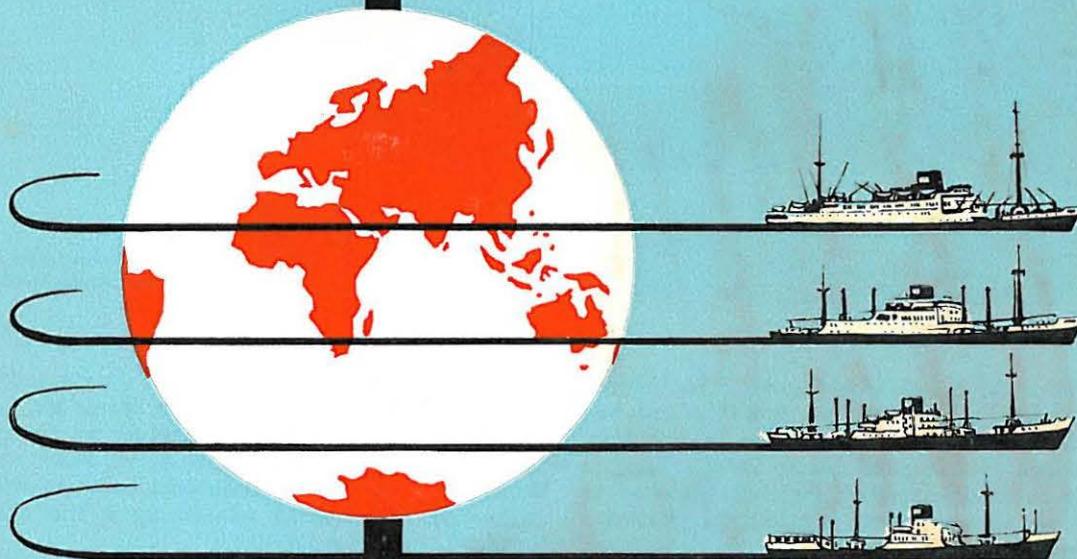




RIL *post*

A MONTHLY PUBLICATION
FOR ALL PERSONNEL OF THE
ROYAL INTEROCEAN LINES



KONINKLIJKE JAVA - CHINA - PAKETVAART LIJNEN N.V.

Vol. VI. No. 8. JUNE 1959

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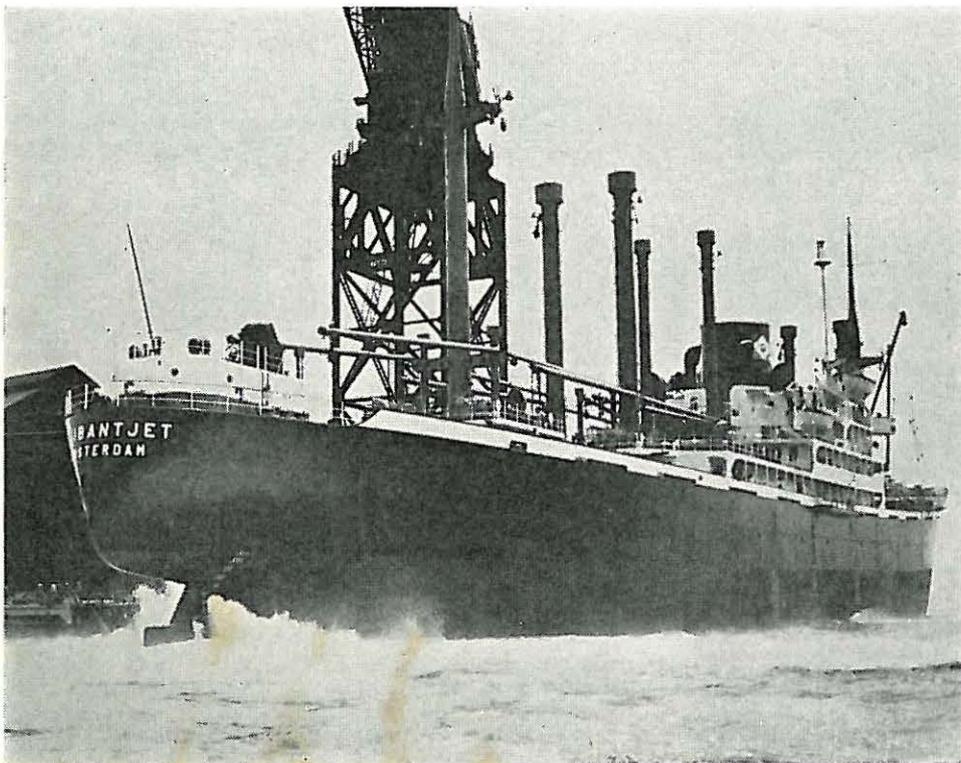
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VOL. VI NO. 8

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JUNE 1959

TJIBANTJET IN SERVICE AGAIN



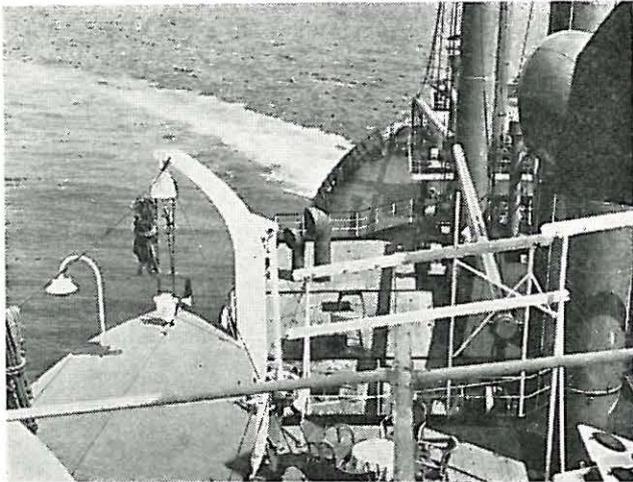
Photograph taken during trials alongside dockyard.

