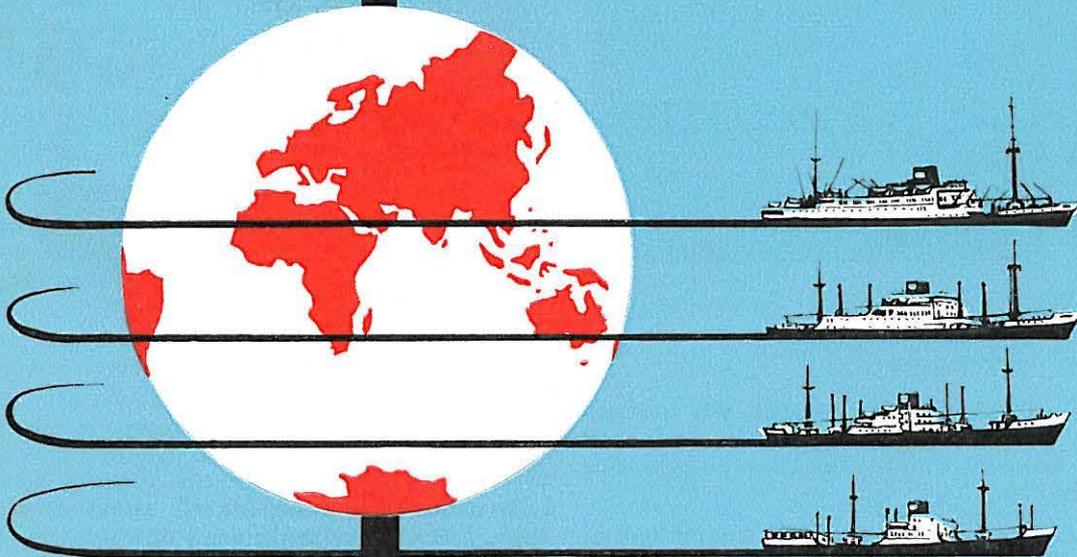




RIL *post*

A MONTHLY PUBLICATION
FOR ALL PERSONNEL OF THE
ROYAL INTEROCEAN LINES



KONINKLIJKE JAVA - CHINA - PAKETVAART LIJNEN N.V.

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P. O. BOX 725
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R.I.L. Post

A MONTHLY PUBLICATION FOR ALL PERSONNEL OF THE

VOL. VI. NO. 13

ROYAL INTEROCEAN LINES

NOVEMBER 1959

M.V. TJITJALENGKA

Our readers will have learned of the accident which befell m.v. TJITJALENGKA, when typhoon "Vera" struck Nagoya on 26th September, 1959.

Although the ship was anchored with both anchors and the engine was kept "full ahead" to reduce the strain on the anchor chains, the force of the typhoon and a tidal wave drove m.v. TJITJALENGKA onto a mud bank.

Fortunately no casualties occurred; passengers and part of the crew were disembarked within a few days.

No leaks have sprung and no damage is apparent at present. Possible bottom damage can however only be detected when TJITJALENGKA will be in drydock. A salvage contract has



been signed with Messrs Nippon Salvage, but it is not yet known when TJITJALENGKA will be sail-ready again.

During the same typhoon m.v. CHANGSHA of the China Navigation Co., m.v.s. KYUSHU MARU and SHORYU MARU of the Osaka Shosen Kaisha, various other ocean going vessels and hundreds of smaller craft were grounded in the Nagoya/Yokkaichi area. Typhoon "Vera" was of even greater force than the typhoon which hit Hong Kong during the night of September 1st - 2nd, 1937, when twenty-eight vessels were stranded.

The pictures show m.v. TJITJALENGKA aground in shallow water.

CHANGE IN EDITORSHIP

Ever since the editorship of this magazine was entrusted to me, I have tried to keep you informed about important R.I.L. events, interlaced with - what I hope - interesting stories and "small-talk".

It seems incredible to me that it is already nineteen months ago since I took a look at "my" first issue of the *R.I.L. Post*, and much as I dislike to say Good Bye to you all, I am sure you will understand when I say that I am looking forward to my forthcoming homeleave.

It gives me great pleasure to introduce to you your new Editor, Mr H.C.G.L. Ribbink of the Freight Department of R.I.L.'s Headoffice in Hong Kong, in whose capable hands the editorship has now been placed.

I am certain that Mr Ribbink will succeed in making the *R.I.L. Post* a magazine the issues of which will be eagerly awaited by everyone of its readers.

J.C.P. VAN DIEPEN.

DE EERSTE ZEEDAG VAN HET M.S. TJIMANUK

The following article on TJIMANUK'S sea trials was received from Captain W.F.H. Burger (Ret)

To preserve the characteristics of the "Mariner's jargon", no attempt has been made at translation.

Dinsdag 22 September 1959 begon het m.s. TJIMANUK aan haar Technische proeftocht en het was een bijzonder aardige gedachte van de Directie der R.I.L. om elf gepensioneerde Gezagvoerders en Hoofdwerktuigkundigen uit te nodigen om een gedeelte van deze tocht mee te maken. Het werd een stralende dag, niet alleen wat het weer betreft, maar ook wat het opdissen van oude verhalen aangaat, want daar ontbrak het allerminst aan.

