filled with cement in order to delay further collapse of the building. The stone used was very soft and has been so pitted and eroded by time that much of the sculpture has almost disintegrated. However, as we first saw the Temple of the Sun, in very early dawn light, the blemishes and decay were not visible, and we saw the majestic chariot almost moving, as it must have done in the designer's eye across the pale sky. Then the sun touched the building and we saw less the ravages of time than the beauty of what has remained.



SAILS ON BOARD

ARGENTINE

The 34-ton yacht Fortuna was loaded on to Straat Fiji's deck at Buenos Aires last November for shipment to Cape Town. The yacht was built in the Argentine 21 years ago for the Navy, and was scheduled to take part in the Cape Town/Rio de Janeiro race in January. Fortuna, pride of the navy, is one of the oldest yachts entered for the race, but has had many international successes in the past to give confidence to her crew. We are indebted to the son of Mr C. Kracoff (Buenos Aires) for this photograph.

MEMO

Wheelhouse



How many readers recognize 'Patrick's Wheelhouse'? This hospitable rendezvous in Mr J. Helfrich's room at James Patrick's Melbourne office is known to many RIL shore staff and visiting masters. The reason for the name of the room is obvious; what is not obvious is that the ship's wheel came from the old passenger ship RUYSS, sold for breaking in 1968.

Mr Helfrich, to whom the wheel was presented, says "It is hoped very sincerely that many more RIL staff will pay us a visit to have a look at a small slice of their Company's history."

CAPRICORN

NEW ZEALAND

Port Chalmers, port for the New Zealand city of Dunedin, is getting ready for containerisation. Workmen here are pouring concrete on the final stage of the steam cleaning block, part of the Otago Harbour Board's plans. Straat Singapore in the background had her annual DMO in Port Chalmers. On the right is the Dutch tug Willem Barendsz.



IN THE SOUTH ISLAND

RIES

Lifeboat

Just the name Tjitjalengka is enough to evoke many a pleasant memory of the old Javaline ship which was sold in 1968. She carried many thousands of passengers in her 29 years of sailing, and all appreciated the warm welcome aboard and her comfortable atmosphere.

Junk Bay, Hong Kong, saw the ship broken right down to her keel, but in a quiet corner, not a stone's throw from the breaker's yard, lies a small memento. Tucked into one of the ship's lifeboats, a Chinese family has made its home in the traditional way of the boat people. The pleasant domestic clutter gives the impression that there is still a comfortable atmosphere aboard Tjitjalengka!





NEW ZEALAND CRUISE

Report from
Tjiluwah's Master

After the two minutes' silence on Armistice Day on the eleventh day of the eleventh month at 1100 hours, it was "let go fore and aft" and the Hobart—New Zealand cruise had begun. The weather in Melbourne had been good for the previous two days, but on departure it looked as if it was determined to throw a spanner in the works of the TJILUWAH with her full complement of passengers. As soon as she nosed her way clear of the river into Port Philip Bay, wind and water already made walking on deck uncomfortable. Disembarking the pilot at 4 p.m. engaged the attention of about every passenger who by then wasn't already struck down with seasickness.

Bass Strait, where the winds nine out of ten times pester you from the south-west, this time decided to have them from the south-east, the direction into which we were heading. The further we got away from Port Philip, the rougher it became. Time of arrival at Hobart was scheduled for 2000 hours next day; the cocktail parties therefore for both classes had to be held on the evening of the 11th. Usually they are held on the deck, but as standing up was proving more difficult by the hour, they were held inside.

As on this particular voyage we had expected to have a good number of rowdy youngsters on board, whom nobody is keen to cope with these days, it was amazing to notice that there were only half a dozen or so. On the contrary, these passengers seemed the finest and most dignified group we have had during my experience on this ship. After dinner it was announced that a dance was to be held in first and tourist class, but less than half of the first class passengers turned up to try their ability in dancing on a floor which already did the swinging for you! After a couple of dances, the band—which consisted of four men—had diminished to two, due to seasickness. The dance in the tourist class (played by tape music) I believe didn't even get a proper start, and by 10 p.m. a gun could have been fired over decks and through saloons without hitting anybody. The first

night was indeed uncomfortable; an empty ship, wind and sea from dead ahead, which, in turn, lifted stem or stern out of the sea, with all the bouncing and shaking involved. We arrived in Hobart about four hours later than scheduled.

On the 12th, after passing the STRAAT BANKA anchored off the roads of Hobart, we arrived alongside Princes Wharf at 2400 hours. The rain coming down in buckets did not promise much good for the next day. Hobart, with not a soul around for miles except a few men who had to deal with the ship in their respective lines of duty, looking very gloomy and deserted, did not improve our hopes of a better promise for the next day. However, the next morning the sun was out, not a cloud in the sky, and all day this weather kept up as if to make sure that everyone who came out to see Tasmania's beauty was going to be satisfied.

On a day like we had on this Friday the 13th, Hobart and surroundings are certainly worth a visit. A.B.C. correspondents who came on board to interview us were greatly interested to know from us if Tasmania had any potential for tourism, and were surprised to hear us answer that it has everything, but that the majority of Australians—like the majority of people in any country—would rather go to see foreign places before seeing the beauty of their own country. Apart from the A.B.C., TV Channel Six also came poking around with a camera, so on the 13th the TJILUWAH was mentioned on the front page of the morning paper, the "Mercury", as well as during the day announced on the news over the radio and TV channels Six and the A.B.C. All this attention we had not expected; we came in port, not to load apples but on a pleasure cruise, our sole cargo consisting only of a full complement of passengers, which still seems to be a novelty in the beautiful port of Hobart.