M.V. TJIBANTJET, under command of Captain B.H. Velders, successfully completed trials lasting two days (May 12th and 13th), and sailed from Hong Kong to Japan on 19th May. The vessel, which ran aground below Devil's Peak in typhoon Gloria on 22nd September, 1957, was refloated on 5th June, 1958, and after temporary repairs had been carried out, she dry-docked on 20th June, 1958, in the Hong Kong & Whampoa Dock Co., Ltd.'s Kowloon Docks.

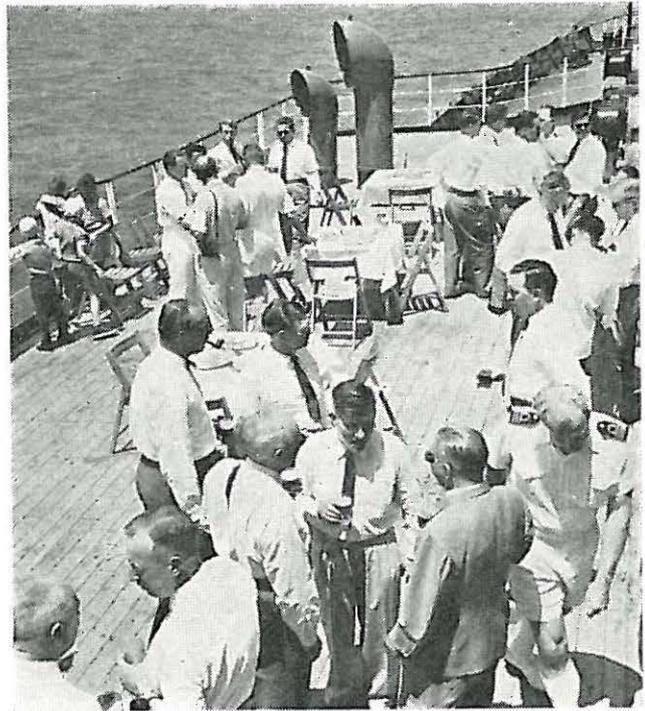
On the second day of her trials, R.I.L. invited Hong Kong's

Director of Marine, Mr A.G. Parker, the General Manager of the Hong Kong & Whampoa Dockyard, Mr A. Storrar, the Representative of Lloyd's Register of Shipping, Mr J.A. Anderson, ship surveyor Mr A. W. Black and several Dockyard - and R.I.L. officials on board to witness the mechanical trials carried out during a trip around the Island.

The ship looks like new, and both the Dockyard people and R.I.L.'s Superintendents are very happy with the results.



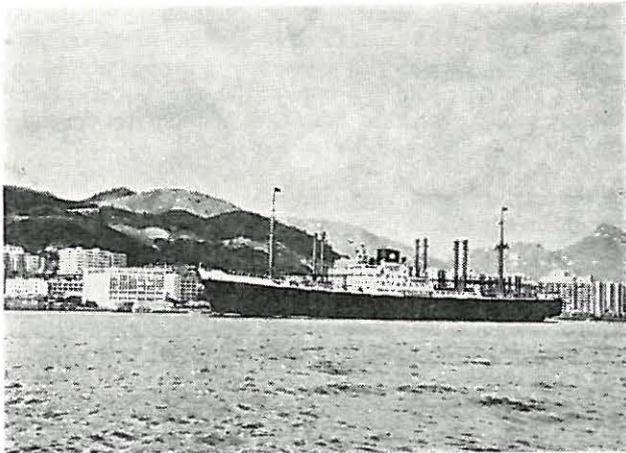
Mr J.R. van Osselen told the guests that the first he heard when disaster struck, was a telegram received on the island of Ischia, Italy, where he was on leave at the time. When coming into Hong Kong by air some time later, he saw the ship on the rocks and thought that it would never be possible to salvage her.



He thanked the Hong Kong & Whampoa Dock Co., Ltd. for the tremendous amount of work done, and the results achieved, and mentioned in particular the work of Messrs A. McIlravey, G. Hutchison, R. Falconer and J. Carpentier-Alting.

Mr Storrar, in replying, said he was rightly proud of the work done by his firm, which was the biggest job ever undertaken by them. He wished R.I.L. every success with the Tjibantjet, and closed by mentioning the names of R.I.L.-ers who had for so long given their cooperation during the repairs: Mr R.D. Koolhaas, Mr R. Boorsma and Mr E. Moen.

Apart from those given credit above, the R.I.L. Post also wishes to put on record that many other persons have been active during the salvage period, and later-on during the repairs; much to our regret it is not possible to mention all names.



The Tjibantjet steaming past InterOcean House.

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R.I.L. ACTIVITIES

M.v. Tjibantjet will make one round voyage in the J.H.S.I.S., departure Japan June 3rd. Upon completion of this trip, vessel will be employed in Ext. EAFS.

M.v. Roggeveen, so far employed in NZAS, will effect a sailing from New Zealand and East Australia (departure mid June) to Thailand, Singapore and Malaya. Thereafter vessel will drydock at Singapore.

M.v. Straat van Diemen replaced m.v. STRAAT MALAKKA in the ASAS Freight Service and gave her first sailing from Japan on May 4th.

M.v. Straat Malakka will henceforth be employed in Ext. EAFS.

M.v. King Charles was delivered at Beira on May 6th, and will be giving an Eastbound Ext. EAFS sailing.

CAPTAIN PRINS HONOURED

On 14th May, on board m.v. BOISSEVAIN in Hong Kong, the Acting Consul General of the Netherlands Mr F. van Dongen presented Captain H. Prins with the decoration of Knight in the Order of Oranje Nassau, which distinction was bestowed on him by H.M. Queen Juliana of the Netherlands on the occasion of Her birthday on 30th April. Mr Van Osselen recalled the fire on m.v. Ruys in Buenos Aires on 17th June, 1958, when disaster was prevented by the able leadership of Captain Prins, assisted by his officers and crew. He invited Mr Van Dongen to present the decoration.