Uitgenodigd werden de Heren: J.C.G. de Graaff, H. de Jonge, L.F.J. van Luyken, P. Weide, W.F.H. Burger, allen oud-Gezagvoerder en de Heren H.P. Abel, J.H. Burggraaf, J. Kers, P.C. van der Molen, W. Schaap en J. de Wijn, oud-H.W.T.K.'s Ieder van deze groep had jaren lang, in verschillende rangen op de goede oude Tjimanok gevaren, de meesten hadden met elkaar dienst gedaan op de roemruchte voorgangster van deze nieuwe aanwinst.

Voor de meesten was het "vroeg dag" geweest om te zorgen dat zij om 8.00 v.m. in Rotterdam konden embarkeren en het kopje koffie dat ons, bij het aan boord komen, door de goede zorgen van onze alom bekende A.W. Taylor-Parkins werd aangeboden, maakte, dat wij om 8.30 volkomen in staat waren de voorgenomen reis te aanvaarden en . . . te volbrengen, zoals nu eenmaal één van de vaste zinnen luidt bij het aanvangen van een reis. Direct hing er weer de van onze reünies zo bekende gezellige sfeer en het salonnetje van de Tjimanuk gonsde van de gesprekken. De saucijzenbroodjes zorgden er voor dat het in de haast geconsumeerde ontbijt thuis, werd gecompleteerd.

Om 8.30 kwam er beweging in het schip en begaven wij ons natuurlijk aan dek om het afstomen van de Nieuwe Waterweg gade te slaan. Dit blijft altijd interessant. De enorme drukte, wat scheepvaart betreft en de geweldige industrieën langs de oevers gaven onomstotelijk de overtuiging dat wij ons op de hoofd slagader van Nederland bevonden.

Met afwisselende vaart stoomden wij de Waterweg af en de voorgeschreven "sloepenrol" werd voorbeeldig door de groep "oude getrouwen" uitgevoerd.

Toen wij Hoek van Holland passeerden deed het wel even typisch aan van velen te vernemen dat dit de eerste keer was, dat zij, na hun pensionering, weer eens het zeegat uitgingen.

In volle zee begon men met het maken van de verschillende proeven. De stuurmachine werd geprobeerd vanaf de brug en vanuit de stuurmachinekamer.

Stuur- en manoeuvreerproeven werden uitgevoerd en onder-tussen maakten allen een "rondje" over het nieuwe schip. Kennis werd gemaakt met Kapitein J. Ezendam en de HWTK J. von Glahn. De hutten werden bewonderd en natuurlijk werden vergelijkingen gemaakt met de voorgangster: het s.s. TJIMANOEK.

Na de verschillende ronden kwamen wij weer op het sloependek, waar onze vriend Taylor-Parkins ons met een kistje sigaren stond op te wachten. Een grote kring werd

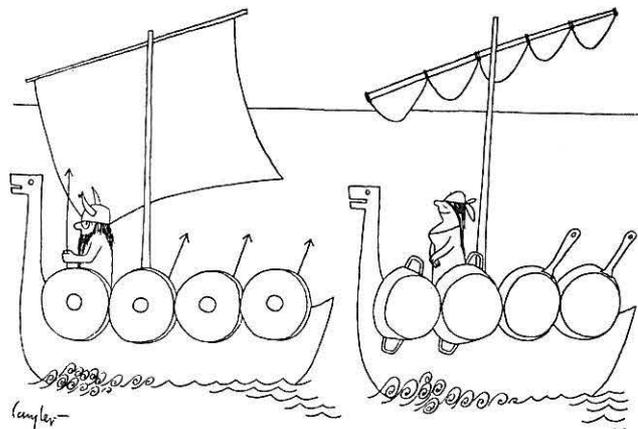
gevormd en onder het genot van vele rokertjes kwamen de verhalen los! En wat voor verhalen! Z.g. "ijzer sterke belevissen" op de oude Tjimanok, maar ze bleken werkelijk waar te zijn ook, want zij werden door anderen ten volle beaamd, zij konden zich het voorval nog goed herinneren, want zij waren toen zelf – (en dan volgde de rang, waarin zij voeren) toen het zojuist vertelde plaats vond. Er werd "gevaren" dat het een lieve lust was – duizenden tonnen lading werden geladen – de grootste typhoons getrotseerd, de oude machine werd wel tien maal overhaald – met glans kwamen wij door survey's – convoivaren was een peuleschilletje en de daarbij genoten "biertjes" waren legio, althans volgens de verhalen!

Toen Taylor-Parkins, gevolgd door een Chinese boy met bier en meer geestrijk vocht bij het clubje verscheen, ging een hoera'tje op. Precies dat wat ons op dit uur van de dag (met de gedachten steeds in de goede oude tijd) ontbrak. De kop snert, die werd geserveerd vond algemene waardering – de "service" was – als van ouds – prima maar hoe kan dat ook anders op een schip van de R.I.L.?

In de Messroom werd de lunch gebruikt. Alles verliep zeer vlot en wij hadden bewondering voor de C.D., die kans zag om onder moeilijke omstandigheden zoals een proeftocht nu eenmaal altijd oplevert, zoveel mensen een eenvoudige maar zeer smakelijke "hap" voor te zetten. Het werd natuurlijk een doorlopende voorstelling, omdat het schip op deze technische proeftocht meer mensen vervoerde, dan vermoedelijk ooit in de toekomst zal gebeuren. Het bleef een van de zeer vele zomerse dagen, die wij dit jaar hebben meegemaakt, de zee was als een spiegel en het schip – om dit nu eens lyrisch uit te drukken – lag als "een meeuwte op het water"! Om 15.30 naderden wij de kust van Walcheren en om 16.00 kwam een grote sleepboot langs zijde om de "een dag's gasten" in Vlissingen aan de wal te brengen.

