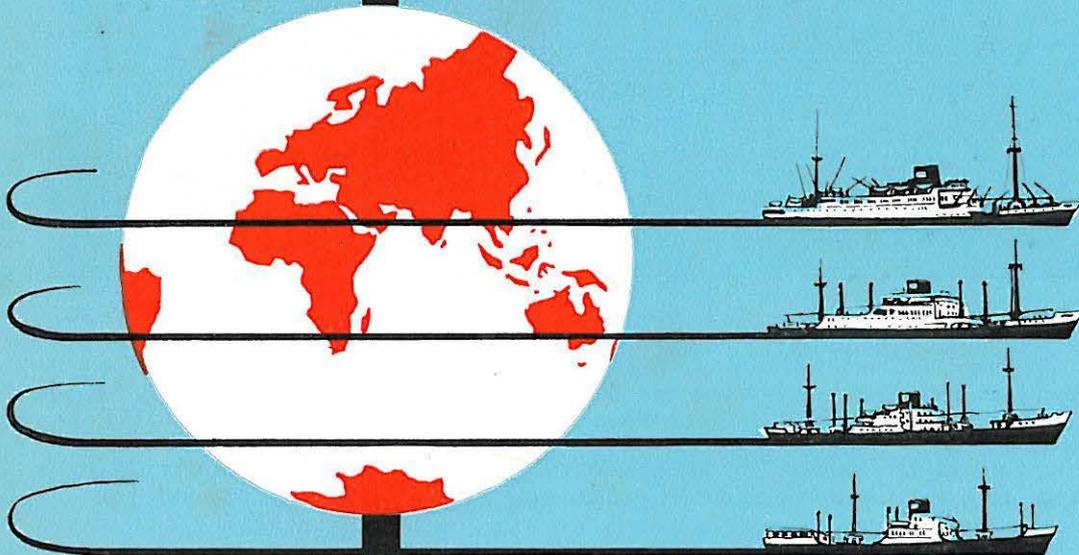




# *RIL* *post*

A MONTHLY PUBLICATION  
FOR ALL PERSONNEL OF THE  
ROYAL INTEROCEAN LINES



KONINKLIJKE JAVA - CHINA - PAKETVAART LIJNEN N.V.

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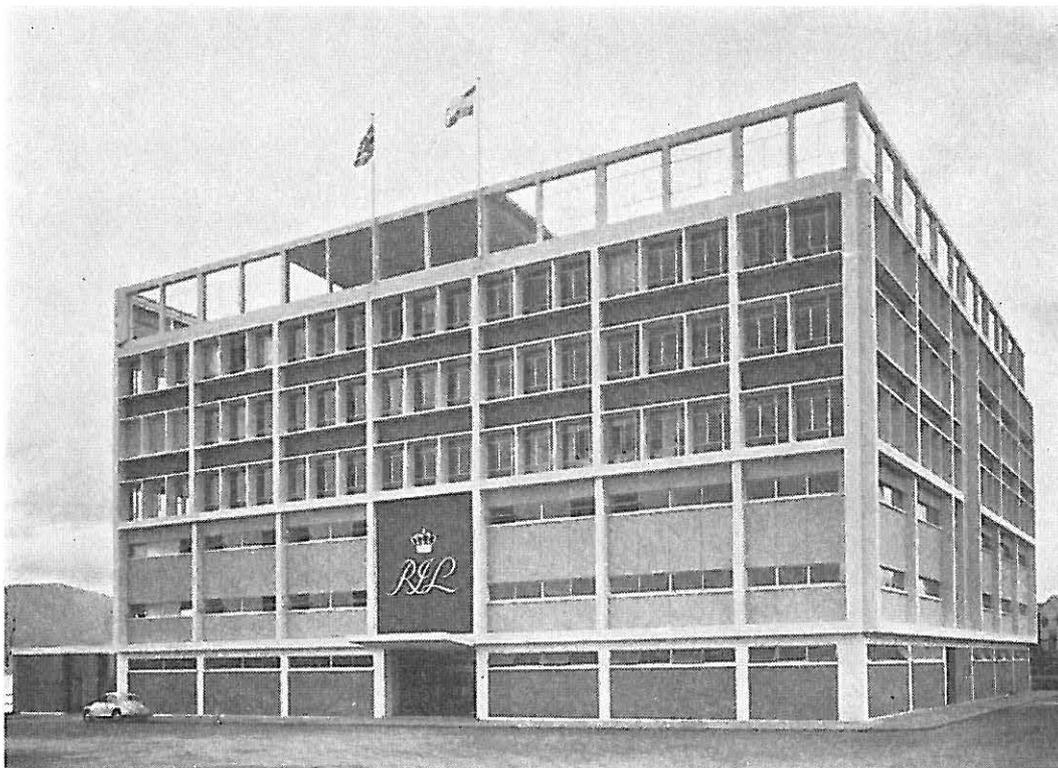
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VOL. V NO. 9

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JULY 1958

## INTEROCEAN HOUSE



*Francis Wu.*

Between 26th - 29th June, 1958 the Managing Directors and staff of R.I.L.'s Head Office moved into their new headquarters INTEROCEAN HOUSE at 191, Java Road, North Point in Hong Kong.

Called "the nerve centre of the Company" by Mr J.H. Warning when the foundation stone was laid by Mrs Warning on September 15th, 1957, this five storey air-conditioned building also houses the stores and godowns of R.I.L. under the same roof.

Situated on the waterfront, east of North Point Estate this building comprises 39,000 sq.ft. godown space (including the cold storage) and 42,000 sq.ft. office space.

It was designed by the well-known Hong Kong firm of architects Messrs Palmer & Turner and the general contract was undertaken by Messrs. Ngo Kee & Co.

In our next issue we shall give more details on this move.