Mr Van Dongen said that it was a very pleasant duty for him officially to present the decoration to Captain Prins, and that it was fitting that this could be done on board, be it on a sistership of the vessel on which this distinction was earned. This distinction was not a routine one, but was awarded in recognition of particular ability, expert and energetic action.

The face of the medal mentions "Je Maintiendrai" ("I shall maintain"), the reverse "God zij met ons" ("God be with us"), both of which are strikingly appropriate. Mr Van Dongen considered it a privilege to be able to present the decoration and to congratulate Captain Prins on this occasion.

Mr Van Osselen mentioned that, when the Ruys was honoured in November 1958, Captain Prins was on leave in Holland, and Managing Directors in Hong Kong could congratulate him at the time only by telegram. He was



happy that on this day he could personally congratulate Captain Prins, also on behalf of the Board of Directors and his colleagues.

Captain Prins thanked the Consul General, acting for H.M. the Queen, for the distinction and said how completely surprised and very honoured he had been when, on 29th April, he had received the telegram informing him of the award. He stated that bringing the fire under control could never have been so successful without the splendid cooperation of officers and crew on m.v. Ruys.

Telegrams were then read, received from the Board and Directors in Amsterdam, m.v. RUYS, m.v. STRAAT MAGELHAEN, and R.I.L.'s Representatives in Buenos Aires, Djakarta, Manila and Tokyo.

Mr Van Osselen then presented Captain Prins with the small replica of the medal and its buttonhole badge.



L to R.: Mr W.M. de Haan, Captain H. Prins and Mr J.R. van Osselen.

R.I.L. ANNUAL REPORT 1958

We were informed that the Board of Directors of the Royal InterOcean Lines in Amsterdam, decided in its meeting on May 11th to propose to the General Annual Meeting of shareholders, which will be held on the 8th of June to pay a dividend of 8% on the ordinary shares. (Over 1957 the dividend was 11%).

The Annual Report over the year 1958, which will be

submitted by the Board to the meeting of shareholders, was published on 30th May.

Through courtesy of the Amsterdam Head Office, we are able to publish the following recapitulation of the figures of the 1958 Profit and Loss Account and the Balance Sheet, compared with those of the years 1955, 1956 and 1957.

Summary of Profit and Loss Account (in Guilders)

	1955	1956	1957	1958
Balance working account (including profits carried forward from previous years)	21.304.230.—	24.082.980.—	23.769.140.—	20.251.090.—
Interest	1.616.260.—	2.479.350.—	3.520.790.—	3.517.670.—
Proceeds sale of ships	1.240.000.—*)	2.190.000.—*)	-/- 341.930.—***)	—
Transfer from Reserves	—	—	—	800.00.—
Allocated as follows:				
Depreciation fleet, godowns, offices, houses, etc., including amounts allotted to Building — and Reconstruction Reserve	24.160.490.—	28.742.330.—	26.948.000.—	24.568.760.—
Carried forward to new account	4.020.130.—	4.837.520.—	4.305.000.—	2.905.130.—
Profits to be appropriated in accordance with articles of Association	81.880.—	59.270.—	4.500.—	37.880.—
Profits to be appropriated in accordance with articles of Association	3.938.250.—	4.778.250.—	4.300.500.—	2.867.250.—

Summary of Balance Sheet (in Guilders)

Assets:				
fleet and fixed assets	81.998.130.—	92.883.740.—	96.292.450.—	123.378.040.—
current assets	101.654.750.—	117.182.150.—	116.416.300.—	85.584.040.—
	183.652.880.—	210.065.890.—	212.708.750.—	208.962.080.—
Liabilities:				
current liabilities, including balances running voyages	40.940.100.—	46.042.980.—	48.125.730.—	41.421.180.—
reserve for various liabilities	27.115.260.—	42.915.180.—	45.229.530.—	41.969.770.—
self insurance account	239.090.—	346.210.—	605.160.—	587.650.—
dividend appropriation account	3.675.750.—	4.437.000.—	4.013.850.—	2.723.920.—
	71.970.200.—	93.741.370.—	97.974.270.—	89.702.520.—
Capital account and Reserves (assets minus liabilities) ...	111.682.680.—	116.324.520.—	114.734.480.—	119.259.560.—
Deadweight capacity fleet	227.422 ton	238.565 ton	244.551 ton	256.801 ton
Deadweight capacity ships under construction or ordered	48.250 ton	55.400 ton	57.600 ton	± 66.140 ton

*) s.s. "Tasman" resp. m.v. "Van Heutsz".

**) Including addition @ f.1.000.000.— to Reserve for Special Purposes.

***) Sale of m.v. "Tjisondari".

Canada's greatest maritime development of the century, the St. Lawrence Seaway, is completed and will be officially opened in June 1959 by H.M. Queen Elizabeth II and President Eisenhower.

The physical barrier which has prevented economical water traffic between the Great Lakes and the sea, via the St. Lawrence River route, will be removed for all time. The benefits to Western trade into the industrial heart of North America are likely to be very considerable, and it is expected that by 1962 the Seaway will be handling at least 25% more tonnage than the Panama Canal.

The St. Lawrence River has played a tremendously important part in the history of Canada, and every U.S. President since Harding has advocated the construction of this Seaway. But the opposition of the Eastern railroads, coal concerns, etc., prevented the project until the following dominant factors emerged after World War II:—

- (a) The necessity of overcoming the shipping bottleneck in a relatively short stretch of narrow and shallow canals between Montreal and Lake Ontario, and so to improve other sections of the route to make it navigable throughout to ocean going vessels. This would avoid delay and the considerable cost that was entailed through the transfer of cargo from Lake freighters to smaller vessels.
- (b) The need for large additional sources of highgrade, open-pit iron ore recently developed in the Labrador-Quebec area approximately 300 miles north of the St. Lawrence Gulf.
- (c) A decision to construct the electric power facilities on the State, rather than the Federal level.
- (d) President Eisenhower's strong personal support of the project.
- (e) Canada's willingness to undertake the entire construction alone if the U.S. decided not to support the project.