Gaarne wensen wij de Tjimanuk en haar bemanning langs deze weg een goede vaart toe en danken de Directie van de R.I.L. voor de wijze, waarop zij een groep "oud-Tjimanokers" een onvergetelijke dag heeft bezorgd.

W.F.H. BURGER.



ELECTRIC BARRIERS MAY KEEP SHARKS AWAY FROM BEACHES

Among the research projects tackled by the South African Council for Scientific and Industrial Research is a study of electrical barriers to ward off man-eating sharks from the Union's bathing beaches. This project is described in Research Review.

The shark problem, though there have been sporadic reports of attacks off South African beaches over the past 50 years, only came into prominence at the end of 1957 when a series of gruesome incidents involving bathers in shallow water at popular resorts on the Natal Coast received wide publicity.

The immediate problem was solved by the hasty erection of nets and other mechanical barriers at the larger resorts, but these tend to be costly and are difficult to maintain. It was felt that more satisfactory methods might be forthcoming as a result of a scientific investigation of all the factors involved.

The C.S.I.R. agreed to undertake this and convened a committee of experts in various fields to study the whole question. After collecting all the information available, both locally and abroad, it was decided that the most promising approach lay in the use of electrical fields which are known to exert a powerful influence on the swimming action of fish.

Preliminary experiments were carried out on fresh water fish at the National Physical Research Laboratory in Pretoria. These confirmed that fish can, under the influence of a sufficiently strong direct current field, be made to swim involuntarily towards the positive electrode. It was further established that the effect is proportional to the length of the fish, that is, the bigger the fish the smaller the electrical potential required.

On the basis of this, it was possible to design a barrier consisting of two electrical cables laid parallel to each other a few feet apart on the sea bed and encircling the bathing area to be protected. In theory, pulsed direct current flow-

ing in the cables would cause any shark swimming over them to turn around and flee from the shocks he would receive. As a refinement, a third cable could be laid along the shoreline to provide a means of sweeping the bathing area clear of any sharks that might have entered overnight when the power was turned off.

It remained to convert theory into practice. In the first place, practically nothing is known about the reactions of sharks to electrical fields so it will be necessary to find out if they are in fact affected and, if so, the form and strength of the field necessary to bring about the desired result. Secondly, a considerable amount of research will be required to develop suitable designs for the cables and other electrical equipment necessary to establish the electrical barrier in salt water under the conditions obtaining on the bathing beaches.

The venue of the experiments was then shifted to the St. Lucia estuary, a large saltwater inlet on the Natal coast north of Durban. With the assistance of the Natal Parks Board, a basin some 300 feet long by 150 feet wide and 11 feet deep was excavated off the main channel between the lake and sea. An experimental barrier was erected across the mouth of this basin to see if it would prevent hungry sharks placed in the basin from escaping into the open channel beyond. A large canvas tank was also erected at the waterside to determine the strength and form of the electrical impulses to which they react most violently.

Several sharks had been caught in nets but, contrary to popular belief, the shark is an extremely delicate creature and it has proved most difficult to transport them and keep them alive. One 200-pounder was caught one evening and towed successfully to the basin where it was tethered in readiness for tests in daylight the next day. Unfortunately, it was devoured during the night by a crocodile!

(Derived from "The South African Shipping News and Fishing Industry Review").



SEEING HOW FOOD IS PREPARED ON BOARD

Some members of the East London Hotel Association were photographed aboard the m.v. BOISSEVAIN, which was in East London Harbour on 16 September. They are seen being shown a big steam cooker by the Chef de Cuisine on the ship, Mr J. van Ploeg, (right), who showed members of the Association the catering facilities on board the vessel.

(Photo Olivier & Watson, East London)

A journalist accompanying the Springbok Rugby Team from South Africa to Buenos Aires aboard m.v. BOISSEVAIN, celebrated his birthday on board.

A 9' long birthday cake is shown being cut by the guest of honour, aided by Chef de Cuisine J. van Ploeg.



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R.I.L. ACTIVITIES

Re-allocation of Vessels

In connection with TJJITALENGKA'S grounding, following vessels were re-allocated:

m.v. VAN HEEMSKERCK, scheduled to give the 17/10 FEWAS sailing from Japan, now effected the 17/10 ASAS sailing.

s.s. TJJONDOK, which was to give the 17/10 JHSIS sailing, replaced VAN HEEMSKERCK to effect the mid October FEWAS sailing from Japan.

m.v. Tjimanuk

m.v. TJIMANUK was delivered at Amsterdam on October 14th. Vessel sailed the same day in Holland-Africa Line employ for Port Elizabeth. After discharge in South African ports, TJIMANUK will effect an extra sailing British East Africa-Far East.

m.vv. Tjiliwong and Tjitarum

These sisterships of m.v. TJIMANUK will also call at African ports en route from Holland to the Far East. m.v. TJILIWONG will be delivered around the end of November and is scheduled to load in West Africa for the Far East around the middle of December.

m.v. TJITARUM will probably be delivered during the first half of December and will load in January in British East African ports for the Far East.

m.v. Straat Clarence

m.v. STRAAT CLARENCE will be delivered around November 10th. Vessel will probably carry outward cargo from the Continent to Africa and thereafter proceed to Bombay whereafter INDIAS employ.

Charter

To assist in the South America-Japan traffic the Swiss m.v. RIGI was chartered, delivery Victoria around December 20th.