## BALANCE-SHEET DINNER AMSTERDAM OFFICE



Every year, after the annual Shareholders Meeting, the entire Staff of R.I.L.'s Amsterdam Head Office celebrates this event with the so-called "Balance-sheet Dinner", which according to tradition is a Chinese dinner.

This festive occasion was held on 9th June, and honoured by the presence of the Vice Chairman of the Board of Directors, Jhr. C.F.J. Quarles van Ufford, who with his renowned cheerfulness added extra merriment to the dinner by offering a powder compact to the lady who could handle chopsticks best.

In a very gay atmosphere a match was organised. The photograph shows the finalists Miss Weber (PZ dept.) left and Miss Dorst (VZ dept.) right; Miss Dorst won the powder compact.

At the head of the table are shown; left Mr Quarles, then the 3 judges Mr van der Meulen, Mr Speelman and Mr van Walree, and at right a small part of the Amsterdam personnel looking on fascinated.

*(Contributed).*

## ISTANBUL

Istanbul, Turkey's large and glamorous metropolis, is the only city in the world astride two continents: Asia on the East and Europe on the West. The dark blue and swift waters of the magnificent and strategic Bosphorus separate the two continents. This city Istanbul, so rich in historic attractions and offering such a beautiful natural diversity of scenery, is a most interesting one for the tourist.

Since most people in Western Europe only know Istanbul from the record of the same name sung by "The Four Lads", I was very much pleased that Messrs. Pan American World Airways invited me, together with 12 employees from several passage- and freight-agencies in the Netherlands, to be their guest on a 4-days trip to this magic city between Europe and Asia. This invitation occurred in connection with the inclusion of Amsterdam (Schiphol Airport) in the "Round the World Service" of the P.A.A. For the time being the "Super 6 Clippers" of this airline make a stop at Schiphol Airport once a week. In the future this frequency most probably will be extended to 2 flights a week in both directions.

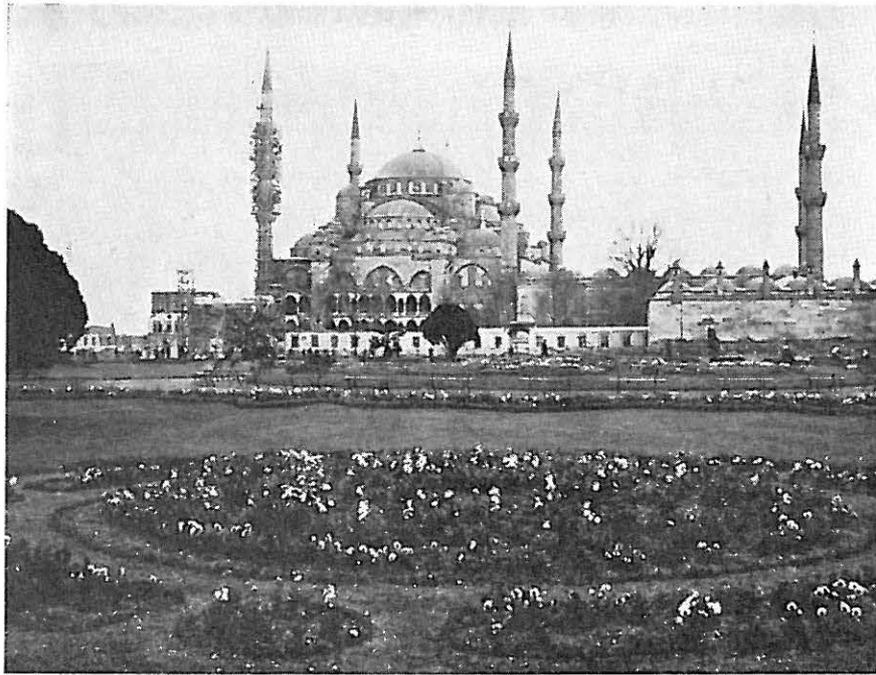
On Sunday April 6th last, in rainy and cold weather, the members of the so-called "inaugural flight group" boarded the silver-coloured bird at Schiphol Airport. First class seats were reserved for the party. The purser assigned a window-seat to me in the rear of the aircraft.

After about 1¼ hours of flying the electric signs reading "Fasten seat belts" and "No smoking" were switched on above the entrances of the several compartments of the aircraft and slowly the descent through the cloud-mass began; causing the plane to shudder violently. We landed at the enormous "Flughafen Frankfurt", which is considered to be the largest airport in Western Europe.

Taking off after a halt of 45 minutes the Captain announced over the radio: "Our next stop on this Round the World flight will be Yesilköy International Airport, Istanbul, Turkey; we shall fly at a height of 18.000 ft."

The flight Frankfurt-Istanbul lasted 5½ hours. These hours passed very fast thanks to the excellent service of the purser and the stewardesses, the full and exquisite dinner prepared by the famous cuisine of "Maxim's" in Paris (brought aboard in frozen condition), and also thanks to the genial Captain, who invited the members of the group of travel-agents to pay in turn a visit to the cockpit during the flight.

The plane followed a route via Yugoslavia and Greece. In the dark we saw from a great height the lights of Belgrade, Skoplje and Salonika. After having flown for an hour above the Aegean Sea and the Sea of Marmara we saw the lighted runway of Yesilköy, upon which our aircraft made a perfect landing.



Sultan Ahmet Mosque "Blue Mosque".

A special motor-coach carried us to Istanbul, a distance of 16 miles via a modern highway.

The P.A.A. takes very good care of her guests, for at Istanbul hotel-accommodation had been reserved in the luxurious and world-famous Hilton Hotel.

We took off smoothly and after gaining height our "Clipper Carib" was soon flying in the bright sunshine, leaving the compact cloud-cover far beneath us.