That Canada's social and commercial developments over the past two or three hundred years were influenced by the St. Lawrence River can be seen by the fact that all the principal cities like Quebec, Montreal, Ottawa and Toronto are sited on, or close to, the River and by far the greater part of the Dominion's population live and work in a relatively narrow strip of territory on either side of it. Along the 1200 mile chain of lakes, rivers and canals above the port of Montreal today flows the agricultural, mineral and manufactured produce of half the continent. This is the natural outlet for Canada's huge wheat surplus and the riches of her mines and factories, while the lake-freighters also serve the busy industrial centres of the United States on the Southern boundary.

Over the past centuries there have been fairly continuous improvements on the Great Lakes - St. Lawrence shipping route with the enlarging and deepening of the navigation

channels. Ocean liners can sail up the approximately 1000 miles of the Gulf and Lower St. Lawrence to Montreal. Far away to the west the Great Lakes are freely accessible to deep-draught shipping and are interconnected by modern canals and locks. Most famous is the Welland Ship Canal, which connects Lake Erie with Lake Ontario past the great drop of the Niagara Falls. All the new channels along the St. Lawrence have been dredged to a uniform depth of 27 feet and the new locks are of the same standard dimensions as the Welland Ship Canal. In place of the 22 locks of the old St. Lawrence canal system the Seaway has only seven. The great saving of time on voyages between the Lake ports and Eastern Canada in the future will, no doubt, be vastly appreciated. The main navigation works of the Seaway project have been on the 115 mile stretch of river between Montreal and Prescott. Since the river falls by 223 feet over that distance, the rapids have been harnessed to develop about 5,400,000 h.p.



The dot-shaded area indicates the St. Lawrence

of electrical energy. The \$600,000,000 St. Lawrence Power Dam, exceeded only in production capacity by the Grand Coulee Dam in the State of Washington, is an integral part of the Seaway project. The 3,300 feet long concrete structure will divide its production equally between the U.S. and the Canadian province of Ontario.

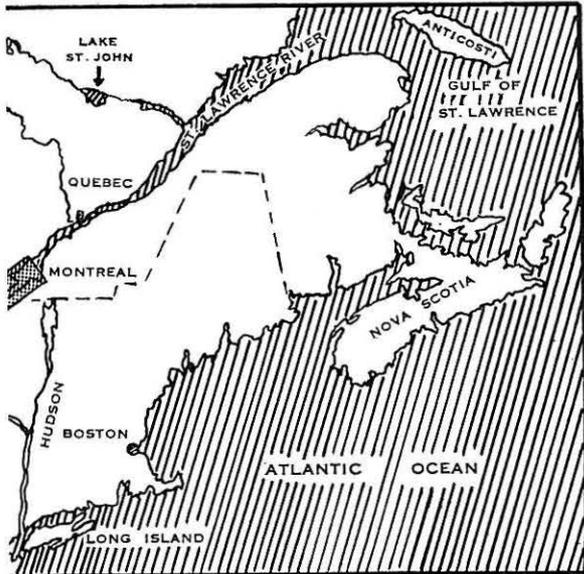
When the new dams below the main rapids were closed, the level of the Upper St. Lawrence was raised about 80 feet. This has flooded a substantial area of settled country and created a new inland lake some 30 miles in length. Flooding has meant the disappearance of a number of Canadian towns and villages, so work has been progressing fast on the rebuilding of towns on higher ground and the re-laying of doomed railway lines and roads.

The most significant event in the Seaway's progress occurred in November 1957 with the final test of the Iroquois Lock,

SEAWAY

the first of the seven locks to be constructed. Some 6600 feet long, the construction of this lock required the excavation of about $4\frac{1}{2}$ million cubic yards – or approximately 9 million tons – of material. About 600,000 tons of concrete was used in the lock chamber and its upper and lower approach walls. The Iroquois Lock, most westerly of the seven, will provide access to the part of the river between the power pool in the International Rapids Section and the stretch of the St. Lawrence upstream leading through the Thousand Island Section to Lake Ontario.

The great Iroquois Dam will regulate and control the flow of water from Lake Ontario into the new lake area and maintain it at a suitable level. This dam is over 3000 feet long and 47 feet high, the width of 6 feet broadens out gradually to 34 feet at the lock floor. One of its functions will be to serve for mooring ships proceeding



tion where the new seaway is completed.

downstream to Montreal and waiting to enter Iroquois Lock.

Two new locks have been built to provide access to shipping between Lake St. Louis and the navigation channel of the Beauharnois Power Canal, under this a four-lane highway tunnel has been constructed. Two further locks are completed in the Lachine section, extending eastward towards the port of Montreal. Some of the heaviest expenditure on the Seaway works has been incurred here, not only on improved navigational facilities but also for works that had to be undertaken because of them. For example, the main spans of important river crossings like the famous Jaques Cartier Bridge, have had to be raised and re-laid to give the extra clearance the Seaway shipping will require. Of 18,160,000 cubic yards of material to be removed by dredging from the Seaway channel, 10,500,000 cubic yards had been shifted by 1957.

Dredging operations in the St. Lawrence Ship Canal, below Montreal and Quebec, began over a century ago, in 1844, and over the years more than £100 million has been spent on this lowest section of the waterway. Further improvements have been made recently in anticipation of the greatly increased volume of shipping which is likely to result from the Seaway developments.