SOME DINNER

According to the *South China Sunday Post Herald* the following was a menu for the annual dinner in London of the Crime Writers Association:

Hors d'Oeuvre Rue Morgue

Dead Duck and Old Bailey Sauce

Newgate potatoes with counterfeit minted peas

Ice Scream

Coffee Monoxide

Washed down with vintage blood.

For those not acquainted with crime expressions, Rue Morgue is the street in Paris where the Morgue or the Deadhouse is situated.

Old Bailey is one of the best-known Courts of Justice in London. Newgate is the name of a prison in England.

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CHINESE WISDOM . . .

人之所學而能者，其良能也。
所不慮而知者，其良知也。

“The ability possessed by men without having been acquired by learning is intuitive ability, and the knowledge possessed by them without the exercise of thought is their intuitive knowledge”.

君子所以異於人者，以其存心也。
君子以仁存心，以禮存心。

“That whereby the superior men is distinguished from other men is what he preserves in his heart;—namely, benevolence and propriety”.

TERCENTENARY OF THE HEMONY BELLS



Fotodienst Publicke Werken-Amsterdam.

Three hundred years ago the Hemony brothers came to Holland at the request of the city fathers of Amsterdam to build a carillon for the city's townhall. Their skill in casting and harmonizing these magnificent bells soon became so famous that they received orders from all over Europe to build "singing bells", and the Hemony brothers remained in the Netherlands for the rest of their lives.

Carillons and the Lowlands . . . two things that indivisibly belong together; perhaps because the country is so flat and consequently the winds can carry their merry sounds far away over the horizon. Actually, the oldest carillon in the Netherlands can be found in the village of Oudenaarde. It was cast in 1510 and they called it "Carillon" after the "Quadrillon", the four strokes that preceded the hour chimes. During the Middle Ages practically each group of people had its own bell. The workers had their evening chimes to know when to stop working; the churchbell rang to tell that a thunderstorm was threatening; on the city walls they had bells to egg on the defenders in case of an attack from the outside, etc. And each bell had its own pitch, so that you could tell them apart.

But bells are also closely connected with wars. In case of a shortage of guns, the bells were used to make the firearms; and when the war was over, the bronze gun barrels were reconverted into peaceful chimes. During the last world war, the enemy took away practically all the voices of the Dutch towers, and 40% of them were used for martial purposes.

However, we were going to talk about Hemony and his bells. Well, it was three centuries ago that he came to the Lowlands at the request of the city fathers of Amsterdam, to build a carillon for the townhall on Dam Square, today the royal palace. Who was this François Hemony, and for that matter his brother Pieter? They were both born in

Lorraine, France, in 1609 and 1619 respectively. So they actually hailed from the land of the bell-founders. Like their colleagues, they left Lorraine to start a roving life in the Rhineland, canvassing from village to village, with

no more possessions than a carpenter's square and a wooden mould. At the foot of a church tower or a townhall spire they made a deep hole in the soil, built their model in it and when at the crucial moment they began to pour the white-hot bronze into the mould, the curious onlookers threw their copper coins into the liquid for luck.

But in Amsterdam the procedure was different. There the Hemony Brothers were given a house and a separate workshop on the outskirts of the town, as their profession of "bell and gun casters" was considered to be a dangerous job. It was in that workshop that they manufactured the bells not only for the towers of Amsterdam, but also for many other towns in Western Europe, including Cologne and Stockholm. For François Hemony was a famous man in his time, and from far and near people came to listen to his "bell music". The reason for this was that he had managed to achieve something no-one before him had been

able to do: that is to make the bells ring in pure and close harmony with each other. He contrived to tune the bells at a certain pitch. For this purpose he cast them so that they sounded a trifle higher than they actually should, and then he scraped some material off the inside until the correct pitch was attained.

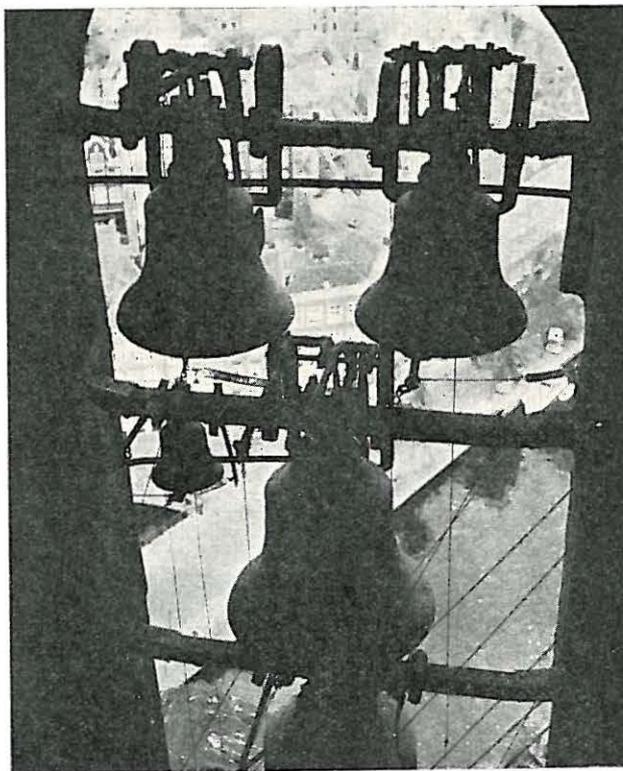


Foto Anco-Amsterdam.