The two stewardesses surprised us with delicious American cocktails such as "Martinis" and "Manhattans" and cigarettes so that everybody soon felt comfortable.

The 300-room Istanbul Hilton was officially opened to the public in June 1955 and is said to be the most modern and well-equipped hotel in Europe. It is located near the centre of the city on a high promontory with beautiful and breathtaking scenery overlooking the Bosphorus. From the roof-terrace of this imposing building one can admire one of the most beautiful views in the world: a panoramic picture of Istanbul, the Bosphorus, the Sea of Marmara and the Asiatic coast, also at night when one can see the numerous lights of Uskudar (Scutari) against the hills on the Asiatic side of the Bosphorus.

Istanbul is one of the oldest cities in the world, and has been a metropolis for over 2600 years. The first settlement was established in 658 B.C. and named Byzantium. The walls of old Byzantium (14 kilometres long) still exist. In 330 A.D. the Roman Emperor Constantine made it the capital of the Roman Empire; the city was renamed Constantinople after the Emperor. In 1453 the Turkish Sultan "Fatih the Conqueror" captured Constantinople and made it the capital of the Ottoman (Turkish) Empire.

Following the proclamation of the Turkish Republic in 1923, when the famous Kemal Atatürk was elected President of the new republic, Ankara (former Angora) for strategic reasons replaced Constantinople as the capital

of Turkey; the name "Constantinople" was dropped and the city became universally known as "Istanbul".

The old Byzantium and Constantinople have been attacked and plundered many times. The Persian King Darius, Alexander the Great, the Huns, the Crusaders and others invaded this area in the course of history. Its treasures which have been robbed in the past, can still be found in other towns in Europe, for instance at Venice.

The domes and graceful minarets of about 500 mosques give Istanbul a wonderful skyline. Famous is the Sultan Ahmet Mosque (built 1609-1616 by order of Sultan Ahmet I) also called the "Blue Mosque" in connection with the revetment of magnificent blue tiles on the interior walls. The six slender minarets, the dome (190 ft. high) and semi-domes can be seen from afar. Other famous mosques are the enormous Süleymaniye Mosque (built 1550-1557 in the most glorious period of the Ottoman Turkish Empire by order of Sultan Süleyman the Magnificent) and the Aya Sofya, the last one having been a museum since 1935.

No one is allowed to enter a mosque wearing shoes. In a mosque the floor is covered with carpets upon which people put their forehead during prayers, a practice which requires the floor to be quite clean. That is why Moslems take off their shoes and enter the holy place in stockings or bare feet. Tourists, when visiting a mosque, wear — over their shoes — large slippers which are supplied by the doorkeeper.

Furthermore I must mention our visit to the Grand Oriental Bazaar, which is one of the most fascinating attractions of Istanbul. It is a small covered city in itself. In a labyrinth of covered small streets and alleys one can find countless small shops where many kinds of articles can be bought. Since the prices of these articles are not fixed, bargaining is customary.

The beautiful Bosphorus (length 19 miles, breadth 1 - 1½ miles, average depth 200 ft.) connects the Black Sea and the Sea of Marmara. Charming fishing villages, holiday-resorts, beaches and hills on both sides, many bays and inlets, combined with an agreeable climate make this area an unforgettable one for the tourist in the same way as the French and Italian Riviera's!

Our party had a wonderful excursion along the European coast of the Bosphorus by ferry all the way up to the North with a view on the Black Sea. Chains across this waterway demonstrate Turkey's will to keep all shipping under strict control.

Turkey is a nation of gourmets. We must say from own experience that the Turkish cuisine offers very delicious food. In the good restaurants of Istanbul such as Abdullah, Pandeli's, and Liman Lokantasi, one finds nearly all the highlights of Turkish gastronomy. During a lunch in Liman Lokantasi another "Skålleague" of our travel group and I had the pleasure of meeting Mr. Süreyya Türker who is the President of the Istanbul Skålclub, and Mr. Lütfi Cener, a member of the same club.

The national drink in Turkey is "Raki". This is a strong alcoholic liquor (nicknamed "lion's milk") distilled from grapes and flavoured with anise. Our party was more interested in a special drink of the Istanbul Hilton, called "screw-driver", a long drink of 1/3 vodka and 2/3 aerated lemonade.

Istanbul's population now stands at about 1.500.000 inhabitants. The city has a lot of traffic. Until about 3 a.m. the streets are crowded with noisy cars, buses and trams. The cars are mostly modern American-made.

The imposing Galata and Atatürk-bridges across the Golden Horn (a branch of the Bosphorus, being the harbour of Istanbul) connect old Istanbul and Beyoğlu, the modern business-centre, where also the Hilton Hotel is situated.

The fez of the Turkish men and the veil of the women are no more. A crowd in Istanbul now looks almost exactly the same as a crowd does in Amsterdam or any other town in Western Europe. In Istanbul there are also many modern flats and office-buildings. The Turks are proud of their Republic. It must be said that Kemal Atatürk succeeded in modernizing his country!

The old "Seraglio" near the Aya Sofya is the ancient dwelling of the Ottoman Sultans. It was from this historic place that the great empire was ruled for centuries. It is now a very interesting museum and houses the magnificent golden throne of Shah Ismail, priceless jewels, works of art as well as the incomparable 6000-piece collection of Chinese porcelain of the Sung and Yuan dynasties, dating from the ninth to the fourteenth centuries. The "Seraglio" has a pleasant garden, in which the old Harem-quarters can be found. This garden commands an unforgettable view of the Golden Horn and the Bosphorus.

On Wednesday April 9th at 3 p.m. we boarded the "Clipper John Alden" at Yesilköy for our homeward journey. This flight was at least as interesting as the outward one, thanks especially to the cloudless weather which allowed us to have breathtaking views over the Sea of Marmara, the fairy-like coast of Greece along the Aegean Sea, and Yugoslavia.