The passengers, after their different excursions ashore to different places in the country, were full of stories about the pleasant time they had had. A day-tour through the coun-

try area around Hobart, with Port Arthur (the old convict jails) included, a night tour to the top of Mt. Wellington, and all this in the most favourable weather conditions, made the somewhat ebbing spirits of our passengers, due to the rather uncomfortable crossing, soar sky high. At midnight of the 13th, it was again "let go fore and aft". To top off this pleasant and beautiful day, the moon in her full and most splendid glory, about 40° up in the north-east in a sky as clear as a bell, outlined the beautiful Tasmanian surroundings in such breathtaking silvery brilliance so as to once again make sure that not only would our passengers be satisfied with their day in Hobart, but that an ever-remembered impression would remain with them.

We all know that the Tasman Sea can be a rough stretch of water, but rest assured that, in case you did not, there are always many among your passengers only too willing to enlighten you. Not only about the Tasman Sea, but wherever you go, they are very quick to recite their stories about the bad weather they encountered in exactly the same area in which you are sailing at that moment, and they never fail to make my hair stand on end with fright. Well, to defy all the wild stories once more, the Tasman could almost be compared with the Dead Sea during the crossing from Hobart to Dunedin. The Roaring Forties we went through until we were almost in the Fifties. If you come to think of it, it sounds a bit silly cruising around in a latitude so far south, a latitude roughly about seven hundred miles south of Cape Town. Anyway, there were no roarings at all as we went through, nothing but beautiful weather. Yes, a bit chilly in the light breeze, but out of it, some gorgeous Australian girls in bikinis decorated the decks of the TJILUWAH in the warm sun. Sorry, old seasoned travellers, no hair-raising tales on this cruise. No man lashed to the wheel to prevent him from being flung through the wheelhouse, no hatches stove in, or seamen running around with axes to clear the debris left over by the last ninety foot wave!

It is now the 16th, and early this morning the south-western tip of New



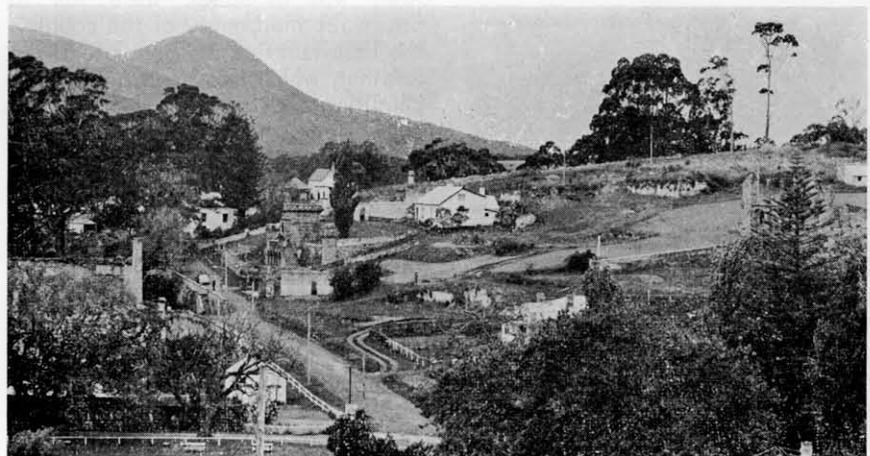
Tjiluwah at Hobart, Tasmania.

Zealand was land ahoy-ed and at this early hour of five already there were many passengers about to witness the landfall. These passengers, I am sure, will be the ones who will enjoy the sights of New Zealand most. The mountains greeted us with their little leftover snowcaps high up in the clear blue morning sky. "Captain, (one of the questions by a passenger) why don't you take us to Milford Sound, the Russian ships do?" another one; "Captain, have we passed Milford Sound already?". Milford Sound seems to most passengers a Nirvana for tourists. What

more could I answer than to tell them that I would have a serious word with my Directors and try to persuade them to let me do next time what the Russians are doing*—and on they went, training their binoculars in the direction of a coast most of them had never seen before, and although it might not look like Milford Sound, this rugged south coast of New Zealand is beautiful all the same.

(continued over)

* Milford Sound was omitted because of the prevalence of fog, a caution only too well justified, as the next paragraphs prove.



Old Penitentiary at Port Arthur.



Lion Dance at Dunedin.

How lucky one can be — after taking on the Pilot at 6 a.m. on the 17th, and just after entering Otago Harbour, it closed up behind us with a bank of fog as thick as a woollen blanket. It took an hour and a half to sail through this beautiful harbour to our berth, and how the passengers enjoyed this! Weather was good — cloudy, but the sun coming through



View of Dunedin.



The lake at Arthur's Pass, part of a National Park near Christchurch.

enough to take good pictures. The first sound we heard from the shore was the bleating of sheep in the early, chilly morning air. Arriving alongside at 7.30 we were welcomed by a local brass band and marching girls parading up and down the wharf to the beat of the music. This show must have stirred the imagination of some of the crew; when the passengers had had their breakfasts and were seated in the buses near the gangway for their coming tours, all of a sudden the Chinese lion and drums appeared on the wharf and started their wild dance along the side of the ship, giving passengers and New Zealand onlookers a delightful surprise.