In his workshop Hemony had a contraption which we today would call a "Xylophone". He put some grains of sand on iron bars, and when the bell had got the right tone and he struck it, the vibrations made the iron bars resound and the sand started to jump and frisk. This invention was François' great pride, and although today the xylophone has been replaced by an electronic pick-up, the modern art of bellcasting is still entirely based on Hemony's ideas. Nowadays the Dutch bell foundries dispatch their products to all corners of the earth, but in his days Hemony was also an exporter of renown, though he shipped his bells in a completely different way. As the roads were fairly bumpy in those days, too rough in fact for the fragile chimes, Hemony put his carillons on barges and moved them along canals and rivers, even as far as Cologne. The municipal councils had then to come to the waterfront to listen to the music, and if they liked it, the brother Pieter, who had settled earlier in Ghent in the carillon was left behind immediately. Together with his

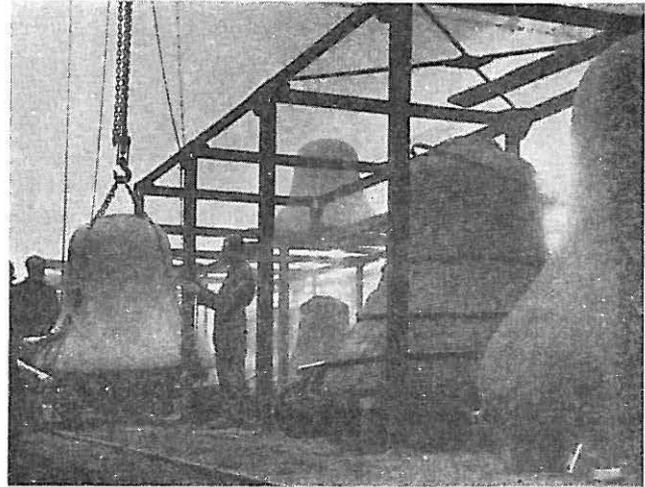


Foto J.v. Rhijn-Rotterdam.

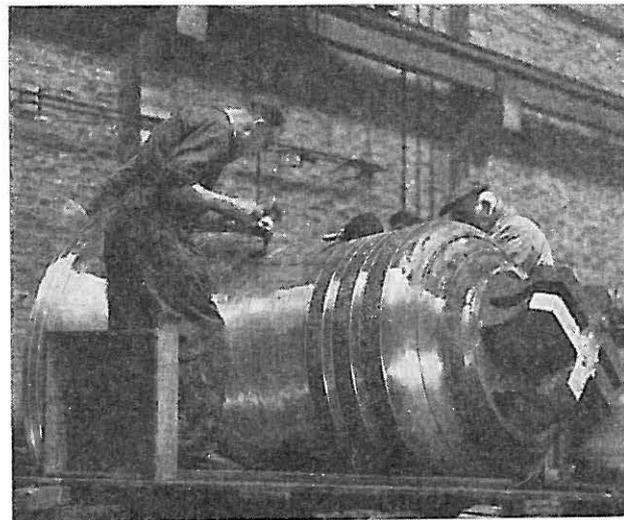


Foto Cevirum.



Foto Anefo-Amsterdam.

south, he covered the entire West-European market, and in this way they sold 51 complete sets of bells to the world. Unfortunately, not many of these have survived, as there have been many wars since...

François died in 1667 and Pieter in 1680. Their own bells pealed at their funerals for more than three and a half hours. A remarkable thing is that we don't even know what these brothers looked like, as there are no portraits or statues of them anywhere. But better than statues are the bells of the Dutch carillons which will remind us forever of the Hemony Brothers, who created the singing towers of the Netherlands.

KES MIDDELHOFF

(Derived from Radio Netherland Schedule)

"NADA-GOGO" AND SAKE, BACCHANTS' FAVOURITE

So many countries, so many kinds of liquor. Each country has its own one, original, unique and agreeing with people's living; such as Bols Gin in Holland, Wine in France and Vodka in Russia. In this insular country full of variety in geographical and climatic conditions, we have SAKE (rice-wine) made of rice, the staple food of the people. Although SAKE is brewed widely all over Japan not only for domestic consumption but also for export to foreign countries, it varies mainly in taste dependent on the place where it has been brewed.

Now, SAKE of Nada, the south-eastern part of Hyogo Pref. which we are going to describe is known to all the SAKE-loving people as the one that guarantees the best quality which anyone can distinguish with ease from SAKE made in other parts of the country. Let us take a glimpse of "Nada", that is literally the wine-cellar of Japan.

The area called "Nada-Gogo" in Hyogo Pref. spreads from east to west along the coastline of the Osaka Bay between Nishinomiya and Kobe. "Gogo", which means five districts which are Imazu, Nishinomiya, Mikage, Uozaki (Naka) and Nichi-go, is the area where many famous breweries are established. There, 55% of the overall output of the Hyogo Pref., and well over 10% of total national production, is brewed under more than 100 different brands.

Every year with the advent of winter, elegant and antique ballads are heard drifting among the wine-cellars. These ballads are the ones which extol pride and pleasure of producing SAKE of "Nada-Gogo", famous for its unrivalled good quality and rich taste; they brim with pathos of the "Toji" which are the seasonal workers (originating from Tamba in Hyogo Prefecture) in the breweries, working far away from their home town. The production starts every year in the beginning of icy December and ends in the beginning of next lively April. While the whole Hanshin area (Osaka and Kobe) is shrunk under

the chilly wind of mid-winter whizzing down from the Rokko Range, the production is going on within these cellars with heating passion, and minute care and devotion to make the best, the "very best".