We have nothing but praise for the generous way in which Messrs "Panam" at Amsterdam and at Istanbul made this journey to Turkey an ever memorable and outstanding event for their 13 guests. The P.A.A.-officials proved to be excellent hosts. They managed to arrange that the party of travel-agents got a comprehensive impression of Istanbul and of the Turkish way of living.

L.H.

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## R.I.L. ACTIVITIES

### FEWAS

It was decided to open a Far East-West Africa and v.v. Service (FEWAS), sailing on the 17th of each month from Japan. The first sailing in this service was meanwhile given by m.v. VAN WAERWIJCK, June 17th from Japan. Other vessels assigned to this service are:

m.v. SCHOUTEN

m.v. VAN HEEMSKERCK

m.v. VAN DER HAGEN

m.v. VAN SPILBERGEN

### m.v. Ruys

It is with regret that we make mention of a serious fire which occurred on board m.v. Ruys, in hatches II and III, on June 17th whilst lying at Buenos Aires.

### HSIS

We take pleasure in announcing that our m.v. TJIWANGI and TJILUWAH will resume normal regular employ on the H.S.I.S.

TJIWANGI which left Hong Kong on June 27th, will be the first vessel again to serve the full range of ports in this service.

As from m.v. TJILUWAH/81 (16/7 from Hong Kong) the service will be back to normal with "on the clock" sailings from Hong Kong every 2nd (TJIWANGI) and 16th (TJILUWAH) of the month.

### s.s. Karsik

Vessel will load at Bangkok early July for British East Africa and will thereafter be worked back (end July/early August) to the Far East.



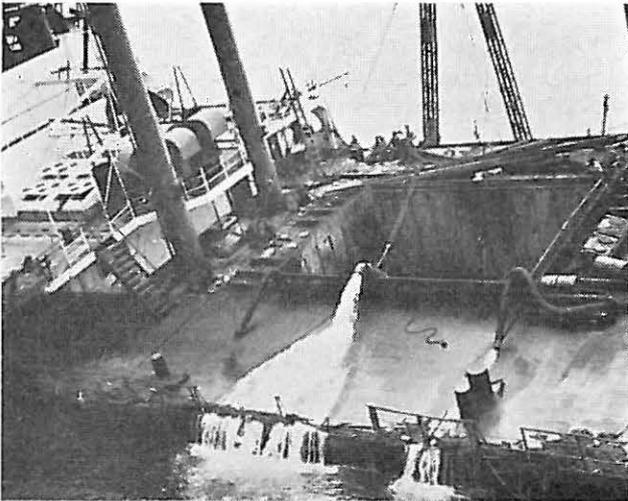
1. General view of operations.

In our December issue we made mention of a start having been made with preliminary proceedings towards refloating the TJIBANTJET.

Since then a great deal of work was carried out by the Hong Kong and Whampoa Dock Co. Ltd., and the Taikoo Dockyard & Engineering Company of Hong Kong Ltd., assisted by the Universal Engineering Company who at the time were responsible for salvaging the cargo with their divers, labourers and equipment.

On 17th March the total quantity of cargo salvaged was 3285 kilo tons, it was then decided to leave the remainder of 132 K/T on board.

After that date an average of 90 men has been working on board daily to prepare the vessel for the salvage operation.



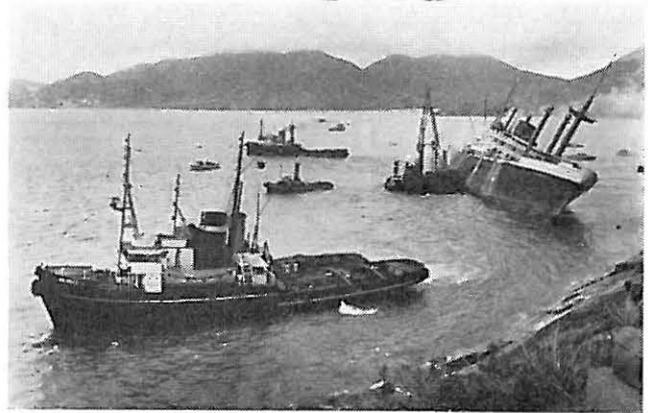
2. 10" pump on hatch IV.

Debris and broken cargo had to be removed, shell plating and bulkheads were repaired where possible, cement boxes fitted, winches, windlasses, anchors, chains, lifeboats (3), heavy derrick, ventilator motors, ventilators, slab hatches and derricks were removed as far as possible in order to lighten the ship of its topweight.

Three hatches were made airtight, so that by pumping in compressed air the water level in those holds could be brought down at least as far as where the hull was still intact.



3.



4. "Off".

Salvage operations, set for May 31st, had to be postponed due to a tropical storm. They were started again on June 2nd, but unfortunately in the early hours of 3rd June part of the cement boxes in hold IV cracked and started leaking so badly that salvage had to be postponed again for at least 24 hours.



5. On her way

(Photographs 4 and 5 by courtesy)

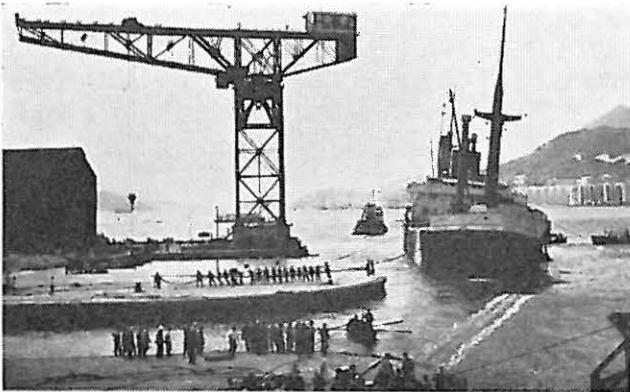
## RYDOCK



On 5th June final operations were begun; tweendecks of holds I and IV, the tunnel and hold VI were pumped empty, the remaining holds were blown with compressed air.