The greatest problem of all, to keep the Lakes and the Seaway ice-free, has not yet been solved. This eternal problem of ice has intrigued some of the world's greatest engineering experts and with the opening of the Seaway it assumes a new importance. It is almost catastrophic that five lakes should be inaccessible to shipping for 4 months of the year. Experiments are taking place in Sweden, a so-called stirring-up process, whereby the water is being kept in constant movement. Plastic pipes have been laid at the bottom of the canal and compressed air is being forced into these pipes which escapes through the holes of same; this bubbling and churning effect prevents ice-formation. However, this experiment is taking place in canals and shallow lakes and there is a vast difference between them and Lake Michigan.

Another scheme, proposed by a French engineer, calls for exploding hydrogen bombs underwater at certain key points in the Seaway system. This is supposed to create a system of "furnaces" on crushed rock through which the water would circulate and be warmed. Unfortunately, most experts agree that these and various other schemes are not practical in the St. Lawrence Seaway project and they are experimenting on a new de-freezing scheme which they hope to complete in the not too distant future.

There has been such a vast expansion of world trade since the war that the international use of the St. Lawrence Seaway promises to be on a scale that might have been thought inconceivable not so many years ago. The direct maritime trading between the Great Lakes ports and overseas countries, inaugurated in 1945, has grown steadily. When the Seaway opens and larger, and therefore more economic, vessels can be operated, this world trade is bound to grow more rapidly.

In July 1957, the Seaway Authority announced that the maximum vessel dimensions compatible with efficient operations, expeditious dispatch of traffic and safety of navigation in the normal handling of traffic on the Seaway, are to be of an overall length of 715 feet and a beam of 72 feet. Ships having an overall length of up to 730 feet and a beam of up to 75 feet can be accommodated, however, subject to non-interference with other traffic. The question of shipping tolls, their probable quantum, and method of application and collection is a matter which is now being carefully studied by officials of the Seaway Authority.

The St. Lawrence Seaway will have inestimable benefits to maritime trade, and anyone attempting to foretell the developments in the area around the Great Lakes and the St. Lawrence, runs the risk of underestimating instead of overestimating the possibilities.

EXTRA REUNIE VAN DE VERENIGING VAN
OUD-PERSONEEL DER J.C.J.L./K.J.C.P.L.

Het Bestuur kwam op de goede gedachte op 18 April j.l. een extra reunie te houden en daaraan iets bijzonders te verbinden. Dit werd geboden in de vorm van een toneelvoorstelling, door het amateur toneelgezelschap "De Plankeniers" dat, onder leiding staand van de aan oud-Indischgasten, en speciaal Soerabajanen, welbekende Mr H. Planten, over een eigen gebouw met een allerintiemst theater (op zolder) beschikt te Huizen (N.H.)

Dit gezelschap heeft een groot aantal zeer kundige spelers en een uitgebreid repertoire, waaruit naar believen kan worden geput voor besloten voorstellingen.

Wat onze vereniging betreft viel de keus – ik zou haast zeggen uiteraard – op een in het Nederlands vertaald Chinees stuk, dat geheel volgens de regelen der (Chineze) kunst ten tonele werd gevoerd. Het was een bewerking van het bekende "Lady Precious Stream" dat werd geboden onder de naam van "De Geborduurde Bal".

Velen der aanwezigen, althans zij die na 1948 nog in Hong Kong zaten, hebben wel eens een Chinese opera in de Engelse taal bijgewoond, zoals deze soms enige malen per seizoen werd gegeven door leerlingen van het Wah Yan College, onder leiding van een Ierse pater (father Sherridan), die tevens de vertaling verzorgde.

Een dergelijke vertoning zagen wij thans in het Nederlands, doch zónder de gezongen lyrische partijen. Tevens was er, ten behoeve van het Westerse publiek, een verteller, die op een wijze die deed herinneren aan wijlen Willy Mullens van Albert Frères, zich bijzonder goed van zijn taak als explicateur kweet.

De Plankeniers zijn kennelijk op kundige wijze voorgelicht hoe e.e.a. ten tonele te brengen, want het was verrassend "echt", compleet met toneelknechts, die doodkalm tussen de spelers doorliepen (voor Chinezen ongezien, omdat ze er niet zijn, er niet bij horen) om stoelen aan te schuiven, gewaden netjes te plooiën, flauwvallende spelers op te vangen, kussentjes onder knielende aanbidders te leggen c.q. deze voor de partes posteriores van bepaalde spelers te houden teneinde deze tegen pijn te vrijwaren als ze daarop een trap moesten ontvangen.

Het spel was uitstekend en de sfeer was bijzonder goed getroffen en het was dan ook op ondubbelzinnige wijze dat het J.C.J.L./K.J.C.P.L.-publiek van zijn ingenomenheid getuigde.

(Oud) Kapitein W.F.H. Burger vertolkte de gevoelens van alle aanwezigen, niet alleen door de vrouwelijke medewerkers in de bloemetjes te zetten, doch door eenieder te voorzien van een decoratieve pot met (natte) gember, hetgeen zeer kennelijk goed in de smaak van de Plankeniers viel.

Van heinde en ver waren de reunisten gekomen; er was zelfs een autobus ingelegd van Rotterdam, via Den Haag, Haarlem en Amsterdam ten gerieve van niet-autobezitters.

133 personen hadden aan de oproep gehoor gegeven, waaronder het jongste lid (doch niet in leeftijd) de heer J.H. Warning en mevrouw Warning, wier aanwezigheid buiten al opviel door hun Jaguar met het aan velen bekende Hong Kong autonummer.

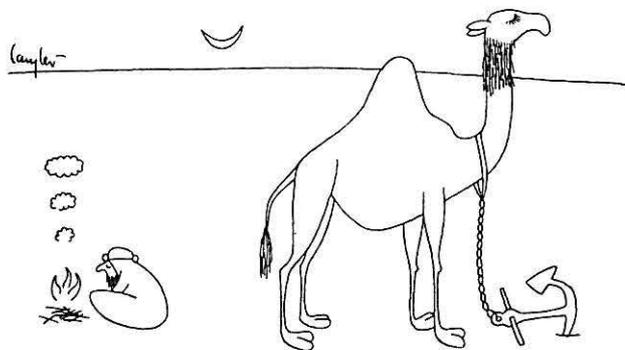
Na de voorstelling was er gelegenheid voor een "hap", die onder luid geroezemoes werd genuttigd.