Its History

The history of "Nada no ki-ippou" (pure SAKE from Nada) dates back to the tenth century as a matter of fact, history of SAKE itself does go back to the mythological age – when it is said that good SAKE was dedicated to the then Imperial Court. Nobody at that time, however, would

have dreamed of such prosperity as we can see today. In 1666 the output amounted only to 151 kiloliters; but with gradual transition of time, and thanks to development of traffic by sea between Settsu (now: Osaka and part of Hyogo Prefecture) and Edo (now: Tokyo), it subsequently increased, by leaps and bounds, until in 1804 the total output covered well over ten times of that in 1666. The epoch-making discovery of "Miyamizu" (sacred water) in 1840 around Nishinomiya seemed to have stabilized the position of "Nada" as the best brewery in Japan. This non-chalybeate hard water, welling up through a thick conchiferous stratum, tends to restrain excessive fermentation and does much to enrich the flavour of SAKE. It is not too much to say that without this Miyamizu, Nada cannot enjoy its prosperity today. In addition, various other elements, such as the big-grained rice from Banshu,



the Yoshino cedar for making the butts, the experienced dexterity of the Toji from Tamba, the cold wind blasting down from the Rokko Range, and the breeze from the Inland Sea – all interwoven with one another – establish the quality of pure SAKE of "Nada". As another latent factor, however, it cannot be overlooked at the same time that the existence of two big cities, Osaka and Kobe, as its consumers has no doubt fostered the rapid development of the brewery.

During the World War II, although it was inevitable for the brewing to be limited to a certain extent owing to control on staple food; by introducing new scientific techniques to its time-honoured way of brewing, "Nada" sustained its dignity and reputation as the king of brewery in Japan. After the War, the modernification of its installations has been accelerated, and now many a process has been switched to so-called "automation" system.

The old-fashioned brewing can no longer be seen in "Nada-Gogo" and it transformed itself into one of the modern enterprises in this country.

Process of Brewing

Imagine you are now standing in the middle of a large wine-cellar, among the huge butts around which many a man is working clad in simple clothes with aprons on their laps. Strange may it sound, but no woman is permitted to enter the cellar while the process is going on!

Ricc, rice-malt and water – these are the only raw materials for the manufacture of SAKE. Big-grained rice harvested only in Hyogo and Okayama Prefs., more suitable for brewing SAKE than for staple consumption, are firstly cleaned in polishing machines to take off fat and albuminous substance contained in the outer crust of grains, which are liable to spoil the taste of SAKE. The snow-white rice grains are then washed and soaked in water for about 15 hours to provide them with sufficient moisture for the steaming that follows as next step. After being cooled in a open place, quantities of steamed rice are divided into three lots; *a*) for making rice-malt (Koji – see picture 1). *b*) for fermentation process (Moromi) and *c*) for making yeast (Moto).

Under a fixed temperature of 27 degrees Centigrade, the Koji-mash transforms steamed rice into Koji or rice-malt, which, together with Moto or yeast made separately, is added on the first day to the steamed rice for fermentation process. Koji works to give SAKE mildness by saccharification of rice, whilst yeast gives it hardness by alcoholic fermentation. On the second day, Moromi or the rice for fermentation is kept untouched; then the second addition of steamed rice, water and more Koji is made on the third day. On the fourth, last day, the final addition of same material is effected (see picture 2). After three weeks of fermentation under careful watch, Moromi turns into a white muddy liquid, e.g. unrefined SAKE. Pure SAKE can thus be born after sedimentation with active carbon and filtering; thereafter sterilized SAKE is stored at least for one month in butts each containing 1,500 gallons. At last these are sent out to markets under various brands and grades.

These days, notwithstanding the rapid increase in the number of people who show more liking to foreign liquor and beer, many a one still loves SAKE, because it can be had without discrimination of seasons, age and sex; at home, at wayside stalls or at restaurants. And SAKE has



a close relation with living of Japanese people (for example, most of the wedding couples perform the ceremony of the three-by-three exchange of nuptial cups of SAKE before the altar).

As apéritif, mild 16-proof SAKE is most fit for these rice-eating people whose stomach may rather easily be spoiled by strong distilled drinks, such as Bols Gin, Vodka, Whisky and Absinthe. Furthermore, no other kinds of liquor can cope with SAKE when you have it in Japanese-styled rooms together with colourful Japanese dishes in front of you. And when you are reading this article, here and there people may be having a good time over bottles of SAKE of "Nada", saying "SAKE is the panacea of all ills," or "good SAKE makes good blood."

(We herewith express our sincere appreciation to R.I.L.'s Kobe Office and the Kobe Shimbun-sha, whose combined cooperation made this article possible.

Pictures printed through courtesy of Kobe Shimbun-sha).





“ SHIPS OF THE WEEK ”

TJIPANAS

Captain W.F.H Burger (Ret.) has suggested that the pictures, taken during the recording for the SHIPS OF THE WEEK programs, be printed in a somewhat larger size.

We gladly comply with Captain Burger's suggestion and hope that it will henceforth be easier to recognize one's relatives in the photographs

These pictures were taken in the Grand Hotel "Gooiland" at Hilversum on 1st October, 1959, when recordings were made for the broadcast to m.v. TJIMENTENG and m.v. TJIPANAS. This time the guests were Mr J.C.G. de Graaff (Captain, retired), and Mr K.E. Dik (Manager Passage Dept., retired), the latter accompanied by his wife.