The large 10" pump on hold IV caused some anxious moments when its suction choked, but this was soon cleared.

Slowly the vessel's increased buoyancy brought her list from 33° back to 29°, and started moving on the rising tide without any scraping noises from rocks or other obstacles.

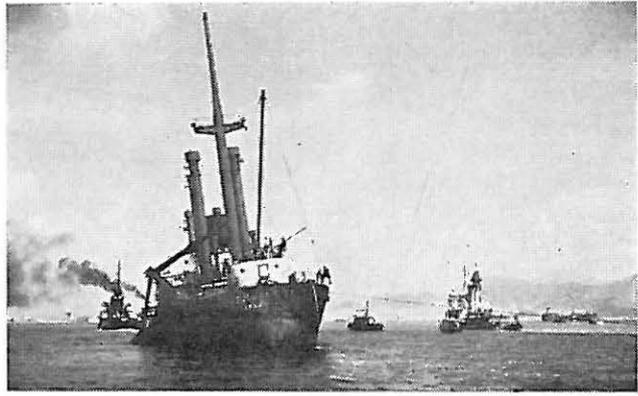


7. Entering dock.



nk Bay.

*China Morning Post, Ltd.*)



6. On her way from beach to dock.

She was beached at noon, and when settling on the sandy bottom her list was further reduced to 15°.

Four "camels" (large tanks for compressed air) were installed on the portside, amidship, to further reduce the list, and on June 20th the vessel was towed to Kowloon Docks and with an 8° inclination.

She was first brought alongside at 11.00 a.m. and, with the aid of the dockyard's enormous crane, 88 tons ballast (large iron and steel chunks) were put on the starboard side near hatch 5, reducing the list to 5½°.

At 12.30 the Tjibantjet was safely in drydock, and the door was closed behind her stern.

She is not expected to be dry before 25th June as during the pumping of the dock large amounts of oil will come up; these have to be separated before the water can be pumped out into the harbour, harbour regulations forbid to pollute the harbour with oil.



8. In dock.

## CARIBBEAN VOYAGE

Most of us were delighted when the message arrived that the Tjibodas was going to make a voyage to the Caribbean Sea.

We moved on through Tokyo Bay from Tokyo to Yokohama and received there tons and tons of provisions from m.s. TEGELBERG for this long trip. Then course was shaped to Hong Kong for some final repairs and a partial change of crew.

We had to load a full cargo of copra in the Philippine Islands for Colombia. The empty Tjibodas was soon rolling across the South China Sea to Manila and then on to some smaller ports called Castañas, Tacloban, Cebu and Dipolog. As we went on the ship lay lower and lower. The Philippines are a lovely sunny group of islands. Our sailors got in some good fishing on the anchorages where we stopped for loading.

Chinese New Year fell on the day we entered Cebu and on that day of course the crew had other things to do than fishing.

Our last loading place was an anchorage in Dapitan Bay near the small town of Dipolog, Zamboanga. One can take photographs there of unspoilt natural scenery. Some officers were invited by Chinese shippers to have lunch with them ashore and great was the surprise of the hosts when they saw that all the Europeans could eat with chopsticks. We also met the local beauty queen in a small restaurant built on the jetty. A painting was made of this young lady, which still decorates the officers mess.

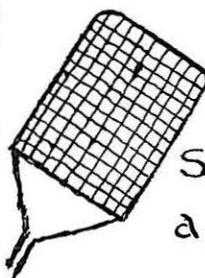
After having loaded the boat to the brim and even taken on some copra as deck cargo, we proceeded to Tarakan to get the indispensable oil fuel necessary for a long voyage across the Pacific Ocean.

It is common knowledge that the two trade winds from the Northeast on the Hong Kong side of the equator and from the Southeast on the Sydney side meet just a few degrees North of the equator. In that region there exists also a broad current flowing from West to East called the equatorial countercurrent. On both sides of that current is an ocean current running in the opposite direction. Our Tjibodas, bound for the Panama Canal, kept in the countercurrent and made pretty good speed.

We passed along the A & H atolls Eniwetok, Bikini and Christmas Island and probably covered the longest stretch ever done by a R.I.L. ship. The distance of 9842 nautical miles is longer than Vancouver - Sydney or Yokohama - Punta Arenas in Magellan Strait.

We of course saw plenty of flying fish and although we did not experience the proverbial habit of these animals - sailing through a porthole straight into the cook's frying pan - a few were found on the deck almost every morning. They seem to need complete darkness and a good breeze across the ship to perform this - for us - most welcome diversion. Fried in margarine, they are very good eating.

After travelling in an easterly direction for some twenty-seven days it is of course an "occasion" when the ship goes over the date line in 180° longitude. King Neptune doesn't show up because he is not interested in this mode of boundary measurement. As is well known, one has the same day twice in succession. Ours being a Saturday, we enjoyed twice over the traditional green pea soup for lunch.



Swatter as seen by  
a doomed copra bug.

The cargo produced plenty of copra bugs. These are tiny, black harmless flying beetles. Cruel seafaring people however made it a sport to kill the poor creatures with a swatter.

For reasons not yet explained half a dozen of the officers as well as the laundryman sported a beard on this voyage. In the photograph can be seen part of the collection in the early stages of their multi-coloured proofs of manhood.



After calculating the various beams from Radio Nederland we found that the one to New Guinea and East Australia passes right over Formosa Strait. A large *Geographical Magazine* Pacific map was hung in the officers mess with the beams drawn in so that one could tune in to the right programme at the right time. By far the greater part of the Pacific however is not covered by any beam.