Our visit to Dunedin was an enormous success from beginning to end. Again, the stories told by passengers after their return from their tours (in which an overnight tour to Queenstown was included), were full of praise for the beauty of the country, the hospitality of the people and the weather, which had been good to us all during our stay in this far Southern city. Those who were adamant about Milford Sound chartered themselves small twin-engined planes to fly over it, but as this Mecca of New Zealand was enveloped in low-hanging clouds, they once more had to be disappointed and doomed to miss out on Milford Sound — at least, on this cruise.

From the City of Dunedin an invitation was received for all passengers and officers to attend a wine and cheese function to be held in the Southern Cross Hotel in honour of

the winning of the Melbourne Cup by a horse named "Baghdad Note" (not the first time the Melbourne Cup had been won by a New Zealand horse — and most likely not the last time either), owned by a Mr Falconer, a citizen of Dunedin. This night tour first took us to Otago Square, where in a park under the statue of Robert Burns a group of Maori youngsters in their national costumes gave a performance of their songs and dances. If Robert Burns could have been present, I am sure the Maoris would have moved him to even higher levels on the ladder of poetry than was reached by him during his presence here on earth. After this, from way up in the hills the lights of the city gave the impression that Dunedin in the dark had turned itself into a giant ring surrounded by thousands of flashing diamonds. Then the wine and cheese shindig in honour of *Baghdad Note*: this, including the effort, money, time — and above all, the hospitality — was a free-for-all. Far too many people. Rough guesses were made from five to seven hundred. Room to move there was none. The shapely N.Z. girls, in micro-minis, with trays holding glasses or cheese grimly clutched in their hands, had to stretch their arms far above their heads to prevent it all being knocked to the floor, and gave the impression that they were offering all their goodies to the gods, instead of to us. In fact, many never got near to a sip or a bite. It really didn't matter — the laughter and gay banter made up for it all. Somewhere on an elevation in the building the proud owner showed the Cup to all who could get a peep at it, and somewhere in the multitude someone shouted out to someone else if he knew where the bl... horse was, and the answer he got is not suitable for printing in the R.I.L. Post!

On the morning of the 18th, apart from the organized tours, I was struck by the number of Dunedin ladies who were going around among the passengers still on board, asking them if they would like to come for a drive

CRUISE (continued)

in their cars to see the sights, to have a bit of lunch at their place, and guaranteeing to have them back in time. Have you ever heard of such hospitality! At three that afternoon, one hour before departure, a group of Maoris, again in their national dresses, sang in the 1st class lounge. Never have I seen so many cameras flash, and never have I known a ship to receive such a melodious, and almost tear-drawing farewell, especially when the last song "The Maori Farewell" ended our very, very pleasant stay in Dunedin.

Although we sailed at four, Dunedin wasn't altogether finished with its farewell. The harbour, which takes about two hours to clear amongst unforgettable scenery, has got two small islands, leaving just enough space in between them to pass through. In front of the one island passed on the starboard side going out, called Goat Island, there is a light beacon with a platform about 20 feet high. On this beacon, with not a soul around for miles, in the chilly oncoming evening wind there was standing a lone piper in full Scottish regalia, piping away on his funny-looking doedelzak (forgive the Dutch name, it sounds so much more appropriate than bagpipes) to bursting point, accompanying us through the islands to the tune of "Will ye no' come back again?" as a last farewell to Dunedin, and to remind you not to forget to return.

Thursday, the 19th, we spent in Lyttelton, and a perfect day it was but the bus tour to Arthur's Pass and back, from 9 a.m. until 4 p.m., was a bit too long, in the opinion of most passengers.

The next day, windy Wellington certainly lived up to its reputation. Wind and rain, and as we approached our berth, the overseas terminal could not exactly have been called a scene of bristling activity, as the only people around were those dealing with the arrival of the ship, and they themselves were invisible, due to

sheltering from wind and rain. At least from Wellington we can say that by about 9 a.m. it stopped raining but the wind kept blowing all day and increased in force during the hours of the evening. Nevertheless, the tours planned were enjoyed by all who took part in them.

Our departure from Wellington at 10 p.m. on the 20th was accompanied by a hard cold wind, but in contrast with our arrival, the sky was clear. No Maori groups, marching girls or a lone pipe to see us off, but from somewhere up in the terminal building they played once again "Now Is The Hour That We Must Say Goodbye", and this in the cold windy night with no one around, sounded indeed as a last farewell to this beautiful land of the long white cloud.

The crossing of the Tasman Sea back to Melbourne passed in good calm weather conditions. About halfway we came upon a Japanese whaling fleet—a factory ship with her catchers, about twenty—busily cruising around after the whales. One shot we noticed being fired from one of the catchers, and although it was some two to three miles away from us, a big red spot in the sea could be seen clearly where the harpoon found its target. So one more of the fast diminishing number of earth's largest creatures has gone, to be turned eventually into margarine or soap.

The good spirit and happy atmosphere in which all our passengers have been associating during this cruise is to us ample proof of the



Maori Dance on board.

success of the voyage. Many who had never been to sea before, will probably forget the difficult name "TJILUWAH" as soon as they step ashore, but the impression they take home with them of their voyage on this white yacht will be a long-remembered one.

J. Maan



Maori church at Ohinemutu.



Last view of Wellington and — this is New Zealand — sheep.