TJIMENTENG

* * *

On 6th November, the broadcast will be directed to m.v. STRAAT JOHORE as Eastship and m.v. TEGELBERG as Westship.

The Eastship will be at Port Swettenham on that date and the Westship en route from Rio de Janeiro to Cape Town.

The list of état-major contained the following names on the day this issue had to be sent to the printers:—

“ HET SCHIP VAN DE WEEK ”

	<i>m.v. Straat Johore</i> <i>East Ship</i>	<i>m.v. Tegelberg</i> <i>West Ship</i>
Captain	L. Rademaker	R. Starkenburg
Chief Mate	W. de Graaf	D. Kuiken
2nd "	H.K.M. Schot	J.J.E.M. B. uyn
3rd "	C.J. Hendius	J.M. Bazen
4th "	G P. Telle	B.C. Faasse
" "		T.A.J. Gulmans
1st Telegraphist	T.P. Buitenwerf	H A. Dijkstra
2nd "		H.J. Hoonings

Surgeon
Chief Engineer
2nd " "
3rd " "
" "
Electrician
4th Engineer
" "
" "
5th " "
" "
" "
Appr. " "
" "
Purser
Ass. Purser
Chef de Cuisine
Stewardess
Hairdresser

m.v. Straat Johore

G. Olicmans
J.C. Meulenberg
Th.B.F. Leydekkers
R. Banning

J.K.D. ten Hoedt

S.v.d. Blom
H. Bouwman

C. Hol

m.v. Tegeberg

J.A. S'ot
J. Damstra
J. Birza

H. Hoekstein
H.v.d. Meulen
H.F. Kroon
R. Broekhuis
J.A.M. Koo'tjes
H.J.M. Peters
P.A.v.d. Berg
J.C. Koomen
Th I.J. Moerland
G.J.v. Veldhuizen
J.A. Nanninga
J.C. de Ruiter
G. Slaager
C.C.v. Kempen
J.F.v. Dam

PERSONALITIES

Mr J.R. van Osselen left Hong Kong on 26th October for a short business trip to Japan; he is expected to return early in November.

Mr E. van Walree, one of R.I.L.'s General Managers in Amsterdam, is leaving Amsterdam for Singapore and Sydney on 7th November. Mr E.P. Dumas, General Manager Traffic in R.I.L.'s Head Office, Hong Kong, will meet Mr van Walree in Singapore on 8th November. Together with Mr van Bochove they will jointly visit the various ports in Australia. Subsequently Mr van Walree will return to Amsterdam via Hong Kong.

Mr J.F. Egberink, R.I.L.'s General Manager for Africa, will visit Hong Kong during the first week of November for consultations, prior to taking up his duties again in Durban.

Mr P.V.C.E. Liebenschutz, R.I.L.'s Manager for Hong Kong and China, in his capacity of Far Eastern Manager for the Holland-East Asia Line, accompanied Mr J. Bastenhof, Managing Director of H.O.A.L. in Rotterdam, on a routine visit to Japan during the first half of October and to China during the second part of that month.

Mr J.F. Egberink who will return from home leave and a subsequent business trip on the 16th November will take over from Mr J.Ph. Roosegaarde Bisschop as General Manager for Africa.

Mr E.M. van Rhoon has been appointed General Manager for Indonesia relieving Mr P.A. de Loos on 27th October, 1959.

Mr P.A. de Loos will in due course relieve Mr P.V.C.E. Liebenschutz as Manager for Hong Kong and China, after which Mr Liebenschutz will proceed on home leave.

THE YELLOW CRANE TOWER

By TSUI HAO

We take pleasure in publishing this contribution, which was selected and translated by Mr Tsang Kwok Wah of Hong Kong H.O. Accounts Department, from the Poetry of the Tang Dynasty.

The sage of old has flown away upon a yellow crane,
And left its Tower alone to mark him last.
Flown away once, the yellow crane returns ne'er again;
Years roll past – yet the fleecy and empty clouds remain.
Winding gloves of Hanyang's trees, the stream pellucid flows,
On Parrot Isle the fragrant grass in luxuriance grows.
My home from my gazes the evening sunbeams part,
The misty river calls shadows o'er my heart.

黃鶴樓 崔顥

昔人已乘黃鶴去
此地空餘黃鶴樓
黃鶴一去不復返
白雲千載空悠悠
晴川歷歷漢陽樹
芳草萋萋鸚鵡洲
日暮鄉關何處是
煙波江上使人愁

NOTES:

The Yellow Crane Tower was at Wuchang. The legend goes that when Fei Wen-Shu became a spirit and flew away on a yellow crane, it rested there, leaving its foot print. The original tower was destroyed by the Tai Ping rebels during the siege of Wuchang.

IN MEMORIAM CAPTAIN H.A. GOSLINGA

The sorrowful news reached us that Captain Hendrik Abraham Goslinga passed away in Doorn, Holland, on 17th September, 1959.

Captain Goslinga started his sea-faring career with K.P.M. in 1922, and after joining R.I.L. in 1948, he held command of the motor vessels STRAAT SOENDA (1948-1951) and STRAAT MAKASSAR (1951-1954).

Mr J.F. Egberink, R.I.L.'s General Manager for Africa,



MAY HE REST IN PEACE

at the time on home leave, represented R.I.L. at the funeral. Mr Egberink mentioned that Captain Goslinga had always been ready to serve the Company and to help others, and that he would be remembered for his honesty, friendliness and sense of duty.