Aanwezig waren de volgende leden, donateurs en genodigden; korthedshalve volstaat Uw correspondent met het noemen van uitsluitend de namen, zonder daarmede aan eerbied tekort te willen doen:

Abel, Adriaans, Albarda, Aten, Baak, De Boer, Boissevain, Brouwer, Brussel, Burger, Burggraaf, Corthals, Crommelin, Dekker, Dorré, Van Duivendijk, Egmond, Ellens, Van Gelder, Von Glahn, Gomes, De Graaff, Groeneveld, Hatzman, Hen, Herkemij, Ineke, Jochems, De Kant, Kers, Kools, Kraayenbrink, Van Kretschmar, Kroese, Van Lare, Van Lent, Van Luyken, Meyer, Van der Molen, Naerebout, Oudendijk, Pardoën, Plaat, Prins, Punt, Van Rhooon, Roks, De Roos, Roozen, Rouffaer, Schaap, Speelman, Spit, Van der Steen, Van der Schalk, Taylor-Parkins, Varkevisser, Vergroesen, Verwijs, Van Vliet, Van Walree, Warning, Van de Watering, Weide, Van der Weyer, Wilmink, De Wijn, Wijngaarden, Zandee en het piepjonge echtpaar Legemate-Zwan.

Onder grote bijval van alle aanwezigen maakte na de voorstelling de heer Burger (bij afwezigheid van de voorzitter, die tot zijn spijt verhinderd was) bekend, dat het Hare Majesteit de Koningin had behaagd de heer P.A. Vergroesen te begiftigen met de zilveren De Ruyter medaille, als erkenning voor de diensten, door hem in het algemeen aan de Nederlandse zeevaart bewezen. Op ondubbelzinnige wijze gaf het publiek blijk dat het met deze onderscheiding van de oud-secretaris/penningmeester ten zeerste was ingenomen.

PvV.



ADVENTURE IN THE SOUTH ATLANTIC

On March 20th, the lobster carrier "Frances Repetto" under the command of Captain Scott and owned by the Tristan da Cunha Development Company, was reported to be in difficulties drifting, with her main engine out of commission, east of Tristan da Cunha.

By means of an exchange of telegrams it was decided that m.v. STRAAT MOZAMBIQUE would assist the unfortunate vessel and tow her into Cape Town.

m.v. STRAAT MOZAMBIQUE, commanded by Captain Buys, altered course and notified the "Frances Repetto" by cable of her ETA to be between six and seven o'clock the following morning.

At 07.00 hours Captain Scott boarded the STRAAT MOZAMBIQUE and informed Captain Buys of the extent of the damage to the main engine which necessitated many repairs, unable to be carried out at sea. After a consultation lasting two hours, both masters agreed that the towing wire of the STRAAT MOZAMBIQUE should be made fast to the anchor chain of the "Frances Repetto" and 60 fathoms of chain should be paid out.

Leaving the STRAAT MOZAMBIQUE by dinghy, Captain Scott established contact with a heaving line and further attachments of 3" Manila rope and 4 $\frac{3}{8}$ " towing wire; the bollards on the "Frances Repetto" were not strong enough to hold the strain of the towing wire and therefore improvisation was made with a bridle on which the anchor was secured for additional strength.

Course was set for Cape Town and at 12.18 the STRAAT MOZAMBIQUE cautiously moved forward. In order not to endanger the connections, speed was gradually increased to 9 $\frac{1}{2}$ knots. Captain Scott signalled that this speed could be maintained.

Winds blowing W.N.W. to W.S.W. with sea and swell in a W.S. Westerly direction and increasing, both ships laboured heavily.

On March 23rd the "Frances Repetto" gave the signal L, which meant "stop engines immediately". The anchor chain of the "Frances Repetto" had snapped. At 02.17 contact was resumed and at 03.01 the towing operation was again under way with gradual increasing speed, but at 04.34 misfortune struck once more when the anchor chain snapped for the second time.

Captain Scott and Captain Buys flashed their signals and suggestions across the intervening waters and each agreed to stop using the anchor chain. By means of three rockets fired from "Frances Repetto" and one from STRAAT MOZAMBIQUE contact was again established with 3" Manila rope, one towing wire circumference 4 $\frac{3}{8}$ " and another two of 4 $\frac{1}{4}$ ".

Strain on the connecting tow wires and navigation difficulties continued while the difficult feat of dispensing with the anchor chain was achieved.

In each case 30 fathom of anchor chain had to be heaved on board. High winds did not improve the situation and both ships were caught in the heavy swell.

Manoeuvring as closely as possible while avoiding the danger of collision, the STRAAT MOZAMBIQUE ran a grave risk of having the tow wire entangled in her propeller.

March 24th, at 12.06 GMT, saw the STRAAT MOZAMBIQUE travelling at ten knots.

The increased speed was due to the fact that "Frances Repetto's" main engine had been repaired, although it remained unreliable. Captain Scott therefore cabled his owners, that the escort was still necessary as the main pump was out of order and the emergency pump, although functioning, was risky.

On March 25th, with the winds gradually subsiding in a S. Easterly direction but with heavy seas on the increase, both ships continued to make slow progress.

On March 26th, 05.10 GMT, Captain Scott reported chafing of the tow wire due mainly to the pitching and tossing of the illfated "Frances Repetto", mentioning that he was doubtful if the wires would hold.

Captain Buys signalled "will reduce speed by one mile", which enabled the vessels to continue under way until 15.16 hours, when the Cape Town harbour pilot embarked m.v. STRAAT MOZAMBIQUE.