25TH ANNIVERSARIES



Captain D. van Hekken

Straat Lombok, moored alongside R-shed in Durban on 21st December, was the scene of a happy gathering of people who came on board to cheer Captain Dirk van Hekken on the occasion of his silver jubilee with the Company. Mrs van Hekken and their daughters, Annelies and Threes, and son Dick were able to be there, as well as Captain and Mrs G.A. Houtman (retired), Captain and Mrs N. Kroone (on leave), Mrs van Steenberg and RIL shore staff.

In his speech, Mr J.J. van Steenberg (Deputy General Manager for Africa) reminded his listeners that Captain van Hekken had served on board 46 ships (many of them two or three times) during his twenty-five years service, and had commanded ten vessels. He entered the service of the KPM as an Apprentice Officer in the Netherlands on 3rd November, 1945, sailed to London on board the *Batavier* and was there posted to the *Straat Soenda* for the voyage to Indonesia. Then followed a succession of postings to a great number of vessels, many of whose names are unfamiliar to the staff of today. He was promoted to Captain in July, 1963.

In 1960, as Chief Officer, he was posted to *Van Riemsdijk* at Singapore and was 'in charge' of the supervision of the laid-up KPM fleet. In 1962 he was seconded to the HVM for about five months and served aboard *Hollands Dreef*. Managing Directors sent Captain van Hekken a special letter of commendation in 1965, when in command of the *Schouten*, for his services during a particularly turbulent period.

In conclusion, Mr van Steenberg thanked Captain van Hekken on behalf of Managing Directors and fastened on the traditional engraved gold watch. Mrs van Steenberg presented a bouquet of flowers to Mrs van Hekken.

In his reply, the Captain thanked everyone for their appreciation, adding a special tribute to his wife for



Mr H.J. Nahuysen

As Mr Nahuysen's silver jubilee fell on a Sunday, the event was celebrated by Amsterdam on the following day, 14th December. Unfortunately—owing to illness—Mrs Nahuysen could not be present, but their daughter Suzanne was able to come.

Mr K. Dirkzwager said that Mr Nahuysen's ties with the KPM started even before the war when in February, 1940 he applied for the KPM training course at Flushing. He completed this in 1943, but it was December 1945 before he could cross to London to start his career as a Fifth Engineer with KPM. He sailed to Australia on board *Rangitiki* and it was to be another two months before he set foot on his first KPM vessel.

Mr Nahuysen could look back on a many-sided career: in 1953 he joined NTPM as Third Engineer and was posted to the new-building '*Van Spilbergen*' (later re-named '*Senegalkust*'). This lasted only for six months, when his services ashore were required on technical matters for the new NTPM organization. A few years later he was transferred to KPM's Machinery Design Department, and since by then NTPM's fleet had grown from two to six vessels (including two tankers), he became assistant to the Technical Superintendent in 1960.

Following the merger KPM/RIL, Mr Nahuysen once again changed his position and was transferred to TD/TIAC. On 1st January, 1970, he was promoted to Hoofdemployé.

Mr Dirkzwager presented Mr Nahuysen with an inscribed gold watch and thanks for the twenty-five years of service to the Company.

(continued)

her support ever since they were married. He said that he was particularly happy to have the watch, as his old one had stopped two weeks earlier and was still not going, in spite of the great efforts of the Third Officer!

Captain van Hekken concluded by wishing everyone a Merry Christmas and a happy and prosperous 1971.



Chief Engineer G.J.C. Bevelander

Six RIL ships in Hong Kong harbour on one day is a good excuse for a party, and when the party is to celebrate the 25th Anniversary of Chief Engineer Bevelander, then it is bound to be a good one.

So it was that on 22nd December, in festive mood, a crowd gathered in the cheerful messroom of STRAAT FRANKLIN. Red paper covering the light over the bar cast a rosy glow which was reflected in the cheerful faces of officers and visitors. Captains and Chief Engineers from STRAAT HONG KONG, STRAAT TALBOT, STRAAT CUMBERLAND (newly jumboized), TJIMANUK and TJILIWONG were there, together with senior shore staff.

Mr Terwoigt reminded the party of the details of Mr Bevelander's career, starting with the KPM in 1945. He became a Chief Engineer in January, 1960, and had been on board STRAAT FRANKLIN since July, 1970. The Chief Engineer is known for his kindness and friendly attitude to everybody. Speaker also said what a pleasure it was to see Mrs Bevelander and their two daughters on board. With thanks from the Board of Directors, he then presented the 'jubilee' watch.

Telegrams from many friends were read out by Mr J.J. Leurs (Manager, PZ Officers), and flowers were presented to Mrs Bevelander. A small present also went to both Diane and Caroline Bevelander. Before going on leave, Second Engineer J. Wildering had written a poem narrating the Bevelander career, and this was now read aloud by Apprentice George B. Huybens, amid much mirth.

On behalf of the état major, Captain J.L. van Dam handed a ship's clock to the Chief Engineer, and for good measure added a solid gold fishhook, token to a keen fisherman.

In his reply, Mr Bevelander dryly commented that Mr Terwoigt could not know all the details of his career, and proceed to delight his audience with some of the more out-of-the-way details: he also had been one of the well known 'Rangitiki band' sailing, with 500 war-brides, and

FAREWELL MR BOM



A reception was held at Amsterdam in the 'Grote Vergaderzaal' on 25th November to say goodbye to Mr A.M. Bom, Manager of the Finance Department, who retired on 1st December.