Captain Goslinga will be sadly missed by his many friends afloat and ashore. We wish to convey our sincere sympathy to Mrs Goslinga.

NEW PERSONNEL

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

Mr R. Koppenol 3rd Engineer (Temp. employment)
 ,, P. Feldbrugge H.K. H.O.

EXAMINATION RESULTS

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

Mr J.G.M. Spijker	2nd Officer	I	22- 9-59
,, J. Haitma	3rd ,,	Th.II	29- 9-59
,, H.K.M. Schot	,, ,,	II	13-10-59
,, M.J. Taal	,, ,,	Th.I	7-10-59
,, M.L. Havelaar	4th Engineer	A	18- 9-59
,, J.J. Veldhuizen	,, ,,	A	26- 9-59
,, W.M.J. Akkerman	5th ,,	VD	4- 8-59
,, K. Tol	,, ,,	VD	21- 5-59

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

Mr R.K. Meerwaldt	4th Engineer	own request
,, M. IJzerman	5th ,,	,, ,,
,, J.A. Rooymans	,, ,,	,, ,,

LEAVE

The following personnel went on leave:

Mr J.J.G. Kuik	Captain
,, G.P. Proper	Chief Officer
,, E. van Laren	3rd ,,
,, A.J. Gerbers	4th ,,
,, J. van Ginkel	,, ,,
,, J.F.H. Palm	,, ,,
,, J.P. de Leeuw v. Weenen	,, ,,
,, A. Snoek	Chief Engineer
,, J. Maarschalkerweerd	2nd ,,
,, P.A. Saman	,, ,,
,, J. Kooiman	3rd ,,
,, C. Krul	,, ,,
,, J.C. Meulenbergh	,, ,,
,, W.J. Schaap	,, ,,
,, A.J.G. Strengholt	4th ,,
,, A. Dekkers	5th ,,
,, B.L. Herkemij	,, ,,
,, D. van Huizen	,, ,,
,, J. Kuipers	,, ,,
,, J.A. Prins	,, ,,
,, P.J. Rutgers	,, ,,
,, C.M. Severijn	,, ,,
,, G. Tomassen	,, ,,
,, H.K. Veenstra	,, ,,
,, H.P. van Wier	,, ,,
,, K.A.W.M. Verkerk	Ass. Purser
,, A.W. van Hemmen	Hoofdemployé
,, P. de Fouw	Employé

Those who returned are:

Mr C. de Wolff	Captain	posted to m.v. STRAAT TORRES
,, A.J. Zonnevrijle	Ch. Off.	,, ,, ,, STRAAT BANKA
,, J. Overbeek	2nd Eng.	,, ,, s.s. TJIJONDOK as Act. Chief Engineer

PROMOTION

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

Mr W.M.J. Akkerman	retroactive per	4-8-59
,, K. Tol	,, ,,	21-5-59

Our congratulations also go to Mr Tjoa Khee Hwai (Tg. Perak) who was promoted to Hoofdemployé (R.S.) on 1st October, 1959.

TRANSFERS OF CAPTAINS & CHIEF ENGINEERS DURING OCTOBER 1959

Mr W.F.H. Gerken	Captain posted to s.s. TJIJONDOK
,, P.A.J.v.d. Bergh	Captain transferred to m.v. TJIJANAS
,, H. Klein	Captain ex m.v. TJIJANAS to Intermediate Leave.
,, J. Kuiken	Captain ex m.v. STRAAT TORRES to Intermediate Leave.
,, P.L.Th.M. Pietersma	2nd Engineer ex m.v. TJIJALENGKA posted to m.v. STRAAT TORRES as Act. Chief Engineer.

CREW OF M.V. STRAAT CLARENCE

To man m.v. STRAAT CLARENCE, the following Chinese crew were directed to Amsterdam in a K.L.M. chartered plane, which left Kai Tak on 7th October, 1959 at 0115 G.M.T. (Arrival Amsterdam 8th October, 1959, 1510 G.M.T.).

Deck Department	20 men (Boatswain Cheung Ming—張明)
Engineroom ,,	16 ,, (No. 1 Fireman Tam Chuen—譚泉)
Catering ,,	12 ,,

In the aforementioned plane also travelled to the Netherlands: Messrs G.P. Proper, W.J. Schaap, A.J.G. Strengholt, G. Tomassen, C.M. Severijn, Ship's Officers, and Mr P. de Fouw of H.K. H.O., who went on leave.



It is with deep regret that R.I.L. announce the death of Mr Kwok Lai (郭乃), which occurred on 10th October, 1959, aboard m.v. TEGELBERG in South American waters.

Kwok Lai joined the Company in 1947 as a lamptrimmer, in which capacity he worked on board s.s. TJIJANDEK and s.s. TJIJODAS. In 1949 he was promoted to quartermaster and, at the same time,

transferred to the TEGELBERG, aboard which vessel he served for the past 10 years.

He will be remembered as a kind and helpful man, who always discharged his duties satisfactorily.

Kwok Lai is survived by his wife, and one daughter.

本公司以哀悼之忱宣佈船員郭乃君於本年十月十日在德基保輪航行於南美洲洋面時逝世。郭君於一九四七年加入本公司任職為較燈於芝萬祿及芝保大士兩輪。一九四九年調升為德基保輪舵工長，在該輪服務達十年之久。郭君生前和藹喜於助人並經常工作令人滿意，遺族有妻女各一人。