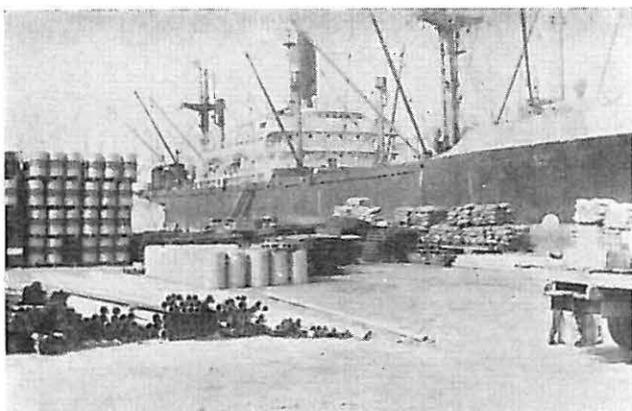
The highlight of this voyage was of course the Panama Canal, which has been operating smoothly and efficiently for nearly half a century. No feature attracts more attention than its massive locks. Arriving from the Pacific a ship is lifted some 54 feet in the two steps of Miraflores locks and after that another 31 feet in Pedro Miguel lock. Gatun locks on the Atlantic side form one continuous flight of three steps which raise or lower ships 85 feet. The tremendous quantity of water required to operate the Panama Canal is stored in Gatun Lake, which receives ample supply in the rainy season. Gatun Lake level is about 85 feet above the sea. Each lock chamber holds about 26 million gallons of water, which is a one day supply for a city the size of Montevideo or Kobe. The whole is operated by gravity; there are no pumps.

After the canal we proceeded to Cartagena, the tourist showplace of Columbia. The outstanding features of Cartagena are a very large fort and the colourful Cathedral tower. The whole town with its stucco houses and buildings has a Spanish look. Cartagena in fact is more Spanish than Spain itself.

The next stop was Barranquilla which is similar to Cartagena.

Soon after our leaving Barranquilla a stowaway turned up on the foreship. Being guided to the bridge he was asked whether he could swim, whereupon he started to perspire profusely. The ship was turned back and he was handed over to the pilot boat.

Then on to Jamaica. Unfortunately we arrived and sailed on Good Friday and thus had no chance to sample their famous rum. All these places are a paradise for stamp collectors.



S.S. Tjibodas discharging Copra at Barranquilla.

Our next port was Santa Maria on the South coast of Cuba. Before entering the bay, anchor was dropped in the afternoon at Canal de Breton. Never have I seen such an abundance of fish. The water was extremely clear and the anchor could be seen lying on the reef bottom with hundreds of fish around. The crew did not waste time and soon had more than a dozen lines over the side. The chain of islands around the bay has the beautiful name of Jardine de la Reina. We thought it not fair that we had to leave this place early in the morning.

Santa Maria has a population of only a dozen or so. Moreover, we were anchored several miles from the shore and so the cargo of sugar was taken on without bothering about shore leave. Our Chief Engineer and Second Officer, who were relieved by new arrivals from Holland, gave a jolly good-bye party. Somebody made a variant to Tommy Steele's "Water, water everywhere", substituting sugar for water.

On the way back we stopped a few hours in Cristobal on the Atlantic side of the Panama Canal. Everybody hurried ashore to do some shopping. We bought a few magazines and off we were once more.

The trip through the canal was uneventful. In the Gulf of Panama were seen quite a lot of large turtles. Next day out in the Ocean we also saw turtles on the surface. Strangely enough the depth there was over a thousand fathoms. The Northeast trade winds were soon picked up and we had over twenty sunny days in favourable winds and currents, with the ship only slightly rolling.

This time some nuclear bombs were exploded but the Tjibodas was now thousands of miles distant from the danger area.

Queen Juliana's birthday was celebrated far away from any land.

We saw the Southern tip of Hawaii but were too far off to detect straw skirts. There is a station in Hawaii which transmits a Japanese programme to the many Japanese living on the Hawaii group of islands.

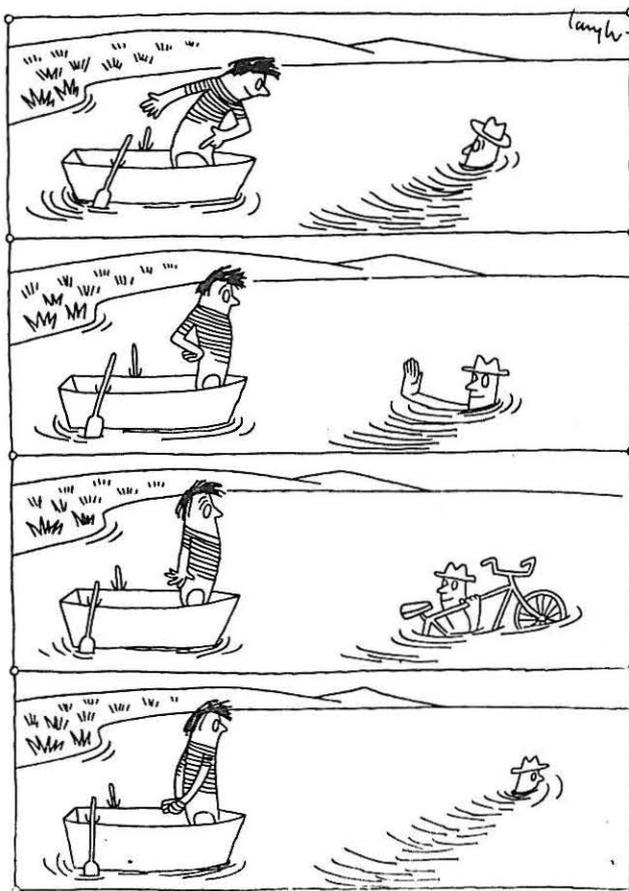
During the voyage we organized a few "slide" shows such as are customary now on many ships. We managed to process an Ektachrome film and the boatswain was surprised to see himself and the ship's pet dog projected to almost life size in full colours two days after the picture was taken.