Mr H.M. van der Schalk reviewed Mr Bom's long career that was always connected with finance. After taking his degree as 'doctorandus economie' at the Municipal University of Amsterdam in 1937, Mr Bom started his career with the Javasche Bank at Surabaia and Djakarta until the outbreak of war, when he was called up as an officer in the reserves.

The links with the Javasche Bank lasted until 1952, when Mr Bom joined the Netherlands Bank for South Africa, which he served in Amsterdam, Brussels and for five years in Hamburg.

The KPM was on the look-out for a competent successor at that time to their Manager of the Finance Department. Mr Bom's experience in and connection with the financial world made him the right man to administer the extensive financial resources of KPM and the Pension-fund. He joined KPM in 1957, and succeeded Mr M. Lubsen after the latter's sudden death in 1959.

Since 1st January, 1967, Mr Bom has served the financial interests of RIL, and the good wishes of everyone in the Company goes to him in his retirement.

(continued)

at the time he had said to himself "If this is the way a sea-life is going to be, it is going to be good!"

With various highlights (Including an unforgettable story about a carpenter who went berserk on board the Swartenhondt), Mr Bevelander kept everyone laughing, finally saying "Nothing much has happened since" and the twenty-five years had been "the fastest he had ever spent". He had always believed in working in a harmonious atmosphere. He hoped that the Company would acquire more and more ships, open more and more lines, and grow more and more prosperous.



WHAT DO THEY DO ?

Officers on board *Straat Franklin* are not slow to take advantage of a fine evening. Whilst their ship was anchored off Walvis Bay in South West Africa recently, they enjoyed a barbecue on the deck in the warm night.

Photo: Radio Officer Ad Tilroe

NEDLLOYD K-

The names of the five Japanese-built ships bought by Nedlloyd will be:

Nedlloyd	Kyoto
"	Kimberley
"	Kingston
"	Kembla
"	Kampen

CHRISTMAS WELCOME

When *Straat Fremantle* called at Kaohsiung on 24th December, the ship was given a great welcome by the Kaohsiung Fishermen's Association, following the rescue of 15 men from a sinking fishing boat (reported last month).

The Chairman of the Association presented Captain G. Verkerk with two baskets of fruit and a banner which reads:—



COMPANY

PERSONALITIES

Mr B.B.G. Lagers, President Director of HBT, accompanied by Mr M. de Jong, made a business trip to Hong Kong and Japan from Amsterdam in mid-January.

Mr H. Noort (HK HO TD) left Hong Kong on 2nd January for a two-week business trip to Singapore.

The Manager,
RIL
Sydney

Dear Sir,

My daughter and I have just completed a cruise to New Zealand in the 'Tjiluwah' which arrived back in Sydney last Monday.

It was really a delightful cruise and from Captain Maan and Mr Li down, everyone did their best to make it a happy trip. She is a dear little ship (sic) and I'd like one day to sail in her again.

All the other passengers seemed to feel the same as my daughter and I.

Yours truly,

(Signed) J.H. Hearn (Mrs)

WE LIVE AGAIN BECAUSE OF YOU

Memento for all the seamen of Straat Fremantle who saved the fishing boat Hung Get Shing

From the Chairman of the Kaohsiung Fishermen's Association, Choi Man Yuk



LOG BOOK

FAMILY NEWS

Weddings

5th Engineer A.A.M. Groot-Antink (leave) to Miss H.G. Meijer on 16th December at Wageningen.

5th Engineer A. de Bree (leave) to Miss F.S. van Gemert on 17th December at Vlissingen.

5th Engineer M.C.M. van Ravenstein (leave) to Miss A.A.M. Buitenkamp on 17th December at Veghel.

5th Engineer P.H. de Bruijn (leave) to Miss M.J.H. Gabriëls on 18th December at Uden, N. Br.

Mr A.J. van de Meent (Amsterdam) to Miss B.T.S. Krop on 21st December at Harderwijk.

5th Engineer P.L. Meijering (leave) to Miss C.M.Chr. Honders on 23rd December at Vleuten.

5th Engineer N.G.D. Peters (leave) to Miss H. Rem on 28th December at Veere.

3rd Engineer D. van der Wardt (leave) to Miss L. Clark on 29th December at Glasgow.

5th Engineer A.R. Christoffel (leave) to Miss A.M. Janssen on 29th December at Geulle.

2nd Engineer C.D. Tijsterman (leave) to Miss A.H.J. Brommers on 30th December at Koudekerk a/d Rijn.

5th Engineer G.J. van de Haar (leave) to Miss J. van der Kooij on 8th January at Den Haag.

2nd Officer A.J. van der Leest (leave) to Miss C. van Geffen on 8th January at Eindhoven.

New Arrivals

2nd Officer J.W. Moerbeek (Straat Luzon): a daughter, Astrid, on 13th November.

3rd Engineer A.C.M. Blijlevens (Straat Algoa): a son, Antonius Petrus Aukus, on 2nd December.

Mr Lee Teik Say (Penang): a daughter, Lee Chiu Ting, on 4th December.

4th Engineer F.R. Wijkel (Straat Talbot): a son, Leon Marcel, on 10th December.