The tow was disconnected at 15.19 GMT well within the harbour limits.

Total towing distance involved was 1,141 nautical miles. Our congratulations to the Master, Officers and crew of m.v. STRAAT MOZAMBIQUE for the successful way in which this unusual and often perilous venture was carried out.

A HAPPY COINCIDENCE

On April 30th, 1959, H.M. Queen Juliana of the Netherlands celebrated her 50th birthday. As a happy coincidence the 23rd day of the 3rd moon of the Chinese Lunar Calendar also fell on April 30th this year. This is an important Chinese festival, as it is the birthday of Tin Hau, Goddess of Heaven, worshipped by Seafaring Folks as their Guardian Goddess.

In the picture m.v. TJIWANGI is shown in Hong Kong proudly decorated with flags in celebration of the birthday of H.M. Queen Juliana; the junks in the foreground are similarly dressed in celebration of the birthday of Tin Hau, Goddess of Heaven.

NG SUI-CHEONG.



PERSONALITIES



(Photo courtesy Air-India International)

Mr W.M. de Haan, Managing Director, left Hong Kong for a short visit to Japan on 3rd May, and returned on 13th May.

Mr P.V.C.E. Liebenschutz, R.I.L.'s Manager for Hong Kong and China, left for Peking on 13th May on a routine business trip. He is due back in Hong Kong by the end of May, or early June.

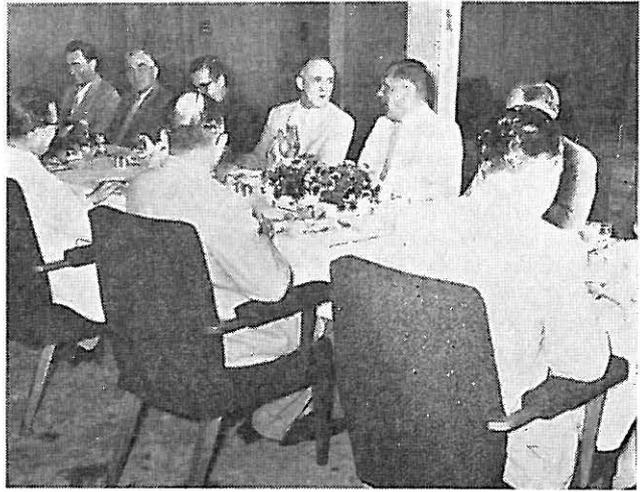
Mr J. A.Jansen, formerly "Chef van Dienst Etablissementen" in Djakarta, passed his final examination at the "Economische Hogeschool" at Rotterdam on the 16th of April, 1959 (Drs).

On May 14th, 1959, Chief Engineer H. Gomes was guest of honour at a farewell luncheon, given by the Managing Directors in Hong Kong. Captain H. Prins of m.v. BOISSEVAIN, Captain B.H. Velders of m.v. TJBANTJER, and officials of R.I.L.'s head office were present.

Mr Gomes' well-known congeniality provided the backbone to this meeting and a host of jokes and old stories were retold.

Mr J.R. van Osselen recalled the words of Mr Gomes earlier in the day, when after having been asked how he felt today, he admitted that he found it both difficult and sad to be retiring. Mr Van Osselen said that this also applies to the feeling of the Company. Mr Gomes was a very able engineer and he served the J.C.J.L. and R.I.L. various ways throughout the years. Mention was made of Mr Gomes' ability to understand, and be understood by the younger generation, an ability which is very much appreciated and necessary.

Mr Van Osselen made mention of all the old vessels on which Mr Gomes had served since he joined the Company



34½ years ago. Many of these were sold for scrap before the Second World War.

On behalf of the Board of Directors, and his colleagues both in Holland and Hong Kong, Mr Van Osselen thanked Mr Gomes for his very valuable service and cooperation and wished him many, many years in happy retirement.

Mr Gomes, in reply, stated that his time with J.C.J.L./R.I.L. had been a happy one, and stressed the necessity of cooperation and friendship between Captains and Chief Engineers as a basis for a strong nucleus needed by every organization.

He thanked Managing Directors and wished R.I.L. a very prosperous future.



Captain H. Prins and Ch. Eng. H. Gomes (left), both from IJmuiden.

Mr H.W. de Wolf who has been R.I.L.'s Accountant in Sydney since 1946, left Sydney on 7th April last per "Willem Ruys" on home leave and subsequent retirement. Mr De Wolf joined the K.P.M. on 2nd March, 1930 and was transferred to R.I.L. service whilst in the Sydney organisation on 1st January, 1949. Mr De Wolf therefore has had 29 years of service with the K.P.M./R.I.L.

A farewell function to Mr and Mrs De Wolf was held in R.I.L.'s Sydney office on 1st April, when Mr and Mrs De Wolf were presented with a silver tea service from the Management and Staff of the Sydney Office. Unfortunately, no photographs were taken at this function.

* * *

From the Editor:

Mr O.A. Thissen, who is standing in for Dr C.J. de Lange, Manager Personnel Dept., during the latter's home-leave, will during that time also take Mr De Lange's place in the Editorial Committee. We wish Mr De Lange a pleasant leave, and welcome Mr Thissen to a, we hope, pleasant term of duty in our midst.

* * *



L. to R.: Mr J.J. van Mourik, Mr and Mrs H.W. de Wolf, Mr A. van Bochove and Mr A. Bos.

Open Brief

Via de *R.I.L. Post* bedank ik van harte voor de gelukwensen ontvangen ter gelegenheid van de mij verleende Koninklijke onderscheiding.

H. PRINS.

"DE RUYTER"

Since our last report on the results on R.I.L.'s Dragon, the sailing season in Hong Kong has ended.