The crossing of the date line was this time marked by skipping Wednesday, to find that the following day was Ascension day. A very short working week indeed. On that same Thursday at about 2045 we heard the Third Officer making a tumultuous noise on the bridge. We flew upstairs and found a *sputnik* travelling serenely through the skies from the Northwest to the Southeast. We learned the next morning from the *Ocean Post* that sputnik III had been successfully launched. The satellite had only made a few revolutions round the world when we saw it. The next evening we both heard and saw it. The light seemed to go on and off, probably owing to the projectile's turning over.

Another few days at sea and the shores of Japan came in sight with the beautiful Fuji San, snowpeaked, bathing in spring sunshine.

Thus came to an end a very interesting voyage of nearly four months. But now we wanted to go down the gangway to enjoy the blessings of the land.

(Contributed).



## THE SHIPS OF THE WEEK



The above pictures were taken in the Grand Hotel "Gooiland" during the broadcasts to m.s. RUYS and s.s. TJIBADAK on May 21st. Mr J.C. Louwman retired Chief Engineer accompanied by his wife attended the broadcasts.

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## PERSONALITIES

Our Managing Director Mr A.H. Veltman left Hong Kong for Amsterdam on 29th May, for consultations with the Board of Directors, and returned on June 17th.

Both ways were travelled by Pan American World Airways' direct flights between Hong Kong and Amsterdam.

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## THE SISTERSHIPS M.S. "TJILUWAH" AND M.S. "TJIWANGI" TOGETHER IN HONG KONG HARBOUR



On June 27th, the two sisterships m.s. TJILUWAH and m.s. TJIWANGI – the vessels plying between Hong Kong and Indonesia in the HSIS were for the first time simultaneously berthed in Hong Kong.

When this news reached us, we hurriedly sent for our *R.I.L. Post* photographer Peter Tse, who did a splendid job as you can see.

ON THE LIGHTER SIDE . . . . .

The secret of longevity

In a small restaurant of the South Coast of England, reputed to be partly built from timber of the defeated ships of the Spanish Armada found on the beaches, we came across the following secret of longevity:

The horse and cow live thirty years;  
 And nothing know of wines and beers;  
 The goat and sheep at twenty die  
 Without the taste of rum or rye;  
 The sow drinks water by the ton;  
 And at eighteen is nearly done;  
 The dog at fifteen cashes in;  
 Without the aid of ale or gin;  
 The cat in milk and water soaks,  
 And after ten short years it croaks;  
 The modest, sober, bone-dry hen,  
 Lays eggs for years, and dies at ten;  
 All animals are strictly dry,  
 They sinless live and sinless die;  
 Yet, *Sinful, Ginful, Rum-soaked Men*  
 Survive for three score years and ten,  
 And, some of us the mighty few,  
 Stay pickled till we're ninety-two.

Why is a ship a she?

Some nice answers to this question we found recently in *Norwegian Shipping News*. They are: Because a ship has a waist (amidships section), bonnets (engine room cover on boat or added strip of canvas on sail), laces (rigging fastenings), staves (ropes), combings (edge of hatch), jewels (small blocks on signal yards) and earrings (short pieces of sail rope).

There is a great deal of bustle around her and in port she has an agent handling her business, called a "husband". On the large vessels the word was attached because of the sails.

The sails represented the vessel as dressed like a woman. First there is always a gang of men around her, second it takes a lot of paint to keep her good-looking, and third, she's cranky, unpredictable and hard to get along with.

A merchant ship is called "she" because, coming into port, the first thing she does is to go to the "buoys".

Boats not to be called "she" are the mail (male) boats.



A fool and his money are in the same boat as the rest of us these days.



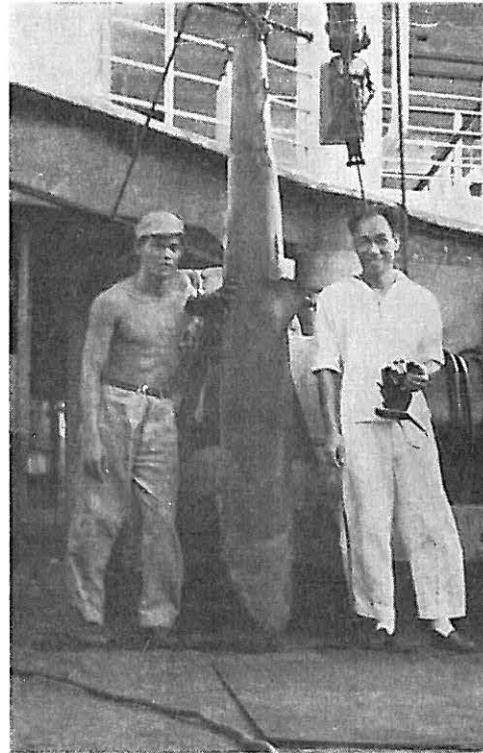
Giving a penny for some people's thoughts is just another example of inflation.



The one thing children wear out faster than shoes is parents.



MALE AND FEMALE SHARKS  
 HAULED ABOARD ! ! ! !



In the Indian Ocean on their way to Penang the Quarter Master and sailor of m.s. VAN WAERWIJCK, hauled aboard a male and female shark of ± 8½ long and ± 300 lbs. each.

The Quarter Master told us after a few unsuccessful trials with nylon lines to catch these enormous sharks they decided to make themselves a bigger hook and with a steel wire they eventually succeeded in landing the sharks on the second day.