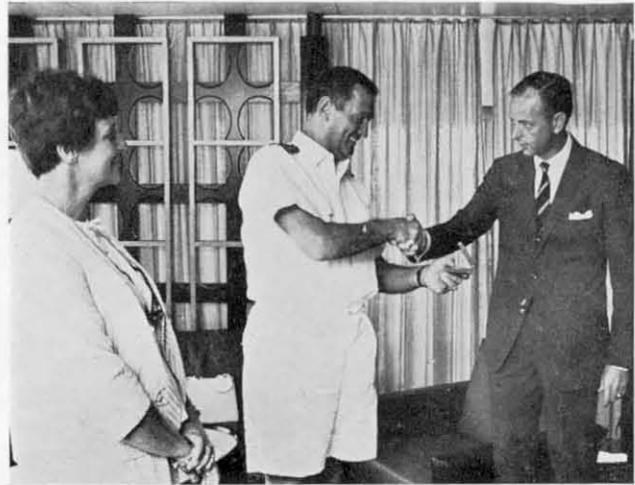
Mr G.C.H. Cooper (Man. HK HO, PZ Crew): a daughter on 22nd December.

4th Engineer C.H.M. van Bennekum (leave): a son, Marcel Robert, on 26th December.

2nd Officer J. Meyler (leave): a daughter, Marijn Tjitske, on 3rd January.

What Correspondent Keller describes as a "non-business Manager's Conference", took place in Amsterdam on 16th December, when many senior staff members were on leave.

(l. to r.) Messrs F.O. van Randwyck, P. van Schaardenburg, H.C.G.L. Ribbink, J. van Middelkoop, W.M. de Haan, H.M. van der Schalk, J. van Zuylen, F.J.A. Hens, K. Dirkszager, A.L. de Jong.



METEOROLOGICAL AWARD

As reported in December, Captain Th. Terhorst was amongst those who received a Silver Medal from H.M. Queen Juliana for special merit in the field of Maritime Meteorology. The presentation was made by Mr J.J. van Steenbergen on board Sajocean Amsterdam on 5th December at Durban.

TEN YEARS AGO

From RIL Post, 1st February, 1961

SHIP'S NAMESAKE

"Towards the end of last year m.v. Boissevain had the privilege of having a child named after her: Master Kwan Boissevain was born to Mr & Mrs Kwan Chun, on board this vessel, whilst en route from Cape Town to Rio de Janeiro."

SHIPS OF THE WEEK

Straat Towa, Straat Luzon and Tjipondok were the Ships of the Week on 11th January and received messages for officers on board from their relatives in Holland. The messages were recorded at Hilversum beforehand.

MEETING IN HOLLAND

SHIP OF THE WEEK



The wireless room is full of people.

Every month a small announcement in RIL Post gives the names of the lucky ships which will receive messages from relatives in Holland, through the good offices of Radio Nederland. Naturally, this is not of much interest except to those concerned, but the eagerness with which the ships await the messages is described by the Radio Officer on board STRAAT FRANKLIN:—

Days before the transmission of the Radio Nederland programme, people on board make enquiries about the quality and the best time for reception. When the time comes, you find that the wireless room is full,

people sitting everywhere, and when you enter, the first thing they ask is "Hey Sparks, what about a beer?"

The first part of the programme is world news, but nobody pays attention to that; everyone is joking, telling lies, talking The second part is typical Dutch news read by Mr Piet van Soest, and this gets some attention.

Then comes shipping news, and I hear "Who's organizing more beer? I feel as if I am in drydock."

But as soon as the ship's name is mentioned, I have too few head-

phones. When I want to adjust the fine tuning, there are shouts of "Shut up, Sparks, you are making it worse!"

Then I relax just in time to hear my mother say " you forgot two birthdays again, your sister's and"

The comment after the transmission is mostly, "O.K., Sparks, we could hear very clearly." They go out, leaving a mess. I look around to the full ashtrays, to the mess, to the ash between the sheets of my journal, and think: "stupid to forget two birthdays."

Ad Tilroe



"Opportunity of a lifetime"

That is how the amateur golfers felt the occasion to be when Gary Player, world champion, played with the Japanese Traders in the Nippon Golf Club Competition held at Kyalami (between Johannesburg and Pretoria) last November.

Mr T. Makiura (Johannesburg) is seen here with Gary Player, and at the seventh hole, the latter is watching one of the Japanese participants putting.





Mios Arrar



Jarsoen

AMONG THE ISLANDS

With
Captain H. Zeylstra
(retired)

Like Captain Zeylstra, many retired seagoing staff have memories of the innumerable Indonesian islands at which they called, sometimes for very small parcels indeed. Here is the last from his album of calls at islands off the coast of New Guinea.

Lying off **Jarsoen** is the KPM vessel *Kaloekoe* which is awaiting the sacks of copra stacked on the beach. No doubt there is some kind of shelter for storage further inland but it would have been too far for quick loading. It was always essential to give proper notice to Jarsoen so that the copra was ready at hand.

Mios Arrar is a good example of the islands which were really nothing more than vast coconut plantations.

The strand at **Jef Mo** shows that they were not all fringed — as romantic tales indicate — by palm trees. From this beach, loaded surf boats were towed by the ship's motor launch to the waiting ship.