Of the seven trophies contested, De Ruyter captured two, and came second in the other five:

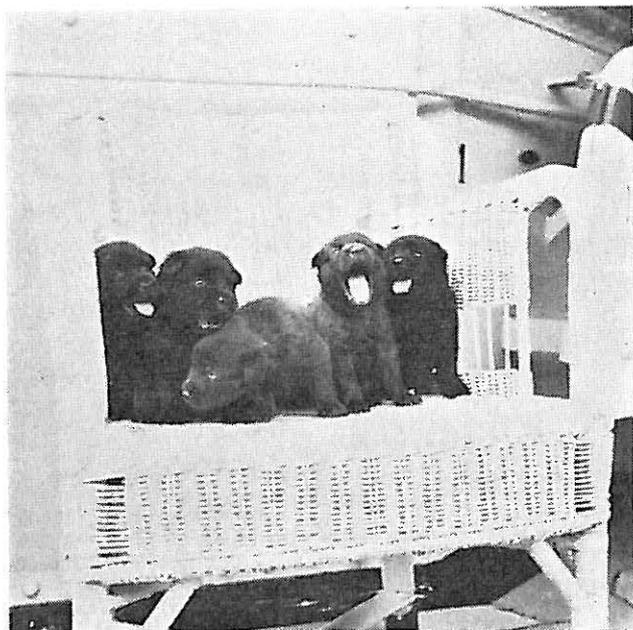
- Commodore's Cup — 6 races — first
- Championship Cup — 6 „ — first
- Christmas Cup — 2 „ — second
- Off-shore Cup — 6 „ — second
- Corinthian Cup — 6 „ — second
- Closing Regatta Cup — 2 „ — second

A general cup is presented to the dragon which did best throughout the season. For the first time in its history, the winner of this "Best Dragon of the Season" trophy was only decided in the last race of the season. De Ruyter, total 306 points lost from a winner who had 310 points! Very close. Helmsmen W. van der Goes and H.K. van der Schatte Olivier can look back on a very good season.

AUBADE A MA TANTE

*Ma plus charmante tante,
et Dieu sait que je l'aime
est ma tante ravissante:
ma tantième*

(JOHN O'MILL)



Captain Zeylstra, of m.v. SCHOUTEN, sent us the above photograph of the litter of the SCHOUTEN's dog Jessy.

Jessy managed to sneak ashore at Yokohama and produced these quintuplets. Captain Zeylstra says that it just shows you how dangerous it can be to go ashore.

NEW PERSONNEL

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

Mr F.W. Bismeyer	Captain
„ D.P.A. Algra	4th Officer
„ W. Backer	„ „
„ J.E.M. Fokke	„ „
„ T.A.J. Gulmans	„ „
„ C. Schavemaker	Chief Engineer
„ N.A.F. Croese	5th „
„ D. Kruger	„ „

EXAMINATION RESULTS

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

Mr G.v.d. Spoel	2nd Off.	Th.I	1.5.59
„ T.v.d. Dool	3rd „	II	4.5.59
„ M.J. Taal	„ „	II	24.4.59
„ G.J.C. Bevelander	2nd Eng.	C	27.4.59
„ J. Boone	3rd „	A	23.4.59
„ C. Gielis	4th „	A	„
„ H. Vreugdenhil	„ „	A	10.4.59

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

Mr S. Dekker	4th Engineer	own request
„ J.F. Heerlien	„ „	„
„ J.S. Muis	5th „	„
„ H. Terpstra	„ „	„

LEAVE

The following personnel went on leave:

Mr S. Jochems	Captain
„ C. de Wolff	„
„ G. van Altena	Chief Officer
„ J.R. van Bergen	„ „
„ J. Jacobs	„ „
„ J.G.M. Spijker	2nd „
„ N.P. Dekker	3rd „
„ F.L.S. Dreyer	„ „
„ G. Ijtsma	4th „
„ J. Stoop	Chief Engineer
„ A.F. Ijzenbrant	2nd „
„ J. Heyneckamp	3rd „
„ B.M.W. van Gelder	5th „
„ J.F. Egberink	Chef van Dienst
Dr C.J. de Lange	„
Mr H.K.v.d. Schatte Olivier	Employé

Those who returned are:

Mr J.J.G. Kuik	Captain	posted to m.v. STR. SOENDA
„ H.A. Scheybe'er	„	„ „ „ STR. BALI
„ J.G. ten Bhömer	2nd Off.	„ „ „ TJIBANTJET
„ R. Reichenfeld	„	„ „ „ STR. SINGAPORE
„ G.J.C. Bevelander	2nd Eng.	„ „ „ TJIPANAS

TRANSFERS OF CAPTAINS & CHIEF ENGINEERS
DURING MAY 1959

Mr J.M. de Bruijn	Captain	transferred to m.v. TJIWANGI
„ W.F.H. Gerken	„	„ „ „ STR. BANKA
„ P. Hoetjer	„	„ „ „ TJITJALENGKA
„ J.J.G. Kuik	„	posted „ „ STR. SOENDA
„ H.A. Scheybe'er	„	„ „ „ STR. BALI
„ B.H. Velders	„	„ „ „ TJIBANTJET
„ R. Jonker	Ch. Eng.	„ „ „ TJIBANTJET
„ G.H. Menses	„	transferred „ „ STR. COOK
„ J. Mos	Act. Ch. Eng.	posted „ s.s. TJIBADAK
„ C. Schavemaker	Ch. Eng.	„ „ m.v. TJITJALENGKA
„ F. Timmerman	„	transferred „ „ TJIMENTENG
„ G.Oliemans	Act. Ch. Eng.	posted „ „ STR. JOHORE

TRANSFER OF MANAGEMENT

Mr J.F. Egberink left Durban on home leave on 8th May, 1959. Mr J.Ph. Roosegaarde Bisschop has been appointed General Manager for Africa until Mr Egberink's return.

Dr C.J. de Lange left Hong Kong on home leave on 20th May, 1959. Mr O.A. Thissen has been appointed Acting Manager Personnel Department until Mr de Lange's return.