The photograph shows the female hanging between the Quarter Master Chan Fee and sailor Yau Wah.

Naturally the whole deck department lent a helping hand.

The sharks were flung into the deep blue sea again, after a few teeth were pulled out for remembrance's sake.

The original story written by the Quarter Master:

本輪由南非航返皖能途經印度洋  
 適輪機發生故障迫於停航在大  
 洋中修理為時多日在此短暫之  
 期間偶然發現巨型沙魚數尾  
 游弋各全事即投之以餌而誘之  
 卒捕獲三尾其一逾八十公斤  
 其二逾式百公斤在航海之枯  
 燥生涯中偶有所獲聊勝於無  
 各人等騰歡雀躍誠為倖致之  
 余取其牙齒數齒並攝取其照以資  
 留念謹草數言以紀之。  
 五五年四月十日 印度洋舟中 萬里輪 點沫

## NEDERLANDS - JAPANSE VERENIGING

Te 's-Gravenhage is opgericht de Nederlands-Japanse Vereniging. Deze Vereniging heeft ten doel het bevorderen van de culturele betrekkingen tussen Nederland en Japan en de verbreiding en verdieping van de kennis van Japan in Nederland. Zij stelt zich voor dat doel te bereiken door:

- a. een onderlinge band te vormen enerzijds tussen de Nederlanders die of in Japan hebben gewoond of door een bezoek of door hun werkkring met dat land in aanraking zijn geweest, dan wel er belangstelling voor voelen en anderzijds de Japanners die hier te lande wonen of ons land bezoeken;
- b. het verbreiden van algemene kennis over Nederland en Japan over en weer;
- c. het houden van voordrachten, filmvoorstellingen en tentoonstellingen;
- d. het uitgeven van geschriften en het doen plaatsen van artikelen in bladen en tijdschriften;
- e. Japanners, die Nederland bezoeken, of wel in Nederland studeren, zoveel mogelijk behulpzaam te zijn;
- f. Nederlandse studerende, die belangstelling hebben voor toenadering tot Japan en voor bestudering van de

Japane taal, zoveel mogelijk daarbij bijstand te verlenen;

- g. het toepassen van alle overige middelen, die voor de beoogde doelstelling bevordelijk geacht kunnen worden.

Het bestuur wordt, in afwachting van de eerste algemene ledenvergadering, waargenomen door de Heren Drs W.Z. Mulder (oud-Gezagvoerder K.J.C.P.L.) voorzitter, F.Th. Roeters van Lennep, secretaris en J.C. Reinders Folmer, penningmeester. De Japanse ambassadeur, de Heer Akira Ohye heeft zich bereid verklaard het erelidmaatschap te aanvaarden. Tot de Vereniging zijn reeds vele personen uit ambtelijke, wetenschappelijke, industriële en vervoerskringen toetreden.

Als correspondenten in Japan zullen de Heren W.H. de Roos, Consul Generaal te Kobe en B. Spanjaard, Netherland Selling Org. P.O. Box Kyobashi 55, Tokio optreden.

De contributie, welke kan worden overgemaakt aan de Nationale Handelsbank N.V. te Amsterdam ten gunste van de Nederlands-Japanse Vereniging, werd als volgt vastgesteld:

voor gewone leden f. 5,00 per kalenderjaar  
voor leden echtparen f. 7,50 per kalenderjaar.

De Redactie zal gaarne bemiddeling verlenen ingeval zich leden zullen melden.

### NEW PERSONNEL

A hearty welcome is extended to the following new R.I.L.'ers who recently took up employment:

Mr Lansing Ling (reengaged)	Ship's Surgeon
„ M.J. Meelissen	5th Engineer
„ W.M.J. Akkerman	Appr. „

### EXAMINATION RESULTS

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

Mr G.J. Noë	2nd Officer	Th.I	22/5/58
„ J.M. Bazen	3rd „	Pr.II	12/6/58
„ K.J.B. Hoen	„ „	II	12/6/58
„ P. Maas	„ „	Th.II	9/6/58
„ A.J.C. Veltman	„ „	Th.I	29/5/58
„ W. Bakker	2nd Engineer	Th.C	10/4/58
„ A.E. Saman	3rd „	Pr.B	16/5/58
„ D.H. Meinen	„ „	B	16/6/58

### LEAVING (OR LEFT) R.I.L. SERVICE

Mr D. de Bruijn	Ship's Surgeon
„ W. Groeneveld	3rd Engineer
„ M.J. Reuwer	Ass. Purser 1st class

### LEAVE

The following personnel went on leave:

Mr A.J. van Ankeren	Captain	Mr M.N. Schoon	3rd Eng.
„ D. Visser	„	„ E.M.v.d. Ven	„ „
„ G.v.d. Spoel	2nd Off.	„ H. Brinkman	5th „
„ R.D. Berkelmans	3rd „	„ W. Nierop	„ „
„ P.H. Slis	„ „	„ W.F. de Vlugt	„ „
„ H.E. Kerkmeyer	4th „	„ H. Vreugdenhil	„ „
„ K. Bijlenga	3rd Eng.	„ F.P.M. Driessen	
„ C.F. Nicolai	„ „	„ W. van Heusden	

Those who returned are:

Mr E.M. Drukker	Captain	posted to m.s.	TJISADANE
„ H. Klein	„	„ „ „	TJIPANAS
„ A.J. Winkelmolen	Ch. Off.	„ „ „	TJILUWAH
„ A.J.C. Veltman	3rd „	„ „ „	BOISSEVAIN
„ H. Gomes	Ch. Eng.	„ „ „	TJIWANGI
„ M. Schilt	4th „	„ „ „	BOISSEVAIN
„ B. Minnaert	HK HO		