PERSONNEL



NEW PERSONNEL

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

Mr J.H. Meurer Employé, posted in Durban
 „ J.H.W. Rullmann „ „ „ HK MH

PROMOTION

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

Mr M.Th.M. Hengeveld	as from	17- 9-70
„ H. Huiskamp	„ „	5-10-70
„ M.H. Kegel	„ „	24- 8-70
„ R.H. van Krimpen	„ „	19- 8-70
„ A. Mondeel	„ „	19- 9-70
„ A.C. Pijl	„ „	19- 9-70
„ E.A. Remmelzwaal	„ „	19- 9-70
„ H.H. Ruben	„ „	29- 9-70
„ J.H. Weyermars	„ „	3- 8-70

and to the following who were promoted as from 1st January, 1971:

To 3rd Officers	To 3rd Engineer
Mr J.H. van Dijk	Mr G.J. Nijland
„ Th.P. van der Heijden	
„ P. Talsma	

LEAVE

Mr P. Cox	Chief Officer
„ G.J. van der Heiden	„ „
„ R. Hol	„ „
„ Willem Verbaan	„ „
„ B.H. Verseput	„ „
„ R. Dasia	2nd „
„ H.J. Minderhoud	„ „
„ H. Roorda	„ „
„ R. van Willigenburg	„ „
„ Th.P. van der Heyden	3rd „
„ P. Jansen	2nd Engineer
„ N.M. Meinsma	„ „
„ R.E. Boom	3rd „
„ J. van Doorne	„ „
„ W.A. Kok	„ „
„ G.J. Nijland	„ „
„ B. Pleizier	„ „
„ P. Brommers	4th „
„ A.J. Keller	„ „
„ R. Koot	„ „
„ A. Sattler	„ „
„ G.Th. Bouwman	5th „
„ P. Braam	„ „
„ T.H. Dittmar	„ „
„ W.M. Heus	„ „
„ J.A. Nieuwenhuis	„ „
„ H.H. Ruben	„ „

Those who returned are:

Mr F. Bakker	Chief Officer.	Straat Madura
„ J.J. Duit	„ „	Straat Hobart
„ H.K. Labrie	„ „	Straat Van Diemen
„ D. Plooy	„ „	Tjiwangi
„ H.K.M. Schot	„ „	Straat Fremantle
„ W. de Best	2nd „	Straat Fushimi
„ W.Th. Broeder	„ „	Straat Frazer
„ J.A. van Es	„ „	Straat Torres
„ P.C. Klaassen	„ „	Straat Hobart
„ A.J. Martijn	„ „	Straat Algoa
„ G. Mulder	„ „	Straat Tanga
„ J. Orsel	„ „	Straat Franklin
„ H. van de Beek	3rd „	Straat Franklin
„ C. Oudendijk	„ „	Straat Rio
„ L.J.M. Bauman	4th „	Straat Fiji
„ W.E. Creyghton	„ „	Straat Fremantle
„ J.G. van Delden	„ „	Straat Magelhaen
„ J.P.G. Florie	„ „	Straat Tanga
„ A.J. Muys	„ „	Safocean Amsterdam
„ J.H. Ravessloot	„ „	Straat Mozambique
„ W.H.J. Scholte	„ „	Straat Futami
„ D. Thalen	„ „	Tjiwangi
„ R.J. Zwiers	„ „	Straat Bali
„ L. Baljé	2nd Engineer	Safocean Adelaide
„ F.H.A. Crooymans	„ „	Straat Banka
„ H. Jansen	„ „	Tjibantjet
„ L. Smit	„ „	Straat Freetown
„ J.H.M.Th. Smulders	„ „	Straat Honshu
„ R.R.W. van Beek	3rd Engineer	Straat Singapore
„ J.H. Kokshoorn	„ „	Straat Hong Kong
„ H.J. Nieuwland	„ „	Straat Bali
„ J.H. Strijers	„ „	Safocean Adelaide
„ J.J. de Beer	4th „	Straat Fushimi
„ A. Bosch	„ „	Straat Madura
„ Tj.A. Hiddes	„ „	Straat Fiji
„ A.W. Huve	„ „	Safocean Albany
„ A.J. Gulmans	„ „	Straat Tanga
„ D.G. van Lopik	„ „	Straat Lombok
„ J.M. Schaap	„ „	Straat Hobart
„ Sjoerd H.J. Vellinga	„ „	Safocean Albany
„ J. de Vos	„ „	Straat Banka
„ F.R. Wijkkel	„ „	Straat Talbot
„ H.J. Morsink	5th „	Straat Lombok

SUCCESSFUL EXAMINATION

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

Mr J.V. Mulder	2nd Officer	I	25-11-70
„ G.A. Smit	„ „	I	12-11-70
„ E.E. Kip	3rd „	Th.I	1-12-70
„ R.P.A. de Kreek	„ „	II	25-11-70
„ G.L. Dekker	2nd Engineer	Th.C	11-12-70
„ N. Filius	„ „	Th.C	30-11-70
„ J.W. Renshof	„ „	B	2-12-70
„ E.H. Schiffer	„ „	B	7-12-70
„ J.M. Schaap	4th „	A	4-12-70
„ J. de Vos	„ „	A	18-11-70

TRANSFER OF SHORE STAFF

Mr A.J. Kleber was transferred from Tokyo (Management) and subsequent home leave to Hong Kong M.H.
Mr N.L. Padt was transferred from Buenos Aires and subsequent home leave to Lima.
Mr H.A. de Vink was transferred from Mombasa and subsequent home leave to Tokyo (Management).

TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS

Captain H. Buth, Master of STRAAT HONG KONG was transferred to STRAAT MADURA.
Captain Tj. van der Molen was posted to STRAAT HONG KONG following home leave.
Captain J.G. ten Bhömer, Master of STRAAT MAGELHAEN went on home leave.
Captain L.A. Cijssouw was posted to STRAAT MAGELHAEN following home leave.
Captain J.Ch. Beynon, Master of STRAAT FIJI went on home leave.
Captain P. Starckenburg was posted to STRAAT FIJI following home leave.
Captain J.L. van Schoondrager, Master of STRAAT CUMBERLAND went on home leave.
Captain A.J. Zonnevillage was posted to STRAAT CUMBERLAND following home leave.
Captain R.E.J. van Dijk, Master of STRAAT JOHORE went on home leave.
Captain J.A. Haringsma was posted to STRAAT JOHORE following home leave.
Captain S. Westerweel, Master of STRAAT TORRES was hospitalized at Khorramshahr.
Captain D.J. Smit, Master of STRAAT MADURA was transferred to STRAAT TORRES.
Captain A.N. Kloots was posted (temp.) to STRAAT MADURA and subsequently posted to STRAAT FUSHIMI, following home leave.
Captain W. Lautenbag was posted to STRAAT TANGA following home leave.
Chief Officer — BMC — H. Samson of MUSI went on home leave.
Chief Officer P. Hoogland was posted to MUSI as Chief Officer — BMC.

KUNG HEI FAT CHOY!

The Year of the Pig is now with us, and in the Chinese calendar it is the year 4669, a year promising good harvests with an abundance of the five cereals, leading to peace and prosperity.

Whatever the outlook, in Hong Kong celebration of the Chinese New Year Festival (beginning this year on 27th January) is carried out with much attention to omens. Prime among the luck-bringers is the peach blossom, a single spray of which will fetch a high price. King-size trees may cost up to HK\$5,000. Ordinary Chinese families pay handsomely for buds opening into flowers on New Year's Day, an auspicious omen for the coming year.

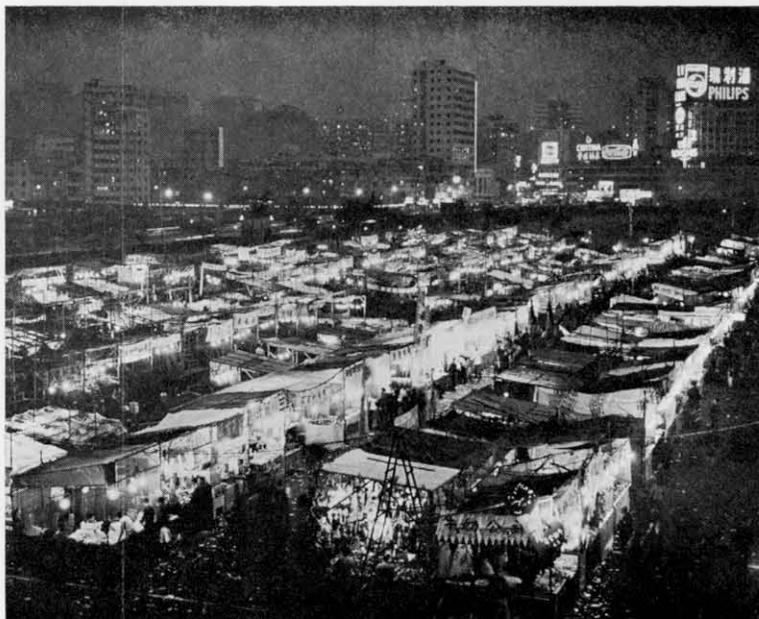
On both sides of the harbour, crowds flock to the New Year Fair sites to buy—above all—the flowers which represent good luck: the bellflower, the potted tangerine plants, narcissus, and the beautiful pink peach blossom.

Chief Engineer J. Birza of STRAAT HONG KONG went on home leave.
Chief Engineer M.G. de Wever was posted to STRAAT HONG KONG following home leave.
Chief Engineer J. Tamboer of STRAAT RIO went on intermediate leave.
Chief Engineer J.J. Pieterse was posted to STRAAT RIO following home leave.
Chief Engineer G.J.C. Bevelander of STRAAT FRANKLIN was transferred to STRAAT FLORIDA.
Chief Engineer F.L.Th.M. Pietersma of STRAAT FLORIDA was transferred to STRAAT FRANKLIN.
Chief Engineer H. Hooyberg of TJBANTJET went on home leave.
Chief Engineer R. Jonker was posted to TJBANTJET following home leave.
Chief Engineer J.E. Hartzuiker of STRAAT LUANDA went on home leave.
Chief Engineer H.J. van der Veer was posted to STRAAT LUANDA following home leave.
Chief Engineer J. Verdonk of STRAAT LUZON went on home leave.
Chief Engineer J.C. van Dinteren was posted to STRAAT LUZON following home leave.
Chief Engineer J.G. Mayoor was posted to STRAAT TANGA following home leave.
Captain J. Bruin, Master of STRAAT FUSHIMI, went on home leave.
Acting Captain W.R.M. van der Veld, Master of HOUTMAN, was transferred to TJIPONDOK as Chief Officer.
Captain J. Kalf was posted to HOUTMAN following home leave.
Captain G.E. Kaersenhout, Master of TJIPONDOK, was transferred to TJIMANUK.
Captain H.J. Brons, Master of TJIMANUK, was transferred to TJIPONDOK.

IN MEMORIAM

We announce with regret the deaths of the following:—

- A. Klijn (retired Diensthoofdemployé, KPM) on 13th December at Amstelveen, aged 62.
- A.J. Spaargaren (retired Employé, KPM) on 18th December at Amstelveen, aged 80.



Royal Interocean Lines

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

